DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

2024 REGIONAL TRANSPORTATION PLAN

SCH#2023060211

CEQA Lead Agency:

TUOLUMNE COUNTY TRANSPORTATION COUNCIL

Prepared by:

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C Street, Bldg 100-B
Sacramento, CA 95816
Tel: 916.341.7760
Fax: 916.341.7767

October 2024

THIS PAGE LEFT INTENTIONALLY BLANK

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
2024 REGIONAL TRANSPORTATION PLAN

TABLE OF CONTENTS

PAGE

EXECUTIVE SUMMARY 1
ES. 1 Introduction 1
ES. 2 Background 1
ES. 3 Project Location and Setting 1
ES. 4 Project Description 2
ES. 5 Project Goals 2
ES. 6 Alternatives 3
ES. 7 Areas of Controversy / Issues to be Resolved by the Lead Agency 8
ES. 8 Summary of Impacts and Mitigation Measures 9
1.0 INTRODUCTION 1-1
1.1 Statement of Purpose 1-1
1.2 Project Background 1-1
1.3 Type of Environmental Document 1-14
1.4 Environmental Review Process 1-16
1.5 EIR Content and Format 1-18
1.6 Documents Incorporated by Reference 1-18
2.0 PROJECT DESCRIPTION 2-19
2.1 Project Proponent 2-19
2.2 Project Objectives 2-19
2.3 Project Location 2-22
2.4 Project Characteristics 2-22
2.5 Project Approvals 2-25
2.6 Relationship with Other Plans and Programs 2-25
3.0 ENVIRONMENTAL SETTING 3-1
3.1 Regional Setting 3-1
3.2 Regional Transportation System 3-1
3.3 EIR Baseline and Approach for Impact Analysis 3-3
3.4 Cumulative Projects Setting 3-4
4.0 ENVIRONMENTAL IMPACT ANALYSIS 4-1
4.1 Air Quality 4-3
4.2 Energy 4-22
4.3 Greenhouse Gas and Climate Change 4-30
4.4 Transportation 4-49
4.5 Tribal Cultural Resources 4-59

4.6 Wildfire 4-64

5.0 OTHER ENVIRONMENTAL CONSIDERATIONS 5-1

5.1 Significant and Unavoidable Adverse Impacts 5-1

5.2 Effects Found Not to Be Significant 5-2

5.3 Significant Irreversible Environmental Changes 5-2

5.4 Growth-Inducing Impacts 5-3

6.0 ALTERNATIVES 6-1

6.1 Alternative A: No Project Alternative 6-1

6.2 Alternative B. Emergency Evacuation, Road Maintenance, Road Safety Improvements, Transit, and Non-Motorized Emphasis 6-1

6.3 Alternative C: Climate Adaptation Alternative including Zero Emission Vehicles, VMT Reduction, and Emergency Evaluation 6-2

6.4 Environmentally Superior Alternative 6-2

7.0 LIST OF PREPARERS 7-1

7.1 Tuolumne County Transportation Council (Lead Agency) 7-1

7.2 Wood Rodgers, Inc. (SEIR Preparation) 7-1

7.3 Ascent Environmental, Inc. (EIR Preparation) 7-1

8.0 REFERENCES 8-1

List of Figures

Figure ES-1-1. Major Transportation Corridors ES-6
Figure ES-1-2. Project Needs by Mode ES-7
Figure ES-1-3. Short- and Mid-Range Project Needs (Tier 1 Projects) in Dollars by Mode ES-8
Figure ES-1-4. Tier 1 and 2 Project Revenues Minus Cost in Dollars ES-8
Figure 2.4-1. RTP Plan Area 2-23
Figure 3-1. Project Vicinity 3-2
Figure 4.6-1. Fire Hazard Severity Zones in Tuolumne County 4-65
Figure 4.6-2. Proposed Emergency Preparedness Projects 4-67

List of Tables

Table ES-1. Summary of 2024 RTP Environmental Impacts and Mitigation Measures ES-10
Table 1.2-1 Existing Mitigation Measures 1-1
Table 1.4-1 List of NOP Comment Letters and Summary of Comments 1-16
Table 2.2-1 Tuolumne County Goals, Objectives, and Performance Measures 2-19
Table 4.1-1 Sources and Health Effects of Criteria Air Pollutants 4-5
Table 4.1-2 Attainment Status Designations for Tuolumne County 4-6
Table 4.1-3 Ambient Air Quality Data 4-7
Table 4.1-4 National and California Ambient Air Quality Standards 4-8
Table 4.1-5 Summary of Regional Emissions Analysis by Scenario 4-15
Table 4.1-6 Summary of On-Road Mobile Source Toxics from Diesel Vehicles 4-19
Table 4.3-1 Statewide GHG Emissions by Economic Sector 4-32
Table 4.3-2 Summary of GHG and VMT Reductions Per Infrastructure Project 4-40
Table 4.3-3 VMT Per Capita Summary 4-44
Table 4.3-4 Project Consistency With the 2022 Scoping Plan 4-46
Table 4.4-1 VMT on County Roadways 4-56
Table 4.4-2 County VMT per Capita is projected to remain relatively consistent over time 4-56

Table 4.4-3 VMT per Employee based on daily home-based-work trips....4-57
Table 4.4-4 Daily VMT Reduction due to Non-Motorized CIP Projects....4-57
Table 4.5-1 Tribal Coordination....4-61

Appendices

Appendix A – Notice of Preparation (NOP) and NOP Comments
Appendix B – 2024 RTP Project Maps and Project List

LIST OF ABBREVIATIONS

ACE	Area of Conservation Emphasis
APE	Area of Potential Effects
BMPs	Best Management Practices
BAO	Beach Area Overlay (BAO)
BSA	Biological Study Area
CAA	Clean Air Act
Cal OES	California Governor's Office of Emergency Services
CAP	Climate Action Plan
CARB	California Air Resources Board
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CGS	California Geologic Survey
County	Tuolumne County
CMC	Carlsbad Municipal Code
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CTC	California Transportation Commission
CWA	Clean Water Act
DPM	diesel particulate material
DTSC	California Department of Toxic Substances
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
GHG	Greenhouse Gases
IS	Initial Study
LCP	Local Coastal Program
LOS	level of service
MBTA	Migratory Bird Treaty Act
MM	Mitigation Measure
MND	Mitigated Negative Declaration
$MTCO_2e$	metric tons carbon dioxide equivalent

MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
OHP	Office of Historic Preservation
Pb	lead
PM	Particulate matter
Porter-Cologne Act	Porter-Cologne Water Quality Act (Porter-Cologne Act),
ppb	parts per billion
Proposed Project	2024 Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Authority
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SO_2	sulfur dioxide
SWPPP	Storm Water Pollution Prevention Plan
TACs	Toxic air contaminants
TCR	Tribal Cultural Resource
TCTC	Tuolumne County Transportation Council
SWRCB	State Water Resources Control Board
UCMP	University of California Museum of Paleontology
USACE	United States Army Corps of Engineers
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VHT	vehicle hours traveled
VMT	vehicle miles traveled
VOC	Volatile organic compounds
WoS	Waters of the State
WOTUS	Waters of the United States

EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, as well as the project's environmental impacts and recommended mitigation measures.

ES. 1 Introduction

This Draft Supplemental Environmental Impact Report (SEIR) evaluates the potential environmental effects of the proposed roadway and circulation improvements of the 2024 Regional Transportation Plan (RTP) (Proposed Project) for Tuolumne County, California. This SEIR augments the previously certified Programmatic Environmental Impact Report (EIR) for the 2016 RTP (State Clearinghouse #2015122039).

The Tuolumne County Transportation Council (TCTC) is the Lead Agency responsible for preparation of this SEIR. This SEIR was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et. seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Sections 15000 et seq). CEQA requires that the Lead Agency, in this case TCTC, consider the information contained in the SEIR prior to taking any discretionary action on the Project. The Lead Agency is the agency with primary responsibility for approval of a project. Other public agencies may also use this SEIR to inform discretionary actions related to the Proposed Project.

This Summary has been prepared in accordance with the CEQA Guidelines Section 15123, which states that an EIR should contain a brief summary of the Proposed Project and its consequences, and should identify:

1. each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect,
2. areas of public controversy known to the lead agency, including issues raised by the agencies and the public, and
3. issues to be resolved, including the choice among alternatives and how to mitigate the significant effects.

ES. 2 Background

For purposes of this 2024 SEIR, the previously certified 2016 EIR completed for the 2016 RTP is referred to herein as the 2016 EIR. The proposed 2024 RTP is an update of the current 2016 RTP. The analysis in this SEIR is programmatic and is focused on the potential changes in environmental effects that could result from the updates to the 2016 RTP that are included in the proposed 2024 RTP, including updates or changes to policies, projects, and growth scenarios. Therefore, this 2024 SEIR is being prepared to analyze only the changes to the 2016 RTP or changes in circumstances under which the RTP projects would be implemented since certification of the 2016 EIR.

ES. 3 Project Location and Setting

The Proposed Project region consists of Tuolumne County (County), and its one incorporated city, the City of Sonora, which serves as the County seat. The regional setting of Tuolumne County has not changed since the certification of the 2016 EIR, which occurred on February 15, 2017. The County encompasses 2,274 total square miles, or 1,455,360 acres, and is located in the center of the California Mother Lode along the western slope of the Sierra Nevada Mountains. It is bordered on the north by Calaveras County, on the south by Mariposa and Merced counties, on the west by Stanislaus County, and on the east by Alpine and

Mono counties. State Route (SR) 108 transverses the western portion of the County from north to south, while SR 49, SR 120, and SR 132 provide connectivity east and west in the southern portion of the County.

Capital improvement projects identified in the RTP are located on State highways, county roads, city roads, and locally owned streets, as well as on airport property, railroad corridors, transit district property, and public utility lands. Chapter 3.0, Environmental Setting, provides a detailed description of the study area.

ES. 4 Project Description

The Tuolumne County Transportation Council (TCTC), as the federally designated rural transportation agency and the State-designated regional transportation planning agency (RTPA) for Tuolumne County, is required by both federal and State law to prepare a long-range (at least 20-year) transportation planning document known as the RTP. The RTP is an action-oriented document used to achieve a coordinated and balanced regional transportation system.

Under both federal and State law, TCTC must update its RTP every five years. The 2024 RTP is the long-range planning, policy, action, and financial document for the Tuolumne County region. The RTP covers a period from 2024 to 2050 and is an update of the 2016 RTP. The RTP identifies the region's transportation needs and issues and sets forth actions, programs, and projects to address those needs and issues. The RTP adopts policies, sets goals, and identifies financial resources to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that would serve the mobility needs of goods and people.

The 2024 RTP demonstrates how TCTC plans to meet the transportation needs of the region for the period from 2024 to 2050, considering existing and projected future land use patterns as well as forecasted population and job growth. A focus of the 2024 RTP is directed at demonstrating alignment with California Transportation Commission (CTC) RTP guidance and the California Action Plan for Transportation Infrastructure by advancing the Region's climate resiliency, reimagining long term maintenance challenges improving multimodal accessibility, and public safety. The 2024 RTP would identify and prioritize expenditures of anticipated funding for transportation projects that involve all transportation modes. The projects that constitute the 2024 RTP focus on highway, state and local roadway, aviation, rail, non-motorized transportation, and public transportation. Lists of 2024 RTP Tier 1 and Tier 2 constrained Projects are provided in Section 2.4, Project Characteristics.

ES. 5 Project Goals

The 2024 RTP has been updated from the 2016 version with a focus on consolidating goals and better aligning with regional, state, and federal goals and program updates. The overall goals of the 2024 are listed below. Objective and performance measures are discussed further in Section 2.2.

Transportation System Access, Safety, Equity, and Connectivity:

- **Goal 1**: Enhance safety and mobility for all users.

Economic Vitality:

- **Goal 2**: Foster a vibrant, resilient economy through strategic transportation investments.

Climate and Environment:

- **Goal 3**: Integrate land use and transportation.
- **Goal 4**: Promote environmental stewardship.

Community Engagement:

- **Goal 5**: Encourage public and agency involvement.

ES. 6 Alternatives

ES. 6.1 Alternative A. No Project Alternative

The No Project Alternative would not provide an update to the current 2016 RTP. To ensure various State funding mechanisms, RTPs must be updated every five years to ensure compliance with eligibility criteria, with each iteration reflecting adjustments based on evolving demographic, political, economic, and environmental factors. The No Project Alternative would not provide the five-year mandated update, and the TCTC would not meet eligibility requirements and would not qualify for those State funding programs that are necessary to ensure the goals of the TCTC RTP.

ES. 6.2 Alternative B. Emergency Evacuation, Road Maintenance, Road Safety Improvements, Transit, and Non-Motorized Emphasis

Alternative B would include an emphasis on 2024 RTP proposed projects including improvement projects related to emergency evacuation, road maintenance, road safety improvements, transit, and non-motorized transportation. The development of alternative transportation modes would divert vehicle trips from roadways, potentially improving the Level of Service to the extent that constrained road widenings and other capacity improvements on roadways become unnecessary. Additionally, Alternative B focuses investment into development of public transit systems and alternative transportation modes, emphasizing bus, pedestrian, and bicycle modes of transportation. Alternative B anticipates that the State would redirect increased fuel costs that motorists pay under the Cap-and-Trade Program funds to transportation improvements by local governments, including non-motorized transportation, transit capital improvement projects, and road maintenance in Tuolumne County.

ES. 6.3 Alternative C. Climate Adaptation Alternative including Zero Emission Vehicles, VMT Reduction, and Emergency Evaluation

Alternative C would include an emphasis on climate adaptation, VMT reduction, and emergency (e.g. wildfire) evacuation improvement projects as proposed under the 2024 RTP. This alternative is intended to provide an expedited path toward compliance with AB 32, SB 32, and Executive Order B-30-15 to reduce greenhouse gas (GHG) emissions from transportation, decrease vehicle miles traveled and GHG emissions, and improve zero emission vehicle infrastructure. In addition, this alternative invests in measures such as solar panels, a plug-in electric (PEV) vehicle fleet, and natural gas and electric buses to further reduce project environmental effects through energy efficiency projects. This alternative assumes that funding related to energy efficiency and renewable energy system projects would be secured to constrain those types of projects. Use of PEV, solar, and electric and natural gas buses would further improve air quality and reduce GHG emissions associated with the Proposed Project.

RTP Alternative Comparison

While Alternatives B and C offer a different focus in terms of how TCTC will pursue projects, grant funding, and allocate resources, the two alternatives are only providing staff with a direction of priorities. Both alternatives would look for opportunities to implement the complete project list outlined in the RTP (see Appendix B in this SEIR) and the environmental analysis provided in this SEIR assumes that regardless of which alternative is selected as the preferred alternative, over a 20 year build out (the RTP horizon year is 2050), the environmental impacts associated with the two alternatives are expected to be so similar as to be indistinguishable in traffic or air quality models. As a result, the environmental impacts discussed in Section 4 of this document assume that the two alternatives would, effectively, be the same.

Overview of Regional Vision and Goals

The TCTC serves as the RTPA for Tuolumne County. Its role encompasses preparing planning documents, coordinating priority projects at the regional level, and allocating State and Federal transportation funds. TCTC is committed to engaging with Tuolumne County residents and decision-makers, as well as collaborating with the California Department of Transportation (Caltrans), to ensure a balanced and equitable regional transportation system. Federal (Title CFR 450.300, Subpart B) and state (CA Government Code Section 65080) laws mandate RTPAs to conduct long-range planning, articulating the region's vision, goals, and specific transportation needs.

The 2024 RTP outlines a comprehensive vision, policy framework, action plan, and financial strategy, addressing Tuolumne County's transportation needs over the next two decades. Mandated updates every five years ensure compliance with eligibility criteria for various State funding programs, with each iteration reflecting adjustments based on evolving demographic, political, economic, and environmental factors. It focuses on facilitating the movement of people and goods for work, shopping, education, recreation, and other purposes, utilizing a variety of transportation modes such as automobiles, trucks, buses, trains, planes, bicycles, and pedestrian pathways. Recognizing the interconnectedness of transportation networks, the TCTC collaborates with local, state, tribal, and federal entities to develop a robust multi-modal transportation system.

Guidance for RTP development is provided by the CTC, which recently adopted RTP Guidelines specifying essential elements and development processes. These elements include:

1. The Policy Element (Chapter 4): This segment identifies legislative, planning, financial, and institutional considerations and establishes a regional vision supported by goals, objectives, and policies.
2. The Action Element (Chapters 5-10): Describing programs and actions to realize the County's vision, this element outlines transportation needs projections for Tuolumne County over the next 20 years, categorized by mode.
3. The Financial Element (Chapter 11): This component identifies current and projected revenue sources to finance transportation projects and programs outlined in the Action Element.

Regional Vision

The Tuolumne County Transportation Commission (TCTC) envisions a regional transportation system that is safe, efficient, equitable, and accessible across all modes within Tuolumne County. This vision aligns with key regional priorities such as maintaining infrastructure, reducing greenhouse gas emissions, promoting economic development, prioritizing projects within major transportation corridors, and expanding non-motorized transportation options. The transportation system encompasses roadways, non-motorized facilities, transit, freight, aviation, and other relevant options for mobility.

Maintenance and Safety

Historically, a key concern has been the lack of funding for maintaining existing transportation infrastructure. Recent legislative efforts, notably Senate Bill 1 that was signed in April 2017, have substantially increased funding for TCTC and local agencies; yet, challenges persist, particularly regarding maintenance needs. Additionally, new tools allow targeted funding to construct safety projects to reduce the burden of high accident rates on rural roads.

Greenhouse Gas Reductions

Meeting greenhouse gas reduction targets is another critical aspect of transportation planning in Tuolumne County. Efforts are underway to align transportation strategies with these targets, aiming for sustainable and environmentally friendly transportation solutions.

Economic Development
Furthermore, transportation planning is intertwined with economic development objectives. Improving transportation infrastructure not only promotes connectivity, but it also facilitates economic growth by providing efficient access to businesses, employment centers, and recreational destinations within the county. Thus, promoting economic development is a key consideration in the county's transportation initiatives.

Equity
Historical underinvestment in basic infrastructure has left disadvantaged communities without equal access to jobs, healthcare, education, and government services. This RTP update focuses on improving transportation in these underserved areas to help them benefit from economic growth and expand public transit, improve road quality, and create safe pedestrian and bicycle pathways. These changes will make it easier for residents to commute, access essential services, and connect with the broader economy. Promoting sustainable transportation also addresses environmental concerns, making communities healthier and more livable. By prioritizing transportation improvements in disadvantaged areas, the RTP seeks to promote regional growth and create a more connected and prosperous community for everyone.

Major Transportation Corridors
Prioritizing projects along Tuolumne County's major transportation corridors (**Figure 1.4**) is crucial for improving transportation efficiency and safety. Collaboration with partners, including local, state, and federal agencies, is the key to successful project development. By working together, resources can be pooled, expertise shared, and funding secured more effectively. This collaborative approach ensures that projects address the diverse needs of the community and lead to comprehensive transportation solutions benefiting residents, businesses, and visitors.

Non-Motorized Transportation
In addition to maintenance, there is a growing recognition of the importance of non-motorized transportation modes. These modes not only enhance connectivity but also promote health, accessibility to services, recreation, and employment opportunities. Specific attention is being given to developing multi-modal infrastructure and ensuring an adequate electric grid to support electric transit vehicles, personal electric vehicles, and electric bicycles or scooters, thereby reducing emissions from traditional vehicles.

The proposed Gold Rush Shared Use Path is a significant addition for safer walking, biking, and other non-motorized travel and recreation. Benefits of the path include reducing traffic, improving air quality, and boosting public health. The path makes it easier to reach services, parks, and jobs and improves mobility for everyone. It shows the county's commitment to sustainability and creates lively, connected communities that are focused on walking and biking.

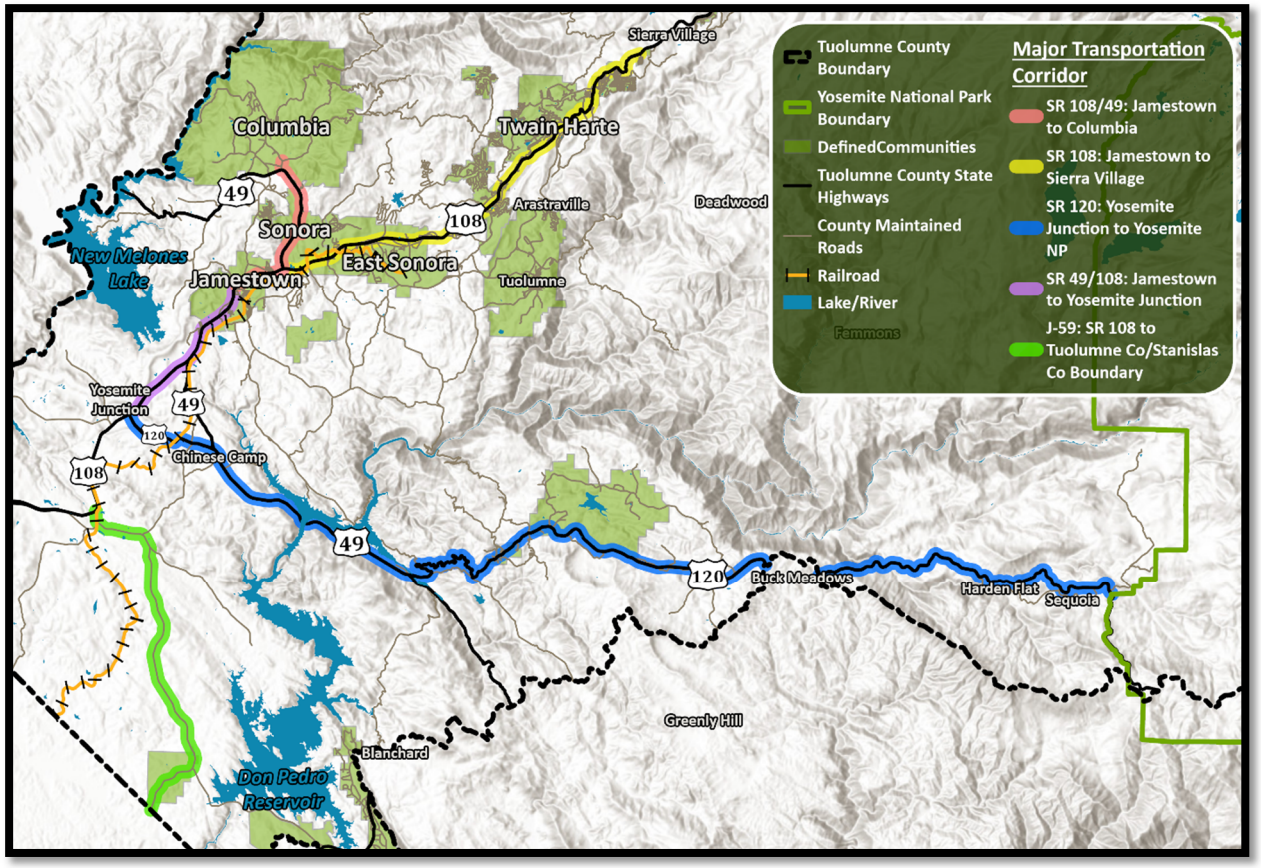


Figure ES-1-1. Major Transportation Corridors

Overview of Action Element

Over 300 state highways, local roads and streets, public transportation, non-motorized, aviation, and railroad projects have been identified in this RTP. The Figure ES-2 shows the project needs in the region by mode based on available data:

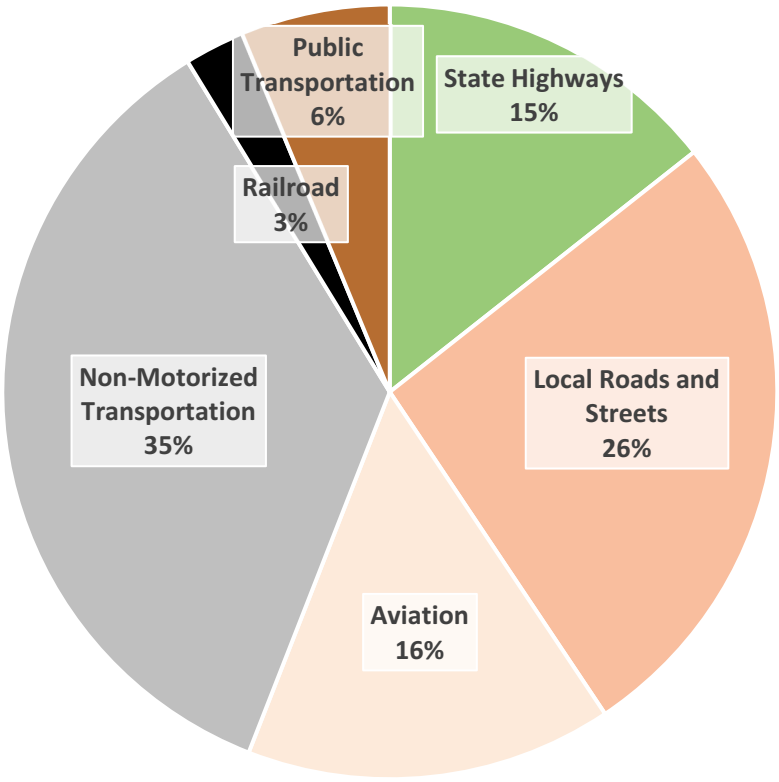


Figure ES-1-2. Project Needs by Mode

Overview of Financial Element

Approximately $1.3 billion has been proposed for local streets and roads, railroads, non-motorized transportation, public transportation, state highways, and aviation projects over the next 20 years with approximately $446 million of that sum proposed for Tier 1 projects. This total only includes projects with cost estimates, excluding many long-range projects without estimates. There is an estimated funding shortfall of approximately $1 billion over the 20-year long-range RTP period and $158 million over the 10-year short- and mid-range RTP period, not including projects without cost estimates.

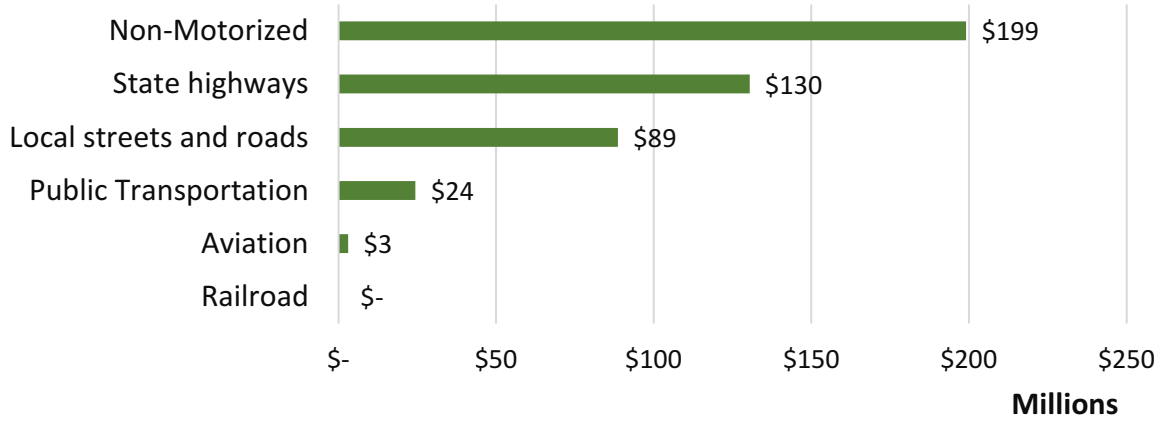


Figure ES-1-3. Short- and Mid-Range Project Needs (Tier 1 Projects) in Dollars by Mode

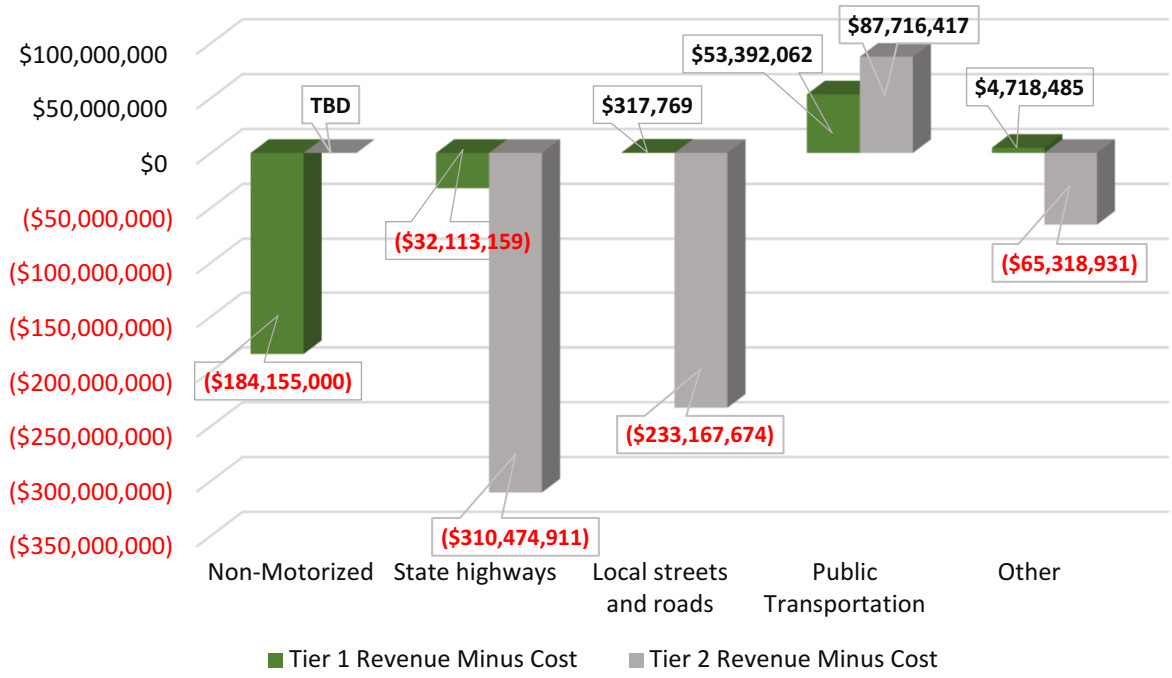


Figure ES-1-4. Tier 1 and 2 Project Revenues Minus Cost in Dollars

ES. 7 Areas of Controversy / Issues to be Resolved by the Lead Agency

CEQA Guidelines Section 15123(b)(2) requires an EIR to identify areas of controversy or public interest. TCTC distributed a Notice of Preparation (NOP) for review and comment to the State Clearinghouse and interested parties for a 30-day comment period from June 7, 2023, to July 6, 2023. Letters received from agencies and the public during the scoping period are provided in Appendix A. These comments were considered during preparation of the SEIR.

Based on information and comments received in response to the NOP, there are no known areas of controversy related to the Proposed Project.

ES. 8 Summary of Impacts and Mitigation Measures

This document is a Program EIR. Section 15168(a) of the CEQA Guidelines states that:

> *A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) As logical parts in a chain of contemplated actions; (3) In connection with issuance of rules, regulations, plans, or other general criteria, to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.*

As a programmatic document, this SEIR presents a regional assessment of the impacts of the proposed 2024 RTP. Analysis of site-specific impacts of individual projects is not the intended use of a program EIR. Many specific projects are not currently defined to the level that would allow for such an analysis. Individual specific environmental analysis of each project will be undertaken as necessary by the appropriate implementing agency prior to each project being considered for approval. Because the act of adopting the 2024 RTP would not, in itself, result in the implementation of transportation system improvements projects or programs identified in this document, no environmental impacts would be directly associated with this action. This program EIR serves as a first-tier environmental document under CEQA supporting second-tier environmental documents for (a) Transportation projects developed during the engineering design process, and for (b) The air quality, greenhouse gas, and traffic environmental impacts resulting from implementation of the 2024 RTP, this SEIR evaluates potential impacts against both (1) a forecast future baseline condition and (2) current, existing baseline conditions, controlling for impacts caused by population growth and other factors.

Table ES-1 presents a summary of project-specific environmental impacts analyzed and identified in this SEIR, the mitigation measures proposed for those impacts (if required), and the level of significance after mitigation. The analysis in this SEIR concludes that, although certain impacts are considered significant or potentially significant, the majority of these impacts could be avoided or reduced to less than significant with implementation of mitigation measures. All impacts would be less than significant after the implementation of mitigation measures, with the exception of impacts related to greenhouse gas emissions as shown in Table ES-1 below, which would remain significant even after all feasible mitigation is implemented.

Table ES-1. Summary of 2024 RTP Environmental Impacts and Mitigation Measures		
Environmental Impact	**Mitigation Measures**	**Significance After Mitigation**
AIR QUALITY		
Impact AQ-1 Project implementation could conflict with or obstruct implementation of the applicable air quality plan.	None required.	**Class III, *less than Significant***
Impact AQ-2 Project implementation could cause a cumulatively considerable net increase in criteria pollutants, which the region is in non-attainment under federal or state ambient air quality standards.	**AQ-1(a) Construction Emissions Reduction** • All grading and excavation will conform to City of Sonora or Tuolumne County grading approvals • Water exposed soils twice daily, or as needed to control wind borne dust; • Enclose, cover, and/or water twice daily any exposed piles of dirt, sand, gravel, or other construction debris; • At a minimum of three times per week, remove from all adjacent streets, all dirt and mud that has been generated from or deposited by construction equipment going to and from the construction site; • Construction activities shall comply with Tuolumne County APCD Rules so that emissions do not exceed hourly levels; • Onsite vehicle speed shall be limited to 15 miles per hour on unpaved surfaces; • The loads on all haul/dump trucks shall be covered securely or at least two feet of freeboard shall be maintained on trucks hauling loads; • Construction equipment shall be maintained and tuned at the interval recommended by the manufacturers to minimize exhaust emissions; • Equipment idling shall be kept to a minimum when	**Class II, *less than Significant with mitigation***

Table ES-1. Summary of 2024 RTP Environmental Impacts and Mitigation Measures		
Environmental Impact	**Mitigation Measures**	**Significance After Mitigation**
	equipment is not in use; and • The construction contractor shall post a publicly visible sign on the project site during construction operations that specify the telephone number and person/agency to contact for complaints and/or inquiries on dust generation and other air quality problems resulting from project construction. **AQ-1(b)** The project sponsor shall ensure to the maximum extent feasible that off-road construction equipment that meets EPA's Tier 4 emission standards, as defined in 40 CFR 1039, and comply with the appropriate test procedures and provisions contained in 40 CFR Parts 1065 and 1068. This measure can also be achieved by using battery-electric off-road equipment as it becomes available. Implementation of this measure shall be required in the contract the project sponsor establishes with its construction contractors. The project shall demonstrate its plan to fulfill the requirements of this measure in a report or project improvement plan details submitted to TCAPCD before the use of any off-road diesel-powered construction equipment on the site. **AQ-1(c)** The project sponsor shall ensure to the extent possible that construction activity utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators. **AQ-1(d)** In addition to performing the measures listed above, if implementation of all feasible onsite mitigation fails to reduce construction-related air quality emissions to below threshold levels (to be determined on a project-	

Table ES-1. Summary of 2024 RTP Environmental Impacts and Mitigation Measures		
Environmental Impact	**Mitigation Measures**	**Significance After Mitigation**
	specific basis), the project sponsor shall ensure that the implementing agency contributes monies for off-site mitigation, as necessary to reduce construction emissions below guideline levels. Monies shall be contributed to an existing fund established to implement vehicle and equipment replacement/conversion and other programs designed to reduce ROG and NOx emissions. This mitigation shall be accomplished through the application of this condition by the responsible jurisdiction during the individual project's environmental review and shall only be applied following application of all feasible onsite mitigation.	
Impact AQ-3 Project Implementation could expose sensitive receptors to substantial pollutant concentrations.	None required.	**Class III, *less than Significant***
Impact AQ-4 Project implementation could result in other emissions that may adversely affect substantial numbers of people.	None required.	**Class III, *less than Significant***
ENERGY		
Impact ENE-1 Project implementation could cause wasteful, inefficient, or unnecessary energy consumption.	None required.	**Class III, *less than Significant***
Impact ENE-2 Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses.	None required.	**Class III, *less than Significant***
GREENHOUSE GAS AND CLIMATE CHANGE		
Impact GHG-1 Project implementation could generate temporary short-term GHG emissions.	**GHG-1** The sponsor agency shall ensure that applicable GHG-reducing diesel particulate and oxides of nitrogen (NOX) emissions measures for off-road construction vehicles are implemented during construction. The measures shall be noted on all construction plans and the sponsor agency shall perform periodic site inspections. Applicable	**Class II, *less than Significant with Mitigation***

Table ES-1. Summary of 2024 RTP Environmental Impacts and Mitigation Measures		
Environmental Impact	**Mitigation Measures**	**Significance After Mitigation**
	GHG-reducing measures include the following: • Substitute electrical equipment for diesel- and gasoline-powered equipment where practical; • Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel; • Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment; and • Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB's minimum requirement of five minutes.	
Impact GHG-2 Project implementation could result in VMT per capita below the VMT reduction recommendation of 30 percent below 2019 levels by 2050 as outlined in the 2022 Scoping Plan.	No feasible mitigation has been identified that would reduce the per capita VMT to 30 percent below 2019 levels by 2050.	**Class IV *Significant an Unavoidable***
Impact GHG-3 Project implementation could result in inconsistency with the intent of the 2022 Scoping Plan and other plans for reducing GHGs.	There is no feasible mitigation to ensure that the 2024 RTP is fully consistent with the intent of the 2022 Scoping Plan and other plans for reducing GHG emissions.	**Class IV *Significant an Unavoidable***
TRANSPORTATION		
Impact TRA-1 Project implementation could conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.	None required.	**Class III, *less than Significant***
Impact TRA-2 Project implementation could conflict or be inconsistent with CEQA Guidelines Section 1564.3, subdivision (b).	None required.	**Class III, *less than Significant***
Impact TRA-3 Project implementation could substantially increase hazards due to a geometric design feature (e.g.	None required.	**Class III, *less than Significant***

Table ES-1. Summary of 2024 RTP Environmental Impacts and Mitigation Measures		
Environmental Impact	**Mitigation Measures**	**Significance After Mitigation**
sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).		
Impact TRA-4 Project implementation could result in inadequate emergency access.	None required.	**Class III, *less than Significant***
TRIBAL CULTURAL RESOURCES		
Impact TCR-1 Project implementation could cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21704.	**TCR-1a: Identified Tribal Cultural Resources Impact Minimization.** Implementing agencies shall comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall implement the following measures where feasible to avoid or minimize the project-specific significant adverse impacts: 1. Avoidance and preservation of the resources in place, including, but not limited to: designing and building the project to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space to incorporate the resources with culturally appropriate protection and management criteria. 2. Treating the resource with culturally appropriate dignity and taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: a. Protecting the cultural character and integrity of the	**Class II, *less than Significant with Mitigation***

	resource; b. Protecting the traditional use of the resource; c. Protecting the confidentiality of the resource; and d. Establishment of permanent conservation easements or other culturally appropriate property management criteria for the purposes of preserving of utilizing the resources or places. 3. Native American monitoring by the appropriate tribe during soil disturbance for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources. **TCR-1b: Unanticipated Tribal Cultural Resources Impact Minimization.** If potential tribal cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find. If, in consultation with the implementing agency, the archaeologist and/or tribal representative determines the discovery to be a tribal cultural resource and, thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with tribal representatives. If the resource cannot be avoided, a mitigation plan shall be developed to address tribal concerns.	
WILDFIRE		
Impact WILD-1 If the Proposed Project is located in or near	None required.	**Class III, *less than***

Table ES-1. Summary of 2024 RTP Environmental Impacts and Mitigation Measures		
Environmental Impact	**Mitigation Measures**	**Significance After Mitigation**
state responsibility areas or lands classified as very high fire hazard severity zones, Project implementation could substantially impair an adopted emergency response plan or emergency evacuation plan.		***Significant***
Impact WILD-2 If the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Project implementation could, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	**WILD-1: Wildland Fire Risk Reduction** TCTC shall implement the following mitigation measure developed for the 2024 RTP where applicable for transportation projects that result in impacts related to wildland fire. Cities in the TCTC region can, and should, implement these measures where relevant to 2024 RTP. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions. If an individual transportation project included in the 2024 RTP is located within the wildland-urban interface or areas favorable for wildland fires such that project specific CEQA analysis finds a significant risk of loss, injury, or death from fire, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to: • Require adherence to the local hazards mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, public outreach and service standards for fire departments;	**Class II, *less than Significant with Mitigation***

Table ES-1. Summary of 2024 RTP Environmental Impacts and Mitigation Measures		
Environmental Impact	**Mitigation Measures**	**Significance After Mitigation**
	• Encourage the use of fire-resistant vegetation native to the TCTC region and/or the local microclimate of the project site and discourage the use of fire-prone species; especially nonnative, invasive species such as pampas grass or giant reed. • Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project. • Prohibit certain project construction activities with potential to ignite wildland fires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings. • Require fire extinguishers to be onsite during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.	
Impact WILD-3 If the Proposed Project is located in or near state responsibility areas or lands classified as very high fire	Measure **WILD-1**.	**Class II, *less than Significant with Mitigation***

Table ES-1. Summary of 2024 RTP Environmental Impacts and Mitigation Measures		
Environmental Impact	**Mitigation Measures**	**Significance After Mitigation**
hazard severity zones, Project implementation could require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.		

1.0 INTRODUCTION

1.1 Statement of Purpose

This Supplemental Environmental Impact Report (SEIR) identifies and describes potential environmental impacts associated with implementation of the 2024 Regional Transportation Plan (2024 RTP) proposed by the Tuolumne County Transportation Council (TCTC).

Section 21000 of the California Government Code, commonly referred to as CEQA, requires the evaluation of environmental impacts associated with all proposed planning programs or development projects. As such, this SEIR is an informational document for use by TCTC, other agencies, and the public in their consideration and evaluation of the environmental consequences of implementing the proposed 2024 RTP.

1.2 Project Background

The proposed project is the 2024 RTP. TCTC has prepared an RTP as required by Section 65080 et seq, of Chapter 2.50 of the California Government Code and federal guidelines, pursuant to the federal surface transportation reauthorization, "Fixing Americas Surface Transportation Act (FAST Act)" as signed by the President on December 4, 2015, the Transportation Conformity for the Air Quality Attainment Plan per 40 CFR Part 51 and 40 CFR Part 93, and requirements set forth in Assembly Bill 32, The Global Warming Solutions Act of 2006, and Senate Bill 375, The Sustainable Communities and Climate Protection Act of 2008. TCTC's previous RTP, the 2016 RTP, was adopted in February 2017. The 2024 RTP covers a 26-year period from 2024 to 2050 and is an update of the 2016 RTP.

The 2024 RTP is the second update of the 2008 RTP, with the 2016 being the first update. This 2024 SEIR augments the previously certified 2016 Environmental Impact Report (2016 EIR) for the 2016 RTP as well as the 2008 EIR for the 2008 RTP.

The impacts of the current 2024 RTP were analyzed in the previously certified 2016 EIR, which was a Program EIR. The 2016 EIR included mitigation measures as a part of the 2016 RTP analysis as well as any new mitigations measures required to reduce any potential impacts to a less than significant level. The analysis in this SEIR is also programmatic and is focused on the potential changes in environmental effects that could result from the updates to the 2024 RTP, including updates or changes to policies, projects, and growth scenarios. Therefore, this 2024 SEIR is being prepared to analyze only the changes to the 2024 RTP or changes in circumstances under which the RTP projects would be implemented since certification of the 2016 EIR. Those mitigation measures from the 2016 EIR still apply and would reduce impacts to a less than significant level. These mitigation measures are listed in Table 1.2-1, with minor updates referencing the 2024 RTP instead of a previous RTP, as necessary. No other revisions to these mitigations were made.

Table 1.2-1 Existing Mitigation Measures

AESTHETICS
AES-1(a) Where a particular 2016 RTP transportation improvement project affects adjacent landforms, the sponsor agency shall ensure that recontouring provides a smooth and gradual transition between modified landforms and existing grade.
AES-1(b) The sponsor agency shall ensure that landscaping is installed to restore natural features along corridors after widening, interchange modifications, realignment, new roadway construction, or construction of ancillary facilities. Associated landscape materials and design shall enhance landform variation, provide erosion control, and blend with the natural setting. To ensure compliance with approved landscape plans, the implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation.
AES-1(c) The sponsor agency shall ensure that a project in a scenic view corridor will have the minimum possible impact upon foliage, existing landscape architecture, and natural scenic views, consistent with project goals.
AES-2(a) Roadway extensions and widenings shall avoid the removal of existing mature trees to the extent possible. The loss of trees protected by local agencies shall be recuperated and incorporated into the landscape design for the roadway. The sponsor agency of a particular 2016 RTP project shall ensure the continued vitality of replaced trees through periodic maintenance.
AES-2(b) Roadway lighting shall be minimized to the extent possible, and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. Using hoods, low intensity lighting, and installing the fewest lights necessary to achieve the goals of the project can accomplish this.
AES-2(c) Bus shelters and other ancillary facilities constructed as part of roadway improvements under the 2016 RTP shall be designed in accordance with the architectural review requirements of the local jurisdiction in which the project is proposed.
AIR QUALITY
AQ-1(a) Construction Emissions Reduction • All grading and excavation will conform to City of Sonora or Tuolumne County grading approvals • Water exposed soils twice daily, or as needed to control wind borne dust • Enclose, cover, and/or water twice daily any exposed piles of dirt, sand, gravel, or other construction debris • At a minimum of three times per week, remove from all adjacent streets, all dirt and mud that has been generated from or deposited by construction equipment going to and from the construction site • Construction activities shall comply with Tuolumne County APCD Rules, so that emissions do not exceed hourly levels • Onsite vehicle speed shall be limited to 15 miles per hour on unpaved surfaces

Table 1.2-1 Existing Mitigation Measures
• The loads on all haul/dump trucks shall be covered securely or at least two feet of freeboard shall be maintained on trucks hauling loads; • Construction equipment shall be maintained and tuned at the interval recommended by the manufacturers to minimize exhaust emissions; • Equipment idling shall be kept to a minimum when equipment is not in use; and • The construction contractor shall post a publicly visible sign on the project site during construction operations that specify the telephone number and person/agency to contact for complaints and/or inquiries on dust generation and other air quality problems resulting from project construction.
AQ-1(b) The project sponsor shall ensure to the maximum extent feasible that off-road construction equipment that meets EPA's Tier 4 emission standards, as defined in 40 CFR 1039, and comply with the appropriate test procedures and provisions contained in 40 CFR Parts 1065 and 1068. This measure can also be achieved by using battery-electric off-road equipment as it becomes available. Implementation of this measure shall be required in the contract the project sponsor establishes with its construction contractors. The project shall demonstrate its plan to fulfill the requirements of this measure in a report or project improvement plan details submitted to TCAPCD before the use of any off-road diesel-powered construction equipment on the site.
AQ-1(c) The project sponsor shall ensure to the extent possible that construction activity utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.
AQ-1(d) In addition to performing the measures listed above, if implementation of all feasible onsite mitigation fails to reduce construction-related air quality emissions to below threshold levels (to be determined on a project- specific basis), the project sponsor shall ensure that the implementing agency contributes monies for off-site mitigation, as necessary to reduce construction emissions below guideline levels. Monies shall be contributed to an existing fund established to implement vehicle and equipment replacement/conversion and other programs designed to reduce ROG and NOx emissions. This mitigation shall be accomplished through the application of this condition by the responsible jurisdiction during the individual project's environmental review and shall only be applied following application of all feasible onsite mitigation.
BIOLOGICAL RESOURCES
B-1(a) Biological Resources Screening and Assessment. Prior to final design approval of individual projects, the sponsor agency shall have a qualified biologist conduct a field reconnaissance of the environmental limits of the project and adjacent areas in an effort to identify any biological constraints for the project, including special-status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities. If the biologist identifies protected biological resources within or adjacent to the limits of the project, the sponsor agency shall first consider alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed without complete avoidance, the sponsor agency shall coordinate with the appropriate regulatory agency (i.e. USFWS,

Table 1.2-1 Existing Mitigation Measures

NMFS, CDFW, USACE) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.

If restoration is necessary to mitigate impacts to sensitive plants and habitat, impacts should be mitigated at a minimum ratio of 1:1 (number of acres/individuals restored to number of acres/individuals impacted) for each species as a component of habitat restoration, and a restoration plan shall be prepared and submitted to the jurisdiction overseeing the project for approval.

B-1(b) Non-Listed Special Status Animal Species Avoidance and Minimization. Depending on the species identified in the Biological Resources Assessment (under Mitigation Measure B-1(a)), measures shall be selected from among the following to reduce the potential for impacts to non-listed special status animal species that may be discovered during construction activity:

- For non-listed, special status terrestrial amphibians and reptiles, coverboard surveys shall be completed within three months of the start of construction and if species are collected, relocation of the species to suitable site shall be completed.
- Pre-construction clearance surveys shall be conducted prior to start of construction (including staging and mobilization). If necessary, all non- listed special status species shall be relocated from the site either through direct capture or through passive exclusion (e.g., American badger). A report of the pre-construction survey shall be submitted to the lead agency for their review and approval prior to the start of construction.
- A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal to recover special status animal species unearthed by construction activities.

Upon completion of the project, a qualified biologist shall prepare a Final Compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results. The report shall be submitted within 30 days of completion of the project.

B-2(a) Jurisdictional Delineation. Prior to approval of individual projects on sites on or near potential jurisdictional areas, the sponsor agency shall retain a qualified biologist to perform an assessment of the project area to identify wetlands, riparian, and other sensitive aquatic environments. If wetlands are present, the qualified biologist shall perform a wetland delineation following the 1987 Army Corps of Engineers Wetlands Delineation Manual and any applicable regional supplements to the Delineation Manual. The wetland delineation shall be submitted to the USACE for verification.

B-2(b) Wetlands, Riparian, or other Sensitive Aquatic Environments. If wetlands, riparian, or other sensitive aquatic environments are found within the project limits, the sponsor agency shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the sponsor agency shall minimize the loss of riparian vegetation by trimming rather than removal where feasible.

Prior to construction, the sponsor agency shall install orange construction barrier fencing to identify environmentally sensitive areas around the wetland (20 feet from edge), riparian area (100 feet from edge), and other aquatic habitats (250 feet from edge of vernal pool), or as defined by

Table 1.2-1 Existing Mitigation Measures

the agency with regulatory authority over the resource(s). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period. The following paragraph will be included in the construction specifications:

The contractor's attention is directed to the areas designated as "environmentally sensitive areas." These areas are protected, and no entry by the contractor for any purpose will be allowed unless specifically authorized in writing by lead agency overseeing the transportation improvement project. The contractor will take measures to ensure that contractor's forces do not enter or disturb these areas, including giving written notice to employees and subcontractors.

Temporary fences around the environmentally sensitive areas will be installed as the first order of work. Temporary fences will be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing will be commercial quality woven polypropylene, orange in color, and at least 4-feet high (Tensor Polygrid or equivalent). The fencing will be tightly strung on posts with maximum 10-foot spacing.

Immediately upon completion of construction activities, the contractor shall stabilize exposed soil/slopes. On highly erodible soils/slopes, use a non-vegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products will be used. All stabilization efforts should include habitat restoration efforts. If wetlands or riparian habitat are disturbed as part of an individual project, the sponsor agency shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site -specific information and determined through coordination with state, federal, and local agencies as part of the permitting process for the project. Unless determined otherwise by the regulatory/permitting agency, the compensation shall be at a minimum ratio of 3 acres restored, created, and/or preserved for every 1 acre disturbed. Compensation may comprise onsite restoration/creation, off -site restoration, preservation, or mitigation credits (or a combination of these elements). The sponsor agency shall develop and implement a restoration and monitoring plan that describes how the habitat shall be created and monitored over a minimum period of time.

B-2(c) Noxious Weed Survey. The sponsor agency shall review the noxious weed list from the County Agricultural Commission, California Department of Food and Agriculture, and the California Exotic Pest Plant Council to identify target weed species for a field survey. Noxious weed infestations shall be mapped and documented. The sponsor agency shall incorporate the following measures into project plans and specifications:

- Certified, weed-free, and imported erosion-control materials (or rice straw in upland areas) will be used
- The sponsor agency will coordinate with the county agricultural commissioner and land management agencies to ensure that the appropriate Best Management Practices (BMPs) are implemented

Table 1.2-1 Existing Mitigation Measures

- Construction supervisors and managers will be educated about noxious weed identification and the importance of controlling and preventing their spread
- Equipment will be cleaned at designated wash stations after leaving noxious weed infestation areas.

B-3(a) Wildlife Movement Design Measures. Prior to design approval of individual projects that contain movement habitat, the sponsor agency shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife or fish to move through the transportation corridor, both during construction activities and post construction. Such measures may include appropriately spaced breaks in a center barrier, or other measures that are designed to allow wildlife to move through the transportation corridor. If the project cannot be designed with these design measures (i.e. due to traffic safety, etc.) the sponsor agency shall coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW) to obtain regulatory permits and implement alternative project-specific mitigation prior to any construction activities.

CULTURAL RESOURCES

CR-1 The sponsor agency of a 2024 RTP project involving extensive earth disturbance shall ensure that the following elements are included in the project's individual environmental review:

1. Prior to construction, a map defining the Area of Potential Effects (APE) shall be prepared on a project by project basis for 2024 RTP improvements which involve earth disturbance, the installation of pole signage or lighting, or construction of permanent above ground structures. This map will indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone.

2. A preliminary study of historic structures for each project area, as defined in the APE, shall be completed to determine whether or not the project area has been studied under an earlier investigation and to determine the impacts of the previous project.

3. If the results of the preliminary studies indicate additional historical resources studies are necessary, development of field studies and/or other documentary research shall be developed and completed (Phase I studies). In the case of prehistoric or Native American related structures, the Native American Heritage Commission and/or local representatives of the Native American population shall be contacted and permitted to respond to the testing/mitigation programs. Negative results would result in no additional studies for the project area.

Based on positive results of the Phase I studies, an evaluation of identified resources shall be completed to determine the potential eligibility/ significance of the resources (Phase II studies).

CR-2(a) The sponsor agency of a 2024 RTP project involving extensive earth disturbance, shall ensure that the following elements are included in the project's individual environmental review (projects subject to funding under the Federal Aid Programs administered by the California Department of Transportation will need to comply with Caltrans Policies and guidance):

Table 1.2-1 Existing Mitigation Measures

1. Prior to construction, a map defining the Area of Potential Effects (APE) shall be prepared on a project by project basis for 2024 RTP improvements, which involve earth disturbance, the installation of pole signage or lighting, or construction of permanent above ground structures. This map will indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known archaeological or paleontological resources are located within the impact zone.

2. A preliminary study of each project area, as defined in the APE, shall be completed to determine whether or not the project area has been studied under an earlier investigation, and to determine the impacts of the previous project.

3. If the results of the preliminary studies indicate additional studies are necessary; development of field studies and/or other documentary research shall be developed and completed (Phase I studies). In the case of prehistoric or Native American related resources, the Native American Heritage Commission and/or local representatives of the Native American population shall be contacted and permitted to respond to the testing/mitigation programs. Negative results would result in no additional studies for the project area.

4. Based on positive results of the Phase I studies, an evaluation of identified resources shall be completed to determine the potential eligibility/ significance of the resources (Phase II studies).

5. Phase III mitigation studies shall be coordinated with the Office of Historic Preservation, as the research design will require review and approval from the OHP.

CR-2(b) If development of the proposed improvement requires the presence of an archaeological, Native American, or paleontological monitor, the sponsor agency shall ensure that a Native American monitor, certified archaeologist, and/or certified paleontologist, as applicable, monitors the grading and/or other initial ground altering activities. The schedule and extent of the monitoring will depend on the grading schedule and/or extent of the ground alterations. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

CR-2(c) The sponsor agency shall ensure that materials recovered over the course of any given improvement are adequately cleaned, labeled, and curated at a recognized repository. This requirement can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

CR-2(d) The sponsor agency shall ensure that mitigation for potential impacts to significant cultural resources are pertinent to the Proposed Project and developed in consultation with all affected parties including consultation with local tribes if applicable. Examples of common mitigation may include one or more of the following:

Table 1.2-1 Existing Mitigation Measures

- Realign the project right-of-way (avoidance; the most preferable method)
- Cap the site and leave it undisturbed
- Address structural remains with respect to NRHP guidelines (Phase III studies)
- Relocate structures per NRHP guidelines
- Create interpretative facilities at the site
- Develop measures to prevent vandalism
- Other measures recommended by a professionally qualified archaeologist, architectural historian, or other similarly qualified professional who meets the requirements of the Secretary of the Interior Standards for the appropriate discipline.

These measures can be accomplished through placement of conditions on the project by the local jurisdiction during individual environmental review.

GEOLOGY

G-1 The sponsor agency for a particular 2024 RTP bridge project shall ensure that the structure is designed and constructed to the latest geotechnical standards. In most cases, this will necessitate site-specific geologic and soils engineering investigations to exceed the code for high ground-shaking zones. This can be accomplished through the placement of conditions on the project by the sponsor agency during individual environmental review.

G-2(a) If an RTP project involves cut slopes over 15 feet in height, the sponsor agency for the project shall ensure that specific slope stabilization studies are conducted and if determined to be necessary, appropriate stabilization measures shall be implemented during project design and installed when the project is constructed. Possible stabilization methods include buttresses, retaining walls, and soldier piles.

G-2(b) Suitable measures to reduce impacts from expansive soils could include one or more of the following techniques, as determined by a Geotechnical Engineer and approved by the appropriate jurisdictional department.

- Excavation of existing soils and importation of non-expansive soils. All imported fill shall be tested and certified by a registered Geotechnical Engineer and certified for use as a suitable fill material; and/or
- On-site foundations shall be designed to accommodate certain amounts ofdifferential expansion in accordance with Chapter 18, Division III of the UBC

GREENHOUSE GAS EMISSIONS / CLIMATE CHANGE

GHG-1 The sponsor agency shall ensure that applicable GHG-reducing diesel particulate and NOx emissions measures for off-road construction vehicles are implemented during construction. The measures shall be noted on all construction plans and the sponsor agency shall perform periodic site inspections.

Applicable GHG-reducing measures include the following:

Table 1.2-1 Existing Mitigation Measures
• Substitute electrical equipment for diesel- and gasoline-powered equipment where practical; • Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel; • Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment; and • Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB's minimum requirement of five minutes.
HYDROLOGY AND WATER RESOURCES
W-1(a) Prior to construction, the sponsor agency shall ensure that, where available and economically feasible, reclaimed water is used for dust suppression during construction activities. This measure shall be noted on construction plans and shall be spot checked by the local jurisdiction. **W-1(b)** Where landscaping in included in the project plan the sponsor agency shall ensure that low water use landscaping (i.e., drought tolerant plants and drip irrigation) is installed. When feasible, native plant species shall be used. **W-1(c)** Where landscaping in included in the project plan, the sponsor agency shall ensure that, if feasible, landscaping associated with proposed improvements is maintained using reclaimed water. **W-1(d)** Prior to project construction, the sponsor agency shall ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation.
W-2(a) The sponsor of a 2024 RTP project shall ensure that fertilizer/pesticide application plans for any new right-of-way landscaping are prepared to minimize deep percolation of contaminants. The plans shall specify the use of products that are safe for use in and around aquatic environments. **W-2(b)** The sponsor of a 2024 RTP widening or roadway extension project shall ensure that the improvement directs runoff into subsurface percolation basins and traps, which would allow for the removal of urban pollutants, fertilizers, pesticides, and other chemicals.
W-3 If a 2024 RTP project is located in an area with high flooding potential due a storm event or dam inundation, the project sponsor shall ensure that the structure is elevated at least one foot above the 100-year flood zone elevation and that bank stabilization and erosion control measures are implemented along creek crossings.
LAND USE
LU-2(a) The sponsor agency of RTP projects with the potential to displace residences or businesses should assure that project-specific environmental reviews consider alternative alignments and developments that avoid or minimize impacts to nearby residences and businesses. **LU-2(b)** Where project-specific reviews identify displacement or relocation impacts that are unavoidable, the sponsor agency should ensure that

Table 1.2-1 Existing Mitigation Measures
all applicable local, state, and federal relocation programs are used to assist eligible persons to relocate. In addition, the local jurisdiction shall review the proposed construction schedules to ensure that adequate time is provided to allow affected businesses to find and relocate to other sites. **LU-2(c)** For all RTP projects that could result in temporary lane closures or access blockage during construction, a temporary access plan should be implemented to ensure continued access to affected cyclists, businesses, and homes. Appropriate signs and safe access shall be guaranteed during project construction to ensure that businesses remain open.
LU-5(a) When new roadway extensions or widenings are planned, the sponsor agency should assure that project-specific environmental reviews consider alternative alignments that reduce or avoid impacts to agricultural land. **LU-5(b)** Rural roadway alignments shall follow property lines to the extent feasible, to minimize impacts to the agricultural production value of any specific property. Farmers should be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of- way, as a function of the total amount of production on the property. **LU-5(c)** When new transportation facilities or projects implementing the 2024 RTP are planned in areas that contain Prime or Important Farmland, the transportation sponsor agency or local jurisdiction in which the project is located shall assure that project-specific environmental reviews mitigate impacts, when feasible, through requiring use of agricultural conservation easements on land of at least equal quality and size as compensation for the loss of agricultural land. Agricultural conservation easements would be implemented by directly purchasing easements or donating mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements.
NOISE
N-1(a) Sponsor agencies of 2024 RTP projects shall ensure that where residences or other noise sensitive uses are located within 800 feet of construction sites, appropriate measures shall be implemented to ensure consistency with local noise ordinance requirements relating to construction. Specific techniques may include, but are not limited to, restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise. **N-1(b)** If a particular project within 800 feet of sensitive receptors requires pile driving, the local jurisdiction in which this project is located shall require the use of pile drilling techniques instead, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review. **N-1 (c)** Sponsor agencies shall ensure that equipment and trucks used for project construction utilize the best available noise control techniques

Table 1.2-1 Existing Mitigation Measures

(including mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). **N-1(d)** Sponsor agencies shall ensure that impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation. **N-1(e)** Locate stationary noise sources as far from sensitive receptors as possible. Stationary noise sources that must be located near existing receptors will be adequately muffled.
N-2(a) Sponsor agencies of 2024 RTP projects that would increase transportation related noise shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol for roadway projects). The sponsor agency shall ensure that a noise survey is conducted to determine potential alternate alignments which allow greater distance from, or greater buffering of, noise-sensitive areas. The noise survey shall be sufficient to indicate existing and projected noise levels to determine the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards. This shall be accomplished during the project's individual environmental review as necessary. **N-2(b)** Where new or expanded roadways or transit are found to expose receptors to noise exceeding normally acceptable levels, the sponsor agencies shall consider various sound attenuation techniques. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) will be considered. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements should be used, including solid fences, walls, and landscaped berms. Determination of appropriate noise attenuation measures will be assessed on a case-by-case basis during a project's individual environmental review pursuant to the regulations of the applicable agency.
TRANSPORTATION AND CIRCULATION
TC-1(a) Roadways 3, 4, 5, and 23 - SR 108 between O'Byrnes Ferry Road and SR 120 (Yosemite Junction), SR 108 between SR 120 (Yosemite Junction) and SR 49 (Montezuma Junction), SR 108 between SR 49 (Stockton Road) and S. Washington Street/Lime Kiln Road and SR 49 between SR 49 (Montezuma Junction) and Bell Mooney Road — Widen to Four Lanes. Roadway segments 3, 4, 5, and 23 shall be widened to

Table 1.2-1 Existing Mitigation Measures

four lane expressways, consistent with FCEP-CIP Tier 3 projects, to improve conditions to LOS A in 2030 and 2040.

TC-1(b) Roadways 24 and 27 - SR 49 between Bell Mooney Road and South Junction Main Street and SR 49 between Fifth Avenue and Stockton Road/SR 108 — Widen to Five Lanes. Widen Roadway segments 24 and 27 to five lanes, consistent with FCEP-CIP Tier 2 projects, to improve conditions to LOS C in 2030 and 2040.

TC-1(c) Roadways 32, 33, and 34 - SR 49 north of Dodge Street, SR 49 south of N. Washington Street/Columbia Way, and SR 49 north of N. Washington Street/Columbia Way. Construct the North-South Connector Phase 1. Construct the North-South Connector — Phase 1 — Greenley Road Extension to SR 49, consistent with FCEP-CIP Tier 2, by year 2030.

A second feasible improvement measure is to construct the Western Bypass that would extend from SR 108/49 (south of Jamestown) to Rawhide Road. The Western Bypass is projected to further divert and reduce traffic on this segment of SR 49.

A third feasible improvement measure is to improve alternative modes of transportation along Roadways 32, 33, and 34, such as transit service or bicycle and pedestrian infrastructure.

TC-1(d) Roadway 35 - SR 49 east of Parrots Ferry Road (Columbia WYE) — Left Turn Lane. Construct a continuous two-way-left-turn median lane to improve conditions to an acceptable LOS D in the year 2040.

A second feasible improvements measure is to widen the segment to five lanes to improve conditions to a LOS A in the year 2040.

A third feasible improvement measure is to improve alternative modes of transportation along this roadway segment, such as transit or bicycle and pedestrian infrastructure.

TC-1(e) Roadways 52 and 116 — Mono Way west of Sanguinetti Road, and S. Washington Street between Restano Way and Church Street — Construct North South Connector Phase 2. Construct the North-South Connector Phase 2, consistent with FCEP-CIP's Tier 2 and Tier 3, that would extend Fir Drive from Mono Way to the Greenley Road Extension, which may reduce traffic on these segments.

Another feasible improvement measure is to improve alternative modes of transportation along Roadway segment 52 - Mono Way west of Sanguinetti Road and Roadway segment 116 - S. Washington Street between Restano Way and Church Street, such as transit service, bicycle and pedestrian infrastructure.

TC-1(f) Roadway 77 - Tuolumne Road between Mono Way and Lambert Lake Road— Increase Lanes. Widen Tuolumne Road to five lanes

Table 1.2-1 Existing Mitigation Measures
form Mono Way to Lambert Lake Road to improve conditions to an acceptable LOS D in the year 2040. Another feasible measure is to improve alternative modes of transportation along this roadway segment, such as transit service or bicycle and pedestrian infrastructure. **TC-1(g)** Roadway 31 - SR 49 between Stockton Road and Dodge Street - Construct the North-South Connector — Phase 2. Consistent with the FCEP-CIP's Tier 2 and Tier 3, construct the North-South Connector Phase 2 from Fir Drive Extension to SR 108, by the year 2040. A second feasible improvement measure is to construct the Western Bypass that would extend from SR 108/49 (south of Jamestown) to Rawhide Road. The Western Bypass is projected to further divert and reduce traffic on this segment of SR 49. A third feasible improvement measure is to improve alternative modes of transportation along Roadways 32, 33, and 34, such as transit service or bicycle and pedestrian infrastructure. **TC-1(h)** Roadway 69 — Greenley Road between Cabezut Road/Morning Star Road and Delnero Drive. Construct the North-South Connector — Phase 2 — Fir Drive Extension to SR 108, consistent with FCEP-CIP's Tier 2 & Tier 3, by year 2040. Another feasible improvement measure is to construct the Cabezut Road Extension from the Fir Drive Road Extension to Phoenix Lake Road, which may reduce volumes on this segment of Greenley Road.
TC-2(a) Intersection 11 - SR 49-SR 108/SR 108 & SR 49 (Stockton Road). High-T type or Signalize. SR 49- SR 108/SR 108 & SR 49 (Stockton Road) intersection shall be improved by the year 2030 by constructing the intersection to either a High-T type intersection or installing a traffic signal at the intersection. **TC-2(b)** Intersection 22 - SR 49 (N Washington Street) and Bradford Street. Restricted Traffic. Restrict the eastbound and westbound approach to right-turn-only during peak hours to improve conditions to an acceptable LOS C in 2040. **TC-2(c)** Intersection 23 - South Washington Street/SR 49 (South Washington Street) & SR 49 (Stockton Road). A southbound right turn pocket shall be constructed at this intersection to improve conditions to an acceptable LOS D in the year 2040, with some movements operation at a LOS F. If this is not feasible due to the existing right-of-way, alternative modes of transportation shall be improved along this roadway segment, such as transit service, bicycle and pedestrian infrastructure. Another feasible measure is to construct the North- South Connector Phase 2 (Fir Drive Extension), that would extend Fir Drive from Mono Way to the Greenley Road Extension, intersecting with Cabezut Road and Lyons Bald Mountain Road in between, may reduce traffic on this segment of SR 49 by up to 5%.

Table 1.2-1 Existing Mitigation Measures

A third improvement measure for this roadway segment is to construct the Western Bypass that would extend from SR 108/49 (south of Jamestown) to Rawhide Road. The Western Bypass is projected to divert traffic away from downtown Sonora and may reduce traffic on at this intersection.

A fourth feasible improvement measure would be to improve alternative modes of transportation along this roadway segment, such as transit service, bicycle and pedestrian infrastructure.

TC-2(d) Intersection 24 - South Washington Street & Church Street. Restricted Traffic. If a traffic signal is not feasible due to the proximity of another signalized intersection, then the westbound Church Street approach shall be converted to right-turn-only during peak hours. The eastbound approach is currently restricted to right-turn-only during peak hours. Installation of a signal would improve congestion in the intersection of a LOS A in the year 2040 and restricting right-turn movements would improve congestion to an acceptable LOS D in the year 2040.

TC-2(e) Intersection 25 - Bulwer Street / Restano Way. Greenley Road Extension. The Greenley Road Extension under year 2030 shall be implemented to reduce traffic demands at this intersection.

TC-2(f) Intersection 29 - Greenly Road & Morning Star Drive / Cabezut Road. A northbound right-turn lane shall be added and overlapped of northbound right-turn lane and southbound right-turn lane.

1.3 Type of Environmental Document

CEQA requires that an EIR be prepared by the agency with primary responsibility over the approval of a project (the Lead Agency). The Lead Agency, TCTC, has prepared this SEIR in accordance with CEQA (Public Resources Code Sections 21000 et. seq.) and the Guidelines for the Implementation of CEQA (California Code of Regulations, Title 14, Sections 15000 et seq.).

As described in CEQA Guidelines Section 15121(a), an EIR is an informational document that informs agency decision makers and the general public of the potentially significant environmental impacts of a project, identifies ways to minimize the significant impacts, and describes a reasonable range of alternatives to the project. This 2024 SEIR is a supplement to the 2016 EIR. CEQA Guidelines Section 15163 discusses the use and requirements for a supplement to an EIR. Section 15163 is as follows:

15163. SUPPLEMENT TO AN EIR

(a) The Lead or Responsible Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

(1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and

(2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

(b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.

(c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.

(d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.

(e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

Pursuant to Section 15163, TCTC prepared this SEIR because only minor additions and changes would be necessary to make the previously certified 2016 EIR adequately apply to the 2024 RTP. An SEIR is the appropriate level of CEQA documentation for several reasons. First, the 2024 RTP would incorporate new requirements and regulations such as safety-related performance measures and targets under the FAST Act transportation bill, Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL), and draft guidelines from the Governor's Office of Planning and Research for California's Senate Bill (SB) 743 (Steinberg 2013). While these new components are necessary, they are not anticipated to substantially increase the severity of impacts identified in the previously certified 2016 EIR. Second, new funding for transportation projects through California's recently approved Road Repair and Accountability Act of 2017 (SB 1) may help accelerate some regional/local projects over the next ten years. Lastly, the 2024 RTP continues topics initiated in the 2016 RTP focusing on freight, electric vehicles and autonomous vehicles. All of these components are anticipated to result in only minor updates to transportation projects and the land use scenario envisioned in the 2024 RTP (specifically focused on growth that has taken place since the last RTP).

The 2016 EIR was a Program EIR as defined in CEQA Guidelines Section 15168 because it enabled TCTC, as the Lead Agency, to examine the overall effects of a series of actions that can be characterized as one large project. Consistent with the 2016 EIR, this 2024 SEIR is a program EIR under Section 15168(a) of the State CEQA Guidelines. Section 15168(a) states that:

> *A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) As logical parts in a chain of contemplated actions; (3) In connection with issuance of rules, regulations, plans, or other general criteria, to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.*

As a programmatic document, this EIR presents a regional assessment of the impacts of the proposed 2024 RTP. Many specific projects have yet to be defined to the level that would allow for such an analysis. The appropriate implementing agency will undertake individual, specific environmental analysis of each project as necessary, prior to each project being considered for approval. This program EIR serves as a first-tier environmental document under CEQA, supporting second-tier environmental documents for transportation projects developed during the engineering design process.

Project sponsors implementing subsequent projects would undertake future environmental review for projects in the proposed 2024 RTP. Agencies would include the City of Sonora (the only incorporated city in the county), Tuolumne County, Caltrans, and public transit agencies. These agencies would be able to prepare subsequent environmental documents that incorporate by reference the appropriate information from this Program EIR regarding secondary effects, cumulative impacts, broad alternatives, and other relevant factors applicable to the particular project. If the lead agency finds that implementation of a later activity would have no new effects and that no new mitigation measures would be required, that activity would not require additional CEQA review. Where subsequent environmental review is required, such review would focus on project-specific significant effects specific to the project, or its site, that have not been considered in this program EIR.

Section 15151 of the CEQA Guidelines provides the following standards related to the adequacy of an Environmental Impact Report:

> *An Environmental Impact Report should be prepared with a sufficient degree of analysis to provide decision-makers with information, which enables them to make a decision, which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have looked not for perfection; but for adequacy, completeness, and a good faith effort at full disclosure.*

This SEIR is intended to provide information to public agencies and the general public regarding the potential direct, indirect, and cumulative environmental impacts associated with the Proposed Project. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development, where feasible, and are obligated to balance a variety of public objectives including economic, environmental, and social factors in their decision-making. TCTC has determined that an SEIR is the appropriate CEQA documentation due to the potential for significant environmental impacts that could result from approval of the requested actions and development of the Proposed Project. This SEIR evaluates the existing environmental conditions in the area, analyzes potential environmental impacts due

to the implementation of the Project, and identifies feasible mitigation measures that could avoid or reduce the magnitude of those impacts. CEQA requires a Lead Agency neither approve nor implement a project unless significant environmental impacts have been reduced, or, if a Lead Agency approves the project even though significant impacts identified in the SEIR cannot be fully mitigated, the Lead Agency must state in writing the reasons for its action by adopting Findings and a Statement of Overriding Considerations (CEQA Guidelines Section 15091).

1.4 Environmental Review Process

1.4.1 Notice of Preparation

In accordance with the CEQA Guidelines, TCTC prepared an NOP for a SEIR on the Proposed Project. A copy of the NOP is provided in Appendix A. TCTC distributed the NOP for review and comment to the State Clearinghouse and interested parties for a 30-day comment period from June 7, 2023, to July 6, 2023. Letters received from agencies and the public during the scoping period are provided in Appendix A. These comments were considered during preparation of the SEIR and a generalized summary of the written comments are shown in Table 1.4-1 below.

Table 1.4-1 List of NOP Comment Letters and Summary of Comments

Interested Party/Agency	Date	Summary of Comment(s)
Native American Heritage Commission	June 27, 2023	The comment letter discusses the provisions of Assembly Bill 52 (AB 52) Senate Bill 18 (SB 18) Native American tribal consultation requirements. The comment letter also provides recommendations for cultural resources assessments.
California Department of Fish and Wildlife	July 3, 2023	The comments letter discusses the CDFW's role as a California Trustee Agency and the provisions of applicable state and federal wildlife and habitat protection regulations.
California Department of Transportation	July 6, 2023	The comment letter discusses how Caltrans supports the efforts for TCTC and looks forward to working with TCTC. The letter discusses Caltrans suggestions for the SEIR, and that TCTC continue to coordinate and consult with Caltrans to identify and address potential cumulative transportation impacts that may occur from this project and other developments arising from this Plan.

1.4.2 Draft SEIR

TCTC is distributing this Draft SEIR for review and comment to the same public agencies and interested groups and individuals as the NOP, in addition to any others that have requested to be on the project mailing list. The DSEIR is also available for review at the website below and at the TCTC Office: 2 South Green Street, Sonora, CA 95370-4618

https://www.tuolumnecountytransportationcouncil.org/regional-transportation-plan

This document constitutes the Draft SEIR. The Draft SEIR contains a description of the Proposed Project including the Project alternatives, description of the environmental setting, identification of Project impacts for each Project alternative, and feasible mitigation measures for impacts found to be significant. Upon completion of the Draft SEIR, TCTC will file the Notice of Completion (NOC) with the California Office of Planning and Research (OPR) to begin the public review period (PRC § 21161).

1.4.3 Public Notice / Public Review

Concurrent with the NOC, TCTC will provide public notice of the availability (NOA) of the Draft SEIR for public review and invite comment from the general public, agencies, organizations, and other interested parties.

Agencies, organizations, and individuals are invited to comment on the information presented in the Draft SEIR during the 45-day comment period from October 9, 2024 to November 25, 2024. Specifically, comments are requested on the scope and adequacy of the environmental analysis presented in the Draft SEIR. All comments on the Draft SEIR should be sent to the following contact below. Comments may also be sent to Denise Bergamaschi via e-mail at DBergamaschi @co.tuolumne.ca.us.

Denise Bergamaschi, Assistant to the Executive Director
Tuolumne County Transportation Council
2 South Green Street
Sonora, CA 95370-4618

1.4.4 Response to Comments / Final SEIR

Following the 45-day public review period, TCTC will prepare responses to all comments and will compile these comments and responses into a Final SEIR and may contain revisions to the Draft SEIR, if necessary.

1.4.5 Certification of the SEIR / Project Consideration

The TCTC Board of Directors will consider the information in the Draft and Final SEIR when making a decision to approve or deny the Proposed Project. If the Board finds that the SEIR is "adequate and complete," the Board may certify the Final SEIR. Additionally, upon review and consideration of the Final SEIR, the Board may take action to approve, revise, or reject the Proposed Project. Any decision to approve the Project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and Section 15093. A Mitigation Monitoring and Reporting Program (MMRP), as described below, must also be adopted for mitigation measures that have been incorporated into or imposed on the Project to reduce or avoid significant effects on the environment. The MMRP will be designed to ensure that these measures are enforceable and carried out during Project implementation.

1.4.6 Mitigation Monitoring and Reporting Program

CEQA Section 21081.6(a) requires lead agencies to adopt an MMRP to describe measures that will be adopted and made a condition of Project approval in order to mitigate or avoid significant effects on the environment. The specific reporting or monitoring program required by CEQA is not required to be included in an EIR; however, it must be presented to the TCTC Board of Directors for adoption.

Throughout the CEQA process, including the 2016 EIR, mitigation measures for potentially significant environmental impacts have been clearly identified and presented in language that will facilitate establishment of an MMRP. Any mitigation measures adopted by the Board as conditions for approval of the Project will be included in an MMRP to ensure enforceability and verify compliance.

1.5 EIR Content and Format

The Draft SEIR has been organized into the following seven sections:

Executive Summary - Provides summary information on the Project location and setting, Project characteristics, areas of controversy and issues to be resolved, Project alternatives, and a summary of impacts and mitigation measures.

1.0 Introduction - Provides the Statement of Purpose, project background, and information about the EIR content and format.

2.0 Project Description - Identifies the project applicant, presents and discusses the project objectives, project location and specific project characteristics.

3.0 Environmental Setting - Provides a description of the existing physical setting of the project area and an overview of the progress in implementing the 2024 RTP.

4.0 Environmental Impact Analysis - Describes existing conditions found in the project area and assesses potential environmental impacts that may be generated by implementing the Proposed Project and cumulative development in Tuolumne County. These potential project impacts are compared to "thresholds of significance" to determine the nature and severity of the direct and indirect impacts. Mitigation measures are proposed that are intended to reduce adverse, significant impacts below threshold levels where feasible. Impacts that cannot be eliminated or mitigated to less-than-significant levels are also identified.

5.0 Other Environmental Considerations - Addresses other aspects of compliance with CEQA including a description of significant and unavoidable adverse impacts, effects found not to be significant, significant irreversible environmental changes, and growth-inducing impacts.

6.0 Alternatives - Presents and assesses the potential environmental impacts of a range of reasonable alternatives analyzed in addition to implementation of the proposed 2024 RTP. This chapter also identifies the Environmentally Superior Alternative in accordance with CEQA Guidelines Section 15126.6(e)(2).

7.0 List of Preparers - Provides a list of the SEIR preparers.

8.0 References - Provides the references used to prepare the SEIR.

1.6 Documents Incorporated by Reference

An EIR may incorporate all or portions of any publicly available document by reference (CEQA Guidelines Section 15150). The following documents are available for public review on the TCTC website at https://www.tuolumnecountytransportationcouncil.org/single-post/2016/07/13/2016-regional-transportation-plan-update and are hereby incorporated by reference into this EIR:

- 2016 RTP and 2016 EIR
- 2008 RTP and 2008 EIR

2.0 PROJECT DESCRIPTION

2.1 Project Proponent

Tuolumne County Transportation Council
2 South Green Street
Sonora, CA 95370

2.2 Project Objectives

The 2024 RTP has been updated from the 2016 version with a focus on consolidating goals and better aligning with regional, statewide, and federal goals and program updates. The 2024 RTP goals, objectives, and performance measures are defined below:

Transportation System Access, Safety, Equity, and Connectivity:

- **Goal 1**: Enhance safety and mobility for all users.

Economic Vitality:

- **Goal 2**: Foster a vibrant, resilient economy through strategic transportation investments.

Climate and Environment:

- **Goal 3**: Promote environmental stewardship.
- **Goal 4**: Integrate land use and transportation.

Community Engagement:

- **Goal 5**: Encourage public and agency involvement.

Table 2.2-1 provides the 2024 RTP goals objectives and performance measures.

Table 2.2-1 Tuolumne County Goals, Objectives, and Performance Measures

Transportation System Access, Safety, Equity, and Connectivity:		
Goal 1: Enhance safety and mobility for all users.	**Objectives**: 1. Integrate safety, multimodal, and complete streets strategies when planning and implementing transportation improvements. 2. Connect communities with reliable multimodal improvements. 3. Collaborate with transportation partners to realize shared interests. 4. Maintain a high-quality, resilient transportation system.	**Performance Measures**: 1. The estimated number of residents within a ½ mile of a Transit Service Area? The estimated number of residents within a ½ mile of pedestrian walkways & trails? 2. Road Pavement Condition Index (PCI) for the overall County & City and PCI index breakdown for arterials, collectors, and local roads. 3. Miles of Pedestrian & Bicycle Infrastructure Expansion Measure 4. Safety Performance Measures - Injuries & Fatalities 5. Number of airport runway incursions and or

		operation errors. Severity of accidents and injuries. 6. Condition of aviation facilities. Maintenance cost per capita to preserve system at base year conditions. 7. Number of railcar incursions and or operation errors. Severity of accidents and injuries. 8. Condition of railroad tracks and trestles. Maintenance cost per capita to preserve system at base year conditions.
Economic Vitality		
Goal 2: Foster a vibrant, resilient economy through strategic transportation investments.	**Objectives**: 1. Improve goods movement. 2. Enhance the visitor experience through safe and convenient transportation options. 3. Provide infrastructure that can adapt to environmental, social, and economic challenges.	**Performance Measures:** 1. Project Performance Assessment - Based upon 24 Environmental, Economic, & Equity Indicators 2. Sales Tax revenue and job growth
Climate and Environment		
Goal 3: Promote environmental stewardship.	**Objectives**: 1. Enhance environmental health by reducing negative transportation impacts. 2. Protect Tuolumne County's natural, cultural, and recreational identity. 3. Incorporate transportation improvements that contribute to climate resilience.	**Performance Measures:** 1. Ozone - Air Quality Measure 2. Vehicle Miles Traveled (VMT) Countywide 3. Number of acres of moderate and high value wildlife habitat impacted by residential development.
Goal 4: Integrate land use and transportation.	**Objectives**: 1. Support growth within the Defined Community Boundaries. 2. Collaborate with new development to mitigate transportation impacts.	**Performance Measures:** 1. Percentage of funding located within the Defined Communities Boundaries 2. Number of acres & dwelling units of Very High, High and Medium Density Residential types; and number of acres of Commercial, Industrial and Business Park allocated for growth in proximity (300 ft.) to public water or sewer lines. 3. Number of acres & dwelling units of Very High, High and Medium Density Residential, Mixed Use, Commercial, allocated for growth within

		defined communities and the City of Sonora. 4. Number of acres & dwelling units of Very High, High and Medium Density Residential allocated for growth within urban development boundaries of defined communities and the City of Sonora to meet population projections. 5. Number of acres & dwelling units of Very High, High and Medium Density Residential and Mixed-Use allocated for growth within 1,000 feet of Agricultural, Industrial and Timberland (TPZ). 6. Number of acres & dwelling units of Very High and High Density Residential allocated for growth within the area defined by at least 4 of the 7 location criteria used to determine proximity to amenities and services for low-income housing project grants and tax credits. 7. Number of dwelling units of Very High, High and Medium Density Residential allocated for growth within 1/4 and 1/2 mile from Commercial and Mixed-Use, and highways and collector roads. 8. Number of dwelling units, new residents and new employees allocated within transit service areas and within 1/4 mile of fixed route, rail, bicycle or pedestrian walkways.
Community Engagement		
Goal 5: Encourage public and agency involvement.	**Objectives**: 1. Sustain local and regional partnerships. 2. Raise awareness of active transportation options. 3. Coordinate with the public to promote social equity in all transportation decisions. 4. Ensure disadvantaged communities are involved in the planning process.	**Performance Measures**: 1. Public Participation Report – Results of planning efforts 2. Partner agency survey

2.3 Project Location

The proposed 2024 RTP covers the entirety of Tuolumne County and its one incorporated city, the City of Sonora, which serves as the county seat. As shown in the regional location map in **Figure 2-1**, the County is located in the center of the California Mother Lode along the western slope of the Sierra Nevada mountain range. As displayed in **Figure 2-1**, the Regional Transportation Plan includes the entire County of Tuolumne It is bordered on the north by Calaveras County, on the south by Mariposa and Merced counties, on the west by Stanislaus County, and on the east by Alpine and Mono counties. State Route (SR) 108 transverses the western portion of the County from north to south, while SR 49 SR 120, and SR 132 provide connectivity east and west in the southern portion of the County.

Tuolumne County encompasses 2,274 total square miles, or 1,455,360 aces. The County's diverse terrain and land uses include the Columbia State Historic Park and Railtown 1897 State Historic Park, much of the Stanislaus National Forest and Yosemite National Park, and lands under the jurisdiction of the Bureau of Land Management and Bureau of Reclamation. Tribal lands of the Tuolumne Band of MeWuk Indians and Chicken Ranch Band of MeWuk Indians are located in Tuolumne County. Calaveras Big Trees State Park, with its world-renowned Giant Sequoia trees, is mainly inside Tuolumne County's borders. The County is also home to the two highest mountain passes through the Sierra Nevada Mountain Range: Tioga Pass (9,945 feet) and Sonora Pass (9,628 feet). Approximately 77 percent of Tuolumne County is under public designation, which applies to land under the jurisdiction of a government agency such as the United States Forest Service, Yosemite National Park, Bureau of Land Management, schools, Caltrans, or irrigation districts.

Capital Improvement Projects identified in the 2024 RTP are located on state highways, county roads, city roads, and locally owned streets, as well as on airport property, railroad corridors, transit district property, and public utility lands. Section 3.0, Environmental Setting, provides a detailed description of the study area.

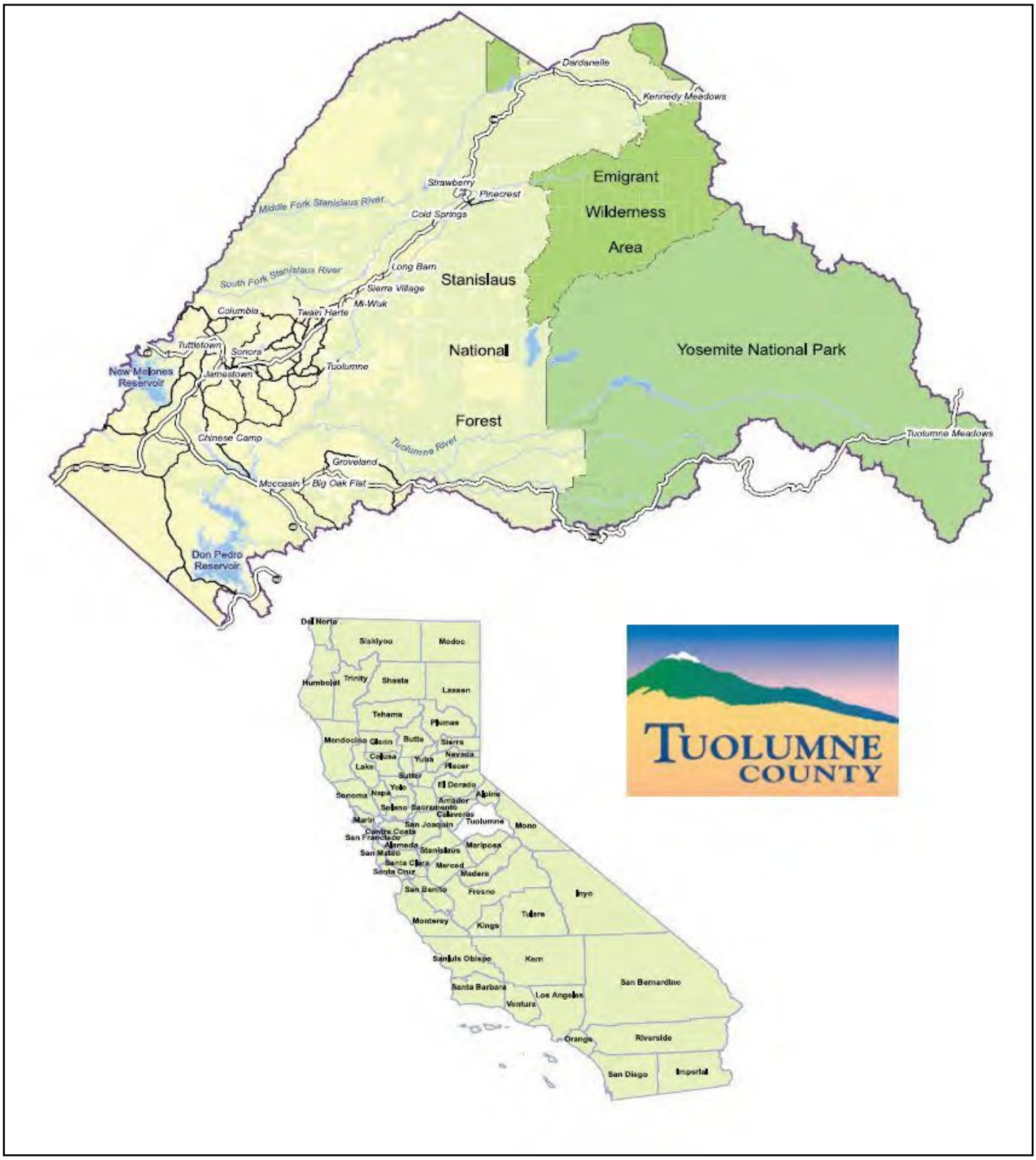
2.4 Project Characteristics

The 2024 RTP reflects changes in legislative requirements, local land use policies, and resource constraints introduced since the previous RTP was adopted in February 2017. The 2024 RTP plans how TCTC will meet its transportation needs for the period from 2024 to 2050, considering existing and projected future land use patterns as well as forecast population and job growth. The 2024 RTP projects the revenues expected to be available for the region from all transportation funding sources over the course of the planning period. It identifies and prioritizes expenditures of this anticipated funding for transportation projects that involve all transportation modes, including highways, local streets and roads, bridges, transit, rail, bicycle and pedestrian, aviation, as well as transportation system management (TSM). See Section 2.4.2 for complete lists of 2024 RTP Transportation Projects.

2.4.1 2024 RTP Update Population Growth Alternatives

Under the 2024 RTP, the County's UPlan tool was revisited to develop new population and land use forecasts that reflect the latest changes in policy and trends. A new UPlan tool was developed using the latest available UPlan version 4.0 software. The new UPlan 4.0 tool was developed using all of the input layers listed for the 2018 General Plan UPlan Tool, as well as several new input layers that reflected recent policy changes. The most significant new input layers were CalFire's Very High Fire Hazard Zones, and Tuolumne County's Low Vehicle Miles Traveled (VMT) Screening Areas that were developed as part of the *Tuolumne County Vehicle Miles Traveled Impact Analysis Guidelines* (March 2022).

Figure 2.4-1. RTP Plan Area



Two (2) Population Growth Alternatives were analyzed as part of the 2024 RTP UPlan 4.0 tool:

- The High Growth Alternative assumed a 0.6% per year population growth rate, consistent with the growth rate assumed in the 2018 General Plan.
- The Low Growth Alternative assumed a 0.1% per year population growth rate, consistent with the historic 20-year growth rate in Tuolumne County. The Low Growth Alternative is believed to be the most realistic estimate of future growth in the County, accounting for the current obstacles that face new development, including the Fire Hazard Severity Zones, development confined to Defined Communities, limited land available for development, and current issues facing the expansion of utilities in the County, among others.

Over the past 12 years, Tuolumne County has seen an overall growth rate of essentially zero, and a historic 20-year growth rate of 0.1%. The California Department of Finance (DOF) has projected California to grow by nearly 4 million people by 2050; however, they are projecting Tuolumne County to have a decline in population over the next 30 years. Historic 20-year growth rates for Tuolumne County have varied from 0.1% in the past 20 years to 1.9% in the 20 years prior. Given the projected growth of California and an overall positive historic growth rate the past 20 to 40 years in Tuolumne County, it is reasonably foreseeable to predict some level of growth in Tuolumne County for the next 20 years. In 2018, Tuolumne County adopted a population growth rate of approximately 0.6% as part of the Regional Plan update. However, in 2022, Cal Fire updated their state fire hazard severity zone maps for the first time since 2007. The revised maps indicate an increase in the acreage designated as very high and high fire-hazard severity zones in Tuolumne County. These new maps specifically pertain to the state responsibility area (SRA) and exclude incorporated cities like Sonora, which fall under a local responsibility area to be addressed by Cal Fire in the future.

In Tuolumne County, over 358,000 acres are now categorized in fire hazard severity zones graded as moderate, high, and very high. When compared to 2007, there has been a shift, with 12.8% of county SRA acres transitioning from moderate zones to high and very high zones. In simpler terms, there is now a 10.6% increase in acres classified as high fire hazard severity zones and a 2.2% increase in acres designated as very high fire hazard severity zones. Given these developments, Tuolumne County reconsidered its growth projections, leaning toward a more conservative estimate of 0.1% growth. As the County grapples with these dynamics, it will employ strategies to reassess and adapt for sustainable growth while addressing the challenges posed by the increased fire risk.

The Tuolumne County General Plan has not been updated to reflect new fire hazard zones at the time of the 2024 RTP update. Consequently, TCTC has adopted the Low Growth Alternative UPlan Scenario at the 0.1% growth rate, anticipating that the fire hazard zones will influence future population growth for the foreseeable future. This decision may undergo reassessment during the next RTP update, contingent on the Tuolumne County General Plan being updated to include the new fire hazard policies.

2.4.2 2024 RTP Transportation Projects

The 2024 RTP demonstrates how TCTC plans to meet the transportation needs of the region for the period from 2024 to 2050, considering existing and projected future land use patterns as well as forecasted population and job growth. The 2024 RTP would identify and prioritize expenditures of anticipated funding for transportation projects that involve all transportation modes. As noted, the projects that constitute the 2024 RTP focus on highway, local roadway, aviation, rail, non-motorized transportation, and public transportation. A complete list of projects and exhibits showing their locations are included in Appendix B.

Please note that a number of projects included in the tables/figures are transportation projects that are currently undergoing individual project level environmental review by the local project sponsor (such as the City of Sonora, Tuolumne County or Caltrans). These projects are included within RTP projects list and within this Program SEIR from a programmatic perspective, but please note that for environmental review purposes, the project sponsors for each individual project, acting as the lead agency under CEQA, have already and/or would prepare project level environmental documents applicable to that particular project that would focus on project-specific effects of the project, or its site, that have not been considered in this SEIR. In sponsoring individual projects, the project sponsor may choose to take advantage of the streamlining benefits of the SEIR, or to engage in their own environmental review without use or reference to the SEIR. If they so choose, these agencies would be able to prepare subsequent environmental documents that incorporate by reference the appropriate information from this SEIR regarding secondary effects, cumulative impacts, broad alternatives, and other relevant factors. If the lead agency finds that implementation of a later activity would have no new effects and that no new mitigation measures would be required, that activity would require no additional CEQA review.

2.5 Project Approvals

Approval of the RTP is at the discretion of TCTC. Additional environmental review will be conducted by responsible agencies prior to implementation of individual projects in the RTP. Responsible agencies may include the following:

- California Department of Transportation (Caltrans)
- California Transportation Commission (CTC)
- California Public Utilities Commission's Rail Crossings Engineering Section (RCES)
- Tuolumne County
- City of Sonora
- Tuolumne County Transit Agency (TCTA)

The relationship of this SEIR to future environmental review of individual transportation projects is further discussed in Section 1.0, Introduction.

2.6 Relationship with Other Plans and Programs

The 2024 RTP provides a sound basis for the allocation of State and Federal transportation funds for transportation projects over the next 26 years. The 2024 RTP follows guidelines established by the California Transportation Commission to:

- Describe the transportation issues and needs facing the County.
- Identify goals and policies for how TCTC will meet those needs.
- Identify the amount of money that will be available for identified projects.
- Include a list of prioritized transportation projects to serve the county's long-term needs consistent with the funds allocated while considering environmental impacts and planning for future land use.

The 2024 RTP has been evaluated for consistency with the goals, policies, and objectives currently being implemented by the City of Sonora and Tuolumne County.

3.0 ENVIRONMENTAL SETTING

3.1 Regional Setting

Tuolumne County is located in the foothills of the Sierra Nevada mountain range in what has been traditionally called the Mother Lode area of California (Figure 3-1). The County extends from the foothills to the Sierra crest, and is bordered on the north by Calaveras County, on the south by Mariposa and Madera Counties, on the west by Stanislaus County, and Alpine and Mono Counties to the East. Tuolumne County encompasses approximately 2,217 square miles in area and includes portions of the Stanislaus National Forest and Yosemite National Park. Approximately 77 percent of the land within the County is under the jurisdiction of Federal government agencies.

As displayed in Figure 3-1, the RTP includes the entire County of Tuolumne and the City of Sonora. Due to the high percentage of publicly owned lands, Tuolumne County's population is more centralized in the western part of the County. The City of Sonora and unincorporated communities of Jamestown, Columbia, Tuolumne City, Groveland, and Twain Harte are distinctive communities, each with its own rich history. The unincorporated communities of Groveland and Big Oak Flat benefit from their proximity to Yosemite National Park. Recreational and tourist attractions such as Dodge Ridge Ski Resort, Columbia State Historic Park, Railtown 1897 State Historic Park, Stanislaus National Forest, and Yosemite National Park are key tourist destinations.

City of Sonora

The City of Sonora is named after the miners from Sonora, Mexico who settled the City in 1848. Sonora is known as the "Queen of the Southern Mines," and the City has many historic buildings dating back to the 1850's.

As the County seat, and the major employment and commercial center of Tuolumne County, the City of Sonora sees a daily influx of a non-resident population that increases the city's daytime population well beyond its regular population.

3.2 Regional Transportation System

Tuolumne County is served by several transportation modes and the primary focus of the 2024 RTP is to develop a coordinated and balanced multi-modal transportation system. Specific transportation systems are described in detail below.

The basic street and highway network in Tuolumne County is a combination of approximately 139 miles of State highways (including highways 49, 108, 120, and 132) and approximately 610 miles of roads maintained by the County. It also includes 27.5 centerline miles of roads maintained by the City of Sonora. Beyond this basic system, there are over 2,000 miles of roads maintained by the Federal (Bureau of Land Management, Forest Service, and National Park) and private parties. When these roads are grouped by category, they form the functional system of roadways for Tuolumne County.

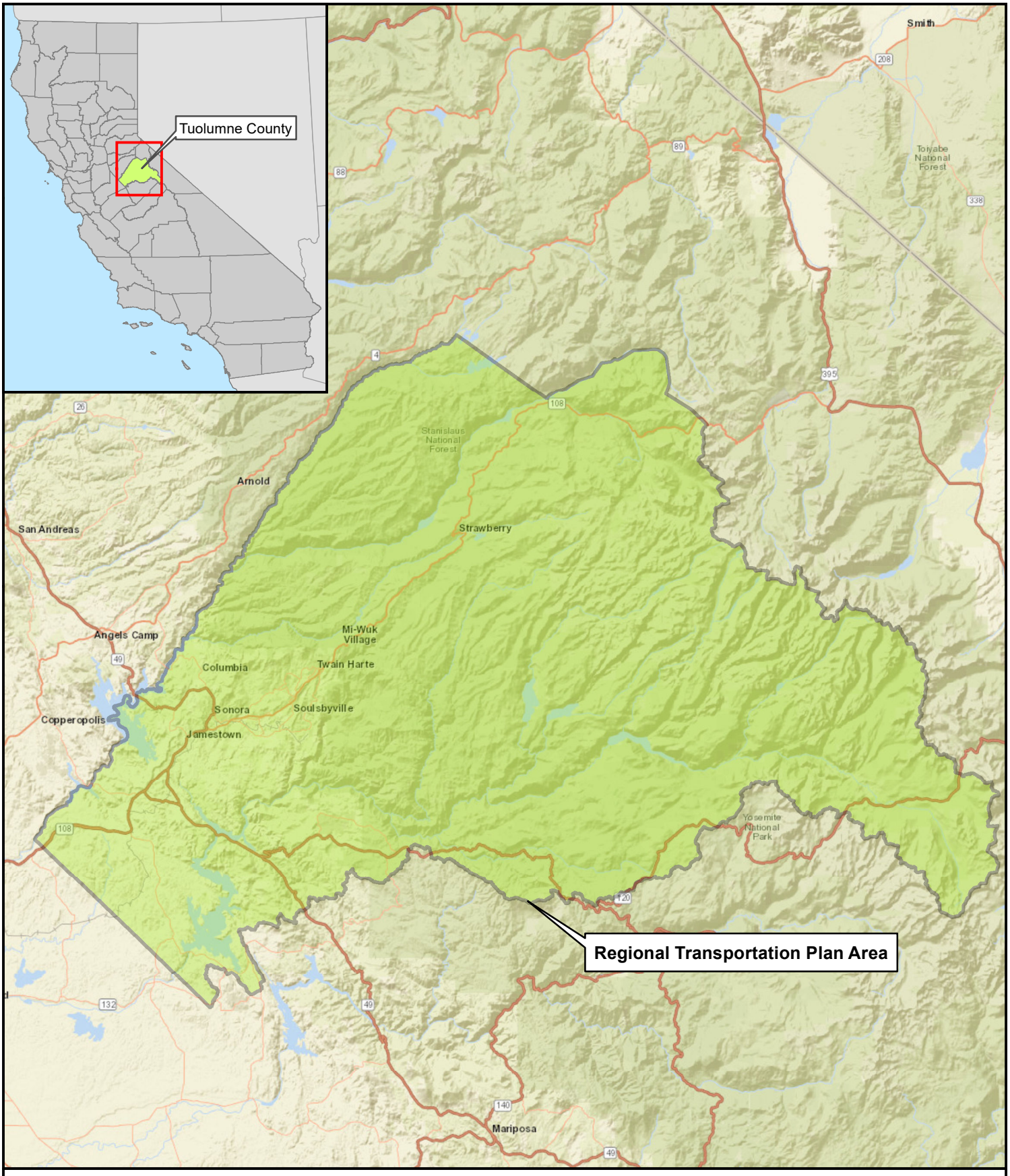


FIGURE 3-1

PROJECT VICINITY

REGIONAL TRANSPORTATION PLAN UPDATET

TUOLUMNE COUNTY, CALIFORNIA

MARCH 2023

0 5 10 20

Miles

NORTH

WOOD RODGERS

\\woodrodgers.loc\productiondata\Jobs\Jobs\8341_Tuolumne_County\027_2022_RTP_Update\GIS\Tasks\F1_Vicinity Map.mxd 3/28/2023 4:40:23 PM tchamberlain

Tuolumne County has two public airports, Columbia Airport and Pine Mountain Lake Airport. Columbia Airport provides service to Columbia and surrounding areas in northwestern Tuolumne County, including a fly-in campground. Pine Mountain Lake Airport provides service to the area surrounding Pine Mountain Lake near Groveland in southwestern Tuolumne County.

The Sierra Railroad runs between Standard in Tuolumne County and Oakdale in Stanislaus County, where it connects with the Southern Pacific and Santa Fe Railroads. The Sierra Railroad has 49 miles of track, has been in operation since 1897, and connects the local economy and lumber industry to distant markets. However, the condition of the track has been in decline since 1980 when freight usage decreased substantially. Modern capacity freight trains utilize the Sierra Railroad for goods movement and have access to lumber mills. Recreational trains use the Historic Railtown State Park out of Jamestown.

Tuolumne County Transit provides public transportation in the county, with bus service along six routes Monday through Friday. On-demand, dial-a-ride service is available seven days a week. Additionally, Tuolumne County Transit operates SkiBUS and collaborates with Yosemite National Park to provide the Yosemite Area Regional Transportation System (YARTS). SkiBUS offers service from Sonora to Dodge Ridge Ski Resort throughout the ski season. YARTS operates from May to September and connects Sonora, Jamestown, Groveland, and Buck Meadows with Yosemite Valley.

Pedestrian and bicycle facilities are limited in Tuolumne County due to steep terrain and the rural setting. Typically, sidewalks are intermittent along business fronts in community centers and there is a designated bicycle path fronting the Crossroads Shopping Center in Sonora. The Tuolumne County Transportation Council Bikeways and Trails Plan encourages the construction of Class I and Class II bicycle facilities to allow for bicycle and pedestrian safety. In addition, trails are a valuable resource in rural communities such as those found in Tuolumne County, and many trails exist in locations that lack improvements that are more formal. As such, this demonstrates that walking and biking occurs in Tuolumne County even if established or designated routes are missing.

3.3 EIR Baseline and Approach for Impact Analysis

Section 15125 of the CEQA Guidelines states that an EIR "must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation [NOP] is published". Section 15125 states that this approach "normally constitute[s] the baseline physical conditions by which a lead agency determines whether an impact is significant." In certain instances, it is necessary to use a baseline other than the existing conditions when the NOP is released, based on the information available when the analysis was performed.

This SEIR evaluates impacts against existing conditions when the NOP was released (June 2023) for the issue areas evaluated. For the air quality, greenhouse gas emissions/climate change, and transportation/traffic environmental impacts resulting from the 2024 RTP, this SEIR evaluates potential impacts against both (1) a forecast future baseline condition and (2) current, existing baseline conditions in order to control for impacts caused by population growth and other factors that would occur whether or not the 2024 RTP is adopted. The 2024 RTP is 26-year plan that proposes transportation projects to the year 2050. It is important to emphasize that population growth, urbanization, and volume of average daily traffic generated in Tuolumne County will increase by 2050, with or without implementation of the 2024 RTP, due to a range of demographic and economic factors independent of policy decisions by TCTC and its member agencies.

An analysis that attributes physical environmental impacts solely to the 2024 RTP when they would in fact result from future regional growth that would occur in the absence of the 2024 RTP would overstate the

impacts caused by the 2024 RTP. For this reason, environmental issues analyzed in the SEIR compare future conditions including the 2024 RTP to the expected future conditions that would occur without the 2024 RTP (called the "future baseline" in this report). These comparisons isolate environmental effects potentially resulting from the 2024 RTP from those caused by future growth that would occur regardless of the 2024 RTP, as compared to existing baseline conditions. The SEIR also compares future conditions including the 2024 RTP to the current baseline.

Thus, the identification of potential impacts and mitigation measures for these environmental issue areas are based on the increment of physical change resulting from the 2024 RTP, rather than the future regional growth that would occur regardless of whether the plan is adopted and implemented.

Interim Timeframes

The year 2050 is considered the horizon year of the proposed 2024 RTP. Since the plan will be implemented gradually over the planning period, this SEIR does not analyze interim timeframe because the update cycle of the RTP already requires short-term adjustments to the plan.

3.4 Cumulative Projects Setting

3.4.1 CEQA Requirements

This EIR includes an analysis of both project-specific and cumulative impacts of the Proposed Project, as required by CEQA. The CEQA Guidelines require the analysis of the cumulative effects of a project in combination with other probable future projects. Section 15130 of the State CEQA Guidelines prescribes two methods for analyzing cumulative impacts: (1) use of a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts; or (2) use of a summary of projections contained in an adopted general plan or related planning document.

This document is a Program SEIR that analyzes the effects of cumulative buildout of the 2024 RTP. The proposed 2024 RTP considers the probable future projects described in method 1 above and includes a range of specific transportation projects designed to meet the plan goals and current and projected future needs, and the Draft SEIR analyzes the cumulative impacts of these projects. Therefore, the cumulative effects of all probable future circulation system improvement projects in the region are included in the analysis of the Proposed Project's impacts.

In Chapter 4, thresholds of significance for cumulative impacts are the same as those for direct, project-specific impacts, as authorized by CEQA case law (see *Save Cuyama Valley v. City of Santa Barbara* (2013) 213 Cal.App.4th 1059). When project-specific impacts are judged to be significant, they also by definition are considered "cumulatively considerable" incremental contributions to significant cumulative impacts. (See CEQA Guidelines Section 15130(a).) Mitigation measures proposed for project-specific impacts also represent potentially feasible options for mitigating the Proposed Project's incremental contribution to significant cumulative effects (See CEQA Guidelines Section 15130(b)(5)).

In some cases, probable future projects outside the Tuolumne County region in neighboring counties would further contribute to significant cumulative impacts. These include the impacts of vehicle trips originating or terminating outside the region. The 2024 RTP and SEIR traffic impact analysis accounted for impacts of trips originating and/or ending outside the region. The impacts of these external trips are also reflected in the SEIR air quality and GHG impact analyses.

3.4.2 Tuolumne County Buildout

The RTP boundaries of Tuolumne County and City of Sonora represent the 2024 RTP planning area. The projects identified in Section 2.0, Project Description, provide the framework for buildout in the county and the cumulative impact analysis approach discussed above. The population growth and buildout through the year 2050 in the planning area utilized in the 2024 RTP and in this SEIR are based on the preferred land use and transportation scenario defined in *Tuolumne Tomorrow: Tuolumne County Regional Blueprint*, published in August 2012 with the updated in the 2024 RTP Population and Land Use Memorandum. This document provides direction on regional growth in Tuolumne County and is the basis for the Proposed Project evaluated herein.

4.0 ENVIRONMENTAL IMPACT ANALYSIS

Chapter 4 of this SEIR provides separate sections for each environmental topic determined to require analysis due to implementation of the 2024 RTP. Each section describes the environmental setting (existing conditions) and regulatory setting; direct, indirect, and cumulative impacts from the Proposed Project; and mitigation measures to reduce or avoid significant impacts.

TCTC has determined that the environmental issue areas to be evaluated in the SEIR are:

- Air Quality
- Energy
- Greenhouse Gas and Climate Change
- Transportation
- Tribal Cultural Resources
- Wildfire

Section 15128 of the CEQA Guidelines requires a statement that briefly indicates the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the DSEIR. As documented in the 2016 EIR, certain issue areas were determined to have no impacts, less than significant impacts, or less than significant impacts with mitigation incorporated, or were determined to have the same impacts relative to the 2016 RTP. Since the 2024 RTP is in essence a continuation of the 2016 RTP with a list of new but similar projects, the following subject areas are also not evaluated in the 2024 SEIR:

- Aesthetics
- Agricultural/Forestry Resources
- Biological Resources
- Cultural Resources
- Environmental Justice
- Geology, Soils, and Paleontology
- Hazards and Hazardous Material (excluding wildfire)
- Hydrology and Water Quality
- Land Use
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Impact and Mitigation Measure Terminology

This SEIR analyzes the potential direct, indirect, and cumulative environmental impacts of the proposed Project. The determination of whether an impact is considered significant is based on specific significance criteria. Under CEQA, these criteria (also called thresholds of significance) are used to make a determination of significance for each environmental impact evaluated. An adverse impact that exceeds the significance criteria is considered significant, and an impact that does not exceed the criteria is considered less than significant. The CEQA significance criteria used in this DSEIR are based on CEQA's mandatory

findings of significance (as summarized in State CEQA Guidelines Section 15065); the checklist presented in Appendix G of the State CEQA Guidelines in effect when the SEIR was prepared; and where appropriate, factual or scientific data and regulatory standards of federal, state, and local agencies. For CEQA purposes, impacts in this SEIR are classified as:

- No Impact – There would not be any change to the environment as a result of the project.
- Less than Significant Impact - A project impact is considered less than significant if it would not exceed the threshold of significance and therefore would not cause a substantial adverse change in the environment. No mitigation is required for a less-than-significant impact.
- Less than Significant Impact with Mitigation - A project impact is considered significant if it results in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the comparison of the project's effects to the established thresholds of significance. Mitigation measures are identified, where feasible, to avoid, minimize, rectify, reduce, or compensate for significant impacts of the project, in accordance with the State CEQA Guidelines (Section 15126.4). If project impacts would be reduced to a less-than-significant level after the implementation of mitigation, the impact is classified as less-than-significant with mitigation.
- Significant and Unavoidable Impact - A project impact is considered significant and unavoidable if it would result in a substantial adverse change in the environment and if that impact would remain significant even after the implementation of mitigation. A lead agency can approve a project with significant unavoidable impacts if the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse effects. In this case, the lead agency must adopt a statement of overriding considerations describing the specific reasons to support its action (State CEQA Guidelines Section 15093(b)).

4.1 Air Quality

This section analyzes the additional impacts of the 2024 RTP, relative to the 2016 RTP, upon local and regional air quality. Both temporary impacts relating to construction activity and long-term impacts associated with population growth and associated growth in vehicle traffic and energy consumption are discussed.

4.1.1 Environmental Setting

4.1.1.1 Local Climate and Air Quality

Tuolumne County is located within the Mountain Counties Air Basin (MCAB), along with Amador, Calaveras, El Dorado (western), Mariposa, Nevada, Placer (central), Sierra, and Plumas counties. The general climate of the MCAB varies considerably depending on elevation and proximity to mountain peaks. The terrain features of the MCAB make it possible for various climates to exist within the general area. The pattern of mountains and hills is primarily responsible for the wide variations of rainfall, temperatures, and localized winds throughout the region. Temperature variations influence MCAB wind flow, dispersion along mountain ridges, vertical mixing, and photochemistry. The Sierra Nevada receives large amounts of precipitation from storms moving over the continent from the Pacific Ocean. Precipitation in the MCAB is highly variable, depending on elevation and location. Areas in the eastern portion of the MCAB have relatively high elevations and receive the most precipitation. Precipitation levels decline toward the western areas of the MCAB. Climates vary from alpine in the high elevations of the eastern areas to more arid at the western edge of the MCAB (USDA 2021).

4.1.1.2 Pollutants

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), oxides of nitrogen (NO_X), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$), oxides of sulfur (SO_x), and lead. Secondary criteria pollutants are created by atmospheric chemical and photochemical reactions; ROG, together with NO_X, form the building blocks for the creation of photochemical (secondary) pollutants. Secondary criteria pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog). The characteristics, sources, and effects of the criteria air pollutants of most concern are described below.

Carbon Monoxide

CO is a local pollutant found in high concentrations only near the source. The major source of CO, a colorless, odorless, and poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually found only near areas of high traffic volumes. CO's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Ozone

Ozone is produced by a photochemical reaction (triggered by sunlight) between NO_X and ROG. NO_X is formed during the combustion of fuels, while ROG is formed during the combustion and evaporation of fossil fuels and organic solvents. Because ozone requires sunlight to form, it mainly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans, including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Nitrogen Dioxide

Nitrogen dioxide (NO_2) is a byproduct of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of NO_X produced by combustion is NO, but NO reacts rapidly to form NO_2, creating a mixture of NO and NO_2 commonly called NO_X. NO_2 is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 part per million may occur. NO_2 absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM_{10} and acid rain.

Respirable and Fine Particulate Matter

PM_{10} is respirable particulate matter (PM) measuring no more than 10 microns in diameter, while $PM_{2.5}$ is fine PM measuring no more than 2.5 microns in diameter. PM_{10} and $PM_{2.5}$ are mostly dust particles, nitrates, and sulfates. Both PM_{10} and $PM_{2.5}$ are byproducts of fuel combustion and wind erosion of soil and unpaved roads and are directly emitted into the atmosphere through these processes. They are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects of PM_{10} and $PM_{2.5}$ can differ greatly. PM_{10} generally comes from windblown dust and dust kicked up from mobile sources. $PM_{2.5}$ is generally associated with combustion processes and is formed in the atmosphere as a secondary pollutant through chemical reactions. $PM_{2.5}$ is more likely to penetrate the lungs deeply and pose a health threat to all groups, particularly the elderly, children, and those with respiratory problems. Over half of the PM_{10} and $PM_{2.5}$ inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or acting as carriers of an absorbed toxic substance.

Sulfur Dioxide

Sulfur Dioxide (SO_2) is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. In humid atmospheres, SO_2 can form sulfur trioxide and sulfuric acid mist, with some of the latter eventually reacting to produce sulfate particulates. This contaminant is the natural combustion product of sulfur or sulfur-containing fuels. Fuel combustion is the major source, while chemical plants, sulfur recovery plants, and metal processing are minor contributors. At sufficiently high concentrations, SO_2 irritates the upper respiratory tract. In conjunction with particulates at lower concentrations, SO_2 can do greater harm by injuring lung tissues. In combination with moisture and oxygen, sulfur oxides can yellow plants' leaves, dissolve marble, and eat away iron and steel. Sulfur oxides can also react to form sulfates, which reduce visibility.

Lead

Lead is a metal found naturally in the environment and manufactured products. The major sources of lead emissions have historically been fuels in on-road motor vehicles (such as cars and trucks) and industrial sources. Today, the highest lead levels in the air are usually found near lead smelters. Today's major sources of lead emissions are ore and metals processing and piston-engine aircraft operating on aviation fuels that contain lead. Lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system, depending on the exposure level. Lead exposure also affects the oxygen-carrying capacity of the blood. Lead is persistent in the environment and accumulates in soils and sediments through deposition from air sources, direct discharge of waste streams to water bodies, mining, and erosion.

4.1.1.3 Current Ambient Air Quality

Concentrations of criteria air pollutants indicate the quality of the ambient air. Below is a brief description of key criteria air pollutants. Table 4.1-1 summarizes the emission source type and the foreseeable health impacts that result from exposure to concentrations of criteria air pollutants that exceed the applicable California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS).

Table 4.1-1 Sources and Health Effects of Criteria Air Pollutants

Pollutant	Sources	Acute[1] Health Effects	Chronic[2] Health Effects
Ozone	secondary pollutant resulting from reaction of ROG and NO_X in presence of sunlight. ROG emissions result from incomplete combustion and evaporation of chemical solvents and fuels; NO_X results from the combustion of fuels	increased respiration and pulmonary resistance; cough, pain, shortness of breath, lung inflammation	permeability of respiratory epithelia, possibility of permanent lung impairment
Carbon monoxide (CO)	incomplete combustion of fuels; motor vehicle exhaust	headache, dizziness, fatigue, nausea, vomiting, death	permanent heart and brain damage
Nitrogen dioxide (NO_2)	combustion devices; e.g., boilers, gas turbines, and mobile and stationary reciprocating internal combustion engines	coughing, difficulty breathing, vomiting, headache, eye irritation, chemical pneumonitis or pulmonary edema; breathing abnormalities, cough, cyanosis, chest pain, rapid heartbeat, death	chronic bronchitis, decreased lung function
Sulfur dioxide (SO_2)	coal and oil combustion, steel mills, refineries, and pulp and paper mills	Irritation of upper respiratory tract, increased asthma symptoms	There is insufficient evidence linking SO_2 exposure to chronic health impacts.
Respirable particulate matter (PM_{10}), Fine particulate matter ($PM_{2.5}$)	fugitive dust, soot, smoke, mobile and stationary sources, construction, fires and natural windblown dust, and formation in the atmosphere by condensation and/or transformation of SO_2 and ROG	breathing and respiratory symptoms, aggravation of existing respiratory and cardiovascular diseases, premature death	alterations to the immune system, carcinogenesis
Lead	metal processing	reproductive/ developmental effects (fetuses and children)	numerous effects including neurological, endocrine, and cardiovascular effects

Notes: NO_X = oxides of nitrogen; ROG = reactive organic gases; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 microns or less; $PM_{2.5}$ = fine particulate matter with an aerodynamic diameter of 2.5 microns or less; SO_2 = sulfur dioxide; CO = carbon monoxide

1 Acute health effects refer to immediate illnesses caused by short-term exposures to criteria air pollutants at fairly high concentrations. An example of an acute health effect includes fatality resulting from short-term exposure to carbon monoxide levels in excess of 1,200 parts per million.

2 Chronic health effects refer to cumulative effects of long-term exposures to criteria air pollutants, usually at lower, ambient concentrations. An example of a chronic health effect includes the development of cancer from prolonged exposure to particulate matter at concentrations above the national ambient air quality standards.

Sources: EPA 2023.

CARB and EPA designate each county (or portions of counties) within California as attainment, maintenance, or nonattainment based on the area's ability to maintain ambient air concentrations below the applicable standards (i.e., CAAQS, NAAQS). Areas are designated as attainment if ambient air concentrations of a criteria pollutant (or precursor) are below the NAAQS. Areas are designated as nonattainment if ambient air concentrations are above the NAAQS. Areas previously designated as nonattainment that subsequently demonstrated compliance with the NAAQS are designated as maintenance. Table 4.1-2 shows the attainment status for each criteria air pollutant with respect to the CAAQS and the NAAQS in Tuolumne County.

Table 4.1-2 Attainment Status Designations for Tuolumne County

Pollutant	National Ambient Air Quality Standard	California Ambient Air Quality Standard
Ozone	Attainment (1-hour)[1]	Nonattainment (1-hour)
	Nonattainment (8-hour)[3] Classification=Marginal	Nonattainment-transitional (8-hour)
	Nonattainment (8-hour)[4] Classification= Moderate	
Respirable particulate matter (PM_{10})	Attainment (24-hour)	Unclassified (24-hour)
		Unclassified (Annual)
Fine particulate matter ($PM_{2.5}$)	Attainment (24-hour)	(No State Standard for 24-Hour)
	Attainment (Annual)	Unclassified (Annual)
Carbon monoxide (CO)	Attainment (1-hour)	Attainment (1-hour)
	Attainment (8-hour)	Attainment (8-hour)
Nitrogen dioxide (NO_2)	Unclassified/Attainment (1-hour)	Attainment (1-hour)
	Unclassified/Attainment (Annual)	Attainment (Annual)
Sulfur dioxide (SO_2)[5]	Attainment (1-Hour)	Attainment (1-hour)
		Attainment (24-hour)
Lead (Particulate)	Attainment (3-month rolling avg.)	Attainment (30 day average)
Hydrogen Sulfide	No Federal Standard	Unclassified (1-hour)
Sulfates		Attainment (24-hour)
Visibly Reducing Particles		Unclassified (8-hour)
Vinyl Chloride		Unclassified (24-hour)

Notes:
[1]Air Quality meets federal 1-hour Ozone standard (77 FR 64036). EPA revoked this standard, but some associated requirements still apply.
[2]Per Health and Safety Code (HSC) § 40921.5(c), the classification is based on 1989 – 1991 data, and therefore does not change.
[3]2015 Standard.
[4]1997 Standard.
[5]2010 Standard.
Source: CARB 2023, EPA 2024.

The Tuolumne County portion of the MCAB is a nonattainment-transitional area for the state standards and nonattainment for the federal standards for ozone (CARB 2023). In addition, Tuolumne County is unclassified or in attainment for the federal standards for ozone and for the federal and state standards for CO, nitrogen dioxide, SO_2, PM_{10}, $PM_{2.5}$, and lead. The Tuolumne County Air Pollution Control District (TCAPCD) is responsible for implementing emissions standards and other federal and state law requirements regarding most types of stationary emission sources. One monitoring station in Tuolumne County is the Sonora-Barretta Street monitoring station in the City of Sonora. This station only monitors ozone. Ozone data from the Sonora-Barretta Street monitoring station are summarized in Table 4.1-3.

4.1.1.4 Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect the segment of the public most susceptible to respiratory distress, such as children under 14, the elderly over 65, persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are, therefore, residences, schools, and hospitals located throughout Tuolumne County, many of which are in proximity of transportation corridors.

Table 4.1-3 Ambient Air Quality Data

Pollutant	2021	2022	2023
Ozone, ppm, 1-hour			
Number of days of state exceedances (>0.09 ppm)	1	0	0
Ozone, ppm, 8-hour			
Number of days of state exceedances (>0.070 ppm)	2	1	2
Number of days of federal exceedances (>0.070 ppm)	2	0	0

Notes: ppm = parts per million.

Data obtained from the Sonora-Barretta Street Monitoring Station, 251 S. Barretta Street, Sonora CA.

Source: CARB 2024

Table 4.1-3 shows that the state and federal 8-hour ozone standards were exceeded multiple times between 2021 and 2023.

4.1.2 Regulatory Setting

4.1.2.1 Federal

EPA has been charged with implementing national air quality programs. EPA's air quality mandates draw primarily from the federal Clean Air Act (CAA), which was enacted in 1970. The most recent major amendments were made by Congress in 1990. EPA's air quality efforts address both criteria air pollutants and hazardous air pollutants (HAPs).

Criteria Air Pollutants

The CAA required EPA to establish national ambient air quality standards (NAAQS) for six common air pollutants found all over the United States, referred to as criteria air pollutants. EPA has established primary and secondary NAAQS for the following criteria air pollutants: ozone, CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), PM_{10}, and $PM_{2.5}$, and lead. Criteria air pollutants are compounds that, at certain concentrations, can cause harm to human and animal health and the environment. Extensive scientific and economic research has been conducted to evaluate the specific concentrations at which these pollutants may cause harm to health and the environment. These concentrations are reflected in EPA's NAAQS, which are shown in Table 4.1-4.

The primary standards protect public health, and the secondary standards protect public welfare. The CAA also required each state to prepare a SIP for attaining and maintaining the NAAQS. The federal Clean Air Act Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. EPA is responsible for reviewing all SIPs to determine whether they conform to the mandates of the CAA and its amendments and whether implementation will achieve air quality goals. If EPA determines a SIP to be inadequate, it may prepare a federal implementation plan that imposes additional control measures. If an approvable SIP is not submitted or implemented within the mandated time frame, sanctions may be applied to transportation funding and stationary air pollution sources in the air basin.

California's SIP is updated periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The 2022 SIP, adopted on September 22, 2022, is the most current SIP and is a compilation of plans and regulations that govern

how the region and state will comply with the CAA requirements to attain and maintain the NAAQS for ozone and $PM_{2.5}$.

Table 4.1-4 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California (CAAQS)[a,b]	National (NAAQS)[c]	
			Primary[b,d]	Secondary[b,e]
Ozone	1-hour	0.09 ppm (180 µg/m^3)	_[e]	Same as primary standard
	8-hour	0.070 ppm (137 µg/m^3)	0.070 ppm (147 µg/m^3)	
Carbon monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	Same as primary standard
	8-hour	9 ppm[f] (10 mg/m^3)	9 ppm (10 mg/m^3)	
Nitrogen dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	53 ppb (100 µg/m^3)	Same as primary standard
	1-hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
Sulfur dioxide (SO_2)	24-hour	0.04 ppm (105 µg/m^3)	—	—
	3-hour	—	—	0.5 ppm (1,300 µg/m^3)
	1-hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
Respirable particulate matter (PM_{10})	Annual arithmetic mean	20 µg/m^3	—	Same as primary standard
	24-hour	50 µg/m^3	150 µg/m^3	
Fine particulate matter ($PM_{2.5}$)	Annual arithmetic mean	12 µg/m^3	12.0 µg/m^3	15.0 µg/m^3
	24-hour	—	35 µg/m^3	Same as primary standard
Lead [f]	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	30-day average	1.5 µg/m^3	—	—
	Rolling 3-month average	—	0.15 µg/m^3	Same as primary standard
Hydrogen sulfide	1-hour	0.03 ppm (42 µg/m^3)	No national standards	
Sulfates	24-hour	25 µg/m^3		
Vinyl chloride [f]	24-hour	0.01 ppm (26 µg/m^3)		
Visibility-reducing particulate matter	8-hour	Extinction of 0.23 per km		

Notes: µg/m^3 = micrograms per cubic meter; CAAQS = California ambient air quality standards; km = kilometers; mg/m^3 = milligrams per cubic meter; NAAQS = national ambient air quality standards; ppb = parts per billion; ppm = parts per million.

[a] California standards for ozone, carbon monoxide, SO_2 (1- and 24-hour), NO_2, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[b] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 degrees Celsius (°C) and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[c] National standards (other than the standards for ozone and particulate matter and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. The PM_{10} 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than 1. The $PM_{2.5}$ 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the US Environmental Protection Agency for further clarification and current federal policies.

[d] National primary standards: The levels of air quality necessary, with an adequate margin of safety, to protect public health.

[e] National secondary standards: The levels of air quality necessary to protect public welfare from any known or anticipated adverse effects of a pollutant.

[f] The California Air Resources Board has identified lead and vinyl chloride as toxic air contaminants with no threshold of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2024c.

EPA has established a number of emission standards for on- and off-road heavy-duty diesel engines used in trucks and other equipment. These standards were established in part because diesel engines are a significant source of NO_X, PM_{10}, and $PM_{2.5}$ and because EPA has identified diesel particulate matter (diesel PM) as a probable carcinogen. Implementation of the on-road heavy-duty diesel engine standards and the off-road heavy-duty diesel engine standards is estimated to reduce particulate matter and NO_X emissions from diesel engines by up to 95 percent in 2030, by which time the heavy-duty vehicle fleet will be completely replaced with newer heavy-duty vehicles that comply with these emission standards.

In concert with the diesel engine emission standards, EPA regulations have also substantially reduced the amount of sulfur allowed in diesel fuels. The sulfur contained in diesel fuel is a significant contributor to the formation of particulate matter in diesel-fueled engine exhaust. The new standards reduced the amount of sulfur allowed by 97 percent for highway diesel fuel (from 500 parts per million by weight [ppmw] to 15 ppmw), and by 99 percent for off-highway diesel fuel (from approximately 3,000 ppmw to 15 ppmw). The low-sulfur highway fuel (15 ppmw sulfur), also called ultra-low sulfur diesel, is currently required for use by all vehicles in the United States. All the aforementioned federal diesel engine and diesel fuel requirements have been adopted by California, in some cases with modifications making the requirements more stringent or the implementation dates sooner.

Hazardous Air Pollutants and Toxic Air Contaminants

Toxic air contaminants (TACs), or, in federal parlance, HAPs, are a defined set of airborne pollutants that may pose a present or potential hazard to human health. A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

A wide range of sources, from industrial plants to motor vehicles, emit TACs. The health effects associated with TACs are quite diverse and generally are assessed locally rather than regionally. TACs can cause long-term health effects, such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage, or short-term acute effects, such as eye watering, respiratory irritation (a cough), runny nose, throat pain, and headaches.

For evaluation purposes, TACs are separated into carcinogens and noncarcinogens based on the nature of the physiological effects associated with exposure to the pollutant. Carcinogens are assumed to have no safe threshold below which health impacts would not occur. This contrasts with criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established (Table 4.1-1). Cancer risk from TACs is expressed as excess cancer cases per one million exposed individuals, typically over a lifetime of exposure.

EPA regulates HAPs through its National Emission Standards for Hazardous Air Pollutants. The standards for a particular source category require the maximum degree of emission reduction that EPA determines to be achievable, which is known as the Maximum Achievable Control Technology (MACT) standards. These standards are authorized by Section 112 of the 1970 CAA, and the regulations are published in 40 Code of Federal Regulations (CFR) Parts 61 and 63.

4.1.2.2 State

California Air Resources Board

CARB is the agency responsible for the coordination and oversight of state and local air pollution control programs in California and for the implementation of the California Clean Air Act (CCAA). The CCAA, which was adopted in 1988, required CARB to establish CAAQS (see Table 4.1-4).

Criteria Air Pollutants

CARB has established CAAQS for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned federally regulated criteria air pollutants. In most cases the CAAQS are more stringent than the NAAQS. Differences in the standards are generally explained by the health effect studies considered during the standard-setting process and the interpretation of the study results. In addition, the CAAQS incorporate a margin of safety to protect sensitive individuals.

The CCAA requires that all local air districts in the state endeavor to attain and maintain the CAAQS by the earliest date practical. It specifies that local air districts should focus particular attention on reducing the emissions from transportation and areawide emission sources. The CCAA also provides air districts with the authority to regulate indirect sources, such as vehicle movement and residential, commercial, and industrial development.

Toxic Air Contaminants

TACs in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807, Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (Hot Spots Act) (AB 2588, Chapter 1252, Statutes of 1987). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are required before CARB can designate a substance as a TAC. To date, CARB has identified more than 21 TACs and adopted EPA's list of HAPs as TACs. In 1998, particulate matter exhaust from diesel engines (diesel PM) was added to CARB's list of TACs.

After a TAC is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular TAC. If a threshold exists for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If no safe threshold exists, the measure must incorporate the best available control technology (BACT) for toxics to minimize emissions.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare an inventory of toxic emissions, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB has adopted diesel exhaust control measures and more stringent emissions standards for various transportation-related mobile sources of emissions, including transit buses, and off-road diesel equipment (e.g., tractors, generators). Over time, the replacement of older vehicles will result in a vehicle fleet that produces substantially lower levels of TACs than under current conditions. Mobile-source emissions of TACs (e.g., benzene, 1-3-butadiene, diesel PM) have been reduced significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g., Low Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With the implementation of CARB's Risk Reduction Plan and other regulatory programs, it is estimated that emissions of diesel PM will be less than half of those in 2010 by 2035 (CARB 2020). Adopted regulations are also expected to continue to reduce formaldehyde emissions emitted by cars and light-duty trucks. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

4.1.2.3 Local

Tuolumne County Air Pollution Control District

The TCAPCD is the primary agency responsible for planning to meet NAAQS and CAAQS in the County. CARB is the agency responsible for coordinating and overseeing state and local air pollution control programs in California and implementing the CCAA. California law authorizes CARB to set ambient (outdoor) air pollution standards (California Health and Safety Code Section 39606) in consideration of public health, safety, and welfare (CAAQS). The TCAPCD is responsible for implementing emissions standards and other federal and state laws requirements regarding most types of stationary emission sources within Tuolumne County. The TCAPCD has also set emissions thresholds for certain pollutants for the purposes of the California Environmental Quality Act (CEQA), which are discussed in more detail in the "Thresholds of Significance" section.

Because Tuolumne County is designated as nonattainment for the 2015 8-hour Ozone NAAQS, TCAPCD is responsible for submitting a State Implementation Plan (SIP) to EPA. TCAPCD's Rule 429 (Federal New Source Review) is the third of three SIP elements adopted by the TCAPCD to satisfy federal requirements. The Ozone Emergency Episode Plan was the first element to be adopted by the Board in April of 2020. Rule 428 (Emissions Statements) was the second SIP element adopted in July 2020. Rule 429 implements the requirements of Section 173 of the CAA, requiring all federal ozone nonattainment areas to have a New Source Review (NSR) program in place that is consistent with the requirements of 40 CFR Part 51 Subpart I. Rule 429 requires new major stationary sources or existing major stationary sources making modifications to obtain an Authority to Construct air pollution permit and to assess whether the new or modified source will have a significant emissions increase and a significant net emissions increase of either nitrogen NO_x or volatile organic compounds (VOCs). Including the three SIP elements satisfies the requirements of TCAPCD to demonstrate that the air district is progressing toward attaining the ozone NAAQS (TCAPCD 2021). TCAPCD has no other air quality attainment plans as Tuolumne County is in attainment for all other pollutants regulated under the NAAQS and CAAQS. Although there are no required attainment plans or other local plans specifically addressing air quality, Tuolumne County must conform to existing state and federal air quality standards.

TCAPCD Rule 205 states, "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or to the public, or which endanger the comfort, repose, health or safety of any such persons, or the public, or which cause to have a natural tendency to cause injury or damage to business or property." Rule 205 does not apply to odors emanating from agriculture operations necessary for the growing of crops or raising of fowl or animals, which are addressed in Chapter 5.20 of the Tuolumne County Ordinance Code, discussed below.

4.1.3 Environmental Impacts

4.1.3.1 Thresholds of Significance

The TCAPCD has established specific thresholds for air quality impacts evaluated under CEQA. Pursuant to Appendix G of the State CEQA Guidelines, air quality impacts related to the implementation of the 2024 RTP would be significant if the project would:

- conflict with or obstruct implementation of the applicable air quality plan;
- result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard;
- expose sensitive receptors to substantial pollutant concentrations; and
- result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

For the project, the significance criteria used to evaluate project impacts on air quality under CEQA are based on Appendix G of the State CEQA Guidelines and thresholds of significance adopted by TCAPCD. As with all CEQA-related air quality thresholds of significance, TCAPCD's air quality thresholds of significance are tied to achieving or maintaining attainment designations with the NAAQS and CAAQS, which are scientifically substantiated, numerical concentrations of criteria air pollutants considered to be protective of human health. Implementing the project would have a significant impact related to air quality such that human health would be adversely affected if it would:

- conflict with or obstruct implementation of an applicable air quality plan
- result in short-term construction-generated or long-term operations-related emissions that exceed the following mass emission thresholds used by the TCAPCD (TCAPCD 2017):
    - ROG – 1,000 pounds per day or 100 tons per year
    - NO_X – 1,000 pounds per day or 100 tons per year
    - PM_{10} – 1,000 pounds per day or 100 tons per year
    - CO – 1,000 pounds per day or 100 tons per year
- expose sensitive receptors to substantial pollutant concentrations, including the following:
    - incremental increase in TAC emissions that exceed 10 in 1 million for carcinogenic risk (i.e., the risk of developing cancer) and/or a noncarcinogenic hazard index of 1.0 or greater
    - Result in long-term operational local mobile-source CO emissions that would violate or contribute substantially to concentrations that exceed the 1- and 8-hour NAAQS and CAAQS
- create objectionable odors affecting a substantial number of people.

4.1.3.2 Methods of Analysis

This analysis follows the guidance and methodologies recommended by TCAPCD using industry standard and accepted software tools, techniques, and emission factors.

Short-term Emissions
Emissions from construction activities represent temporary impacts that are typically short in duration and depend on the size, phasing, and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in significant localized impacts to air quality. Construction-related emissions are speculative at the plan level because such emissions are dependent on the characteristics of individual projects. Implementation of the 2024 RTP would generate temporary criteria pollutant emissions, primarily due to the operation of construction equipment and truck trips, and therefore, a qualitative analysis is provided.

Long-term Emissions
The on-road mobile source criteria pollutant emissions estimates for the RTP were calculated using CARB's EMFAC2021 emission inventory model (CARB 2024b). VMT data includes VMT generated by Tuolumne County land uses, VMT generated on county roadways, and VMT reduction from RTP bike/pedestrian projects. Emissions estimates were calculated for a "worst-case" scenario based on the seasons in which individual criteria pollutant emissions are highest to provide a conservative analysis. Daily VMT generated by County land uses was calculated using production-attraction VMT, post-processed to account for out-of-County trip lengths using methodologies consistent with the Tuolumne County VMT Guidelines. This VMT includes full trip lengths, even for those trips traveling to/from destinations outside the County. VMT reduction estimates from pedestrian and bicycle infrastructure additions and improvements were provided by the client.

4.1.3.3 Project Impacts and Mitigation Measures

Impact AIR-1	**Project implementation could conflict with or obstruct implementation of the applicable air quality plan.**
Threshold	Would the project conflict with or obstruct implementation of the applicable air quality plan?
Determination	Less than Significant

Impact Discussion

The 2024 RTP demonstrates how TCTC plans to meet the transportation needs of the region for the period from 2024 to 2050, considering existing and projected future land use patterns as well as forecasted population and job growth. The RTP includes five goals, 16 objectives, and 23 performance measures that are intended to guide the development of the transportation system and improve the quality of life in Tuolumne County. These goals, objectives, and performance measures would reduce emissions of ozone precursors and particulate matter below 2023 baseline levels (as well as the 2050 "No Project" alternative), as discussed in Impact AIR-3 (see Table 4.1-5). Although VMT would increase as compared to baseline levels due to increased population, emissions would decrease due to increasingly fuel-efficient vehicles, improving emissions control technology, and an increased share of electric vehicle adoption. Additionally, implementation of proposed measures that would result in additional pedestrian and bicycle infrastructure, as well as improvements to existing infrastructure, would improve alternative transportation options by creating and improving pedestrian walkways, bike lanes, and shared-use paths. The implementation of these measures would reduce VMT, and therefore air pollutant emissions, compared to the "No Project" alternative. To accommodate future growth in the region while reducing emissions, the strategy of the proposed 2024 RTP is to develop an efficient network of varied multimodal transportation options in addition to promoting congestion management and coordinating land use, housing, and transportation systems. Implementation of these strategies would reduce VMT, which would reduce regional criteria air pollutant emissions and TAC emissions from mobile sources.

As stated above in Section 4.1.2 "Regulatory Setting," Tuolumne County is designated as nonattainment for the 2015 8-hour Ozone NAAQS and, therefore, includes three SIP elements to satisfy the requirements of TCAPCD to demonstrate that the air district is making progress toward attaining the ozone NAAQS. As discussed above, the 2024 RTP is projected to reduce emissions of ozone precursors relative to the 2023 baseline, and the 2050 Unconstrained scenario would result in a decrease in both diesel– and gasoline-powered mobile source NO_x emissions compared to the 2050 No Project scenario (Tables 4.1-5 and 4.1-6). Therefore, the project would not obstruct TCAPCD's efforts to attain the NAAQS for ozone and the 2024 RTP would support the overall State goal of reducing mobile-source air pollutant emissions by implementing measures that would result in the integration of safety, multimodal, and complete streets strategies when planning and implementing transportation improvements. Therefore, the proposed 2024 RTP would not conflict with any applicable air quality plan. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact AIR-2	**Project implementation could cause a cumulatively considerable net increase in criteria pollutants which the region is in non-attainment under federal or state ambient air quality standards.**
Threshold	Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
Determination	Less than Significant with Mitigation

Impact Discussion

As stated in Section 4.1.1 "Environmental Setting," The Tuolumne County portion of the MCAB is a nonattainment-transitional area for the state standards and non-attainment for the federal standards for ozone. The impact analysis below discusses project-generated construction and operational emissions separately.

Construction

Construction-related activities associated with the implementation of the project (including off-site roadway and infrastructure improvements) would generate emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ associated with the operations of off-road equipment, material delivery trips, worker commute trips, and other miscellaneous activities (e.g., application of architectural coatings). Fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be associated primarily with vehicle movement and would vary as a function of soil silt content, soil moisture, wind speed, and acreage of disturbance. PM_{10} and $PM_{2.5}$ are also contained in exhaust from off-road equipment and on-road vehicles. Emissions of the ozone precursors ROG and NO_X would be associated primarily with construction equipment and on-road mobile exhaust. The application of architectural coatings results in off-gas emissions of ROG. Construction-related emissions of the pollutants described above are speculative at the RTP level because such emissions are dependent on the characteristics of individual development projects. However, a qualitative analysis is provided below because construction of the 2024 RTP would generate temporary criteria pollutant emissions primarily due to the operation of construction equipment and truck trips.

Construction activities related to transportation infrastructure projects under the 2024 RTP were estimated to occur incrementally from 2024 to 2050. The daily and annual quantity of emissions generated by construction equipment utilized to build RTP transportation improvements would depend on the quantity of equipment used and the hours of operation. The significance of fugitive dust ($PM_{2.5}$ and PM_{10}) emissions

would depend upon the following factors: 1) the aerial extent of disturbed soils; 2) the length of disturbance time; 3) whether existing structures are demolished; 4) whether excavation is involved (including the potential removal of underground storage tanks); and 5) whether transport of excavated materials offsite is necessary. The amount of VOC emissions generated by oil-based substances such as asphalt depends on the type and amount utilized. Intersection improvements such as signalization, re-striping, or signal coordination are not expected to generate significant short-term emissions impacts. However, other RTP projects may involve grading, paving, or the construction of permanent facilities. The precise quantity of emissions would need to be determined at the time of the proposed construction of a given transportation improvement. Although any individual improvement project may not generate significant short-term emissions, several projects could be under construction simultaneously, generating cumulative construction emissions that impact air quality.

Operations

Projected on-road vehicle emissions in Tuolumne County for the year 2050 under the 2024 RTP were compared to 2023 baseline conditions and a future 'No Project' scenario. Additionally, a 2050 Constrained scenario was modeled to include only Tier 1 non-motorized projects (i.e., pedestrian and bike infrastructure) while the 2050 Unconstrained scenarios includes both Tier 1 and Tier 2 non-motorized projects. Table 4.1-5 shows the results of the long-term emissions analysis based on annual VMT computed for each scenario.

The on-road mobile source criteria pollutant emissions estimates for the RTP were calculated using emission factors from CARB and EPA. Daily VMT data were extracted from the TCTC Travel Demand Model and include pass-through trips from vehicles travelling through Tuolumne County that do not have an origin or destination in the County.

Table 4.1-5 Summary of Regional Emissions Analysis by Scenario

Scenario	Daily VMT	ROG (tons/day)	NO_x (tons/day)	PM_{10} (tons/day)	$PM_{2.5}$ (tons/day)	CO (tons/day)	SO_x (tons/day)
2023 Baseline	1,863,153	0.1342	0.8875	0.6543	0.1762	4.2474	0.0089
2050 'No Project' Scenario	2,074,560	0.0188	0.0947	0.6568	0.1657	1.6056	0.0062
2050 Constrained	2,081,849	0.0189	0.0950	0.6591	0.1662	1.6113	0.0062
Change from 2023 Baseline	***+218,696***	***-0.115***	***-0.793***	***+0.005***	***-0.010***	***-2.636***	***-0.003***
Change from "No Project"	***+7,289***	***<0.001***	***<0.001***	***+0.002***	***+0.001***	***+0.006***	***<0.001***
2050 Unconstrained	2,097,757	0.0190	0.0957	0.6641	0.1675	1.6236	0.0062
Change from 2023 Baseline	***+234,604***	***-0.115***	***-0.792***	***+0.010***	***-0.009***	***-2.624***	***-0.003***
Change from "No Project"	***+23,197***	***<0.001***	***+0.001***	***+0.007***	***+0.002***	***+0.018***	***<0.001***

Notes: ROG = reactive organic gases; NOx = oxides of nitrogen; PM10 = respirable particulate matter; PM2.5 = fine particulate matter; CO = carbon monoxide; SOx = oxides of sulfur.

Source: Modeled by Ascent in 2024.

As previously noted, Tuolumne County is currently classified as a nonattainment-transitional area for the state standards for ozone and nonattainment for the federal standards for ozone.

As shown in Table 4.1-5, transportation-related emissions under the 2050 Constrained Scenario are forecast to decline relative to the 2023 Baseline for ROG, NOx, PM2.5, CO, and SOx despite projected future growth in VMT. These estimates are consistent with the state-wide continuing downward trend in emissions levels caused by CARB rules designed to reduce emissions from cars and trucks (see Section 4.1.2 "Regulatory Setting," above). However, PM10 is forecast to marginally increase, due primarily to re-entrained road dust due to the increase in VMT. Also as shown in Table 4.1-5, transportation-related emissions are forecast to only marginally change relative to the 2050 No Project scenario for each pollutant. VMT under the 2050 Constrained Scenario is only expected to marginally increase relative to the No Project Scenario, resulting in minor change in emissions.

Similarly, transportation-related emissions under the 2050 Unconstrained Scenario are forecast to decline relative to the 2023 Baseline for ROG, NOx, PM2.5, CO, and SOx despite projected future growth in VMT. However, PM10 is forecast to marginally increase, due primarily to re-entrained road dust due to the increase in VMT. Also as shown in Table 4.1-5, transportation-related emissions are forecast to only marginally change relative to the 2050 No Project scenario for each pollutant. VMT under the 2050 Unconstrained Scenario is only expected to marginally increase relative to the No Project Scenario, resulting in minor change in emissions. VMT and associated emissions would be higher under the 2050 Unconstrained Scenario than the 2050 Constrained Scenario, but this difference is minor.

Note that the VMT values used for the emissions analysis above do not account for the VMT benefits (reductions) associated with non-motorized projects. These projects would further reduce VMT and associated emission below the values shown herein. Regardless, the change in emissions would be well below TCAPCD thresholds of 1,000 pounds per day or 100 tons per year for ROG, NOx, PM10, or CO.

As discussed in Section 4.1.3.1, TCAPCD's mass emissions thresholds have been developed in consideration of long-term air quality planning to attain the NAAQS as a component of the State SIP strategy. Projects that emit emissions in exceedance of these thresholds would conflict with air quality plans that include strategies and inventories to assist an air basin in attaining the NAAQS. The NAAQS are scientifically substantiated concentration-based thresholds used to determine whether an adverse health outcome could occur from exposure. Additionally, projects that emit emissions below these thresholds would not conflict with air quality plans that include strategies and inventories to assist an air basin in attaining the NAAQS. Because TCAPCD's thresholds of significance are directly tied to attaining the NAAQS, projects with emissions below these thresholds would be considered to contribute to adverse health effects. For these reasons, because emissions from the 2024 RTP would result in emissions below TCAPCD thresholds, the 2024 RTP would not result in negative health outcomes.

Summary

As stated above, although any individual improvement project may not generate significant short-term emissions, it is probable that several projects would be under construction simultaneously, generating combined construction emissions that could impact air quality. Regarding long-term operational emissions, because the 2024 RTP would result in an overall reduction of on-road vehicle emissions compared to baseline conditions and would not result in an increase in emissions as compared to the "No Project" scenario. Because construction related to implementation of the measures outlined in the 2024 RTP could combine to result in a cumulative impact, this impact would be significant**.**

Mitigation Measures

The following mitigation measures are recommended by TCTC to reduce, minimize, or avoid significant adverse environmental impacts related to construction emissions. Sponsor agencies can and should implement the following mitigation measures for applicable projects that result in air quality impacts due to construction prior to approval of specific projects identified in the RTP. Project-specific environmental impacts may require these mitigation measures be revised or expanded in response to site-specific conditions.

AQ-1(a) Construction Emissions Reduction

- All grading and excavation will conform to City of Sonora or Tuolumne County grading approvals
- Water exposed soils twice daily, or as needed to control wind borne dust;
- Enclose, cover, and/or water twice daily any exposed piles of dirt, sand, gravel, or other construction debris;
- At a minimum of three times per week, remove from all adjacent streets, all dirt and mud that has been generated from or deposited by construction equipment going to and from the construction site;
- Construction activities shall comply with Tuolumne County APCD Rules, so that emissions do not exceed hourly levels;
- Onsite vehicle speed shall be limited to 15 miles per hour on unpaved surfaces;
- The loads on all haul/dump trucks shall be covered securely or at least two feet of freeboard shall be maintained on trucks hauling loads;
- Construction equipment shall be maintained and tuned at the interval recommended by the manufacturers to minimize exhaust emissions;
- Equipment idling shall be kept to a minimum when equipment is not in use; and
- The construction contractor shall post a publicly visible sign on the project site during construction operations that specify the telephone number and person/agency to contact for complaints and/or inquiries on dust generation and other air quality problems resulting from project construction.

AQ-1(b) The project sponsor shall ensure to the maximum extent feasible that off-road construction equipment that meets EPA's Tier 4 emission standards, as defined in 40 CFR 1039, and comply with the appropriate test procedures and provisions contained in 40 CFR Parts 1065 and 1068. This measure can also be achieved by using battery-electric off-road equipment as it becomes available. Implementation of this measure shall be required in the contract the project sponsor establishes with its construction contractors. The project shall demonstrate its plan to fulfill the requirements of this measure in a report or project improvement plan details submitted to TCAPCD before the use of any off-road diesel-powered construction equipment on the site.

AQ-1(c) The project sponsor shall ensure to the extent possible that construction activity utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

AQ-1 (d) In addition to performing the measures listed above, if implementation of all feasible onsite mitigation fails to reduce construction-related air quality emissions to below threshold levels (to be determined on a project-specific basis), the project sponsor shall ensure that the implementing agency contributes monies for off-site mitigation, as necessary to reduce construction emissions below guideline levels. Monies shall be contributed to an existing fund established to implement vehicle and equipment replacement/conversion and other programs designed to reduce ROG and NO_X emissions. This mitigation shall be accomplished through the application of this condition by the responsible jurisdiction during the individual project's environmental review and shall only be applied following application of all feasible onsite mitigation.

Significance After Mitigation
Construction air emissions impacts would be less than significant with implementation of mitigation measures AQ-1(a) through AQ-1(d). Operational air emissions impacts would be less than significant.

Impact AIR-3	**Project implementation could expose sensitive receptors to substantial pollutant concentrations.**
Threshold	Would the project expose sensitive receptors to substantial pollutant concentrations?
Determination	Less than Significant

Impact Discussion

Sensitive receptors are defined as locations where pollutant-sensitive members of the population may reside or where the presence of air pollutant emissions could adversely affect use of the land, and typically include residential areas, hospitals, daycare facilities, elder-care facilities, elementary schools, and parks. As described above under Section 5.1.1.4 "Sensitive Receptors," there are sensitive receptors located throughout Tuolumne County.

The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for any exposed receptor. Therefore, the risks estimated for an exposed individual are higher if a fixed exposure occurs over a longer period. According to guidance from the California Office of Environmental Health Hazard Assessment's *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, a 30-year exposure duration is used for estimating cancer risk at residential land uses (OEHHA 2015). Diesel PM is classified as the primary airborne carcinogen in the State. Diesel PM represents about 70 percent of the potential cancer risk from vehicle travel on a typical urban freeway (CARB n.d.). Additionally, diesel engine emissions are believed to be responsible for about 70 percent of California's estimated known cancer risk attributable to TACs, while diesel PM, specifically, contributes to approximately 1,400 (95 percent confidence interval: 1,100-1,800) premature deaths from cardiovascular disease annually in California (CARB n.d.). Therefore, diesel PM is the primary pollutant of concern in this analysis in regard to potential adverse health effects to sensitive receptors.

Construction
Construction activities that would result from implementation of measures included in the 2024 RTP could generate temporary, intermittent emissions of diesel PM from the exhaust of off-road heavy-duty diesel equipment used for transportation infrastructure improvement projects which may involve activities such as excavation, paving, application of architectural coatings, on-road truck travel, and other miscellaneous activities. Construction activity related to implementation of the 2024 RTP would occur sporadically throughout Tuolumne County.

As stated above, existing sensitive receptors are located throughout the plan area. However, at the plan level, individual sensitive receptors were not identified. In addition, studies show that diesel PM is highly dispersive and that concentrations of diesel PM decline with distance from the source (e.g., 500 feet from a freeway, the concentration of diesel PM decreases by 70 percent) (Zhu et al. 2002, cited in CARB 2005). These studies illustrate that diesel PM is highly dispersive and that receptors must be near emission sources for a long period to experience exposure at concentrations of concern. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the plan area (i.e., construction is not likely to occur in any one part of the plan area for an extended time), the dose of diesel PM of any one

receptor is exposed to would be limited. Additionally, pedestrian and bicycle infrastructure projects would be relatively small projects in comparison to development projects.

Although specific details needed to assess construction-related emissions at individual locations are not available at this time, construction-related diesel PM levels associated with future projects are expected to be minimal. Construction at any single site would be short term and transitory, result in minimal emissions, and occur at distances not expected to expose sensitive receptor locations to substantial pollutant concentrations. As such, impacts from the emission of diesel PM during construction would be less than significant.

Due to the short-term and temporary nature of construction activities, CO emissions generated during construction of the Proposed Project are not anticipated to result in long-term CO hotspot impacts (see "Operations" below for a discussion of project-generated CO emissions related to operation of the 2024 RTP).

Operations

The population residing close to highways or busy roadways may experience adverse health effects beyond those typically found in urban areas. Proximity to highways increases cancer risk and exposure to particulate matter. Similarly, proximity to heavily travelled transit corridors and intersections would expose residents to higher levels of diesel PM and CO. CARB, in the Air Quality and Land Use Handbook: A Community Health Perspective recommends avoiding siting new sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day (CARB 2005).

While diesel PM is the primary TAC of concern in this analysis, for informational purposes, an analysis of all diesel-related on-road mobile-source criteria pollutants is shown in Table 4.1-6.

Table 4.1-6 Summary of On-Road Mobile Source Toxics from Diesel Vehicles

Scenario	Diesel Vehicle Daily VMT	Diesel ROG (tons/day)	Diesel NOx (tons/day)	Diesel PM_{10} (tons/day)	Diesel $PM_{2.5}$ (tons/day)	Diesel CO (tons/day)	Diesel SOx (tons/day)
2023 Baseline	157,430	0.0031	0.0432	0.0008	0.0007	0.0098	0.0001
2050 'No Project' Scenario	37,851	0.00005	0.0007	0.00002	0.00002	0.0002	0.00001
2050 Constrained	37,984	0.00005	0.0007	0.00002	0.00002	0.0002	0.00001
Change from 2023 Baseline	***-119,446***	***-0.003***	***-0.042***	***-0.001***	***-0.001***	***-0.010***	***<0.001***
Change from "No Project"	***+133***	***<0.001***	***<0.001***	***<0.001***	***<0.001***	***<0.001***	***<0.001***
2050 Unconstrained	38,274	0.00005	0.0007	0.00002	0.00002	0.0002	0.00001
Change from 2023 Baseline	***-119,156***	***-0.003***	***-0.042***	***-0.001***	***-0.001***	***-0.010***	***<0.001***
Change from "No Project"	***423***	***<0.001***	***<0.001***	***<0.001***	***<0.001***	***<0.001***	***<0.001***

Notes: ROG = reactive organic gases; NOx = oxides of nitrogen; PM10 = respirable particulate matter; PM2.5 = fine particulate matter; CO = carbon monoxide; SOx = oxides of sulfur.

Source: Modeled by Ascent in 2024.

As shown in Table 4.1-6, overall transportation-related emissions of diesel pollutant levels are forecast to decline between 2023 and 2050 despite projected future growth in all project scenarios. These estimates are consistent with the state-wide continuing downward trend in emissions levels caused by CARB rules designed to reduce emissions from cars and trucks (see Section 5.1.2 "Regulatory Setting," above). In addition, CARB assumes a sharp decline in the diesel-powered vehicle population by 2050, particularly for passenger cars, light duty trucks, and heavy-duty trucks (CARB 2021). This reduction in diesel vehicles population, and the associated increase in zero emission vehicle population, will reduce air toxics from diesel engines in the County despite the increase in overall VMT.

Regarding CO emissions, local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, vehicle speed, and traffic delay. A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under stable meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels, adversely affecting nearby sensitive land uses, such as residential units, hospitals, schools, and childcare facilities.

Tuolumne County is currently in attainment for CO. As vehicle fleets in California have continued to become cleaner, CO impacts are less of a concern. Likewise, as the project builds out to 2050, the existing and new vehicle fleets in California are anticipated to continue to get cleaner regardless of whether the project is implemented or not. Additionally, as stated above and shown in Tables 4.1-5 and 4.1-6, CO emissions from on-road gasoline– and diesel-powered sources would decrease under all scenarios compared to the 2023 baseline. CO emissions from on-road gasoline– and diesel-powered sources would not increase under the 2050 Constrained nor the 2050 Unconstrained scenarios compared to the "No Project" scenario, while CO from gasoline-powered mobile sources would decrease under the 2050 Unconstrained scenario, compared to the 2050 No Project scenario. Therefore, implementation of the 2024 RTP would not result in an increase in CO emissions and, under the 2050 Unconstrained scenario, would be beneficial in reducing CO emissions throughout the plan area due to decreased fossil-fuel-powered vehicle use.

Summary

As discussed above, implementation of the 2024 RTP could result in exposure of sensitive receptors to construction-related TACs. However, given that construction of new pedestrian and bicycle infrastructure and improvements to existing infrastructure would occur between 2024 and 2050 and would occur in various areas throughout the County, it is unlikely that any one sensitive receptor would be exposed to construction-related TACs for extended periods of time. Therefore, construction activity related to implementation of the 2024 RTP would not result in the exposure of existing or new sensitive receptors to a substantial increase in TAC emissions and would not expose sensitive receptors to a substantial incremental increase in TAC emissions that exceed 10 in 1 million for carcinogenic or exceed a noncarcinogenic hazard index of 1.0 or greater.

The 2024 RTP is designed to reduce VMT throughout Tuolumne County by implementing new pedestrian and bicycle infrastructure and making improvements to existing infrastructure. As shown in Table 4.1-6, the 2024 RTP would result in an overall reduction of on-road vehicle diesel emissions compared to baseline conditions and would not result in an increase in emissions as compared to the "No Project" scenario. Therefore, operation of the 2024 RTP would not result in the exposure of existing or new sensitive receptors to a substantial increase in TAC emissions and would not expose sensitive receptors to a substantial incremental increase in TAC emissions that exceed 10 in 1 million for carcinogenic risk and would not exceed a noncarcinogenic hazard index of 1.0 or greater. This impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact AIR-4	**Project implementation could result in other emissions that may adversely affect substantial numbers of people.**
Threshold	Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?
Determination	Less than Significant

Impact Discussion

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the affected receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public, and they often generate citizen complaints to local governments and regulatory agencies. Land uses typically associated with the generation of nuisance odors include wastewater treatment facilities, cannabis cultivation operations, and solid waste processing and storage facilities. Implementation of the 2024 RTP would result in the construction of new pedestrian and bicycle infrastructure as well as the improvement of existing infrastructure and would not result in the construction of any land use development projects typically associated with the generation of odors. Therefore, this analysis focuses on odors that may be generated during construction.

Minor odors from the use of heavy-duty diesel equipment and the laying of asphalt during construction activities would be intermittent and temporary. Due to the characteristics of diesel exhaust emission, odors generated from the use of heavy-duty diesel equipment would dissipate rapidly within 150 meters (492 feet) (Zhu et al. 2002, cited in CARB 2005). While construction would occur sporadically between 2024 and 2050, these types of odor-generating activities would not occur at any single location, or within close proximity to the same off-site receptors, for an extended period of time and would not result in permanent odor sources. Therefore, construction is not anticipated to result in substantial odors.

Additionally, TCAPCD Rule 205 regulates nonagricultural uses that potentially emit odors, further reducing the potential for odor impacts on existing and new sensitive receptors in the County. As a result, implementation of the 2024 RTP would not result in odor impacts on existing sensitive receptors or future sensitive receptors. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

4.2 Energy

At the time of the 2016 RTP, the CEQA Guidelines did not require analysis of energy impact and energy efficiency related to project and/or plan implementation. On December 28, 2018, California adopted comprehensive amendments to the CEQA Guidelines, which include a suite of provisions aimed at improving the analysis and criteria for assessing the significance of GHG emissions, analyzing energy impacts and efficiency, estimating vehicle emissions, and evaluating environmental risks in light of a changing and uncertain baseline.

This section of the 2024 SEIR describes the existing conditions related to energy in the region, sets forth the regulatory framework that addresses energy, and analyzes the significance of the potential energy impacts that could occur from development of 2024 RTP. In addition, this SEIR provides regional-scale mitigation measures, as well as project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review to reduce identified impacts as appropriate and feasible. Issues regarding greenhouse gas (GHG) emissions associated with energy production and consumption are addressed in Section 4.2, Greenhouse Gas Emissions, of this 2024 SEIR.

4.2.1 Environmental Setting

Energy Facilities and Services in the Plan Area

Electric service in Tuolumne County is provided by Pacific Gas and Electric Company (PG&E). There is no natural gas consumption in Tuolumne County; however, there is propane consumption.

Energy Types and Sources

California relies on a regional power system composed of a diverse mix of natural gas, petroleum, renewable, hydroelectric, and nuclear generation resources. Natural gas provides one third of the electricity used in California, coming from both California-based power plants, as well as Pacific Northwest- and Southwest-based power plants outside the state. After natural gas generation, electricity in California is mostly generated by renewables (29 percent), large hydroelectric (15 percent), and nuclear (9 percent) (CEC 2018a). The contribution of in- and out-of-state power plants depends on the precipitation that occurred in the previous year, the corresponding amount of hydroelectric power that is available, and other factors. PG&E is the primary electricity supplier in Tuolumne County. As of 2016, PG&E was powered by 33 percent renewables (CPUC 2018).

Alternative Fuels

A variety of alternative fuels are used to reduce demand for petroleum-based fuel. The use of these fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard, Assembly Bill [AB] 32 Scoping Plan). Conventional gasoline and diesel may be replaced (depending on the capability of the vehicle) with many transportation fuels, including:

- biodiesel
- electricity
- ethanol (E-10 and E-85)
- hydrogen
- natural gas (methane in the form of compressed and liquefied natural gas),
- renewable diesel (including biomass-to-liquid),
- synthetic fuels
- gas-to-liquid and coal-to-liquid fuels

California has a growing number of alternative fuel vehicles through the joint efforts of the California Energy Commission (CEC), California Air Resources Board (CARB), local air districts, federal government, transit agencies, utilities, and other public and private entities. As of June 2018, Tuolumne County contained nine alternative fueling stations (AFDC 2018).

Commercial and Residential Energy Use

Homes built between 2000 and 2015 used 14 percent less energy per square foot than homes built in the 1980s, and 40 percent less energy per square foot than homes built before 1950. However, the increase size of newer homes has offset these efficiency improvements. Primary energy consumption in the residential sector total 21 quadrillion Btu in 2009 (the latest year the U.S. Energy Information Administration's [EIA's] Residential Energy Consumption Survey was completed), equal to 54 percent of consumption in the buildings sector and 22 percent of total primary energy consumption in the U.S. Energy consumption increased 24 percent from 1990 to 2009. However, because of projected improvements in building and appliance efficiency, the EIA 2017 Annual Energy Outlook forecast a 5-percent increase in energy consumption from 2016 to 2040 (EIA 2017). In aggregate, commercial buildings consumed 46 percent of building energy consumption and approximately 19 percent of U.S. energy consumption. In comparison, the residential sector consumed approximately 22 percent of U.S. energy consumption (EIA 2012).

Energy Use for Transportation

On-road vehicles use about 90 percent of the petroleum consumed in California. Based on the most recently available information, in 2008, the California Department of Transportation (Caltrans) projected 41.5 million gallons of gasoline and diesel would be consumed in Tuolumne County in 2015, an increase of approximately 4.7 million gallons of fuel from the projected 2010 levels (Caltrans 2008).

Energy Use and Climate Change

Scientists and climatologists have produced evidence that the burning of fossil fuels by vehicles, power plants, industrial facilities, residences, and commercial facilities has led to an increase of the earth's temperature. For an analysis of GHG and climate change, refer to Section 4.2, "Greenhouse Gas and Climate Change."

4.2.2 Regulatory Setting

Federal and state agencies regulate energy consumption through various policies, standards, and programs. At the local level, individual cities and counties establish policies in their general plans and climate action plans related to the energy efficiency of new development and land use planning and to the use of renewable energy sources.

Energy conservation is embodied in many federal, state, and local statutes and policies. At the federal level, energy standards apply to numerous products (e.g., the U.S. Environmental Protection Agency's [EPA's] EnergyStar™ program) and transportation (e.g., fuel efficiency standards). At the state level, Title 24 of the California Code of Regulations sets forth energy standards for buildings. Further, the state provides rebates/tax credits for installation of renewable energy systems, and offers the Flex Your Power program, which promotes conservation in multiple areas.

4.2.2.1 Federal

Energy Policy and Conservation Act, and CAFE Standards

The Energy Policy and Conservation Act of 1975 established nationwide fuel economy standards to conserve oil. Pursuant to this Act, the National Highway Traffic and Safety Administration, part of the U.S. Department of Transportation, is responsible for revising existing fuel economy standards and establishing new vehicle economy standards. The Corporate Average Fuel Economy (CAFE) program was established

to determine vehicle manufacturer compliance with the government's fuel economy standards. Compliance with CAFE standards is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the EPA calculates a CAFE value for each manufacturer based on the city and highway fuel economy test results and vehicle sales. The CAFE values are a weighted harmonic average of the EPA city and highway fuel economy test results. Based on information generated under the CAFE program, the U.S. Department of Transportation is authorized to assess penalties for noncompliance. Under the Energy Independence and Security Act of 2007 (described below), the CAFE standards were revised for the first time in 30 years.

Energy Policy Act (1992 and 2005) and Energy Independence and Security Act of 2007

The Energy Policy Act of 1992 was passed to reduce the country's dependence on foreign petroleum and improve air quality. The act includes several parts intended to build an inventory of alternative fuel vehicles in large, centrally fueled fleets in metropolitan areas. The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy. The Energy Independence and Security Act of 2007 increased the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard requiring fuel producers to use at least 36 billion gallons of biofuel annually by 2022, which represents a nearly five-fold increase over current levels and reduces U.S. demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020—an increase in fuel economy standards of 40 percent. By addressing renewable fuels and CAFE standards, the Energy Independence and Security Act of 2007 will build on progress made by the Energy Policy Act of 2005 in setting out a comprehensive national energy strategy for the 21st century.

4.2.2.2 State

State of California Energy Plan

CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The current plan is the 1997 California Energy Plan. The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies strategies such as aiding public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, and encouraging urban design that reduces vehicle miles traveled (VMT) and accommodates pedestrian and bicycle access.

Senate Bill 1078: California Renewables Portfolio Standard Program

Senate Bill (SB) 1078 (Chapter 516, Statutes of 2002) establishes a renewables portfolio standard (RPS) for electricity supply. The RPS originally required retail sellers of electricity, including investor-owned utilities and community choice aggregators to provide 20 percent of their supply from renewable sources by 2017, but SB 1078 moved that date forward to require compliance by 2010, although the state did not meet the target. In addition, electricity providers subject to the RPS must increase their renewable share by at least 1 percent each year. As of 2016, the state sourced 34.8 percent of its electricity from certified renewable sources (CPUC 2018). The outcome of this legislation will affect regional transportation powered by electricity.

SB X1-2 of 2011 set a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. The state met the 2016 target and is on track to meet the 2020 target.

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. This act also requires doubling of the energy efficiency savings in electricity and natural gas for retail customers through energy efficiency and conservation by December 31, 2030.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required CEC to prepare a state plan to increase the use of alternative fuels in California. CEC prepared the State Alternative Fuels Plan in partnership with CARB and in consultation with other state, federal, and local agencies. The plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes the costs to California and maximizes the economic benefits of in-state production. It assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Executive Order S-06-06

Executive Order (EO) S-06-06, signed on April 25, 2006, establishes targets for the use and production of biofuels and biopower, and directs state agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels within California by 2010, 40 percent by 2020, and 75 percent by 2050. The EO also calls for the state to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies barriers and recommends actions to address them so that the state can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 plan and provides a more detailed action plan to achieve the following goals:

- increase environmentally and economically sustainable energy production from organic waste;
- encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications;
- create jobs and stimulate economic development, especially in rural regions of the state; and
- reduce fire danger, improve air and water quality, and reduce waste.

As of 2015, 3.2 percent of the total electricity system power in California was derived from biomass.

Senate Bill 375

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires metropolitan planning organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy, showing prescribed land use allocation in each MPO's RTP. CARB, in consultation with the MPOs, is to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in their respective regions for 2020 and 2035. Implementation of SB 375 will have the co-benefit of reducing California's dependency of fossil fuels and making land use development and transportation systems more energy efficient.

California Green Building Standards

California Code of Regulations, Title 24, Part 6, is California's Energy Efficiency Standards for Residential and Non-Residential Buildings. Title 24 Part 6 was established by CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy

efficiency standards for residential and nonresidential buildings. In 2013, CEC updated Title 24 standards with more stringent requirements, effective July 1, 2014. All buildings for which an application for a building permit is submitted on or after July 1, 2014, must follow the 2013 standards. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The CEC Impact Analysis for California's 2013 Building Energy Efficiency Standards estimates that the 2013 standards are 23.3 percent more efficient than the previous 2008 standards for residential construction and 21.8 percent more efficient for nonresidential construction. In 2016, CEC updated Title 24 standards again, effective January 1, 2017. CEC estimates that the 2016 standards are 28 percent more efficient than 2013 standards for residential construction (CEC n.d.) and are approximately 5 percent more efficient for nonresidential construction (CEC 2015).

The 2019 Title 24 Part 6 Building Energy Efficiency Standards were adopted by the CEC on May 9, 2018 and will take effect on January 1, 2020. The standards are designed to move the state closer to its zero net energy goals for new residential development. It does so by requiring all new residences to install enough renewable energy to offset all the site electricity needs of each residential unit (California Code of Regulations, Title 24, Part 6, Section 150.1(c)14). CEC estimates that the combination of mandatory on-site renewable energy and prescriptively required energy efficiency features will result in new residential construction that uses 53 percent less energy than the 2016 standards. Nonresidential buildings are anticipated to reduce energy consumption by 30 percent compared to the 2016 standards primarily through prescriptive requirements for high-efficacy lighting (CEC 2018b). The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary in response to local climatologic, geologic, or topographic conditions, provided that these standards are demonstrated to be cost effective and exceed the energy performance required by Title 24 Part 6.

Assembly Bill 32, Climate Change Scoping Plan and Update

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 118 million metric tons of carbon dioxide–equivalent (MMTCO2e) emissions, or approximately 21.7 percent from the state's projected 2020 emission level of 545 MMTCO2e under a business-as-usual scenario (this is a reduction of 47 MMTCO2e, or almost 10 percent, from 2008 emissions). In May 2014, CARB released and has since adopted the First Update to the Climate Change Scoping Plan to identify the next steps in reaching AB 32 goals and evaluate progress that has been made between 2000 and 2012 (CARB 2014:4–5). According to the update, California is on track to meet the near-term 2020 GHG limit and is well positioned to maintain and continue reductions beyond 2020 (CARB 2014:ES-2). The update also reports the trends in GHG emissions from various emissions sectors (e.g., transportation, building energy, agriculture). After releasing multiple versions of proposed updates in 2017, CARB adopted the final version titled California's 2017 Climate Change Scoping Plan (2017 Scoping Plan), which lays out the framework for achieving the 2030 reductions as established in more recent legislation (discussed below). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030. The measures identified in the 2017 Scoping Plan will have the co-benefit of reducing California's dependency on fossil fuels and making land use development and transportation systems more energy efficient. More details about the statewide GHG reduction goals and scoping plan measures are provided in the regulatory setting of Section 3.8, "Global Climate Change."

Executive Order B-30-15

On April 20, 2015, Governor Edmund G. Brown Jr. signed EO B-30-15 to establish a California GHG reduction target of 40 percent below 1990 levels by 2030. The Governor's EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions

Act of 2006 (AB 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming to below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the state's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050. Achievement of these goals will have the co-benefit of reducing California's dependency of fossil fuels and making land use development and transportation systems more energy efficient.

Advanced Clean Cars Program

In January 2012, CARB approved the Advanced Clean Cars program which combines the control of GHG emissions and criteria air pollutants, as well as requirements for greater numbers of zero-emission vehicles, into a single package of standards for vehicle model years 2017 through 2025. The new rules strengthen the GHG standard for 2017 models and beyond. This will be achieved through existing technologies, the use of stronger and lighter materials, and more efficient drivetrains and engines. The program's zero-emission vehicle regulation requires battery, fuel cell, and/or plug-in hybrid electric vehicles to account for up to 15 percent of California's new vehicle sales by 2025. The program also includes a clean fuels outlet regulation designed to support the commercialization of zero-emission hydrogen fuel cell vehicles planned by vehicle manufacturers by 2015 by requiring increased numbers of hydrogen fueling stations throughout the state. The number of stations will grow as vehicle manufacturers sell more fuel cell vehicles. By 2025, when the rules will be fully implemented, the statewide fleet of new cars and light trucks will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions than the statewide fleet in 2016 (CARB 2016).

4.2.2.3 Local

Tuolumne County General Plan

The Tuolumne County 2018 General Plan Update provides an extensive update of policies related to energy and energy efficiency. The Community Development and Design, Housing, Transportation, Economic Development, Water, Air Quality, and Climate Change Elements contain goals and policies that would reduce energy consumption.

4.2.3 Environmental Impacts

4.2.3.1 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, energy impacts are considered significant if implementation of the Proposed Project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

4.2.3.2 Methods of Analysis

The methodology used for the following evaluation is based on a review of documents and publicly available information about hazardous and potentially hazardous conditions in the TCTC region to determine the potential for implementation of the 2024 RTP to result in consumption of energy resources which would cause an effect to the environment. This includes city, county, and state planning documents. This program-level analysis is based on typically energy sources and consumption associated with construction and operation of projects resulting from implementation of the 2024 RTP.

The evaluation of energy impacts reasonably assumes that the construction and development under the 2024 RTP/SCS would adhere to the latest federal, state and local regulations, and conform to the latest required standards in the industry, as appropriate for individual projects.

4.2.3.3 Project Impacts and Mitigation Measures

Impact ENE-1	**Project implementation could cause wasteful, inefficient, or unnecessary energy consumption.**
Threshold	Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
Determination	Less than Significant

Impact Discussion

Implementation of the projected growth scenarios transportation improvements under the 2024 RTP would result in energy consumption during construction and operation activities. Construction of planned transportation improvements would require the use of energy-consuming equipment for site preparation, grading, and construction of project elements. A wide variety of equipment powered through the combustion of liquid fuels may be used during the construction of new or expanded organic waste handling facilities. Examples of equipment typically used during construction include pavers, trenchers, mixers, cranes, dumpers/tenders, excavators, graders, tractors, trucks, forklifts, dozers, loaders, and scrapers. Internal-combustion engines that consume diesel and gasoline typically power these types of equipment and can have outputs ranging from 5 to 750 horsepower. Off-road equipment with diesel engines of 25 horsepower or larger are regulated by CARB for purposes of emissions reductions (13 CCR Section 2449). These regulations require operators to limit idling during operation and to upgrade older equipment with modern engines, which additionally provides benefits for the reduction of fuel consumption.

In addition, the transportation of workers and materials to and from project sites would require the consumption of diesel and gasoline fuels. Medium- and heavy-duty trucks and vans with Gross Vehicle Weight Ratings between 8,500 and 33,000 pounds would typically be used. Under CARB's Truck and Bus Regulations, vehicles with a Gross Vehicle Weight Rating greater than 14,000 pounds are required to have diesel engines built to 2010 standards no later than 2023 (CARB 2018c).

Construction activities would occur over the duration of the proposed 2024 RTP horizon (i.e., 2040 and 2050) at various locations throughout the plan area of the proposed RTP. The location, size, magnitude, and duration of construction activities within the plan area of the proposed RTP is unknown at the time of writing this SEIR. However, construction activities, as compared to operational energy demand, would be short term in nature.

The energy consumption that would occur as a result of implementation of the 2024 RTP would not constitute "wasteful, inefficient, or unnecessary" use of energy. Fuel use and energy consumption related

to construction and operation are occurring at baseline conditions and would continue to occur without the projected land use pattern or planned transportation improvements in the 2024 RTP. Consequently, no regional environmental impact would occur from the wasteful, inefficient, or unnecessary use of energy. Impact ENE-1 would be less than significant.

Mitigation Measures

No mitigation measures are required.

Impact ENE-2	**Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**
Threshold	Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?
Determination	Less than Significant

Impact Discussion

Implementation of the 2024 RTP would not conflict with or obstruct a state or local plan for increasing renewable energy or energy efficiency. The 2024 RTPs would result in planned transportation improvements that would further reduce dependence on petroleum products and increase reliance on renewable energy. For example, planned transportation improvements include decreasing automobile use as a primary mode of transportation by providing adequate pedestrian and bicycle facilities. Investments in EV charging infrastructure would also occur, which would relocate energy derived from petroleum combustion to the electricity grid, which, would be sourced by a greater portion of renewable energy as a result of SB 100 and future clean energy legislation. Therefore, the planned transportation improvements in the 2024 RTP would not conflict with a state or regional plan related to the increased use of renewable energy on a regional scale and would be considered less-than-significant impact for Impact ENE-2.

Mitigation Measures

No mitigation measures are required.

4.3 Greenhouse Gas and Climate Change

This section discusses potential impacts related to greenhouse gas emissions and climate change. Air quality impacts are discussed in Section 4.2, Air Quality.

4.3.1 Environmental Setting

4.3.1.1 Greenhouse Gas Emissions and Climate Change

The Physical Scientific Basis of Greenhouse Gas Emissions and Climate Change

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected toward space. The absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of these GHGs in excess of natural ambient concentrations are found to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (IPCC 2014).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas most pollutants with localized air quality effects have relatively short atmospheric lifetimes (approximately 1 day), GHGs have long atmospheric lifetimes (1 year to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the lifetime of any GHG molecule depends on multiple variables and cannot be determined with any certainty, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent are estimated to be sequestered through ocean and land uptake every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remain stored in the atmosphere (IPCC 2013).

The quantity of GHGs in the atmosphere responsible for climate change is not precisely known, but it is considered to be enormous. No single project alone would measurably contribute to an incremental change in the global average temperature or to global or local climates or microclimates. From the standpoint of CEQA, GHG impacts relative to global climate change are inherently cumulative.

Greenhouse Gas Emissions Sources and Sinks

Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices, landfills, and forest fires. N_2O is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water) and are two of the most common processes for removing CO_2 from the atmosphere.

Effects of Climate Change on the Environment

According to the Intergovernmental Panel on Climate Change (IPCC), which was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme, global average temperature will increase by 3.7 to 4.8 degrees Celsius (°C) (6.7 to 8.6 degrees Fahrenheit [°F]) by the end of the century unless additional efforts to reduce GHG emissions are made (IPCC 2014:10). According to *California's Fourth Climate Change Assessment*, with global GHGs reduced at a moderate rate California will experience average daily high temperatures that are warmer than the historic average by 2.5°F from 2006 to 2039, by 4.4°F from 2040 to 2069, and by 5.6°F from 2070 to 2100; and if GHG emissions continue at current rates then California will experience average daily high temperatures that are warmer than the historic average by 2.7°F from 2006 to 2039, by 5.8°F from 2040 to 2069, and by 8.8°F from 2070 to 2100 (OPR et al. 2018).

Since its previous climate change assessment in 2012, California has experienced several of the most extreme natural events in its recorded history: a severe drought from 2012 to 2016, an almost non-existent Sierra Nevada winter snowpack in 2014-2015, increasingly large and severe wildfires, and back-to-back years of the warmest average temperatures (OPR et al. 2018). According to California Natural Resource Agency's *Safeguarding California Plan: 2018 Update*, California experienced the driest 4-year statewide precipitation on record from 2012 through 2015; the warmest years on average in 2014, 2015, and 2016; and the smallest and second smallest Sierra snowpack on record in 2015 and 2014 (CNRA 2018). According to the National Oceanic and Atmospheric Administration (NOAA) and the National Aeronautics and Space Administration (NASA), 2016, 2017, and 2018 were the hottest recorded years in history (NOAA 2019). In contrast, the northern Sierra Nevada experienced one of its wettest years on record during the 2016-2017 water year (CNRA 2018). The changes in precipitation exacerbate wildfires throughout California through a cycle of high vegetative growth coupled with dry, hot periods which lowers the moisture content of fuel loads. As a result, the frequency, size, and devastation of forest fires have increased. In November 2018, the Camp Fire destroyed the town of Paradise in Butte County and caused 85 fatalities, becoming the state's deadliest fire in recorded history, and the largest fires in the state's history have occurred in the 2018–2020 period. Moreover, changes in the intensity of precipitation events following wildfires can also result in devastating landslides. In January 2018, following the Thomas Fire, 0.5 inch of rain fell in 5 minutes in Santa Barbara causing destructive mudslides formed from the debris and loose soil left behind by the fire. These mudslides resulted in 21 deaths.

As temperatures increase, the amount of precipitation falling as rain rather than snow also increases, which could lead to increased flooding because water that would normally be held in the snowpack of the Sierra Nevada and the Cascade Range until spring would flow into the Central Valley during winter rainstorm events. This scenario would place more pressure on California's levee/flood control system (CNRA 2018). Furthermore, in the extreme scenario involving the rapid loss of the Antarctic ice sheet and the glaciers atop Greenland, the sea level along California's coastline is expected to rise 54 inches by 2100 if GHG emissions continue at current rates (OPR et al. 2018).

Temperature increases and changes to historical precipitation patterns will likely affect ecological productivity and stability. Existing habitats may migrate from climatic changes where possible, and those habitats and species that cannot retreat will be severely threatened. Altered climate conditions will also facilitate the movement of invasive species to new habitats, thus potentially outcompeting native species. Altered climatic conditions dramatically endanger the survival of arthropods (e.g., insects, spiders) which could have cascading effects throughout ecosystems (Lister and Garcia 2018). Conversely, a warming climate may support the populations of other insects such as ticks and mosquitos, which transmit diseases harmful to human health such as the Zika virus, West Nile virus, and Lyme disease (European Commission Joint Research Centre 2018).

Changes in temperature, precipitation patterns, extreme weather events, wildfires, and sea-level rise have

the potential to threaten transportation and energy infrastructure, crop production, forests and rangelands, and public health (CNRA 2018; OPR et al. 2018). The effects of climate change will also have an indirect adverse impact on the economy as more severe natural disasters cause expensive physical damage to communities and the state.

Additionally, adjusting to the physical changes associated with climate change can produce mental health impacts such as depression and anxiety.

4.3.1.2 Greenhouse Gas Emission Sources

In 2021, emissions from statewide emitting activities were 381.3 million metric tons of CO_2-equivalent ($MMTCO_2e$), 12.6 $MMTCO_2e$ higher than 2020 levels and 49.7 $MMTCO_2e$ below the 2020 GHG Limit of 431 $MMTCO_2e$. In 2014, statewide GHG emissions dropped below the 2020 GHG Limit and have remained below the Limit since that time. Per capita GHG emissions in California have dropped from a 2001 peak of 13.8 metric tons per person to 9.7 metric tons per person in 2021, a 30.0 percent decrease. Overall trends in the Assembly Bill (AB) 32 GHG Inventory also continue to demonstrate that the carbon intensity of California's economy (the amount of carbon pollution per million dollars of gross domestic product [GDP]) is declining. The continuation of the downward GHG emissions trend from 2021 to 2022 indicates that the increase in emissions from 2020 to 2021 is likely an anomaly caused by broader economic trends related to the COVID-19 pandemic and associated recovery (CARB 2023a).

As discussed previously, GHG emissions are attributable in large part to human activities. The total GHG inventory for California in 2021 was 381.3 million metric tons of CO_2 equivalent ($MMTCO_2e$) (CARB 2023). Table 4.3-1 summarizes the statewide GHG inventory for California.

Table 4.3-1 Statewide GHG Emissions by Economic Sector

Sector	Percent
Transportation	39
Industrial	22
Electricity generation (in state)	11
Electricity generation (imports)	5
Agriculture	8
Residential	8
Commercial	6
Not specified	<1

Source: CARB 2023b.

As shown in Table 4.3-1, transportation, industry, and electricity generation are the largest GHG emission sectors.

Emissions of CO_2 are byproducts of fossil fuel combustion. Emissions of methane primarily result from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N_2O is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution, respectively, two of the most common processes for removing CO_2 from the atmosphere.

4.3.2 Regulatory Setting

4.3.2.1 Federal

Supreme Court Ruling

In *Massachusetts et al. v. Environmental Protection Agency et al.,* 549 U.S. 497 (2007), the Supreme Court of the United States (US) ruled that CO_2 is an air pollutant as defined under the federal Clean Air Act (CAA) and that the US Environmental Protection Agency (EPA) has the authority to regulate GHG emissions. In 2010, EPA started to address GHG emissions from stationary sources through its New Source Review permitting program, including operating permits for "major sources" issued under Title V of the CAA.

The National Highway Traffic Safety Administration (NHTSA) regulates vehicle emissions through the Corporate Average Fuel Economy (CAFE) Standards. On April 1, 2022, the Secretary of Transportation unveiled new CAFE standards for 2024–2026 model year passenger cars and light-duty trucks. These new standards require new vehicles sold in the US to average at least 40 miles per gallon and apply to all states except those that enforce stricter standards.

4.3.2.2 State

Statewide GHG Emission Targets and Climate Change Scoping Plan

Reducing GHG emissions in California has been the focus of the State government for approximately two decades. GHG emission targets established by the State legislature include reducing statewide GHG emissions to 1990 levels by 2020 (AB 32 of 2006) and reducing emissions to 40 percent below 1990 levels by 2030 (Senate Bill [SB] 32 of 2016). Executive Order (EO) S-3-05 calls for statewide GHG emissions to be reduced to 80 percent below 1990 levels by 2050. This target was superseded by AB 1279, which codifies a goal for carbon neutrality and to reduce emissions by 85 percent below 1990 levels by 2045. These targets are in line with the scientifically established levels needed in the US to limit the rise in global temperature to no more than 2 degrees Celsius, the warming threshold at which major climate disruptions, such as super droughts and rising sea levels, are projected; these targets also pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (United Nations 2015).

The California Air Resources Board (CARB) adopted the *Final 2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan) on December 16, 2022, which traces the State's pathway to achieve its carbon neutrality and an 85 percent reduction in 1990 emissions goal by 2045. It identifies the reductions needed by each GHG emission sector (e.g., transportation [including off-road mobile source emissions], industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential [GWP], and recycling and waste) to achieve these goals (CARB 2022a).

The Local Actions Appendix (Appendix D) to the 2022 Scoping Plan includes various recommendations that local governments can implement to align their planning and development review processes with the State's climate goals. The guidance recommends that local governments focus on transportation electrification, VMT reduction, and building decarbonization (CARB 2022b).

Transportation-Related Standards and Regulations

As part of its Advanced Clean Cars (ACC) program, CARB established more stringent GHG emission standards and fuel efficiency standards for fossil fuel-powered on-road vehicles than EPA. The program's initial goal requiring zero-emission vehicle (ZEV) regulation (i.e., battery, fuel cell, and plug-in hybrid electric vehicles [EVs]) to account for up to 15 percent of California's new vehicle sales by 2025 was superseded by EO N-79-20, which directed the state to scale out the sales of internal combustion engines to 100 percent ZEV sales by 2035. The Advanced Clean Cars II (ACC II) Program was adopted by CARB in August 2022, and provides the regulatory framework for ensuring the sales requirement goal of EO N-79-20 to ultimately reach

100 percent ZEV sales in the state by 2035.

EO B-48-18, signed into law in January 2018, requires all State entities to work with the private sector to have at least 5 million ZEVs on the road by 2030, as well as 200 hydrogen-fueling stations and 250,000 EV-charging stations installed by 2025. It specifies that 10,000 of these charging stations must be direct-current fast chargers.

CARB adopted the Low Carbon Fuel Standard (LCFS) in 2007 to reduce the carbon intensity (CI) of California's transportation fuels. Low-CI fuels emit less CO_2 than other fossil fuel–based fuels such as gasoline and fossil diesel. The LCFS applies to fuels used by on-road motor vehicles and off-road vehicles, including construction equipment (Wade, pers. comm., 2017).

State requirements for long-range transportation plans are similar to the federal regulations. However, key additional requirements described in Government Code Section 65080 include:

- Compliance with CEQA;
- Consistency with State Transportation Improvement Program;
- Use of program level performance measures that include goals and objectives; and
- RTPs must include a policy element, an action element, and a financial element.

California Transportation Commission Regional Transportation Plan Guidelines

The California Transportation Commission (CTC) publishes and periodically updates guidelines for the development of long-range transportation plans. Pursuant to Government Code Section 65080(d), each regional transportation planning agency (RTPA) is required to adopt and submit an updated regional transportation plan (RTP) to the CTC and the Department of Transportation (Caltrans) every four years. Tuolumne County Transportation Council (TCTC) is the designated RTPA for Tuolumne County.

Under Government Code Section 14522, the CTC is authorized to prepare guidelines to assist with the preparation of RTPs. The CTC's RTP guidelines suggest that projections used in the development of an RTP should be based upon available data (such as from the US Census Bureau), use acceptable forecasting methodologies, and be consistent with the California Department of Finance baseline projections for the region. The guidelines further state that the RTP should identify and discuss any differences between the agency projections and those of the Department of Finance. The most recent update to the RTP guidelines was published in 2024. Since the last RTP Guidelines document was adopted by the CTC in 2017, new federal programs impacting the development of RTPs were finalized. The final rulemaking for federal performance measures were released, establishing new requirements for performance management to promote the efficient investment of federal transportation funds, and a federal surface transportation re-authorization bill, the Bipartisan Infrastructure Law, has been signed into law. It includes the largest federal investment in public transportation to date and a re-authorization of the core federal surface transportation program, which sets federal funding levels and policy direction from fiscal years 2022 through 2026 (CTC 2024).

4.3.2.3 Local

Tuolumne County 2018 General Plan

The Tuolumne County General Plan Update (GP Update) is a comprehensive update to the Tuolumne County General Plan. The GP Update, which updates the 1996 General Plan, establishes the community's vision for the development of Tuolumne County through the year 2040 and serves as the fundamental land use policy document for the County. The GP Update includes goals, policies and implementation programs

to guide the development of Tuolumne County through the year 2040. Goals and policies within the GP Update related to GHGs and climate change which would apply to the project are as follows:

Sustainable Transportation Element
The plan aims to reduce fossil fuel consumption in the transportation sector by promoting alternative transportation methods and encouraging pedestrian-oriented development. It supports the development of a modern transportation system that incorporates alternative modes like cycling, walking, and public transit. The plan also encourages the use of EVs and supports the development of charging infrastructure. The objective is to reduce vehicle miles traveled and promote cleaner modes of transportation, thereby decreasing greenhouse gas emissions from the transportation sector. Policies and implementation programs from this element applicable to the project include:

- **Policy 4.B.1:** Develop a modern transportation system that incorporates alternative transportation modes into the system design.
- **Policy 4.B.2:** Expand and improve pedestrian sidewalks and facilities focusing on safety, connectivity, and accessibility.
- **Policy 4.B.3:** Expand and improve the bikeways within Tuolumne County, focusing on safety, connectivity, and accessibility.
- **Policy 4.B.4:** Encourage the use of alternative modes of transportation by incorporating public transit, bicycle and pedestrian modes in County transportation planning and by requiring new development to provide adequate pedestrian and bikeway facilities at suitable locations.
- **Policy 4.B.5:** Maintain and expand, where possible and appropriate, the system of non-motorized connections that link neighborhoods to larger roadways, activity centers and nodes, businesses, community services, parks and recreational facilities, and transit stops and stations.
- **Policy 4.B.6:** Actively investigate and seek alternative funding sources for bicycle and pedestrian facilities.

Energy Efficiency and Conservation Element
The plan emphasizes the need to promote energy efficiency and reduce energy demand. It encourages voluntary energy-efficient retrofits in existing buildings and requires energy audits for major additions or alterations. The plan also mandates compliance with CALGreen Tier 1 Green Building standards and Tier 1 Building Energy Efficiency Standards for eligible alterations or additions, with a phased approach to Zero Net Energy standards for new construction. The goal is to reduce energy consumption in buildings, thereby decreasing greenhouse gas emissions associated with energy use. Policies and implementation programs from this element applicable to the project include:

- **Policy 18.A.5**: Promote energy efficiency and alternative energy while reducing energy demand.
    - **Implementation Program 18.A.k:** Work with Pacific Gas and Electric Company and other electric utility providers to promote the use of financial incentives, such as Federal/State/utility rebate and tax credits for the voluntary installation of "cool roofs" on existing structures, such as ENERGY STAR® roof products, that have a high solar and thermal reflectance.
    - **Implementation Program 18.A.p:** Encourage the use of electric lawnmowers and leaf blowers over those powered by gasoline.
    - **Implementation Program 18.A.q:** Encourage the incorporation of energy conservation into the design of residential and commercial buildings; such as Tier 1 and Tier 2 of the Green Building Code.
    - **Implementation Program 18.A.r:** Encourage the use of deciduous landscape trees near new development to provide shade during the hot summer months and allow solar warming during the cold winter months.

  - **Implementation Program 18.A.s:** Support the use of alternative energy vehicles by encouraging new development to install electric charging stations for passenger vehicles, in particular at high use and density areas.
  - **Implementation Program 18.A.t:** Support development of electric charging stations for passenger vehicles, in particular near transit stop locations and high use parking areas.
- **Policy 18.A.6**: Encourage the use of solar power and other innovative energy sources as alternatives to more traditional forms of energy.
  - **Implementation Program 18.A.v:** Assist landowners wishing to utilize solar power and other alternatives by offering information on the requirements for their use in building codes.
- **Policy 18.A.7**: Encourage reduced consumption of fossil fuel energy by promoting alternative transportation methods and encouraging pedestrian oriented development to reduce the use of motor vehicles.

Tuolumne County Climate Action Plan

Consistent with the goals and objectives identified in the Tuolumne County 2018 General Plan, the County developed a Climate Action Plan (CAP) to identify GHG reduction and adaptation measures as the County seeks to mitigate GHG emissions and plan for a resilient future. The CAP was adopted in 2022. Although the CAP was not developed with the intention to provide tiering and streamlining of CEQA GHG analyses, the CAP still serves as an important policy document with actions to reduce GHG emissions from local activities. The CAP aims to align with the state's ambitious targets for reducing greenhouse gas emissions. The state's goals include a 40 percent reduction below 1990 levels by 2030 and an 80 percent reduction by 2050. The county, using 2019 as a baseline due to unavailable 1990 data, has set proportionate targets: a 38 percent reduction below 2019 levels by 2030, a 59 percent reduction by 2040, and a 79 percent reduction by 2050. The 2030 target translates to a specific goal of reducing emissions to 413,443 MTCO2e. By 2050, the county intends to achieve a reduction to 137,271 $MTCO_2e$, aligning with the state's long-term vision (Tuolumne County 2022).

Note that the County's CAP only includes activities occurring within the Unincorporated County; the CAP does not account for GHG emissions generated from activities occurring outside of the County's jurisdiction, as the County does not have operational control of or authority over these emissions sources. Therefore, GHG emissions generated from activities within incorporated areas (i.e., City of Sonora) or lands owned and/or managed by State and federal agencies are excluded from the CAP (Tuolumne County 2022).

While the CAP does not meet the criteria for streamlining CEQA review, thresholds of significance were developed as part of the CAP development for use by new projects when undergoing environmental review in Tuolumne County. The GHG efficiency thresholds for new development in 2050 are 1.2 $MTCO_2e$ per capita, 1.48 $MTCO_2e$ per employee, and 1.2 $MTCO_2e$ per service population (the sum of employment and population) (Tuolumne County 2022). As noted in the CAP, these thresholds apply only to land use development projects (e.g., new residences, commercial, retail, or office) and are not applicable to the RTP, which does not itself propose land use development.

4.3.3 Environmental Impacts

4.3.3.1 Thresholds of Significance

The Tuolumne County Air Pollution Control District (TCAPCD) has not established specific thresholds for evaluating the effects of GHG emissions in CEQA documents. Pursuant to Appendix G of the State CEQA Guidelines, GHG-related impacts related to implementation of the 2024 RTP would be significant if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

The issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130(f)).

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions. Additionally, the State CEQA Guidelines do not provide numeric or quantitative thresholds of significance for evaluating GHG emissions. Instead, they leave the determination of the significance threshold up to the lead agency and give it the discretion to consider thresholds previously adopted or recommended by other public agencies or experts, provided that the lead agency's decision is supported by substantial evidence, as stated above (State CEQA Guidelines Sections 15064.7[b] and 15064.7[c]).

Courts have ruled that although there are various potential thresholds and methodologies for evaluating project-level GHG emissions consistent with CEQA, use of statewide emission reduction goals is a permissible criterion of significance where substantial evidence and reasoned explanation are provided to close the analytical gap between the level of effort required at one scale (state level) and the level of effort required at another scale (e.g., a project level). The plan to achieve these statewide emission reduction goals is the 2022 Scoping Plan. The 2022 Scoping Plan assesses progress toward the state's statutory 2030 target, outlining different scenarios for achieving statewide carbon neutrality by 2045. The 2022 Scoping Plan identifies GHG reductions strategies and actions for several sectors, which include the energy, transportation, industrial, and natural lands sectors. According to the 2022 Scoping Plan, in 2019, the transportation sector accounted for approximately 50 percent of statewide GHG emissions, and thus was by far the single largest source of carbon pollution in the state (CARB 2022). Therefore, the 2022 Scoping Plan also identifies transportation sustainability as one of the key sectors to focus on to reduce statewide GHG emissions from fossil fuels. Because the 2024 RTP is specifically designed to reduce regional vehicle miles travelled (VMT), consistency with the goals of the 2022 Scoping Plan is used as a threshold for this analysis.

Therefore, the significance criteria utilized in this analysis are as follows:

- Would construction activities associated with the transportation improvement projects in the 2024 RTP generate temporary short-term GHG emissions?

- Would implementation of the 2024 RTP result in VMT per capita below the VMT reduction requirement of 30 percent below 2019 levels by 2050 outlined in the 2022 Scoping Plan?

- Would the 2024 RTP be consistent with the intent of the 2022 Scoping Plan and other plans for reducing GHGs?

4.3.3.2 Methods of Analysis

GHG impacts associated with construction and operation of the 2024 RTP were assessed and quantified (where applicable) using industry standard and accepted software tools, techniques, and emission factors. A summary of the methodology is provided below.

Short-term Emissions
Emissions from construction activities represent temporary impacts that are typically short in duration and depend on the size, phasing, and type of project.

Projects and improvements that could be developed under the 2024 RTP would generate construction-related GHG emissions from mobile and stationary construction equipment exhaust, and employee and haul truck vehicle exhaust. However, the specific design, size, location, and construction techniques and scheduling that would be utilized for each individual development project are not currently known. With an anticipated buildout year of 2050, construction of the various projects associated with the 2024 RTP would occur over an extended period and would depend on factors such as local economic conditions, market demand, and other financing considerations.

The State CEQA Guidelines do not indicate what amount of GHG emissions would constitute a significant impact on the environment. Instead, they authorize the lead agency to consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence (State CEQA Guidelines Sections 15064.4(a) and 15064.7(c)). However, construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur. Additionally, neither TCAPCD, City of Sonora, or Tuolumne County has adopted any construction-related GHG standards. Construction-related emissions are speculative because such emissions depend on the characteristics of individual RTP projects. However, because implementing some transportation projects would generate temporary GHG emissions, primarily due to the operation of construction equipment and truck trips, a qualitative analysis is provided below.

Long-term Emissions
Future operational emissions associated with implementation of the 2024 RTP are identified. Future emissions under the proposed Plan are then compared to 2023 Baseline levels. RTP emissions for the No Build, Constrained, and Unconstrained Scenarios were modeled based on VMT data from the TCTC Travel Demand Model as provided in the traffic study (Wood Rodgers 2024).

Mobile source emissions were estimated using emission factors (grams per mile) from EMFAC2021 based on all vehicle and fuel types at aggregated speeds for the vehicle fleet operating within Tuolumne County for 2023 (Baseline year) and 2050 (Buildout Year). GHG emissions were calculated by multiplying the VMT estimates by the appropriate emission factor (in grams per mile) from EMFAC2021. The VMT values

used in this analysis are based on the daily VMT data obtained from the TCTC Travel Demand Model. The daily VMT data includes pass-through trips from vehicles travelling through Tuolumne County that do not have an origin or destination in the County. Daily VMT was converted to Annual VMT by multiplying VMT by 365.

The GWP values used in this report are based on the IPCC Fourth Assessment Report (AR4) and are the same values used by CARB in its most recent GHG inventory.

4.3.3.3 Project Impacts and Mitigation Measures

Impact GHG-1	**Project implementation could generate temporary short-term GHG emissions.**
Threshold	Would construction activities associated with the transportation improvement projects in the 2024 RTP generate temporary short-term GHG emissions?
Determination	Less than Significant with Mitigation

Impact Discussion

Construction activities associated with transportation improvement projects would generate temporary short-term GHG emissions primarily due to the operation of construction equipment and truck trips. Construction-related emissions are speculative at the RTP level because such emissions are dependent on the characteristics of individual transportation projects. However, GHG emissions would be emitted from travel to and from the worksite and the operation of construction equipment such as graders, backhoes, and generators at the construction sites. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. The precise construction timing and construction equipment for individual projects is not specifically known at this time. Nonetheless, construction activities would result in GHG emissions that may have a significant impact on the environment.

Mitigation Measures

GHG-1 The sponsor agency shall ensure that applicable GHG-reducing diesel particulate and oxides of nitrogen (NO_X) emissions measures for off-road construction vehicles are implemented during construction. The measures shall be noted on all construction plans and the sponsor agency shall perform periodic site inspections. Applicable GHG-reducing measures include the following.

- Substitute electrical equipment for diesel- and gasoline-powered equipment where practical;
- Use alternatively fueled construction equipment on-site, where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel;
- Avoid the use of on-site generators by connecting to grid electricity or utilizing solar-powered equipment; and
- Limit heavy-duty equipment idling time to a period of three minutes or less, exceeding CARB's minimum requirement of five minutes.

Significance After Mitigation

With the implementation of the above mitigation, impacts related to short-term GHG emissions would be less than significant.

Impact GHG-2	**Project implementation could result in VMT per capita below the VMT reduction recommendation of 30 percent below 2019 levels by 2050 as outlined in the 2022 Scoping Plan.**
Threshold	Would implementation of the 2024 RTP result in VMT per capita below the VMT reduction recommendation of 30 percent below 2019 levels by 2050 outlined in the 2022 Scoping Plan?
Determination	Significant and Unavoidable

Impact Discussion

Appendix D "Local Actions" of the 2022 Scoping Plan details various actions local governments can implement during both the CEQA review process and when developing a CAP that can be implemented to ensure local actions are consistent with state climate goals. The Local Actions guide details the three key priority areas that have been identified as impactful GHG reduction opportunities over which local governments have the most authority and that have the highest GHG reduction potential. The three key priority areas include Transportation Electrification, VMT Reduction, and Building Decarbonization. The VMT Reduction priority area is the most applicable Priority Area for an RTP in a rural area.

In the Local Action guide, CARB recommends that local governments target a VMT per capita reduction of 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045 when developing CAPs in order to align with statewide GHG reduction targets. While not directly a CAP, RTPs are long-range (minimum of 20 years) transportation planning documents that are integrated with local jurisdictions' land use planning. RTPs are often critical to GHG reduction planning for local governments. The horizon year for the RTP is 2050. For this reason, this analysis utilizes the 2022 Scoping Plan Appendix D VMT recommendation of reducing per capita VMT 30 percent below 2019 levels by 2045.

The RTP includes numerous projects and strategies to reduce VMT. These projects include complete streets, share paths to accommodate various non-motorized modes of transportation, and bike lanes and infrastructure. The various non-motorized projects and their associated VMT reduction from the RTP and their associated VMT reduction are summarized in Table 4.3-2. The analysis herein estimates the GHG reductions (in $MTCO_2e$) relative to the "No Project" scenario. Note that the reductions are shown in 2050 only.

Table 4.3-2 Summary of GHG and VMT Reductions Per Infrastructure Project

Project ID	Project Name	Proposed Non-Motorized Improvements	Improvement Length (mi)	Daily VMT Reduction	Annual $MTCO_2e$ Reduction in 2050
2040 Constrained Scenario (Tier 1)					
178	Gold Rush Shared Use Path - Phases 1-3	Shared Use Path and Bike Share Program	14.19	-9,008	-906
182	Jamestown Main Street Revitalization Project	Sidewalks	0.86	-309	-31
183	Jamestown Safe, Healthy, and Equitable Streets Improvement Project	Sidewalks, Walkways, Bike Lanes, and New Park and Ride Lot	1.59	-886	-89

Project ID	Project Name	Proposed Non-Motorized Improvements	Improvement Length (mi)	Daily VMT Reduction	Annual $MTCO_2e$ Reduction in 2050
197	SR 120 Complete Streets and ADA Improvements in Groveland	Walkways	2.24	-299	-30
205	Mono Way Operational and Safety Project - Complete Streets	Complete Streets Accommodating Bikes and Peds	3.16	-1,282	-129
208	Extend Gardella Ranch Road to Justice Center Drive - Complete Streets	Sidewalks	0.66	-172	-17
210	North-South Connector - Phase 1 - Greenley Extension to SR 49 - Complete Streets	Complete Streets Accommodating Bikes and Peds	1.96	-667	-67
2040 Constrained Scenario Totals			**24.66**	**-12,624**	**-1,270**
2050 Constrained Scenario (Tier 1)					
181	Shared Use Path that Supports Vehicles	Shared Use Path	1	-133	-13
185	SR 108/49 - Chicken Ranch Rd to South Main St Complete Streets	Walkways and Bike Lanes	2.94	-1,637	-165
198	SR 49/108 Complete Streets and ADA Improvements in Jamestown from 5th Ave to West Stockton St	Walkways and Bike Lanes	2.79	-1,554	-156
206	Tuolumne Road Improvements from Terrace Dr to Lambert Lake Rd	Bike Lanes	1.04	-9	-1
2050 Constrained Scenario Totals			**7.77**	**-3,333**	**-335**
2050 Unconstrained Scenario (Tier 2)					
214	Jamestown Sidewalk Project Phase 2	Sidewalks	0.26	-129	-13
215	Seco Street Bike/Ped Project	Bike and Ped Improvements	0.49	-241	-24
217	Proposed Sidewalk	Sidewalks	7.72	-3,798	-382
222	Dragoon Gulch Trail - Expansion - Phase II	Shared Use Path	0.57	-280	-28

Project ID	Project Name	Proposed Non-Motorized Improvements	Improvement Length (mi)	Daily VMT Reduction	Annual $MTCO_2e$ Reduction in 2050
224	Dragoon Gulch Connector Trail	Shared Use Path	1.97	-972	-98
225	Sierra RR Trail - Sonora Section	Shared Use Path	0.44	-216	-22
226	SR 49 - Stockton Rd Complete Streets Project	Sidewalks and Bike Path	1.59	-781	-79
227	Snell Road Sidewalk Improvements	Sidewalks	0.6	-296	-30
229	Shaws Flat Road Sidewalk Improvements	Sidewalks	0.8	-393	-40
230	Sonora Creek Trail	Shared Use Path	0.76	-373	-38
231	Southgate Drive Trail	Shared Use Path	0.57	-280	-28
233	Stockton Street West Gateway Corridor	Sidewalks	1.28	-630	-63
234	Steward Street Sidewalk Improvements	Sidewalks	0.1	-51	-5
235	North Washington North Gateway Corridor	Sidewalks	0.23	-111	-11
236	Washington Street Improvements in the Historic Downtown Core	Sidewalks	0.32	-159	-16
237	South Washington South Gateway Corridor	Bike and Ped Improvements	0.61	-302	-30
239	Woods Creek Regional Trail	Shared Use Path	3.92	-1,929	-194
242	Sierra Railroad Regional Trail Standard to Tuolumne Trail	Shared Use Path	6.22	-3,060	-308
243	Sierra Railroad Regional Trail - East Sonora Section	Shared Use Path	3.77	-1,853	-186
244	Sierra Railroad Regional Trail	Shared Use Path	27.58	-13,572	-1,365
245	Columbia Pedestrian Facility	Sidewalks	0.68	-336	-34
246	Melones Water Line Trail Improvement Project	Shared Use Path	1.66	-816	-82
247	Old Rawhide Bridge Trail	Shared Use Path	0.39	-193	-19
248	Racetrack Pedestrian & Bicycle Project	Sidewalks	0.86	-423	-43
249	Summerville Trail Project	Shared Use Path	2.84	-1,397	-141

Project ID	Project Name	Proposed Non-Motorized Improvements	Improvement Length (mi)	Daily VMT Reduction	Annual $MTCO_2e$ Reduction in 2050
250	Sugarpine RR Trail - Twain Harte	Shared Use Path	1.12	-553	-56
251	Tuolumne Alleyways	Walkways	0.45	-223	-22
253	Greenley Trail Project - Sonora Community Trail	Shared Use Path	0.49	-241	-24
254	Hetch Hetchy Railroad Trail	Shared Use Path	2.53	-1,245	-125
255	South Washington Street Improvements	Bike and Ped Improvements	0.56	-276	-28
256	Standard Mill Bypass Trail	Shared Use Path	2.03	-1,001	-101
257	Sugarpine Railroad Regional Trail	Shared Use Path	7.02	-3,452	-347
258	Westside Trail	Shared Use Path	5.32	-2,618	-263
260	Ben Hur Trail	Shared Use Path	0.45	-221	-22
261	Maiden Lane or Howser Lane/Columbia Emergency Access Road	Shared Use Path	0.81	-398	-40
262	Bald Mountain Road Trail	Shared Use Path	1.09	-536	-54
263	Sullivan Creek Regional Trail	Shared Use Path	7.51	-3,695	-372
267	Angels Spur Trail	Shared Use Path	1.08	-530	-53
269	Sugarpine Railroad Regional Trail	Shared Use Path	7.02	-3,452	-347
270	Big Creek Trail (Hetch Hetchy RR)	Shared Use Path	3.72	-1,830	-184
271	Groveland - Ferretti Road Trail	Shared Use Path	13	-6,396	-643
272	State Road 120 Complete Streets Improvements	Bike and Ped Improvements	1.12	-552	-56
276	Soulsbyville Road Sidewalks Project	Sidewalks	0.2	-99	-10
277	Soulsbyville Road Sidewalks Project	Sidewalks	0.2	-99	-10
278	Soulsbyville Road Class II Bicycle Facility	Class II Bike Lanes	2.15	-1,058	-106
280	TUD Mainline Ditch Trail	Shared Use Path	2.25	-1,107	-111
281	Standard Road Bike/Ped Project	Bike and Ped Improvements	1.69	-831	-84
2050 Unconstrained Scenario (Tier 2)			**128.04**	**-63,004**	**-6,339**
2050 Unconstrained + Constrained Total			**160.47**	**-78,961**	**-7,944**

Notes: mi=miles; $MTCO_2e$ = metric tons of carbon dioxide-equivalent; SR = state route; RR = railroad; ADA = Americans With Disabilities Act; TUD = Tuolumne Utilities District.

As shown in Table 4.3-2, under the 2040 Constrained Scenario, the 2024 RTP would result in 24.66 miles of transportation infrastructure improvements/additions, daily VMT reductions of 12,624, and annual GHG reductions of 1,270 $MTCO_2e$. Under the 2050 Constrained Scenario, the 2024 RTP would result in 7.77 miles of transportation infrastructure improvements/additions, daily VMT reductions of VMT by 3,333 and annual GHG reductions of 335 $MTCO_2e$. Under the 2050 Unconstrained Scenario, the 2024 RTP would result in additional 128.04 miles of transportation infrastructure improvements, daily VMT reductions of 63,004, and annual GHG reductions of 6,339 $MTCO_2e$ if all of these projects are implemented. In total, the sum of these projects include 160.47 miles of transportation infrastructure improvements/additions, daily VMT reductions of 78,961, and annual GHG reductions of 7,944 $MTCO_2e$ by 2050 relative to "2050 No Project" conditions.

Projected VMT per capita in Tuolumne County for the year 2050 under the 2024 RTP was compared to 2023 baseline conditions and a future 'No Project' scenario. Additionally, the 2050 Constrained scenario was modeled to include only Tier 1 non-motorized projects (i.e., pedestrian and bike infrastructure) while the 2050 Unconstrained scenarios includes both Tier 1 and Tier 2 non-motorized projects. Table 4.3-3 shows the VMT per capita under each scenario.

The VMT target under this analysis is calculated based on a 30 percent reduction from the 2023 baseline conditions. While this VMT target is not explicitly relevant to the 2024 RTP, the target does provide a method for evaluating whether or not the RTP is implementing strategies and reducing VMT. As shown in Table 4.3-3, VMT per capita is expected to show no or little change relative to the 2023 Baseline.

Note that achieving VMT reductions in rural areas is known to be difficult. For example, OPR states in its 2018 Technical Advisory that fewer options may be available for reducing VMT in rural areas, and in evaluating VMT effects in CEQA documents, significance thresholds should be best determined on a case-by-case basis. As stated above, there are no VMT or GHG significance thresholds that are directly relevant to this RTP. Regardless, use of the Scoping Plan recommendations provides a useful comparison to overall statewide VMT reduction efforts.

Table 4.3-3 VMT Per Capita Summary

Scenario	VMT per Capita	2022 Scoping Plan VMT per Capita Reduction Target (30 percent below Existing)	Target Met?
2023 Baseline	26.2	18.3	**No**
2050 'No Project' Scenario	26.2	18.3	**No**
2050 Constrained (Tier 1)	26.2	18.3	**No**
2050 Unconstrained (Tier 2)	26.3	18.3	**No**

Notes: VMT = vehicle miles travelled.

[1] While the 2022 Scoping Plan VMT target is based on a 2019 baseline, a 2019 baseline for Tuolumne County's VMT per capita is not available. Therefore the 2023 Baseline is used for this comparison.

Source: Modeling performed by Ascent in 2024.

As shown in Table 4.3-3, VMT per capita under the 2050 No Project, 2050 Constrained, and 2050 Unconstrained scenarios would be between 26.2 and 26.3 per capita. Relative to the calculated VMT target of 30 percent below baseline 2023 levels, VMT per capita under each of the 2024 RTP would be higher

and not meet the calculated reduction target of 18.3 VMT per capita. Therefore, this impact would be significant.

Mitigation Measures

There is no feasible mitigation to further reduce the per capita VMT reduction achieved by the 2024 RTP to the extent that the target VMT per capita reduction of 30 percent below 2019 levels by 2050 would be met. This impact would be **significant and unavoidable.**

Impact GHG-3	**Project implementation could result in inconsistency with the intent of the 2022 Scoping Plan and other plans for reducing GHGs.**
Threshold	Would the 2024 RTP be consistent with the intent of the 2022 Scoping Plan and other plans for reducing GHGs?
Determination	Significant and Unavoidable

Impact Discussion

The 2022 Scoping Plan outlines the primary strategies California intends to implement to achieve the legislated GHG emission target for 2030 and "substantially advance toward our 2050 climate goals". The 2022 Scoping Plan identifies the reductions needed by each GHG emission sector including transportation, industry, electricity generation, agriculture, commercial and residential, pollutants with high global warming potential, and recycling and waste. The 2022 Scoping Plan lays out the pathway to achieve the state's carbon neutrality goal and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045. The 2022 Scoping Plan relies on significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon (CARB 2022a). The State has also passed more detailed legislation addressing GHG emissions associated with industrial sources, transportation, electricity generation, and energy consumption. CARB and other agencies are charged with implementing regulations that achieve the reduction goals on a statewide basis, including through increased building efficiency (through California Building Code updates) and vehicle efficiency (through truck and car rulemaking), among other things. Those statewide regulations apply to ensure local construction and operation increase efficiencies toward achievement of statewide GHG emissions reduction goals.

The Local Actions Appendix (Appendix D) to the 2022 Scoping Plan includes various recommendations that local governments can implement to align their planning and development review processes with the State's climate goals. The guidance recommends that local governments focus on transportation electrification, VMT reduction, and building decarbonization (CARB 2022b).

The 2024 RTP demonstrates how TCTC plans to meet the transportation needs of the region for the period from 2024 to 2050, considering existing and projected future land use patterns as well as forecasted population and job growth. The 2024 RTP is an action-oriented document used to achieve a coordinated and balanced regional transportation system. The 2024 RTP is specifically designed to reduce regional VMT and, because the 2022 Scoping Plan directs local agencies to take action to reduce VMT and therefore contribute to achieving statewide GHG reduction targets, the 2022 Scoping Plan is a GHG reduction plan applicable to the project. The ultimate objective of the 2022 Scoping Plan is to achieve the state's goals of reducing GHG emissions by 85 percent below 1990 levels and achieving carbon neutrality by 2045.

As shown in Table 4.3-1, the transportation sector accounted for 39 percent of statewide GHG emissions in 2021, which is by far the single largest source of GHG emissions in the state. Because of the large quantity of GHG emissions produced by the transportation sector, the 2022 Scoping Plan identifies the

transportation sector as one of six "key sectors" targeted for GHG reductions. The 2022 Scoping Plan describes that the transportation sector can be divided into three general categories: Technology, Fuels, and VMT. Technology refers to the components used in vehicles themselves, as well as the associated refueling infrastructure for those vehicles. Fuels refers to the energy source used to power vehicles (e.g., electricity, natural gas, gasoline, hydrogen), and the facilities that produce them (for example, gasoline pumps and EV chargers). Vehicle travel is measured as VMT and is a product of development patterns and available transportation options (CARB 2022a).

The reduction of VMT is critical to reducing statewide GHG emissions from the transportation sector because, even under full implementation of EO N-79-20 and CARB's ACC II Regulations, with 100 percent ZEV sales in the light-duty vehicle sector by 2035, a significant portion of passenger vehicles will still rely on internal combustion technology and use fossil fuels. While the 2022 Scoping Plan includes VMT reduction targets (see Impact GHG-2, above) and strategies, these targets are not regulatory requirements, and are instead intended to inform future planning processes. Thus, the 2022 Scoping Plan delegates VMT reduction authority to state, regional, and local transportation agencies. The 2022 Scoping plan also identifies numerous strategies which, when implemented, would aid in reducing VMT at the local and regional level. A summary of the strategies which apply to the project is provided in Table 4.3-4.

Additionally, Appendix D, "Local Actions," of the 2022 Scoping Plan directs local agencies to reduce GHG emissions in three "Priority Areas" when preparing GHG reduction plans, one of the three Priority Areas identified in Appendix D is VMT Reduction. Table 1 in Appendix D of the 2022 Scoping Plan provides strategies which can be implemented by local governments to reduce VMT on the local level. A summary of the strategies which apply to the project is provided in Table 4.3-4. Implementation of the 2024 RTP would reduce VMT in Tuolumne County by enacting measures which would enhance the safety of and access to alternative modes of transportation such as biking and walking by adding new infrastructure for these transportation methods while also improving existing infrastructure. Table 4.3-4 summarizes the RTP's consistency with VMT reduction strategies outlined in the 2022 Scoping Plan.

Table 4.3-4 Project Consistency With the 2022 Scoping Plan

Plan/Strategy	2024 RTP Measure/Action	Consistent?
2022 Scoping Plan VMT Reduction Measure/Strategy		
Achieve a per capita VMT reduction of at least 30 percent below 2019 levels by 2050[1]	2024 RTP would not meet VMT per capita reduction goal	No
Reimagining new roadway projects that decrease VMT in a way that meets community needs and reduces the need to drive	2024 RTP would make additions and improvements to up to 160 miles of pedestrian sidewalks and walkways and bike paths under the unconstrained scenario and up to 32 miles of additions and improvements under the constrained scenario	Yes
Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements)	The 2024 RTP would utilize "number of acres of moderate and high value wildlife habitat impacted by residential development" implementing Goal 3: "Promote Environmental Stewardship"	Yes
Expand and complete planned networks of high-quality active	2024 RTP would make additions and improvements to up to 160 miles of pedestrian	Yes

Plan/Strategy	2024 RTP Measure/Action	Consistent?
transportation infrastructure	and bike paths under the unconstrained scenario and up to 32 miles of additions and improvements under the constrained scenario	
Appendix D "Local Actions" VMT Reduction Measure/Strategy		
Implement Complete Streets policies and investments, consistent with general plan circulation element requirements	Projects under the 2024 RTP would include complete streets	Yes
Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking	2024 RTP would make additions and improvements to up to 160 miles of pedestrian and bike paths under the unconstrained scenario and up to 32 miles of additions and improvements under the constrained scenario. 2024 would also utilize "Number of dwelling units, new residents and new employees allocated within transit service areas and within 1/4 mile of fixed route, rail, bicycle or pedestrian walkways" as a performance measure to prioritize access to transportation infrastructure.	Yes
Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)	The 2024 RTP would integrate land use and transportation by supporting growth within the Defined Community Boundaries and would measure performance based on metrics such as number of acres & dwelling units of Very High, High and Medium Density Residential, Mixed Use, Commercial, allocated for growth within defined communities and the City of Sonora and number of acres & dwelling units of Very High, High and Medium Density Residential allocated for growth within urban development boundaries of defined communities and the City of Sonora to meet population projections.	Yes

Notes: VMT = vehicle miles travelled.

[1] According to Appendix D, local governments should target a VMT per capita reduction of 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045. As the end of the planning period for the 2024 RTP is 2050, the target year for reducing per capita VMT by 30 percent below 2019 levels is extended to 2050 for the purpose of this analysis.

In addition, the Tuolumne County CAP includes various measures to reduce emissions from motor vehicles by encouraging active transportation, reducing congestion, increasing transit ridership, and encouraging adopted of zero emission vehicles. The RTP identifies transportation investments for all modes, including highways, public transportation, bicycle facilities, pedestrian facilities, railroads, aviation, and goods movement within a financially constrained environment, and defines the policies, plans, and programs for the coordination and programming of transportation improvements throughout Tuolumne County. These investments would help to reduce GHG emissions by advancing the region's climate resiliency, reimagining long term maintenance challenges improving multimodal accessibility, and public safety. These investments would result in beneficial contributions to localized GHG emissions reductions identified in in the County CAP.

Lastly, the General Plan is the primary policy document for unincorporated Tuolumne County and is intended to guide land use planning decisions through the year 2040. While policies and planning decisions within the General Plan only apply to the unincorporated county, and the 2024 RTP planning area includes both incorporated and unincorporated Tuolumne County, the relatively small population of the incorporated county's only incorporated city (i.e., the city of Sonora, which has a population of approximately 5,000), the policies and planning decisions of the General Plan apply to a majority of the county as a whole (US Census Bureau 2020). Typically, General Plans and RTPs are linked in that emission inventories used to develop RTPs are based primarily on projected population and employment growth and associated VMT for the air basin, which is estimated for the region, in part, on the planned growth identified in regional and local land use plans such as the General Plan. Therefore, projects that would result in population and/or employment growth beyond that projected in regional or local plans could result in increases in VMT above that which has been accounted and planned for in the air basin. The 2024 RTP would not result in projects that would induce growth (i.e., projects that would increase employment or housing); rather, the RTP proposes measures to aid TCTC in achieving its transportation needs for the period from 2024 to 2050 while simultaneously considering existing and projected future land use patterns as well as forecast population and job growth, projecting the revenues expected to be available for the region from all transportation funding sources over the course of the planning period, and identifying and prioritizing expenditures of this anticipated funding for transportation projects that involve all transportation modes. Because the 2024 RTP would not result in growth beyond that previously considered, it would not conflict with growth accounted for in the General Plan.

Infrastructure additions and improvements under the proposed 2024 RTP would include adding new shared-use paths, sidewalks, walkways, bike lanes, and complete streets, and improving existing ones. These additions and improvements would reduce VMT compared to existing conditions and the 2050 No Project scenario, as shown in Table 4.3-2. However, these reductions would not meet the target VMT per capita reduction of 30 percent below 2019 levels by 2050. While the 2024 RTP would meet the general intent of the 2022 Scoping Plan by implementing strategies to reduce VMT, VMT on the whole and on a per capita basis would increase relative to existing conditions. Therefore, the 2024 RTP would not be consistent with the 2022 Scoping Plan. This impact would be **significant**.

Mitigation Measures

There is no feasible mitigation to ensure that the 2024 RTP is fully consistent with the intent of the 2022 Scoping Plan and other plans for reducing GHG emissions. This impact would be **significant and unavoidable.**

4.4 Transportation

The following section includes an analysis of the existing and future traffic operations for the key roadways in Tuolumne County. This section reviews traffic volume forecasts for 2040 and 2050 under full build-out of the distinct UPlan growth scenarios, to accommodate a well-defined, cohesive, and compact community built around an appropriately scaled urban core with shared gathering places. The section identifies the impacts of transportation and circulation improvements that would be implemented under the 2024 RTP.

4.4.1 Environmental Setting

4.4.1.1 Existing Vehicular Circulation System

Major Roadways

Circulation in/through Tuolumne County is primarily provided by State Route 49 (SR 49), State Route 108 (SR 108), State Route 120 (SR 120) and State Route 132 (SR 132). In addition, county and city streets and roads as well as federal and private roads also provide local and regional access across the county. Figure 4.10-1 shows Tuolumne County's State Route system. Figure 4.10-2 identifies the street and highway routes, and intersections within Tuolumne County.

State Routes play a major role in Tuolumne County's transportation system. Each of the major State Routes is summarized below.

State Route 49 (SR 49)

A North-South state highway that traverses the eastern portion of northern California from Madera County to Plumas County. SR 49 extends through the western and most populated portion of Tuolumne County, linking the communities of Moccasin, Chinese Camp, Tuttletown, and the City of Sonora. SR 49 runs concurrent with SR 120 between the communities of Moccasin and Chinese Camp and runs concurrent with SR 108 through Jamestown. SR 49 runs directly through downtown Sonora and serves as the main street through the northern half of the city. SR 49 is generally a two-lane highway through the county.

State Route 108 (SR 108)

A state highway that runs northeast from the City of Modesto in the California Central Valley to US Route 395 in Mono County. SR 108 runs concurrent with SR 49 and SR 120 near Jamestown and the City of Sonora in Tuolumne County. Throughout the County, SR 108 is generally a two-lane highway, with four-lane divided segments in more mountainous areas. SR 108 provides the City of Sonora with an important link to the Central Valley as well as to smaller communities in the eastern portion of the county.

State Route 120 (SR 120)

An East-West state highway in Northern California that runs from San Joaquin County to US Route 6 in Mono County. In Tuolumne County, SR 120 runs concurrent with SR 49 near Chinese Camp, and with SR 108 from Yosemite Junction to the western county line. SR 120 has a route break in Tuolumne County when it reaches Yosemite National Park; thereafter, the route becomes a park service road under the jurisdiction of the National Park Service. In Tuolumne County, SR 120 alternates between a two-lane expressway and a two-lane conventional highway.

State Route 132 (SR 132)

A state highway that runs from the east from Modesto/Waterford in the Central Valley through LaGrange and ends in Mariposa County. A small portion of this highway runs through Tuolumne County near LaGrange and County Highway J59.

Airports and Rail

Tuolumne County has two public airports, Columbia Airport and Pine Mountain Lake Airport. Columbia Airport provides service to Columbia and surrounding areas in northwestern Tuolumne County, including a fly-in campground. Pine Mountain Lake Airport provides service to the area surrounding Pine Mountain Lake near Groveland in southwestern Tuolumne County.

The Sierra Railroad runs between Standard in Tuolumne County and Oakdale in Stanislaus County, where it connects with the Southern Pacific and Santa Fe Railroads. The Sierra Railroad has 49 miles of track that has been in operation since 1897 and connects the local economy and lumber industry to distant markets. The railroad also provides historical excursions and scenic opportunities. However, the condition of the track has been in decline since 1980 when freight usage decreased substantially. Modern capacity freight cars are not able to access lumber mills and passenger trains have been curtailed due to safety concerns. Trains that are operational on this line are for recreational use from the Historic Railtown State Park out of Jamestown, CA.

4.4.1.2 Regional Travel Demand Model

The Tuolumne County Regional Travel Demand Model (RTDM) was originally developed in 1997 to assist the long-range Regional Transportation Plan (RTP) and to help establish a funding mechanism to finance future transportation infrastructure. As a part of the 2006-2007 RTP Update, the 1997 Tuolumne County RTDM was converted from the MINUTP software to the TransCAD software and new scenarios were added and calibrated. TCTC contracted Wood Rodgers, Inc. to update the RTDM in 2010 and 2015 with revised model inputs, scenarios, and functionality. Both the 2010 and 2015 RTDM updates were documented in Tuolumne County Regional Travel Demand Model Update Reports.

Wood Rodgers Inc. performed an update to the Tuolumne County RTDM alongside the 2024 RTP update in 2023/2024. The latest update to the RTDM included updating the base year to 2023 conditions, updating the model's Traffic Analysis Zone (TAZ) structure, preparing updated future year scenarios based on new UPlan land use modeling and lists of financially constrained capital improvements program (CIP) projects, updated external trip forecasts and functionality, and calibration and validation. The latest 2023 RTDM update was documented in a new Tuolumne County Regional Travel Demand Model Update Report.

Traffic Analysis Zones (TAZs) Update

A TAZ is a unit of geography most commonly used in traffic modeling. Each TAZ unit represents an individual closed boundary including natural geographic barriers (such as rivers or open spaces) and man-made barriers (such as major streets). The RTDM uses the land use data in each unique TAZ to generate the Annual Daily Traffic (ADT) numbers for base year and future year roadway conditions. Prior to this update, the RTDM TAZ system contained a total of 579 TAZs. Several TAZs were split in the 2023 RTDM Update to add more detail where appropriate and provide a more logical loading of traffic onto the model's roadway network. A total of nine (9) new TAZs were created during this process by adding eight (8) internal TAZs in the 900's number range and one (1) external TAZ in the 500's number range. The TAZ in the 500's number range represented the external gateway for Big Oak Flat Road near the entrance to Yosemite National Park. The updated 2023 Tuolumne County TAZ system consists of a total of 588 TAZs.

Base Year Land Use Data

Wood Rodgers worked with TCTC, Tuolumne County, and City of Sonora staff to create updated year 2023 land use data for use in developing the updated RTDM base year 2023 scenario. The update of the year 2023 model land use database entailed the following steps:

- Reallocation of prior TDM's "year 2015" land use data per the updated year 2023 TAZ numbering and boundary definitions.
- Addition of recent growth in land uses (i.e. new construction) provided by the Tuolumne County Public Works Department between years 2015 and 2023.
- Additional review and calibration of existing land use database to address any discrepancies identified in the base year model results.

Future Year Land Use Forecasts - UPlan

UPlan is a growth model that forecasts future land development based on consideration of several interrelated local and regional data conditions and inputs. The UPlan model uses demographics factors such as: population, employment, and housing statistics as well as Tuolumne County and City of Sonora General Plan Land Use designation maps as basic inputs, and then estimates where future growth is probable within "cells" (such as parcels) by using a system of "attractors" and "constraints".

Under the current 2024 RTP Update effort, the County's UPlan tool has been updated to develop new population and land use forecasts that reflect the latest changes in policy and trends. Future travel demand model scenarios were based on the new UPlan runs performed. Refer to Chapter 4: Policy Elements and Land Use for more details on the UPlan process and results.

4.4.2 Regulatory Setting

4.4.2.1 Federal

The primary federal requirements applicable to transportation components of the RTP relate to transportation planning and funding and conformity with federal air quality requirements. Requirements for RTPs are addressed in the metropolitan transportation planning rules in 23 Code of Federal Regulations (CFR) 450. These federal regulations incorporate the most recent transportation statute affecting federal funding for transportation projects (i.e., Fixing America's Surface Transportation (FAST) Act, enacted in December 2015).

Key federal requirements for long-range plans include the following:

- *RTPs must be developed through an open and inclusive process that ensures public input and seeks out and considers the needs of those traditionally under served by existing transportation systems;*
- *RTPs must be developed through a performance-driven, outcome-based approach that includes state and public transportation operators;*
- *RTPs must be developed at least every four years for non-attainment regions;*
- *RTPs must have a planning period of at least 20 years into the future;*
- *RTPs must reflect the most recent assumptions for population, travel, land use, congestion, employment, and economic activity;*
- *RTPs must have a financially constrained element, and transportation revenue assumptions must be reasonable;*
- *RTPs must conform to the applicable federal air quality plan, called the State Implementation Plan (SIP), for ozone and other pollutants for which an area is not in attainment;*
- *RTPs must consider eight planning factors and strategies, in the local context;*
- *RTPs must provide for the development of accessible pedestrian walkways and bicycle transportation facilities;*
- *RTPs shall address resiliency and reliability of the transportation system;*
- *RTPs shall include strategies to reduce vulnerabilities due to natural disasters;*

- *RTPs shall identify public transportation facilities and intercity bus facilities; and*
- *RTPs must consider public ports and freight shippers.*

Through the RTP development process, the FAST Act encourages TCTC to:

Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities (23 U.S.C. §134(g)(3)(A))

Specifically, the FAST Act requires that the RTP planning process provide for consideration of projects and strategies that will:

(A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
(B) increase the safety of the transportation system for motorized and non-motorized users;
(C) increase the security of the transportation system for motorized and non-motorizedusers;
(D) increase the accessibility and mobility of people and freight;
(E) 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;
(F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
(G) promote efficient system management and operation; and
(H) emphasize the preservation of the existing transportation system

The 2024 RTP discusses in detail how these requirements are met.

National Environmental Policy Act (NEPA)
The National Environment Policy Act of 1969 (42 U.S.C. § 4321 et seq.) requires federal agencies to assess the possible environmental consequences of projects which they propose to undertake, fund, or approve. While the RTP is not subject to NEPA, individual federally funded programs or projects requiring federal approval will be subject to a NEPA evaluation at the time of project implementation.

4.4.2.2 State

State requirements for long-range transportation plans are similar to the federal regulations. However, key additional requirements described in Government Code Section 65080 include:

- Compliance with CEQA;
- Consistency with State Transportation Improvement Program;
- Use of program level performance measures that include goals and objectives; and
- RTPs must include a policy element, an action element, and a financial element.

California Transportation Commission Regional Transportation Plan Guidelines
The CTC publishes and periodically updates guidelines for the development of long-range transportation plans. Pursuant to Government Code Section 65080(d), each regional transportation planning agency (RTPA) is required to adopt and submit an updated regional transportation plan (RTP) to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every four years.

TCTC is the designated RTPA for Tuolumne County.

Under Government Code Section 14522, the CTC is authorized to prepare guidelines to assist with the preparation of RTPs. The CTC's RTP guidelines suggest that projections used in the development of an RTP should be based upon available data (such as from the U.S. Census Bureau), use acceptable forecasting methodologies, and be consistent with the California Department of Finance baseline projections for the region. The guidelines further state that the RTP should identify and discuss any differences between the agency projections and those of the Department of Finance. The most recent update to the RTP guidelines was published in 2010 and includes new provisions for complying with Senate Bill 375 (see below), as well as new guidelines for regional travel demand modeling. The regional travel demand model guidelines are "scaled" to different sizes of MPO's.

Senate Bill 375

The Sustainable Communities Strategy and Climate Protection Act, SB 375 (codified at CAL.GOVT CODE§§ 14522.1, 14522.2, 65080.01, 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, 65588; CAL. PUB. RES. CODE §§2161.3, 21155, 21159.28), is a law passed in 2008 by the California legislature that requires each MPO to demonstrate, through the development of an SCS, how its region will integrate transportation, housing, and land use planning to meet the greenhouse gas emission (GHG) reduction targets set by the State. In addition to creating requirements for MPOs, it also creates requirements for the California Transportation Commission and CARB.

Senate Bill 743

On September 27, 2013, California Governor Jerry Brown signed the California Office of Planning and Research: Update to the Analysis of Transportation Impacts under the California Environmental Quality Act (SB 743), a law that fundamentally changed transportation impact analysis as part of CEQA compliance. These changes include the following key elements.

- Removal of aesthetics and parking for residential, mixed-use residential, or employment center projects on an infill site within a transit priority area as a basis for determining transportation impacts on the environment.
- Removal of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining transportation impacts on the environment.
- Development of an alternative metric to LOS for determining the significance of transportation impacts within transit priority areas with the option for the Governor's Office of Planning and Research to extend use of this metric statewide.

On January 20, 2016, OPR released its updated guidelines that recommend VMT as the most appropriate measure for transportation impacts. The guidelines include specific VMT significance thresholds for land use and transportation projects plus recommendations for analyzing induced travel and safety. The recommended VMT thresholds are aggressive and would require individual land use development or transportation projects to achieve VMT reductions greater than those obtained through Regional Transportation Plans/Sustainable Communities Strategies (RTP-SCS). Currently, the guidelines provide a 2-year opt-in period, giving agencies a grace period to update their technical practices.

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for the design, construction, maintenance, and operation of the California State Highway System, as well as that portion of the Interstate Highway System within the state's boundaries. Alone and in partnership with Amtrak, Caltrans is also involved in the support of intercity passenger rail service in California and is a leader in promoting the use of alternative modes of transportation.

Transportation facilities under the jurisdiction of Caltrans within the Project boundaries include SR 49, SR 108, SR 120, SR 132.

Caltrans' Guide for the Preparation of Traffic Impact Studies contains the following policy pertaining to the LOS standards within Caltrans jurisdiction:

> *Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.*

Consistent with Caltrans practice, the TIS considered LOS "D" as the standard threshold acceptable operations for any intersection under Caltrans jurisdiction.

4.4.3 Environmental Impacts

4.4.3.1 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, transportation related impacts are considered significant if implementation of the Proposed Project would:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
- Conflict or be inconsistent with CEQA Guidelines Section 1564.3, subdivision (b) – Substantive increase in VMT that was not included in prior planning documents.
- Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.

4.4.3.2 Methods of Analysis

The 2024 RTP traffic analysis was provided inputs from the 2024 Update UPlan Alternatives. Under the current 2024 Regional Transportation Plan Update effort, the County's UPlan tool has been revisited to develop new population and land use forecasts that reflect the latest changes in policy and trends. A new UPlan tool was developed using the latest available UPlan version 4.0 software. The new UPlan 4.0 tool was developed using all of the input layers listed for the 2018 General Plan UPlan Tool above, as well as several new input layers that reflected recent policy changes. The most significant new input layers were CalFire's Very High Fire Hazard Zones recently updated in 2022, and Tuolumne County's Low Vehicle Miles Traveled (VMT) Screening Areas that were developed as part of the *Tuolumne County Vehicle Miles Traveled Impact Analysis Guidelines* (March 2022).

Two (2) Population Growth Alternatives were analyzed as part of the 2024 Regional Transportation Plan Update UPlan 4.0 tool:

- The "High Growth Alternative" assumed a 0.6% per year population growth rate, consistent with the growth rate assumed in the 2018 General Plan.
- The "Low Growth Alternative" assumed a 0.1% per year population growth rate, consistent with the historic 20-year growth rate in Tuolumne County. The Low Growth Alternative is believed to

be the most realistic estimate of future growth in the County, accounting for the current obstacles that face new development, including the Fire Hazard Zones discussed above and current issues facing the expansion of utilities in the County.

Vehicle Miles Traveled (VMT)
One of the performance measures evaluated for the RTP was the projected vehicle miles traveled (VMT). The latest version of the Tuolumne County Regional Travel Demand Model (RTDM) was used to evaluate VMT on County roadways for existing and future constrained scenarios.

4.4.3.3 Project Impacts and Mitigation Measures

Impact TRA-1	**Project implementation could conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.**
Threshold	Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities.
Determination	Less than Significant

Impact Discussion

There are several plans and programs that enhance the County's regional and local goals for the region's transportation system. The 2024 RTP directly supports the goals and visions of these regional and local transportation plans and policies. Specifically, the 2024 RTP addresses the regional vision and goals for maintenance and safety, greenhouse gas reductions, economic development, equity, major transportation corridors, and non-motorized transportation. Each of which supports the strategies to improve transportation services and facilities outlined in the future constrained scenarios modeled in the RTDM. The County and local City's General Plan policies generally promote coordination of planning efforts within the region, maintenance of local roads to ensure safety, expansion and usage of transit and public transportation systems, and promotion of pedestrian and bicycle pathways. Therefore, the 2024 RTP projects are consistent with the transportation goals of the locally and regionally adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

Mitigation Measures

No mitigation measures are required.

Impact TRA-2	**Project implementation could conflict or be inconsistent with CEQA Guidelines Section 1564.3, subdivision (b).**
Threshold	Would the project conflict or be inconsistent with CEQA Guidelines Section 1564.3, subdivision (b).
Determination	Less than Significant

Impact Discussion

SB 743 was signed into law in 2013, with the intent to better align CEQA practices with statewide sustainability goals related to efficient land use, greater multimodal choices, and GHG reductions. The provisions of SB 743 become effective Statewide on July 1, 2020. Under SB 743, impacts will be determined by changes to VMT. VMT measures the number and length of vehicle trips made on a daily basis. VMT is a useful indicator of overall land use and transportation efficiency, where the most efficient system is one that minimizes VMT by encouraging shorter vehicle trip lengths, more walking and biking,

or increased carpooling and transit. CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's transportation impacts and states that "[g]enerally, VMT is the most appropriate measure of transportation impacts."

VMT Analysis

The future constrained scenarios modeled in the RTDM assumed construction of the financially constrained vehicular capital improvement projects listed in the RTP update.

Table 4.4-1 VMT on County Roadways

Average Daily VMT on County Roadways		
Year	**Scenario**	**Average Daily VMT on County Roadways**
2023	Existing	1,863,153
2040	Constrained*	2,007,982
2050	Constrained*	2,081,849
*Constrained scenarios assume construction of the financially constrained vehicular capital improvement projects listed in the RTP update.		

Daily VMT on County roadways is projected to increase by approximately 7.8% between Existing Year 2023 conditions and future year 2040 conditions. Daily VMT is projected to increase an additional 3.7% between future year 2040 conditions and future year 2050 conditions, for a total of 11.7% growth in Daily VMT when compared to Existing Year 2023 conditions.

Table 4.4-2 and Table 4.4-3 below display the VMT per Capita and VMT per Employee in Tuolumne County. The VMT per Capita is defined as the total daily, home-based vehicle travel (i.e., all trips that begin or end at home) for the County, divided by the population of the County in the *Tuolumne County VMT Impact Analysis Guidelines*. The VMT per Capita includes both in-County and out-of-County travel. The VMT per Employee is defined as the total daily, home-based-work vehicle travel (i.e., all commute trips, or trips that travel between home and work) for the County, divided by the number of employees in the County. The VMT per Employee includes both in-County and out-of-County travel.

Table 4.4-2 County VMT per Capita is projected to remain relatively consistent over time

VMT per Capita (based on daily home-based trips)**		
Year	**Scenario**	**VMT per Capita**
2023	Existing	26.2
2040	Constrained*	26.1
2050	Constrained*	26.2
*Constrained scenarios assume construction of the financially constrained vehicular capital improvement projects listed in the RTP update. **These trip values from the TDM do not account for the effects of non-motorized capital improvement projects		

Table 4.4-3 VMT per Employee based on daily home-based-work trips

VMT per Employee (based on daily home-based trips)**		
Year	**Scenario**	**VMT per Employee**
2023	Existing	41.2
2040	Constrained*	40.8
2050	Constrained*	40.9
*Constrained scenarios assume construction of the financially constrained vehicular capital improvement projects listed in the RTP update. **These trip values from the TDM do not account for the effects of non-motorized capital improvement projects		

County VMT per Employee is projected to decrease by 1% between Existing Year 2023 conditions and future year 2040 conditions. County VMT per Employee is projected to increase by 0.1% between future year 2040 and future year 2050 conditions.

Table 4.4-4 below displays the estimated VMT reduction due to construction of fiscally constrained non-motorized capital improvement projects for future year 2040 and future year 2050 conditions. The VMT reductions due to non-motorized capital improvement projects are based on methodologies found in the "Transportation" chapter of the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity. VMT reductions were calculated for each non-motorized capital improvement project using improvement descriptions and travel data from the RTDM. The total VMT reduction due to the non-motorized capital improvement projects for each future year was obtained by combining the reductions of all planned fiscally constrained capital improvement projects.

The constrained non-motorized CIP projects in the RTP are projected to decrease County VMT by 12,624 (0.6%) by the year 2040 and by 15,957 (0.8%) by the year 2050. These reductions would be applied to the VMT on County Roadways and VMT per Capita and Employee values shown in Tables 4.4-2, 4.4-3, and 4.4-4.

Table 4.4-4 Daily VMT Reduction due to Non-Motorized CIP Projects

Non-Motorized CIP VMT Reduction		
Year	**Scenario**	**Daily VMT Reduction Due to Non-Motorized CIP Projects**
2023	Existing	0
2040	Constrained*	-12,624
2050	Constrained*	-15,957
* Constrained scenarios assume construction of the financially constrained vehicular capital improvement projects listed in the RTP update.		

Mitigation Measures

In accordance with CEQA Guidelines Section (b), "Transportation projects that reduce, or have no impact on, VMT should be presumed to cause a less than significant transportation impact." As a result of the 2024 RTP implementation, 2040 and 2050 constrained scenarios would lead to an overall reduction in VMT (as shown in Table 4.4 above). In addition, the 2024 RTP includes policies, alternative transportation projects, and transportation demand management projects that would encourage the use of transportation modes

other than passenger vehicles. Nonetheless, implementation of the 2024 RTP would result in reduced total VMT when compared to the 2023 baseline. Therefore, the 2024 RTP would be considered to have a less than significant impact and no mitigation measures are required.

Impact TRA-3	**Project implementation could substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**
Threshold	Would the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
Determination	Less than Significant

Impact Discussion

The 2024 RTP includes roadway projects designed to upgrade roadways and improve safety features for the transportation system. For example, the 2024 RTP includes projects to improve curves, pavement, and signs to improve safety, in addition to bridge replacements, transit expansion and upgrades, and additional pedestrian and bicycling lanes. The installation and completion of such improvements can substantially improve roadway safety. While the 2024 RTP includes numerous projects that would involve a design/engineering process, only some of the specific designs and plans for these improvements are available for analysis at this time. Furthermore, all improvements would be designed to the standards and specifications of Caltrans or the appropriate implementing agency. As such, the 2024 RTP is not anticipated to cause a substantial increase in hazards due to design features or incompatible uses. Therefore, the 2024 RTP would not introduce a new impact relative to the 2018 RTP/SCS and impacts would remain less than significant.

Mitigation Measures

No mitigation measures are required.

Impact TRA-4	**Project implementation could result in inadequate emergency access.**
Threshold	Would the project result in inadequate emergency access.
Determination	Less than Significant

Impact Discussion

In the short-term, implementation of the 2024 RTP would have the potential to affect emergency access during construction of individual projects included in the 2024 RTP. The implementing agency for each improvement project would be responsible for coordinating with the emergency service providers to ensure that emergency routes remain available. In the long-term, the 2024 RTP does not include any specific projects that would result in inadequate emergency access. Therefore, the 2024 RTP would not introduce a new impact relative to the 2016 RTP and impacts would remain less than significant.

Mitigation Measures

No mitigation measures are required.

4.5 Tribal Cultural Resources

This section evaluates effects on tribal cultural resources in the Tuolumne County region that would result from implementation of the 2024 RTP.

4.5.1 Environmental Setting

Prehistoric Background

Tuolumne County has a rich past beginning with prehistoric habitation that began more than 10,000 years ago and extended conceivably more than 11,000 years. The county's indigenous peoples, the Central Sierra Me-Wuks, arrived between 2,000 and 600 years ago. Year-round Me-Wuk villages were usually located on ridges near a major spring or drainage confluence below the heavy snow line (about 3,500-4,000 feet in elevation). Summer brought movement into higher elevations where seasonal camps were established convenient to summer gathering and hunting. Tuolumne County's lower elevations were intensely used for gathering places, with numerous temporary camps for hunting, fishing, and gathering. It is estimated that there were 35 pre-1848 villages in this part of the Sierra Nevada, indicating the importance of the county as a significant residential and resource procurement area for the Central Sierra Me- Wuk.

4.5.2 Regulatory Setting

4.5.2.1 State

Assembly Bill 52

California Assembly Bill 52 of 2014 (AB 52) was enacted on July 1st, 2015, defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (PRC Section 21084.2) It further requires that the lead agency avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3). PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources:

1. "Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe" and meets either of the following criteria: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or
2. A cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

AB 52 also establishes a formal consultation process with California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. AB 52 requires that lead agencies "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the formal consultation process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Public Resources Code Section 21080.3

AB 52 signed by the California governor in September of 2014, established a new class of resources under CEQA: "tribal cultural resources," defined in PRC Section 21074. Pursuant to PRC Sections 21080.3.1, 21080.3.2, and 21082.3, lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation before the release of an EIR, negative declaration, or mitigative negative declaration. PRC Section 21080.3.2 states:

> Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.
>
> If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, provisions under PRC Section 21084.3 (b) describe mitigation measures that may avoid or minimize the significant adverse impacts. Examples include:
>
> (1) Avoiding and preserving the resources in place, including, but not limited to, planning and constructing to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
> (2) Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
> a. protecting the cultural character and integrity of the resource
> b. protecting the traditional use of the resource
> c. protecting the confidentiality of the resource
> (3) Establishing permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places
> (4) Protecting the resource

Senate Bill 18

SB 18 of 2004 (California Government Code §65352.3) requires local governments to contact and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places." SB 18 does not apply to the proposed 2022 RTP/SRS as it is neither a general plan amendment or the adoption of a specific plan.

4.5.3 Environmental Impacts

4.5.3.1 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, tribal cultural resources impacts are considered significant if implementation of the Proposed Project would:

- Cause a substantial adverse change in the significance of a tribal cultural resource, listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k),
- Cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

4.5.3.2 Methods of Analysis

Adherence to the requirements of AB 52 encourages tribal consultation with local Native Americans and requires the identification of project-specific substantial adverse effects on tribal cultural resources and appropriate project-specific mitigation measures. As a planning document, the 2024 RTP itself would have no potential for project-specific impacts to tribal cultural resources. However, as the Tribes are important members of the community and critical stakeholders for the 2024 RTP proposed projects, they were contacted and provided with opportunities to participate in the development of the 2024 RTP. Table 4.5-1 provides a summary of coordination efforts with Native American Tribes.

Table 4.5-1 Tribal Coordination

Name	Organization	Information Sought	Date(s) and Means Contacted	Coordination Notes
Robert Wells	Tuolumne Band of Me-Wuk Indians	Native American concerns	**Key Stakeholder Meeting** June 28, 2023	- Mr. Wells acknowledged the project and said he would participate and provide feedback, if necessary. - No specific feedback has been provided to date.
Joanna Portillo-Hsu Monica Fox	Chicken Ranch Rancheria Me-Wuk Indians of California	Native American concerns	**Key Stakeholder Meeting** March 11, 2024	- The Tribe is working on Jamestown Happiness Project to provide safer access between Chicken Ranch and Jamestown. Suggestion of building bike/ped access through railway, which can be a Rails with Trails project. Supportive of creating loop of Gold Rush Path w/highway. - There are more employment opportunities at the new resort. Want to provide more/better transit opportunities for employees. May be able to subsidize commuter vans to resort. Suggestions for more park-n-rides, bicycle paths, trails, and signage. - Want right hand turn lane in Chicken Ranch Rd., also

Name	Organization	Information Sought	Date(s) and Means Contacted	Coordination Notes
				intersection improvements of high school and Howard roads. - Want more, safer, better sidewalks to schools in Jamestown. - Need more power from PG&E. Currently, PG&E does not have the transmission potential. The resort is going to be ran on generators. - Request to reduce speed limit between People of the Mountain roundabout and Jamestown.

4.5.3.3 Project Impacts and Mitigation Measures

Impact TCR-1	**Project implementation could cause a substantial adverse change in the significance of a tribal cultural resources, defined in PRC Section 21704.**
Threshold	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.
Determination	Less than Significant with Mitigation

Impact Discussion

Tribal cultural resources are known to occur throughout Tuolumne County. These may include, but are not limited to, Native American burial sites, village or occupation sites, traditional resource gathering locations and natural landforms. Therefore, tribal cultural resources could be encountered during implementation of the transportation improvement projects included in the 2024 RTP. Effects on tribal cultural resources are highly dependent on the individual project site conditions and the characteristics of individual projects. Impacts to tribal cultural resources may include damage or destruction of the resources. Adherence to the requirements of AB 52 encourages tribal consultation with local Native Americans and requires the identification of project-specific substantial adverse effects on tribal cultural resources and appropriate project-specific mitigation measures. If the implementing agency determines that a specific transportation project could cause a substantial adverse change in the significance of a tribal cultural resource, the impact would be significant.

Additional analyses and AB 52 consultation with local tribes would be needed as the individual projects are implemented to determine the project-specific impact. The mitigation measures discussed below would apply broadly to these specific projects.

Mitigation Measures

The following mitigation measures apply to the individual 2024 RTP projects:

TCR-1a: Identified Tribal Cultural Resources Impact Minimization.

Implementing agencies shall comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall implement the following measures where feasible to avoid or minimize the project-specific significant adverse impacts:

4. Avoidance and preservation of the resources in place, including, but not limited to: designing and building the project to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space to incorporate the resources with culturally appropriate protection and management criteria.

5. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

    e. Protecting the cultural character and integrity of the resource

    f. Protecting the traditional use of the resource

    g. Protecting the confidentiality of the resource

    h. Establishment of permanent conservation easements or other culturally appropriate property management criteria for the purposes of preserving of utilizing the resources or places.

6. Native American monitoring by the appropriate tribe during soil disturbance for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources.

TCR-1b: Unanticipated Tribal Cultural Resources Impact Minimization.

If potential tribal cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find. If, in consultation with the implementing agency, the archaeologist and/or tribal representative determines the discovery to be a tribal cultural resource and thus, significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with tribal representatives. If the resource cannot be avoided, a mitigation plan shall be developed to address tribal concerns.

Residual Impact After Mitigation

Mitigation measure TCR-1a would require implementation of mitigation identified through tribal consultation or other feasible mitigation to avoid impacts to identified tribal cultural resources. These measures would protect the resource's character, traditional use, and confidentiality. Mitigation measure TCR-1b would ensure that impacts to unanticipated tribal cultural resources activities would be mitigated in consultation with tribal representatives. Implementation of the above measures would reduce impacts to tribal cultural resources to a less than significant level.

4.6 Wildfire

This section describes the environmental setting for wildfire, including the existing site conditions and regulatory setting, impacts that would result from the Proposed Project, and, if significant impacts are identified, the mitigation measures that would reduce these impacts.

4.6.1 Environmental Setting

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (i.e., winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

In California, responsibility for wildfire prevention and suppression is shared by federal, State, and local agencies. Federal agencies are responsible for federal lands in Federal Responsibility Areas. California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as State Responsibility Areas (SRA), which are managed by the California Department of Forestry and Fire Protection (CAL FIRE). All incorporated areas and other unincorporated lands are classified as Local Responsibility Areas (LRA).

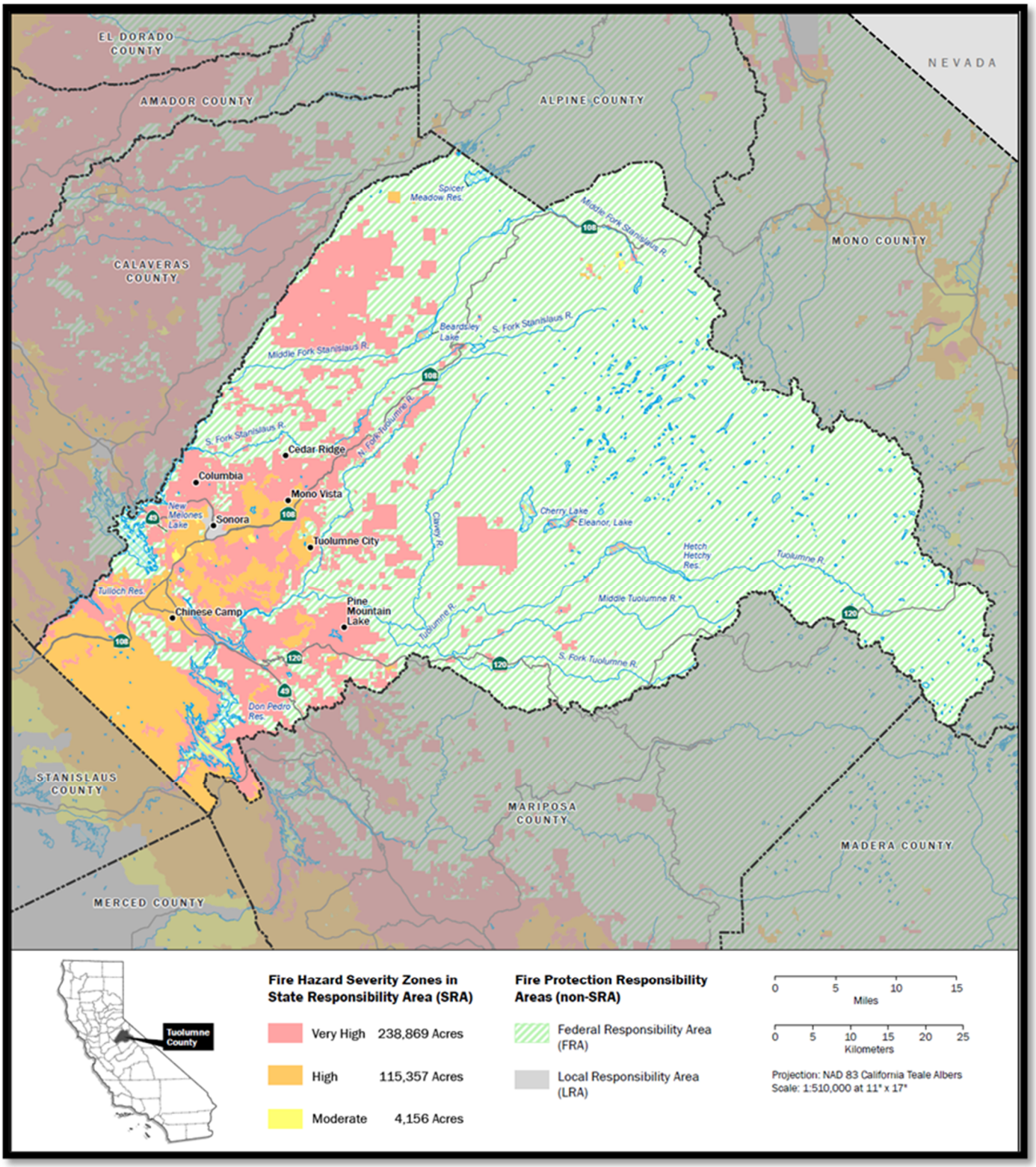
While all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather and other relevant factors (Public Resources Code [PRC] 4201-4204 and California Government Code 51175-89). Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CAL FIRE has identified two types of wildfire risk areas: 1) Wildland Areas That May Contain Substantial Forest Fire Risks and Hazards and 2) Very High Fire Hazard Severity Zones. Each risk area carries with it code requirements to reduce the potential risk of wildfires. Under state regulations, areas within Very High Fire Hazard Severity Zones must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

In Tuolumne County, transportation planning must consider fire hazard severity zones. These zones, which encompass over 358,000 acres of State Recreation Areas, were delineated based on the susceptibility of areas to wildfire threats and significantly influence the county's growth patterns and urban development.

The presence of fire hazard severity zones imposes constraints on where new developments can occur, often limiting expansion into high-risk wildfire areas. Consequently, growth tends to concentrate in urbanized regions that are relatively safer from fire hazards. This phenomenon is driven by regulatory measures, practical concerns for public safety infrastructure constraints, and the challenge of obtaining fire insurance in these zones.

Climate change has exacerbated fire risks, leading to more frequent and severe wildfires. To address these challenges, the 2024 RTP incorporates climate adaptation projects and prioritizes emergency access projects to mitigate increased risks. These initiatives aim to enhance the resilience of transportation infrastructure and ensure safety in the face of evolving environmental threats.

Figure 4.6-1. Fire Hazard Severity Zones in Tuolumne County



As a result, the transportation needs within Tuolumne County are influenced not only by demographic factors but also by the spatial distribution of population centers dictated by fire hazard considerations. With a relatively stable population projected for the county, the focus of the 2024 RTP is not only on accommodating existing transportation demands but also on facilitating efficient connectivity within defined community boundaries where growth is better facilitated.

Strategies outlined in the RTP aim to enhance the resilience of transportation infrastructure in urbanized zones, ensuring reliable access and mobility for residents while also addressing safety concerns posed by wildfire risks. This may involve measures such as evacuation routes (**Figure 1.3**), enhanced road maintenance to mitigate fire-induced damages, and investments in alternative transportation modes to reduce reliance on vulnerable road networks.

The RTP stresses the importance of proactive planning and coordination between transportation and land use policies to manage growth effectively while minimizing exposure to wildfire hazards. By prioritizing the preservation and enhancement of transportation infrastructure in urban areas, the plan seeks to support sustainable development patterns that prioritize safety and resilience in the face of evolving environmental challenges.

4.6.2 Regulatory Setting

4.6.2.1 Federal

Federal Disaster Mitigation Act

The Disaster Mitigation Act of 2000 amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act), creating the framework for state, local, tribal and territorial governments to engage in hazard mitigation planning to receive certain types of non-emergency disaster assistance. The Act provided a new set of mitigation plan requirements that encourage state and local jurisdictions to coordinate disaster mitigation planning and implementation. States are encouraged to complete a "Standard" or an "Enhanced" Natural Mitigation Plan. "Enhanced" plans demonstrate increased coordination of mitigation activities at the state level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program.

4.6.2.2 State

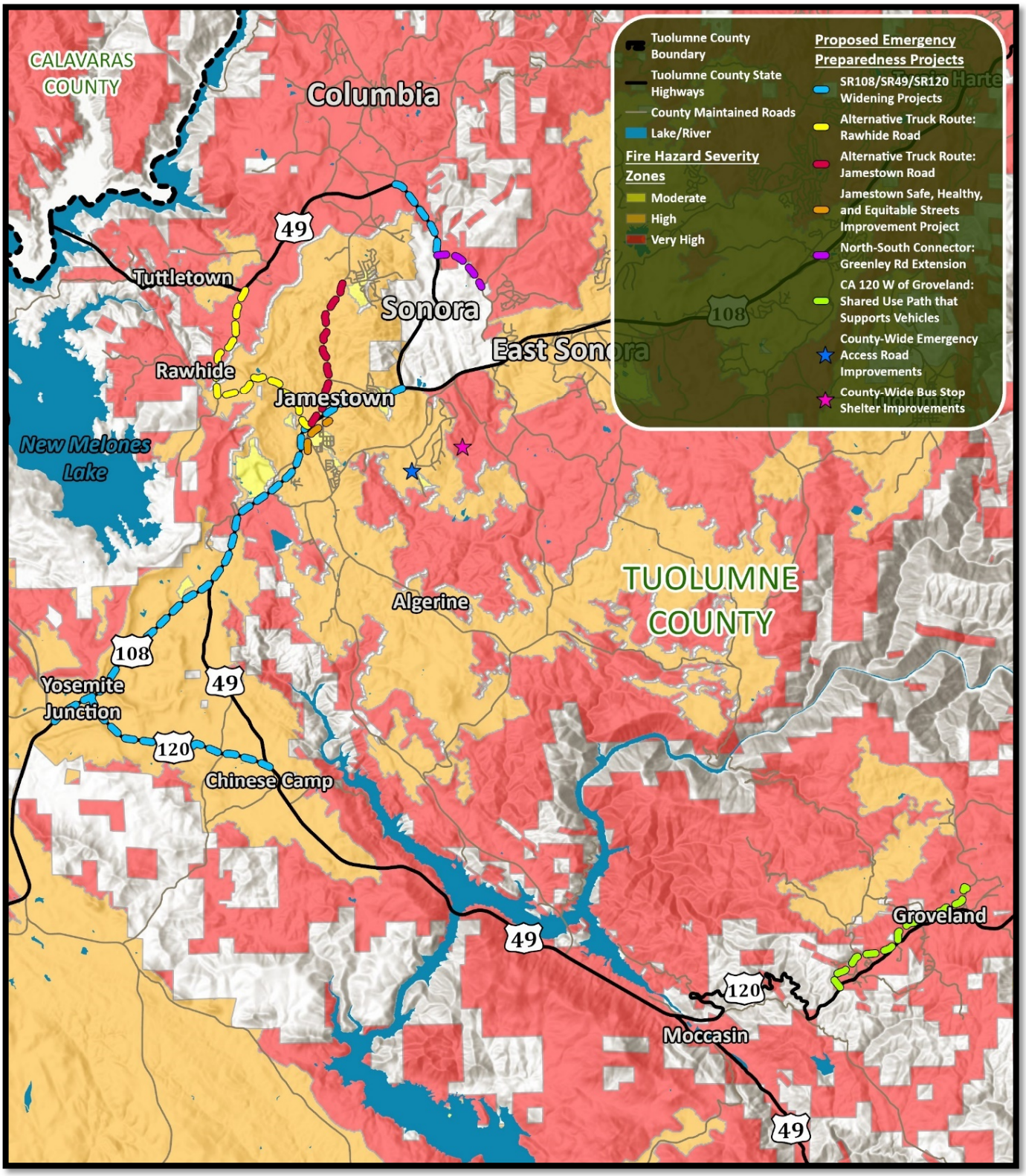
The California Fire Plan

The Strategic Fire Plan for California is the State's road map for reducing the risk of wildfire. The most recent version of the Plan was finalized in August 2018 and directs each CAL FIRE Unit to revise and update its locally specific Fire Management Plan (CAL FIRE 2018b). These plans assess the fire situation within each of the 21 CAL FIRE units and six contract counties. The plans address wildfire protection areas, initial attack success, assets and infrastructure at risk, pre-fire management strategies, and accountability within their geographical boundaries.

California Office of Emergency Services

The California Office of Emergency Services prepares the State of California Multi-Hazard Mitigation Plan (SHMP), which identifies hazard risks and includes a vulnerability analysis and a hazard mitigation strategy. The SHMP is required under the Disaster Mitigation Act of 2000 in order for the State to receive federal funding. The Disaster Mitigation Act of 2000 requires a State mitigation plan as a condition of disaster assistance.

Figure 4.6-2. Proposed Emergency Preparedness Projects



California Building Code (2022)

Chapter 7A of the California Building Code (California Code of Regulations, Title 24, Part 2) includes specific requirements related to exterior wildfire exposure. These requirements establish minimum standards to protect buildings located in Fire Hazard Severity Zone within SRAs and Wildland-Urban Interface Fire Areas. This code includes provisions for ignition-resistant construction standards for new buildings.

California Fire Code

The California Fire Code is Chapter 9 of CCR Title 24. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The California Fire Code regulates the use, handling and storage requirements for hazardous materials at fixed facilities. The California Fire Code and the California Building Code use a hazard classification system to determine what protective measures are required to protect fire and life safety. These measures may include construction standards, separations from property lines and specialized equipment. To ensure that these safety measures are met, the California Fire Code employs a permit system based on hazard classification.

On September 20, 2005, the California Building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the California Code of Regulations (CCR), Title 24, Part 2 including Section 701A.3.3. Section 701A.3.2 requires that any new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area, shall comply with all sections of this chapter. Among other things, the Wildland-Urban Interface portion of the code requires a 100-foot defensible space around a home within the Wildland-Urban Interface Fire Area.

Defensible Space Zones 1 and 2 currently make up the 100 feet of defensible space required by law. Assembly Bill 3074, passed into law in 2020, requires a third zone for defensible space. This law requires the Board of Forestry and Fire Protection to develop the regulation for a new ember-resistant zone (Zone 0) within 0 to 5 feet of the home by January 1, 2023. The intensity of wildfire fuel management varies within the 100-foot perimeter of the home, with more intense fuels' reduction occurring closer to your home. Start at the home and work your way out to 100 feet or to your property line, whichever is closer (CAL FIRE 2022b).

4.6.2.3 Local

Tuolumne County Emergency Operations Plan

The County of Tuolumne has prepared this Emergency Operations Plan (EOP) to ensure the most effective and economical allocation of resources for the maximum benefit and protection of the community in response to a significant emergency. The Tuolumne County Emergency Operations Plan is a result of collaborative partnerships and an ongoing commitment to excellence in emergency management. The objective of this plan is to incorporate and coordinate all the facilities and personnel of Tuolumne County into an efficient organization capable of responding to any emergency. While no plan can completely prevent death and destruction, effective plans carried out by knowledgeable and well-trained personnel can and will minimize losses. This Plan establishes the emergency organization, assigns tasks, specifies policies, and general procedures, and provides for coordination of planning efforts of the various emergency staff and service elements utilizing the National Incident Management System (NIMS) and the Standardized Emergency Management System (SEMS).

The Tuolumne County Office of Emergency Services (OES) is responsible for the preparation and maintenance of the EOP. The EOP Base Plan sets objectives and policy for the County, and modification to the Base Plan requires the approval of the Board of Supervisors. The Hazard-Specific and Functional

Annexes are high-level guidance and reference documents, containing information which may change frequently. OES will also be directly responsible for updating and revising the Functional and Hazard-Specific Annexes without the need for Board of Supervisors approval.

Tuolumne County Multi-Jurisdictional Hazard Mitigation Plan

Tuolumne County's Multi-Jurisdictional Hazard Mitigation Plan was mostly recently updated in 2018 and serves as the County's primary planning document for assessing potential hazards as well as establishing goals and objectives to mitigate the impact of hazards in the County and increase disaster preparedness. The plan includes goals, objectives, and mitigation actions for each type of hazard within the County. The following goals, objectives, and mitigation actions included in the plan would help to address the specific wildfire impacts anticipated to affect the County over the coming century:

GOAL 5: Minimize the level of damage and losses to people, existing and future critical facilities and infrastructure due to wildland fires.

Objective 5.1: Continue the comprehensive approach to reducing the level of damage and losses due to wildland fires through vegetation management, code enforcement, GIS mapping, and planning processes.

> **Mitigation Action 5.1F:** Develop a wildfire evacuation plan which includes sheltering in place, at both the Curtis Creek and Sullivan Creek campuses and Columbia Union Elementary and Belleview Elementary.

Chicken Ranch Hazard Mitigation Plan (HMP)

The 2021 Chicken Ranch Rancheria of Me-Wuk Indians of California ("Chicken Ranch Tribe") HMP was developed to reduce community vulnerability to natural disasters and human-made hazards. The Chicken Ranch Tribe HMP guides the selection, development, and implementation of mitigation projects for the Tribe that protect the planning area and the greater community.

Tuolumne County Transit Agency Transportation Emergency Operations Plan (TEOP)

The 2012 TEOP outlines how all transportation providers located within the County can make informed decisions appropriate for their operations, passengers, employees, and communities to effectively prevent, prepare for, respond to, and recover from a variety of emergency situations. The TEOP is a key component of an ongoing, safety, security, and emergency transportation preparedness program.

Tuolumne County Community Wildfire Protection Plan

The Community Wildfire Protection Plan (CWPP) for Tuolumne County provides a road map and principle guiding document to assist agencies, organizations, and general public to better prepare for, mitigate against, respond to, and recover from future wildfire threats. The plan is an update to the previous Tuolumne County CWPP dated December 12, 2004, which primarily focused on the northern county, but is now expanded in geographic scope to cover the entire County.

In accordance with the 2003 Healthy Forest Restoration Act (HFRA), the CWPP was developed through a collaborative process involving the Tuolumne Fire Safe Council (TFSC), Tuolumne County Office of Emergency Services (TC-OES), Tuolumne County Fire Department, surrounding fire agencies, City of Sonora, county officials, county-, state-, and federal-land management agencies, HOAs, community groups and the general public. In addition, the plan also satisfies additional CWPP requirements set forth in the HFRA, including:

- Identifying and prioritizing areas for fuel reduction activities
- Collaborating with Stakeholders
- Addressing structural ignitability

Tuolumne County General Plan

The Tuolumne County General Plan was updated in December 2018. The following General Plan Update Elements contain goals and implementation programs related to wildfire safety and/or management.

Public Safety Element

Policy 9.F.1: Support and implement the Tuolumne County Fire Department Service Level Stabilization Plan. (formerly 6.L.g)

Implementation Program

9.F.a - Consult with the Tuolumne County Fire Department to establish funding mechanisms, including impact fees, to offset fire protection costs for new development in areas of high wildfire risk.

Policy 9.G.1: Maintain County fire protection regulations that are consistent with Section 4290 or the equivalent of the California Public Resources Code and other applicable fire protection regulations. (formerly 6.K.1)

Implementation Programs

9.G.a - Utilize the following documents as reference in formulating County standards and ordinances for fire protection measures:

- Tuolumne County Multi-Jurisdictional Hazard Mitigation Plan
- California Public Resources Code, Section 4290
- Tuolumne County Community Wildfire Protection Plan
- CAL FIRE Strategic Fire Plan for the Tuolumne/Calaveras Unit
- California Fire Code Current Edition
- California Building Code Current Edition
- "Insurance Services Office Publication "Guide for the Determination of Fire Flow"
- Insurance Services Office Standards
- Strategic Fire and Resource Protection Planning
- National Fire Protection Association (NFPA) fire and building safety standards adopted by the County
- CAL FIRE Fire Hazard Severity Zone Map
- Highway 108 Strategic Plan

Water Supply Element

Policy 14.C.9: Promote improved watershed health, improved water quality and water quantity yields of the watersheds in Tuolumne County. (formerly 19.B.9)

Implementation Programs

14.C.i - Promote the development of plans for watershed rehabilitation projects which provide for such watershed improvements as:

- A reduction in the presence of contaminants in drinking water by addressing the origins and treatment of the contaminants, including, to the maximum extent practicable, the specific activities that affect the drinking water supply of a community or communities.
- An increase in the quantity of water available from the watershed.

- The improvement, restoration, or enhancement of fisheries habitat, including riparian habitat, in and along streams and watercourses in the watershed. These projects may address factors which increase sedimentation in streams and watercourses in the watershed. • The improvement of overall forest health, including the reduction of factors which may contribute to the severity of wildfires in the watershed. (formerly 19.B.m)

Air Quality Element

Policy 15.D.1: Work closely with federal, state and local agencies to minimize the emissions and smoke impacts from fire hazard reduction and forest management burn activities and during wildlife wildfire episodes. (formerly 12.D.2)

Natural Hazards Element

Policy 17.E.1: Reduce the exposure to risk from wildland fire to an acceptable level by only allowing development in high or very high fire hazard areas if it can be made safe by planning, construction, or other fire safety measures. (formerly 6.J.2)

Policy 17.E.2: Require the maintenance of defensible space setbacks in areas proposed for development if wildland fire hazards exist on adjacent properties. (formerly 6.J.4)

Policy 17.E.3: Require new development to have adequate fire protection and to include, where necessary, design and maintenance features that contribute to the protection of the County from the losses associated with wildland fire. (formerly 6.J.3)

Policy 17.E.4: Promote public awareness of wildland fire hazards present within the County, as well as proper fire prevention and protection practices. (formerly 6.J.5)

Policy 17.E.4: Promote public awareness of wildland fire hazards present within the County, as well as proper fire prevention and protection practices. (formerly 6.J.5)

Policy 17.E.5: Maintain firefighting assets within the County at necessary levels. (formerly 6.J.7)

Policy 17.E.6: Encourage rapid post-fire assessment and rehabilitation of burned lands to limit soil erosion, protect water quality, minimize flooding and restore damaged landscapes. (formerly 6.J.8)

Policy 17.E.7: Protect natural resources from the effects of wildland fire. (formerly 6.J.9)

Policy 17.E.8: Require property owners to maintain wildlands in a fire resistant manner consistent with Section 4291 of the Public Resources Code. Assist fire protection agencies in their efforts to enforce Section 4291. (formerly 6.J.10)

Policy 17.E.9: Consider effects on cultural resources, wildlife habitat and special status species when developing wildfire prevention, protection and recovery plans. (formerly 6.J.13)

Policy 17.E.10: Identify assets that require protection from wildland fire and prioritize their protection needs. (formerly 6.J.14)

Policy 17.E.11: Encourage resolution of conflicts between wildland fire protection and habitat conservation for wildlife. (formerly 6.J.15)

Policy 17.E.12: Acknowledge that wildland areas provide natural resource values to the citizens of the County, visitors and other persons throughout the State, including watershed resources, timber resources, visual resources, carbon sequestration, wildlife habitat and special status species habitat.

Tuolumne County Office of Emergency Services Extreme Temperature Contingency Plan

In 2019, County OES updated its Extreme Temperature Contingency Plan (ETCP), a standalone document that is also incorporated as an annex to the Tuolumne County Public Health Department's Health Emergency Preparedness Plan. The ETCP provides guidance for the County, other governmental agencies, and community organizations and businesses to respond to emergency incidents of extreme heat. The ETCP addresses the needs for the County to identify vulnerable populations that may be threatened by extreme heat, communicate with the public to convey relevant information and resources that are available, communicate with state and local agencies, mobilize resources and initiate actions as needed, and employ the Citizen Alert Emergency Notification System designed to alert residents of extreme heat events.

Tuolumne County Health and Emergency Preparedness Plan

The 2018 Tuolumne County Health and Emergency Plan, Public Health and Medical Response section is largely derived from the California Public Health and Medical Emergency Operations Manual and describes the procedures that would be implemented when the Tuolumne County Health Department responds to a public health emergency.

California Department of Forestry and Fire Protection Tuolumne-Calaveras Unit 2022 Strategic Fire Plan

Through a collaboration of internal and external stakeholders, the CAL FIRE Tuolumne-Calaveras Unit (TCU) has developed an updated Strategic Fire Plan, which aims to reduce the loss of life, property, and natural resources that occur due to wildfire. The plan provides a comprehensive framework for TCU to evaluate existing and projected hazards, develop goals to mitigate the associated risks, establish benchmarks for success, develop strategies to meet the goals, implement strategies, and facilitate a monitoring protocol to ensure the plan remains connected to the needs of the region.

4.6.3 Environmental Impacts

4.6.3.1 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, wildfire impacts are considered significant if implementation of the Proposed Project would:

- Substantially impair an adopted emergency response plan or emergency evacuation plan.
- Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

4.6.3.2 Methods of Analysis

The methodology used for the following evaluation is based on a review of documents and publicly available information about hazardous and potentially hazardous conditions in the TCTC region to determine the potential for implementation of the 2024 RTP to result in an increased health or safety hazard to people or the environment. This includes city, county, and state planning documents. This program-level analysis is based on hazards typically associated with certain land uses and an overall understanding of the key safety concerns that could result from implementation of the 2024 RTP.

The evaluation of wildland fire impacts reasonably assumes that the construction and development under the 2024 RTP would adhere to the latest federal, state and local regulations, and conform to the latest required standards in the industry, as appropriate for individual projects.

4.6.3.3 Project Impacts and Mitigation Measures

Impact WILD-1	**If the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Project implementation could substantially impair an adopted emergency response plan or emergency evacuation plan?**
Threshold	If Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones and would have substantial adverse effect on an adopted emergency response plan or emergency evacuation plan.
Determination	Less than Significant

Impact Discussion

As shown in Figure 4.6-1, most of the development and transportation infrastructure is within the High or Very High Fire Hazard Severity Zone as established by CAL FIRE. The 2024 RTP proposes a variety of new construction projects including bridge replacements, street improvements, trails and trailheads, bike lanes, airport access roadway improvements, as well as others, that may occur within these High or Very High Fire Hazard Severity Zones.

In the short-term, implementation of the 2024 RTP would have the potential to affect emergency access during construction of individual projects included in the 2024 RTP. Some of the 2024 RTP projects would occur within roadways used as emergency evacuation routes and therefore could temporarily affect an adopted emergency response plan or emergency evacuation plan. Advanced notice of any roadway improvement projects is routinely required prior to any construction. This would assist in the protection of people during an emergency evacuation by providing advanced notice to possible restricted or closed routes to emergency personnel and the public.

The implementing agency for each improvement project would be responsible for coordinating with the emergency service providers to ensure that emergency evacuation routes remain available. In the long-term, the 2024 RTP does not include any specific projects that would result in inadequate emergency access. The 2024 RTP would have no adverse impact on adopted emergency response plans or emergency evacuation plan; rather, by improving transportation and circulation in the County, it could have beneficial impact on emergency response and evacuation. Impacts would be considered less than significant.

Mitigation Measures

No mitigation measures are required.

Impact WILD-2	**If the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Project implementation could, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
Threshold	If the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose

	project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
Determination	Less than Significant with Mitigation

Impact Discussion

As discussed previously, the 2024 RTP includes a variety of transportation and circulation improvement projects. While some of the 2024 RTP listed projects are within a state responsibility area or land classified as a Very High Fire Hazard Severity Zone, none of these projects are for the construction of residential, commercial, office, or industrial buildings. The 2024 RTP does, however, include transportation and circulation projects that would enhance the ability of emergency personnel to access an area that may be subject to a wildfire, as well assist the public evacuating the area. Furthermore, implementation of mitigation measure **WILD-1** would assist in reducing the potential for wildfire because of road improvements. Therefore, the 2024 RTP would not increase exposure of persons to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Mitigation Measures

WILD-1: Wildland Fire Risk Reduction

TCTC shall implement the following mitigation measures developed for the 2024 RTP where applicable for transportation projects that result in impacts related to wildland fire. Cities in the TCTC region can and should implement these measures, where relevant to 2024 RTP. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

If an individual transportation project included in the 2024 RTP is located within the wildland-urban interface or areas favorable for wildland fires such that project specific CEQA analysis finds a significant risk of loss, injury or death from fire, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to:

- Require adherence to the local hazards mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, public outreach and service standards for fire departments.
- Encourage the use of fire-resistant vegetation native to the TCTC region and/or the local microclimate of the project site and discourage the use of fire-prone species especially nonnative, invasive species such as pampas grass or giant reed.
- Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.
- Prohibit certain project construction activities with potential to ignite wildland fires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings.

- Require fire extinguishers to be onsite during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.

Significance After Mitigation

With the implementation of the above mitigation, impacts related to exposure of project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would be less than significant.

Impact WILD-3	**If the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Project implementation could require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**
Threshold	If Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
Determination	Less than Significant with Mitigation

Impact Discussion

As discussed previously, the 2024 RTP includes a variety of transportation and circulation improvement projects and some are within a state responsibility area or land classified as a Very High Fire Hazard Severity Zone. However, most of the new projects are within existing roadways. Those projects that include new pedestrian and bike trails on undisturbed land could result in an exacerbation of wildfire risk within that area. However, during construction of these pedestrian and non-motorized vehicle improvements, implementation of mitigation measure **WILD-1** would assist in reducing the potential for wildfire. Additionally, maintenance of these pedestrian and non-motorized vehicle improvements would be completed in accordance with established fire safety requirements typically used when repairing trails and non-motorized facilities. The maintenance of these facilities has not been shown to exacerbate wildfire risks. Therefore, the 2024 RTP would not result in a substantial exacerbation of wildfire risks or temporary or ongoing impacts to the environment due to required installation or maintenance of associated infrastructure.

Significance after Mitigation

With implementation of **WILD-1**, the potential for construction of the 2024 RTP projects to exacerbate wildfire risks of temporary or ongoing impacts to the environment due to required installation or maintenance of associated infrastructure would be less than significant with mitigation incorporated.

Impact WILD-4	**If the Proposed Project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Project implementation could expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**
Threshold	If Proposed Project is located in or near state responsibility areas or lands classified

	as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?
Determination	Less than Significant

Impact Discussion

As discussed previously, the 2024 RTP includes a variety of transportation improvement projects. While some of the 2024 RTP listed projects are within a state responsibility area or land classified as a Very High Fire Hazard Severity Zone, none of these projects are for the construction of residential, commercial, office, or industrial buildings. However, the vast majority of new projects are within existing roadways. Those projects that include new pedestrian and bike trails on undisturbed land could result in exposure of people to risks from post-fire slope instability and flooding.

However, implementation of mitigation measure **WILD-1** would assist in reducing the potential for wildfire from construction of 2024 RTP project including any non-paved or non-motorized facilities. While these types of facilities are not considered to result in an increase potential for wildfires during construction, wildfires can occur from a variety of factors not related to the Project. If a wildfire does occur in the location of a new 2024 RTP project, facility users may be exposed to risks as a result of runoff, post-fire slope instability, or drainage changes. However, this risk is not considered substantial as post-wildfire evaluations of any facility would be implemented as part of safety management programs. If a facility is considered unsafe, the roadway or non-motorized facility would be closed and/or repaired as necessary. Therefore, the 2024 RTP project would not expose persons to significant risks as a result of runoff, post-fire slope instability, or drainage changes.

Significance after Mitigation

With implementation of **WILD-1**, the potential for 2024 RTP projects to expose people or structures to a significant risk, including downslope or downstream flooding, or landslides, as a result of runoff, post-fire slope instability, or drainage changes would be less than significant with mitigation incorporated.

5.0 OTHER ENVIRONMENTAL CONSIDERATIONS

This section provides brief discussions of other topics specifically mandated by CEQA, as follows: significant unavoidable adverse impacts, effects found not to be significant, significant irreversible environmental changes, and growth-inducing impacts.

5.1 Significant and Unavoidable Adverse Impacts

This section is prepared in accordance with Section 15126.2(b) of the CEQA Guidelines, which requires the discussion of any significant environmental effects that cannot be avoided if a project is implemented. These include impacts that can be mitigated, but cannot be reduced to a less than significant level. Five issue areas and their associated environmental impacts were analyzed in detail in Chapter 3.0. According to the environmental impact analysis presented in Chapter 3.0, the Project would result in significant and unavoidable adverse impacts to greenhouse gas and climate change.

The proposed 2024 RTP would result in the significant and unavoidable impacts listed below. These impacts are in addition to those identified as significant and unavoidable in the 2016 EIR for the 2016 RTP. The 2024 RTP would not result in new additional significant unavoidable impacts. Nor would implementation of the 2024 RTP reduce these impacts to a less than significant level.

Impact GHG-2. **Project implementation could result in VMT per capita below the VMT reduction recommendation of 30 percent below 2019 levels by 2050 as outlined in the 2022 Scoping Plan.**

Infrastructure additions and improvements under the proposed 2024 RTP would include adding new shared use paths, sidewalks, walkways, bike lanes, and complete streets, and improving existing ones. These additions and improvements would reduce VMT compared to existing conditions and the 2050 No Project scenario, as shown in Table 4.3-2. However, these reductions would not meet the target VMT per capita reduction of 30 percent below 2019 levels by 2050. While the 2024 RTP would meet the general intent of the 2022 Scoping Plan by implementing strategies to reduce VMT, VMT on the whole and on a per capita basis would increase relative to existing conditions. Therefore, the 2024 RTP would not be consistent with the 2022 Scoping Plan. There is no feasible mitigation to further reduce the per capita VMT reduction achieved by the 2024 RTP to the extent that the target VMT per capita reduction of 30 percent below 2019 levels by 2050 would be met. Therefore, this impact would be significant and unavoidable.

Impact GHG-3. **Project implementation could result in inconsistency with the intent of the 2022 Scoping Plan and other plans for reducing GHGs.**

The 2024 RTP demonstrates how TCTC plans to meet the transportation needs of the region for the period from 2024 to 2050, considering existing and projected future land use patterns as well as forecasted population and job growth. The 2024 RTP is an action-oriented document used to achieve a coordinated and balanced regional transportation system. The 2024 RTP is specifically designed to reduce regional VMT and, because the 2022 Scoping Plan directs local agencies to take action to reduce VMT and therefore contribute to achieving statewide GHG reduction targets, the 2022 Scoping Plan is a GHG reduction plan applicable to the project. The ultimate objective of the 2022 Scoping Plan is to achieve the state's goals of reducing GHG emissions by 85 percent below 1990 levels and achieving carbon neutrality by 2045.

Infrastructure additions and improvements under the proposed 2024 RTP would include adding new shared use paths, sidewalks, walkways, bike lanes, and complete streets, and improving existing ones. These

additions and improvements would reduce VMT compared to existing conditions and the 2050 No Project scenario, as shown in Table 4.3-2. However, these reductions would not meet the target VMT per capita reduction of 30 percent below 2019 levels by 2050. While the 2024 RTP would meet the general intent of the 2022 Scoping Plan by implementing strategies to reduce VMT, VMT on the whole and on a per capita basis would increase relative to existing conditions. Therefore, the 2024 RTP would not be consistent with the 2022 Scoping Plan. This impact would be significant and unavoidable.

5.2 Effects Found Not to Be Significant

Section 15128 of the CEQA Guidelines requires a statement that briefly indicates the reasons that various possible significant effects of a project were determined not to be significant and were, therefore, not discussed in detail in the EIR.

The impacts of the current 2016 RTP were analyzed in the previously certified 2016 EIR, which was a Program EIR. The 2016 EIR included mitigation measures that were required to be continued as a part of the 2024 RTP analysis as well as any new mitigations measures required to reduce any potential impacts to a less than significant level. The proposed 2024 RTP is an update of the current 2016 RTP. The analysis in this SEIR is also programmatic and is focused on the potential changes in environmental effects that could result from the updates to the 2024 RTP that are included in the proposed 2024 RTP, including updates or changes to policies, projects, and growth scenarios. Therefore, this 2024 SEIR is being prepared to analyze only the changes to the 2024 RTP or changes in circumstances under which the RTP projects would be implemented since certification of the 2016 EIR.

For any issue areas where impacts would be similar to or less than the impact level identified in the previous 2016 EIR, no further analysis beyond the 2016 EIR was warranted. The following issue areas were determined to have no impact, a less than significant impact, or a less than significant with implementation of existing mitigation measures and therefore not further analyzed in this SEIR:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

5.3 Significant Irreversible Environmental Changes

Pursuant to Section 15126.2(d) of the CEQA Guidelines, an EIR must address any significant irreversible environmental change(s) which would be caused by the proposed Project should it be implemented. This discussion would typically include uses of nonrenewable resources during the initial and continued phases of a project that may be irreversible where a large commitment of such resources makes removal or nonuse thereafter unlikely. Examples cited include 1) primary impacts and secondary impacts (such as highway improvements that provide access to a previously inaccessible area), that generally commit future generations to similar uses, and 2) irreversible damage that could result from environmental accidents associated with a project.

As described in Section 2, Project Description, the 2024 RTP modifies the existing 2016 RTP by removing completed projects, modifying some projects that continue to be on the list based on new information, and adding approximately new projects to the list. In addition, the land use scenario envisioned by the 2024 RTP is similar to that contained in the 2016 RTP. Construction of these new and modified projects would have an incremental increase in the use of non-renewable energy sources, potable water and building materials above what was analyzed in the 2016 EIR for the 2016 RTP. The use and consumption of non-renewable resources would be irreversible.

Long-term irreversible environmental changes are associated with increased asphalt or concrete paving from new and modified transportation projects and related direct and cumulative impacts to aesthetics, biological resources, geology and soils, and hydrology and water quality. These types of environmental changes were evaluated in the 2016 EIR, and the effects of the 2024 RTP would not be substantially different or more severe that previously identified in the 2016 EIR. Additionally, the mitigation measures prescribed to minimize these effects in the 2016 EIR would be applicable and incorporated into the 2024 SEIR and 2024 RTP.

5.4 Growth-Inducing Impacts

Section 15126.2(d) of the State *CEQA Guidelines* requires a discussion of a proposed project's potential to induce growth. Specifically, an EIR must discuss the ways in which the proposed project could foster economic or population growth. Included in this are projects that would remove obstacles to population growth. In addition, the EIR must discuss how the project may encourage and/or facilitate other activities that could significantly affect the environment. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. Economic and population growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, they can result in significant environmental effects. A project's growth inducing potential is therefore considered significant if growth generated by the project could result in significant effects in one or more environmental issue area.

5.4.1 Economic Growth

The transportation improvement projects included in the 2024 RTP would generate additional employment opportunities for transportation construction, maintenance, and operation. However, the additional employment opportunities would be minimal and not subsequently increase the demand for support services and utilities, which could otherwise generate secondary employment opportunities. In addition, the 2024 RTP contains projects designed to further improve the efficient movement of goods and services for industries that are reliant upon the transportation network.

Although such growth may incrementally increase economic activity in the Tuolumne Region, significant physical effects beyond those impacts discussed in this SEIR are not expected to result from economic growth generated by the 2024 RTP.

5.4.2 Removal of the Impediment to Growth

Transportation improvements can be perceived as removing an obstacle to growth by either creating additional traffic capacity (in the case of widenings) or improving access to undeveloped areas (in the case of road extensions). New infrastructure may also serve to accelerate or shift planned growth or encourage and intensify unplanned growth.

The transportation improvements included in the RTP would not necessarily remove any obstacles to growth. Rather, they are designed to fully support the transportation needs of the growing population in

Tuolumne County. TCTC has adopted the Low Growth Alternative UPlan Scenario at the 0.1% growth rate, anticipating that the identified fire hazard zones will influence future population growth for the foreseeable future. Therefore, the 2024 RTP is consistent with projected and planned growth. Furthermore, all transportation improvement projects included in the RTP are anticipated by the general plans of the applicable local jurisdictions (Tuolumne County and the City of Sonora) and have been coordinated with the applicable local jurisdictions.

6.0 ALTERNATIVES

As required by Section 15126(d) of the State CEQA Guidelines, this SEIR examines a range of reasonable alternatives to the proposed project that could feasibly achieve similar objectives. A primary objective is to achieve a coordinated and balanced regional transportation system. The analysis of alternatives focuses on transportation scenarios that incorporate different assumptions regarding future transportation system improvements. An alternative location for the RTP as a whole is not possible. However, within Tuolumne County, the 2024 RTP considers different transportation investments to accommodate forecast future growth and population dynamics. Alternative transportation scenarios are described in detail within Chapter 11, Financial Plan, of the 2024 RTP. Scenarios listed in the 2024 RTP were based on potential new revenue sources that might become available in the future.

6.1 Alternative A: No Project Alternative

6.1.1 Description

The No Project Alternative would not provide an update to the current 2016 RTP. To ensure various State funding mechanisms, RTPs must be updated every five years to ensure compliance with eligibility criteria, with each iteration reflecting adjustments based on evolving demographic, political, economic, and environmental factors. The No Project Alternative would not provide the five-year mandated update, and the TCTC would not meet eligibility requirements and would not qualify for those State funding programs that are necessary to ensure the goals of the TCTC RTP.

6.1.2 Impact Analysis

The No Project Alternative would not update the Tuolumne County RTP and would not provide a current guide for transportation planning in the County. This alternative does not meet County and State requirements, would not be consistent with the County General Plan, and would result in roadblocks for obtaining federal grand funding until such time a the RTP was updated to current standards. This alternative does not meet the purpose of this project and could result in adverse effects in terms of implementing the County's transportation goals over the next 25 years.

6.2 Alternative B. Emergency Evacuation, Road Maintenance, Road Safety Improvements, Transit, and Non-Motorized Emphasis

6.2.1 Description

Alternative B would include an emphasis on 2024 RTP proposed projects including improvement projects related to emergency evacuation, road maintenance, road safety improvements, transit and non-motorized transportation. The development of alternative transportation modes would divert vehicle trips from roadways, potentially improving the Level of Service to the extent that constrained road widenings and other capacity improvements on roadways become unnecessary. Additionally, Alternative B focuses investment into development of public transit systems and alternative transportation modes, emphasizing bus, pedestrian, and bicycle modes of transportation. Alternative B anticipates that the State would redirect increased fuel costs that motorists pay under the Cap-and-Trade Program funds to transportation improvements by local governments, including non-motorized transportation, transit capital improvement projects, and road maintenance in Tuolumne County.

6.2.2 Impact Analysis

While Alternatives B and C offer a different focus in terms of how TCTC will pursue projects, grant funding, and allocate resources, the two alternatives are only providing staff with a direction of priorities. Both alternatives would look for opportunities to implement the complete project list outlined in the RTP (see Appendix B in this SEIR) and the environmental analysis provided in this SEIR assumes that regardless of which alternative is selected as the preferred alternative, over a 25 year build out (the RTP horizon year is 2050), the environmental impacts associated with the two alternatives are expected to be so similar as to be indistinguishable in traffic or air quality models. Furthermore, no substantial differences in impacts in the long run are expected as they relate to energy, tribal cultural resources, or wildfire protection. As a result, these two alternatives are assumed to be effectively the same when it comes to environmental impacts (discussed in Section 4 of this document).

6.3 Alternative C: Climate Adaptation Alternative including Zero Emission Vehicles, VMT Reduction, and Emergency Evaluation

6.3.1 Description

Alternative C would include an emphasis climate adaptation, VMT reduction and emergency (e.g. wildfire) evaluation improvement projects as proposed under the 2024 RTP. This alternative is intended to provide a path toward compliance with AB 32, SB 32, and Executive Order B-30-15 to reduce greenhouse gas (GHG) emissions from transportation, and to decrease vehicle miles traveled and GHG emissions, and improve zero emission vehicle infrastructure. In addition, this alternative invests in measures such as solar panels, a plug-in electric (PEV) vehicle fleet, and natural gas and electric buses to further reduce project environmental effects through energy efficiency projects. This alternative assumes that funding related to energy efficiency and renewable energy system projects would be secured to constrain those types of projects. Use of PEV, solar, and electric and natural gas buses would further reduce air quality and GHG emissions associated with the proposed project.

6.3.2 Impact Analysis

While Alternatives B and C offer a different focus in terms of how TCTC will pursue projects, grant funding, and allocate resources, the two alternatives are only providing staff with a direction of priorities. Both alternatives would look for opportunities to implement the complete project list outlined in the RTP (see Appendix B in this SEIR) and the environmental analysis provided in this SEIR assumes that regardless of which alternative is selected as the preferred alternative, over a 25 year build out (the RTP horizon year is 2050), the environmental impacts associated with the two alternatives are expected to be so similar as to be indistinguishable in traffic or air quality models. Furthermore, no substantial differences in impacts in the long run are expected as they relate to energy, tribal cultural resources, or wildfire protection. As a result, these two alternatives are assumed to be effectively the same when it comes to environmental impacts (discussed in Section 4 of this document).

6.4 Environmentally Superior Alternative

Both Alternatives B and C have been determined to be environmentally superior to the No Project Alternative as they would provide a needed update to the County's RTP and would provide direction in both the short term and long term for the TCTC in how it implements transportation, transit, and multi-modal projects over the next 25 years.

7.0 LIST OF PREPARERS

7.1 Tuolumne County Transportation Council (Lead Agency)

Darin Grossi, Executive Director

7.2 Wood Rodgers, Inc. (SEIR Preparation)

Andrew Dellas, PWS, Environmental Planner / Senior Biologist – Primary Author
Tim Chamberlain, Senior Environmental Planner – Environmental QA/QC
Mario Tambellini, PE, TE, Transportation Engineer
Derek Kirkland, AICP, Project Manager
Katie Moses, Assistant Planner

7.3 Ascent Environmental, Inc. (EIR Preparation)

Mathew McFalls, Senior Air Quality and Climate Change Manager – Air Quality and Climate Changes Analysis
Honey Walters, Air Quality and GHG Specialist
Dimitri Antoniou, Air Quality and GHG Specialist
Julie Wilson, Air Quality and GHG Specialist

8.0 REFERENCES

Ascent Consulting. 2024. TCTC Travel Demand Model.

Association of Environmental Professionals. 2024. California Environmental Quality Act. *Statute and Guidelines*. Available at: https://www.califaep.org/docs/2024_CEQA_Statute_and_Guidelines_Handbook.pdf

California Air Resources Board (CARB). 2020. Overview: Diesel Exhaust & Health. Available at: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health#:~:text=CARB%20anticipates%20that%20newly%20adopted,and%20non%2Dcancer%20health%20effects.

California Air Resources Board (CARB). 2023. Appendix C: Maps and Tables of Area Designations for State and National Ambient Air Quality Standards. Available at: https://ww2.arb.ca.gov/rulemaking/2024/2023-state-area-designations-regulation

California Air Resources Board (CARB). 2024a. Air Monitoring Sites – Interactive map. Available at: https://ww2.arb.ca.gov/applications/air-monitoring-sites-interactive-map

California Air Resources Board (CARB). 2024b. On-Road (EMFAC). Available at: https://ww2.arb.ca.gov/our-work/programs/msei/on-road-emfac

California Air Resources Board (CARB). 2024c. Table of Ambient Air Quality Standards. Available at: https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf

California Legislature. 1979. California Public Resources Code Section 21000 et. seq. Available at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21000

California Legislature. 2006. Assembly Bill No. 32. Available at: http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf

California Legislature. 2008. Senate Bill No. 375. Available at: http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.pdf

California Legislature. 2013. Senate Bill No. 743. Available at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743&search_keywords=

California Legislature. 2017. Senate Bill No. 1. Available at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1

California Legislature. 2024. California Government Code Section 65080. Available at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65080

California Office of Administrative Law. 2024. California Code of Regulations, Title 14, Sections 15000 et seq. Available at: https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I86C9BC285B4D11EC976B000D3A7C4BC3&transitionType=Default&contextData=%28sc.Default%29#I86CE9E295B4D11EC976B000D3A7C4BC3

California Transportation Commission (CTC). 2024. Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies. Available at: https://catc.ca.gov/-/media/ctc-media/documents/programs/transportation-planning/2024-rtp-guidelines/adopted-2024-rtp-guidelines-for-rtpas.pdf

Environmental Protection Agency (EPA). 2024a. California Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants. Available at: https://www3.epa.gov/airquality/greenbook/anayo_ca.html

Environmental Protection Agency (EPA). 2024b. Criteria Air Pollutants. Available at: https://www.epa.gov/criteria-air-pollutants

International Building Code (IBC). 2018. Chapter 18 Soils and Foundations. *Section 1803 Geotechnical Investigations*. "1803.5.3 Expansive soil". Available at: https://codes.iccsafe.org/content/ibc2018/chapter-18-soils-and-foundations

National Archives and Records Administration. 1971. 40 CFR Part 51. Available at: https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-51

National Archives and Records Administration. 1993. 40 CFR Part 93. Available at: https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-93

National Archives and Records Administration. 2017. Code of Federal Regulations Title 450.300, Subpart B. Available at: https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-B

Save Cuyama Valley v. Cnty. of Santa Barbara, 213 Cal.App.4th 1059, 153 Cal. Rptr. 3d 534 (Cal. Ct. App. 2013). Available at: https://ceqaportal.org/ceqacase.cfm?cq_id=1224

Tuolumne County Air Pollution Control District (TCAPCD). 2024. CEQA Thresholds of Significance. Available at: https://www.tuolumnecounty.ca.gov/DocumentCenter/View/1072/TCAPCD_Significance_Thresholds__2_?bidId=

United States Code. 1970. Clean Air Act. Available at: https://www.epa.gov/clean-air-act-overview/clean-air-act-text

U.S. Congress. 2015. Fixing America's Surface Transportation Act. Available at: https://www.gpo.gov/fdsys/pkg/PLAW-114publ94/pdf/PLAW-114publ94.pdf

U.S. Congress. 2021. Infrastructure Investment and Jobs Act. Available at: https://www.congress.gov/117/bills/hr3684/BILLS-117hr3684enr.pdf

Wood Rodgers Inc. 2022. *Tuolumne County Vehicle Miles Traveled Impact Analysis Guidelines*.

Appendix A: Notice of Preparation

Peter Rei
Chairman

Darin Grossi
Executive Director

TUOLUMNE COUNTY TRANSPORTATION COUNCIL

NOTICE OF PREPARATION OF A DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Date: June 7, 2023

To: State Clearinghouse, Responsible Agencies, Trustee Agencies**,** and Interested Parties

From: Tuolumne County Transportation Commission

Subject: **Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Tuolumne County Regional Transportation Plan**

Review Period: June 7, 2023 to July 6, 2023

Notice is hereby given that the Tuolumne County Transportation Council (TCTC) is the lead agency for the preparation and review of a Supplemental Environmental Impact Report (SEIR) for the 2023 Regional Transportation Plan Update. Pursuant to section 15082 of the California Environmental Quality Act (CEQA), TCTC is soliciting your comments to assist us in identifying the potential environmental impacts that may occur from approval of the Regional Transportation Plan (RTP) Update. The SEIR would update the 2016 Program EIR prepared for TCTC's Regional Transportation Plan. A Program EIR may be prepared on a series of actions that can be characterized as one large project. The purpose of a Program EIR is to allow the lead agency to consider broad policy alternatives and program-wide mitigation at an early time when the agency has greater flexibility to deal with basic concerns or cumulative impacts. The current undertaking of a SEIR would involve updating the 2016 Program EIR to address changes in the RTP as a result of the 2023 RTP Update, disclose that information to the public, and solicit public comments on the project and the potential environmental impacts and mitigation disclosed therein.

Purpose of This Notice of Preparation

In accordance with the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15082), the TCTC has prepared this notice of preparation (NOP) to inform agencies and interested parties that a Supplemental Environmental Impact Report (SEIR) will be prepared for the above-referenced project. The purpose of an NOP is to provide sufficient information about the proposed project and its potential environmental impacts to allow agencies and interested parties the opportunity to provide a meaningful response related to the scope and content of the SEIR, including mitigation measures that should be considered and alternatives that should be addressed (State CEQA Guidelines 14 CCR Section 15082[b]).

Project Location

The proposed Plan Area for the RTP include the entirety of unincorporated Tuolumne County. The main facilities that the plan covers include local roads and highways, State highways, aviation, pedestrian and bicycle paths, transit facilities, and other multi modal transportation options within Tuolumne County.

Project Description

The TCTC proposes to develop a comprehensive update to the 2016 RTP and the EIR that was prepared in support of it. The TCTC is the designated regional transportation planning agency for Tuolumne County and is required by federal and state law to prepare and/or update a long range (20+ year) transportation planning document known as the RTP. The RTP is an action-oriented document used to achieve a coordinated and balanced regional transportation system. California Government Code §65080 et seq. and Title 23 United States Code (USC) §134 require Regional Transportation Planning Agencies to prepare long-range transportation plans to: 1) establish regional goals, 2) identify present and future needs, deficiencies, and constraints, 3) analyze potential solutions, 4) estimate available funding, and 5) propose investments. State statutes require that the RTP serve as the foundation for the short-range transportation planning documents: the Regional and Federal Transportation Improvement Programs (RTIP and FTIP).

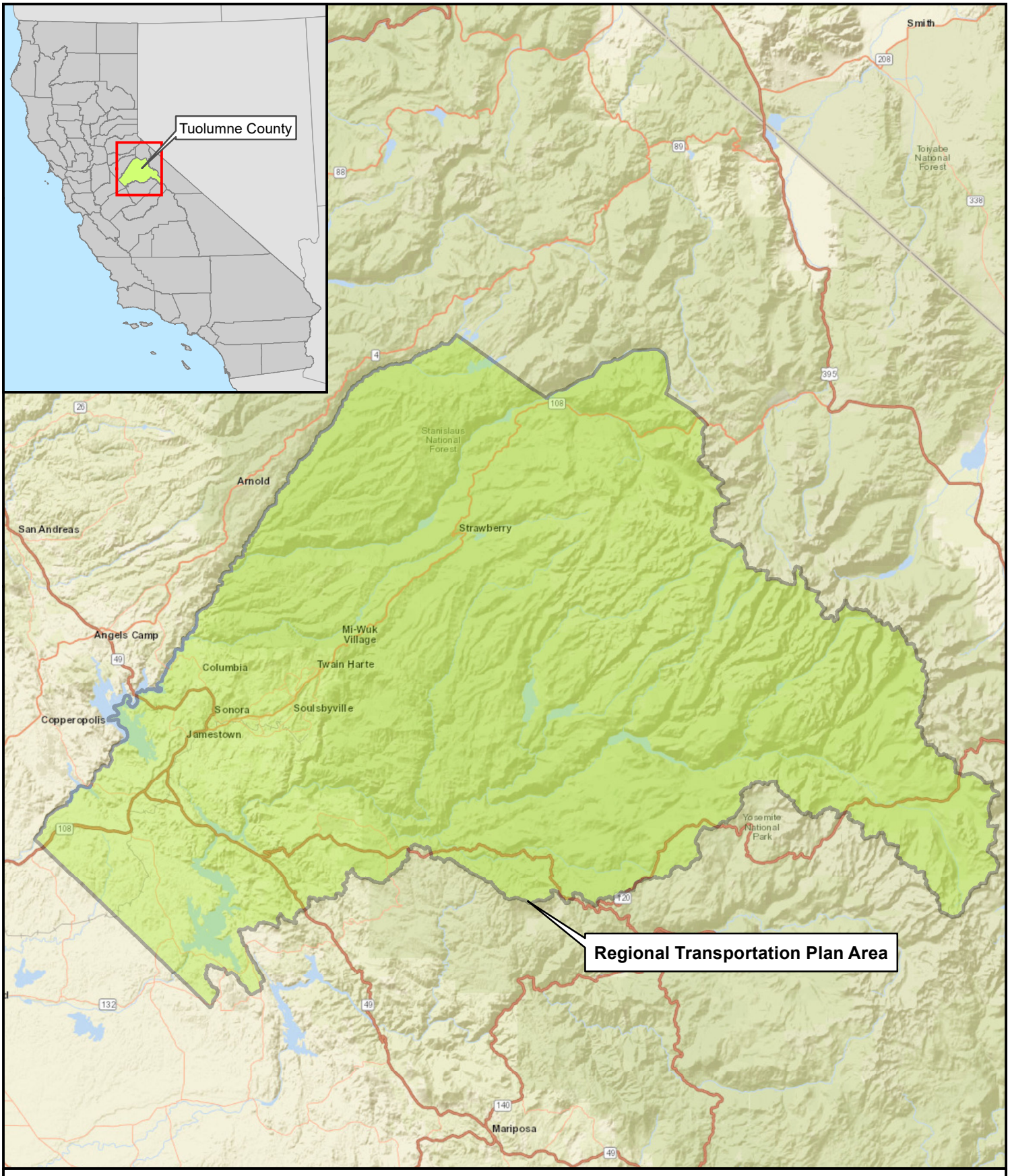


FIGURE 1

PROJECT VICINITY

REGIONAL TRANSPORTATION PLAN UPDATET

TUOLUMNE COUNTY, CALIFORNIA

MARCH 2023

WOOD RODGERS

\\woodrodgers.loc\productiondata\Jobs\Jobs\8341_Tuolumne_County\027_2022_RTP_Update\GIS\Tasks\F1_Vicinity Map.mxd 3/28/2023 4:40:23 PM tchamberlain

Potential Environmental Impacts

The SEIR will analyze program level potentially significant impacts that result from construction and operation of the proposed Project. Some sections of the 2016 EIR may not have meaningful changes as a result of the 2023 RTP Update and will not require additional analysis or updating based on project or regulatory changes. In these cases, the analysis provided in the 2016 EIR would remain applicable to the 2023 RTP Update. The SEIR would evaluate the full range of environmental issues contemplated for consideration under CEQA and are anticipated to include:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use and Planning
- Mineral Resources
- Noise and Vibration
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities / Service Systems
- Wildfire
- Cumulative Impacts

When applicable these issue areas will be discussed further in the SEIR, providing a description of the existing setting, potential impacts of the proposed project, potential cumulative effects, and feasible and practicable mitigation measures will be recommended to reduce any identified potentially significant impacts.

Alternatives to Be Evaluated in the SEIR

In accordance with the State CEQA Guidelines (14 CCR Section 15126.6), the SEIR will describe a range of reasonable alternatives to the proposed project that are capable of meeting most of the projects' objectives and would avoid or substantially lessen any of the significant effects of the project. The SEIR will also identify any alternatives that were considered but rejected by the lead agency as infeasible and briefly explain the reasons why. The SEIR will provide an analysis of the No-Project Alternative and will also identify the environmentally superior alternative.

Providing Comments

Agencies and interested parties may provide the TCTC with written comments on topics to be addressed in the SEIR for the project. Because of time limits mandated by State law, comments should be provided no later than 3:00 PM on July 6, 2023. Please send all comments to:

Tuolumne County Transportation Council
2 South Green Street
Sonora, CA 95370
Attention: Shannon Thaggard
Telephone: 209-533-5537
Email: sthaggard@co.tuolumne.ca.us

Throughout development of this project, the TCTC will post current relevant project information on their webpage at the following location: www.tuolumnecountytransportationcouncil.org/regional-transportation-plan.

Notice of Preparation

Agency Comments Received

NATIVE AMERICAN HERITAGE COMMISSION

ACTING CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Vacant

COMMISSIONER
Vacant

COMMISSIONER
Vacant

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok, Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

June 13, 2023

JUN 27 2023

Shannon Thaggard
County of Tuolumne
2 S Green St.
Sonora, CA 95370

Re: 2023060211, Tuolumne County Regional Transportation Plan Update, Tuolumne County

Dear Ms. Thaggard:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

a. A brief description of the project.

b. The lead agency contact information.

c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).

d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.

b. Recommended mitigation measures.

c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

a. Type of environmental review necessary.

b. Significance of the tribal cultural resources.

c. Significance of the project's impacts on tribal cultural resources.

d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.

b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

cc: State Clearinghouse

DocuSign Envelope ID: D381BF5B-A109-48E4-A8CF-670666C68B88

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4005
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

July 3, 2023

Shannon Thaggard
Tuolumne County Transportation Council
2 South Green Street
Sonora, California 95370
sthaggard@co.tuolumne.ca.us

Subject: Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Tuolumne County Regional Transportation Plan (Project) SCH No. 2023060211

Dear Shannon Thaggard:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) from the Tuolumne County Transportation Commission (TCTC) for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id*., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

DocuSign Envelope ID: D381BF5B-A109-48E4-A8CF-670666C68B88

expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code will be required.

PROJECT DESCRIPTION SUMMARY

Proponent: Tuolumne County Transportation Commission

Objective: The TCTC proposes to develop a comprehensive update to the 2016 Regional Transportation Plan and the Environmental Impact Report (EIR) that was prepared in support of it. The TCTC is the designated regional transportation planning agency for Tuolumne County and is required by federal and State law to prepare and/or update a long-range (20+ year) transportation planning document known as the Regional Transportation Plan (RTP).

Location: The proposed Project site includes the entirety of unincorporated Tuolumne County. The main facilities that the plan covers include local roads and highways, State highways, aviation, pedestrian and bicycle paths, transit facilities, and other multi modal transportation options within Tuolumne County.

Timeframe: n/a

COMMENTS AND RECOMMENDATIONS

Special-Status Species: Given the Countywide nature of the Project, there is the potential for the Project to impact State-listed species. Records from the California Natural Diversity Database (CNDDB) show that the following special-status species, including CESA-listed species (CDFW 2023a) could be impacted: the State endangered great gray owl (*Strix nebulosa*; GGO), the State endangered and federally proposed endangered foothill yellow-legged frog (*Rana boylii*; FYLF), the State threatened and federally endangered Sierra Nevada yellow-legged frog (*Rana sierrae*; SNYLF), the State threatened and federally endangered Sierra Nevada red fox (*Vulpes macrotis necator*; SNRF), the State endangered and fully protected bald eagle (*Haliaeetus*

DocuSign Envelope ID: D381BF5B-A109-48E4-A8CF-670666C68B88

leucocephalus), the State threatened tricolored blackbird (*Agelaius tricolor*; TRBL), the State candidate-listed endangered Crotch bumblebee (*Bombus crotchii*), and the following State species of special concern California spotted owl (*Strix occidentalis occidentalis*; CSO) and western pond turtle (*Actinemys marmorata*).

The primary purpose of an EIR is to consider all the potential impacts associated with the suite of projects that would eventually tier from the Supplemental EIR over time. As such, the Supplemental EIR serves primarily as a planning level EIR and considers, in detail, the cumulative impacts of the reasonably foreseeable projects, in this case transportation construction and operation, on the environment, and on the species CDFW has identified in this comment letter. CDFW recommends that habitat assessments be conducted in and surrounding all locations for planned work in the Supplemental EIR and identify all the potential plant, animal, invertebrate, and fish species that could be present. Then, for those species, CDFW recommends a robust analysis of cumulative impacts for each of those species along with avoidance, minimization, and mitigation measures that could be implemented with each project to reduce harm. For many species, subsequent protocol level surveys may be required during biological studies conducted in support of the future CEQA documents that will be tiered from this Supplemental EIR and, depending on the results, avoidance and minimization measures, permits, and mitigation may be required.

CDFW recommends that survey-level protocols be conducted for these species as part of the biological technical studies prepared in support of each future CEQA document tiered from this Supplemental EIR, with conclusions of those studies summarized therein and repeated as necessary prior to Project ground-disturbing activities. For all future projects tiered from this Supplemental EIR, CDFW recommends that focused GGO surveys be conducted by qualified biologists familiar with GGO following the protocol prepared by Beck and Winter (2000) for the United States Forest Service. For SNRF, CDFW recommends that the protocol in Appendix B of *Ecology of Red Fox (Vulpes vulpes) in the Lassen Peak Region of California, USA* (Perrine, 2005) be followed. For SNYLF and FYLF, focused surveys following the survey methods described in pages 16–22 of “A Standardized Protocol for Surveying Aquatic Amphibians” (Fellers and Freel 1995) is recommended; however, please note that dip-netting would constitute take as defined by Fish and Game Code § 86, so it is recommended this survey technique be avoided. For CBB, CDFW recommends that focused surveys follow CDFW’s *Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species* (CDFW 2023b). For CSO, CDFW recommends that focused surveys be conducted by qualified biologists familiar with CSO following the protocol prepared by the United States Fish and Wildlife Service (USFWS 2011, revised 2012). In the future when CEQA documents are tiered from the Supplemental EIR, CDFW advises that special status species be addressed with appropriate avoidance and minimization measures and that the above survey methods

DocuSign Envelope ID: D381BF5B-A109-48E4-A8CF-670666C68B88

be included. If take could occur as a result of Project implementation, consultation with CDFW would be warranted.

Cumulative Impacts: CDFW recommends that a cumulative impact analysis be conducted for all biological resources that will either be significantly or potentially significantly impacted by implementation of the Project, including those whose impacts are determined to be less than significant with mitigation incorporated or for those resources that are rare or in poor or declining health and will be impacted by the project, even if those impacts are relatively small (i.e. less than significant). CDFW recommends cumulative impacts be analyzed using an acceptable methodology to evaluate the impacts of past, present, and reasonably foreseeable future projects on resources and be focused specifically on the resource, not the Project. An appropriate resource study area identified and utilized for this analysis is advised. CDFW staff is available for consultation in support of cumulative impacts analyses as a trustee and responsible agency under CEQA.

CNDDB: Please note that the CNDDB is populated by and records voluntary submissions of species detections. As a result, species may be present in locations not depicted in the CNDDB but where there is suitable habitat and features capable of supporting species. A lack of an occurrence record in the CNDDB does not mean a species is not present. In order to adequately assess any potential Project-related impacts to biological resources, surveys conducted by a qualified wildlife biologist during the appropriate survey period(s) and using the appropriate protocol survey methodology are warranted in order to determine whether or not any special status species are present at or near the Project area.

Lake and Stream Alteration: The Project may be subject to CDFW's regulatory authority pursuant to Fish and Game Code section 1600 et seq. Fish and Game Code section 1602 requires the project proponent to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake; or (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial in nature. For additional information on notification requirements, please contact our staff in the LSA Program at (559) 243-4593, or R4LSA@wildlife.ca.gov.

Federally Listed Species: CDFW recommends consulting with the USFWS on potential impacts to federally listed species including, but not limited to, SNRF, FYLF, and SNYLF. Take under the Federal Endangered Species Act (FESA) is more broadly defined than CESA; take under FESA also includes significant habitat modification or degradation that could result in death or injury to a listed species by interfering with essential behavioral patterns such as breeding, foraging, or nesting. Consultation with

DocuSign Envelope ID: D381BF5B-A109-48E4-A8CF-670666C68B88

the USFWS in order to comply with FESA is advised well in advance of any ground disturbing activities.

CDFW is available to meet with you ahead of draft Supplemental EIR preparation to discuss potential impacts and possible mitigation measures for some or all of the resources that may be analyzed in the Supplemental EIR. If you have any questions, please contact Jim Vang, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 580-3203, or by electronic mail at Jim.Vang@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Krista Tomlinson
12950B95267A4F5...
Krista Tomlinson for Julie A. Vance
Regional Manager

ec: United States Fish and Wildlife Service
Patricia Cole; patricia_cole@fws.gov

CDFW LSA/1600; R4LSA@wildlife.ca.gov

State Clearinghouse
Governor's Office of Planning and Research
State.Clearinghouse@opr.ca.gov

DocuSign Envelope ID: D381BF5B-A109-48E4-A8CF-670666C68B88

LITERATURE CITED

Beck, T. and J. Winter. 2000. Survey protocol for the Great gray owl in the Sierra Nevada of California. Prepared for the United States Department of Agriculture Forest Service, Pacific Southwest Region. May 2000.

California Department of Fish and Wildlife (CDFW). 2023a. Biogeographic Information and Observation System (BIOS). https://www.wildlife.ca.gov/Data/BIOS. Accessed June 27, 2023.

CDFW. 2023b. Survey Considerations for California Endangered Species Act Candidate Bumble Bee Species. June 6, 2023.

Fellers, G. and K. Freel. 1995. A Standardized Protocol for Surveying Aquatic Amphibians. Technical Report NPS / WRUC / NRTR-95-01. May 1995.

Perrine, J. 2005. Ecology of Red Fox (*Vulpes vulpes*) in the Lassen Peak Region of California, USA. PhD. Dissertation, University of California, Berkeley.

United States Fish and Wildlife Service. 2012. Protocol for surveying proposed management activities that may impact northern spotted owls. February 2, 2011; Revised January 9, 2012.

California Department of Transportation

OFFICE OF THE DISTRICT 10 PLANNING
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7325 | FAX (209) 948-7164 TTY 711
www.dot.ca.gov

July 6, 2023

Shannon Thaggard
Transportation Planner
Tuolumne County
Transportation Council
2 S. Green Street
Sonora, CA 95370

Tuolumne County Regional Transportation Plan Update

SCH 2023060211

Dear Ms. Thaggard,

California Department of Transportation (Caltrans) appreciates the opportunity to review and comment on the Tuolumne County Notice of Preparation (NOP) for your Regional Transportation Update (RTP) update.

The Tuolumne County Transportation Council (TCTC) is the designated regional transportation planning agency for Tuolumne County and is required by federal and state law to prepare and/or update a long range (20+ year) transportation planning document known as the RTP. The RTP is an action oriented document used to achieve a coordinated and balanced regional transportation system. TCTC proposes to develop a comprehensive update to the 2016 RTP and the Environmental Impact Report (EIR) that was prepared in support of it.

Caltrans has the following comments:

General Comments

- We look forward to working with TCTC to advance the safety and accessibility of active transportation on and adjacent to the State Highway System in Tuolumne County through the promotion of widened paved shoulders, as well as support for projects that build separated/protected bicycle and shared use pathways.
- We support efforts to upgrade existing crosswalks to high visibility crosswalks in built environments, as well as the installation of other Complete Streets features, such as sidewalk gap-fill, pedestrian refuge islands, and leading pedestrian intervals (LPIs) when possible.
- Following guidance in Caltrans Director's Policy 37, we look forward to utilizing available opportunities to address multimodal transportation gaps and barriers in its projects.

- Following guidance from California Action Plan for Transportation Infrastructure (CAP-TI), we look forward to utilizing opportunities to reduce vehicle miles traveled (VMT) and promote mode shift where possible, so that residents in Tuolumne County's built environments do not have to depend as much on single occupancy vehicles for transportation as they have in the past.
- Please consider under the "Potential Environmental Impact" section, to include a lighting study. Please also keep in mind the Dark Skies Initiative and fugitive light emissions.
- Any projects that are within the state Right of Way (ROW) and in the RTP Plan should be submitted for review during the development stages.
- The proposed project development may affect the state highways. For any proposed development, the developer needs to ensure that the existing State drainage facilities will not be significantly impacted by the project. If historical undeveloped topography shows drainage flowed into the State Right-of-Way, it may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity and the site runoff be treated to meet present storm water quality standards. If historical undeveloped topography shows drainage did not flow into the State Right-of-Way, then it will not be allowed to flow into the State Right-of-Way at this time.
    - We, for any projects, would like to review drainage plans to understand flow patterns. Additional review will be done once drainage plans are submitted.
    - If any construction related activities will encroach into Caltrans ROW, the project proponent must apply for an Encroachment Permit to the Caltrans District 10 Encroachment Permit Office. All California Environmental Quality Act (CEQA) documentation, including the EIR, with supporting technical studies, must be submitted with the Encroachment Permit Application. These studies will include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste locations, scenic highways, and/or other environmental resources within Caltrans ROW, at the project site(s).
    - Evidence of consultation with local Native American tribes and interested parties will need to be presented within the technical documents for approval of encroachment in the Caltrans ROW. If there are impacts to protected water resources within Caltrans ROW, Caltrans will need to see the correspondence with the permitting authorities (California Department of Fish and Wildlife, United States Army Corps of Engineers, Regional Water Quality Control Board) and be provided copies of the required permits prior to the start of any construction in Caltrans ROW.

- It is important to note that any advertising structure visible to the National Highway System (NHS) is subject to the provisions of the California Outdoor Advertising Act outlined in Business and Professions Code Section 5200 et seq. Any advertising structure that displays off-premises commercial copy visible from the NHS will require a permit from the Office of Outdoor Advertising (ODA).

Any advertising structure that only advertises goods and services available on-premises will not require a permit from ODA, provided it adheres to the provisions of Business and Professions Code Section 5272 and 5274 and California Code of Regulations 2243 and 2246. Each of the proposed advertising structures should refrain from operating in any of the conditions outlined in Business and Professions Code Section 5403. For questions related to the ODA permit application process please visit our website at: http://www.dot.ca.gov/trafficops/oda/

- Please ensure coordination with Caltrans' Broadband Middle Mile efforts and consider where feasible, if instead of construction, review for lease opportunities to reduce environmental impacts.

Caltrans suggest Tuolumne County continue to coordinate and consult with Caltrans to identify and address potential cumulative transportation impacts that may occur from this project and other developments arising from this Plan. This will assist Caltrans in ensuring that traffic safety and quality standards are maintained for the traveling public on existing and future state transportation facilities.

Please contact David Karnes at (209) 986-9830 (david.karnes@dot.ca.gov), or me at (209) 483-7234 (Gregoria.Ponce@dot.ca.gov) if you have any questions or concerns.

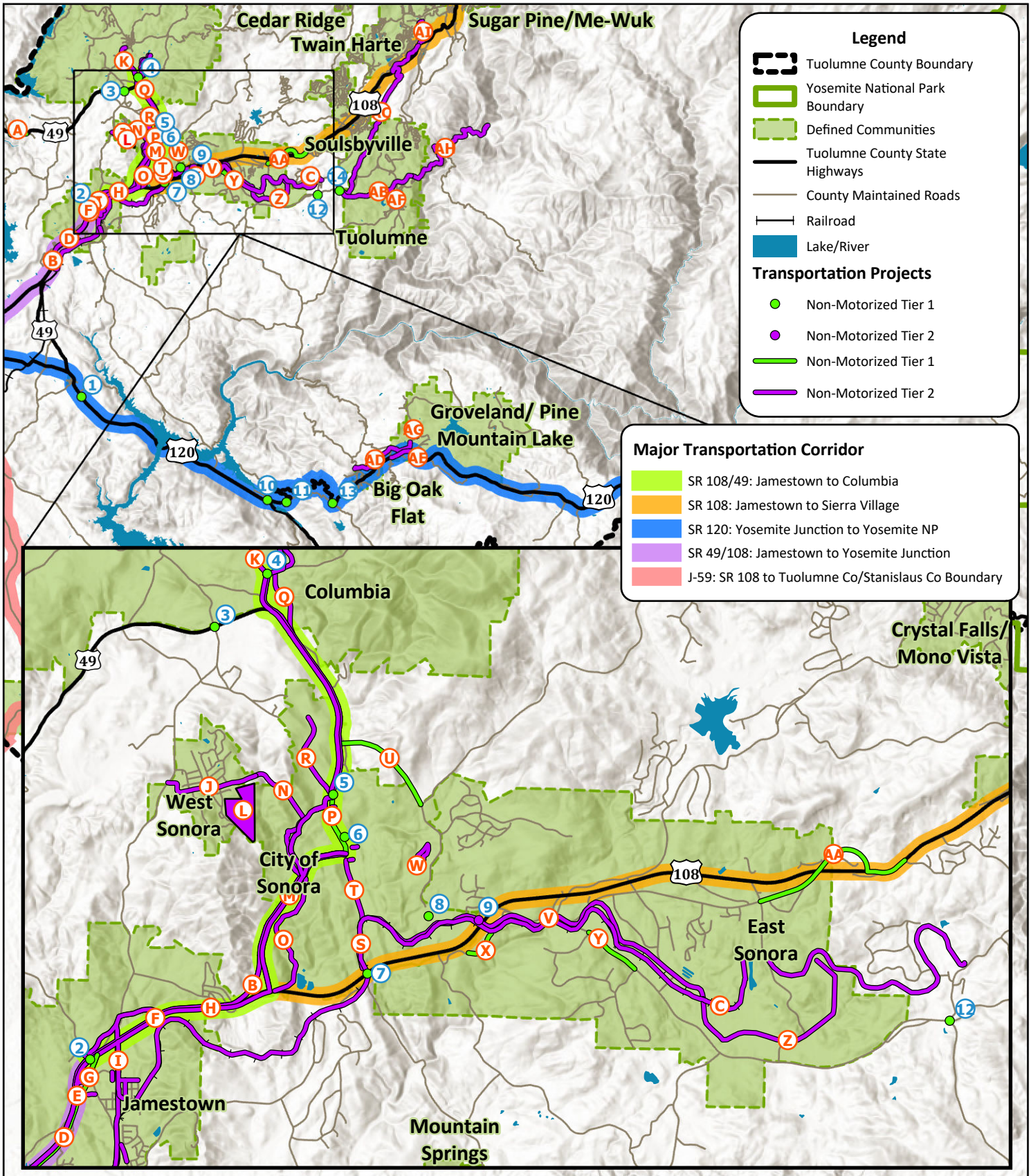
Sincerely,

Gregoria Ponce'

Gregoria Ponce'
Chief, Office of Rural Planning

c: Dennis Agar, District 10, Director
Marlon Regisford, District 10, Deputy District Director, Planning

Appendix B: 2024 RTP Project Maps and Project List



TIER 1 AND 2 NON-MOTORIZED PROJECTS
TUOLUMNE COUNTY, CA
JULY 2024

0 3 6
MILES

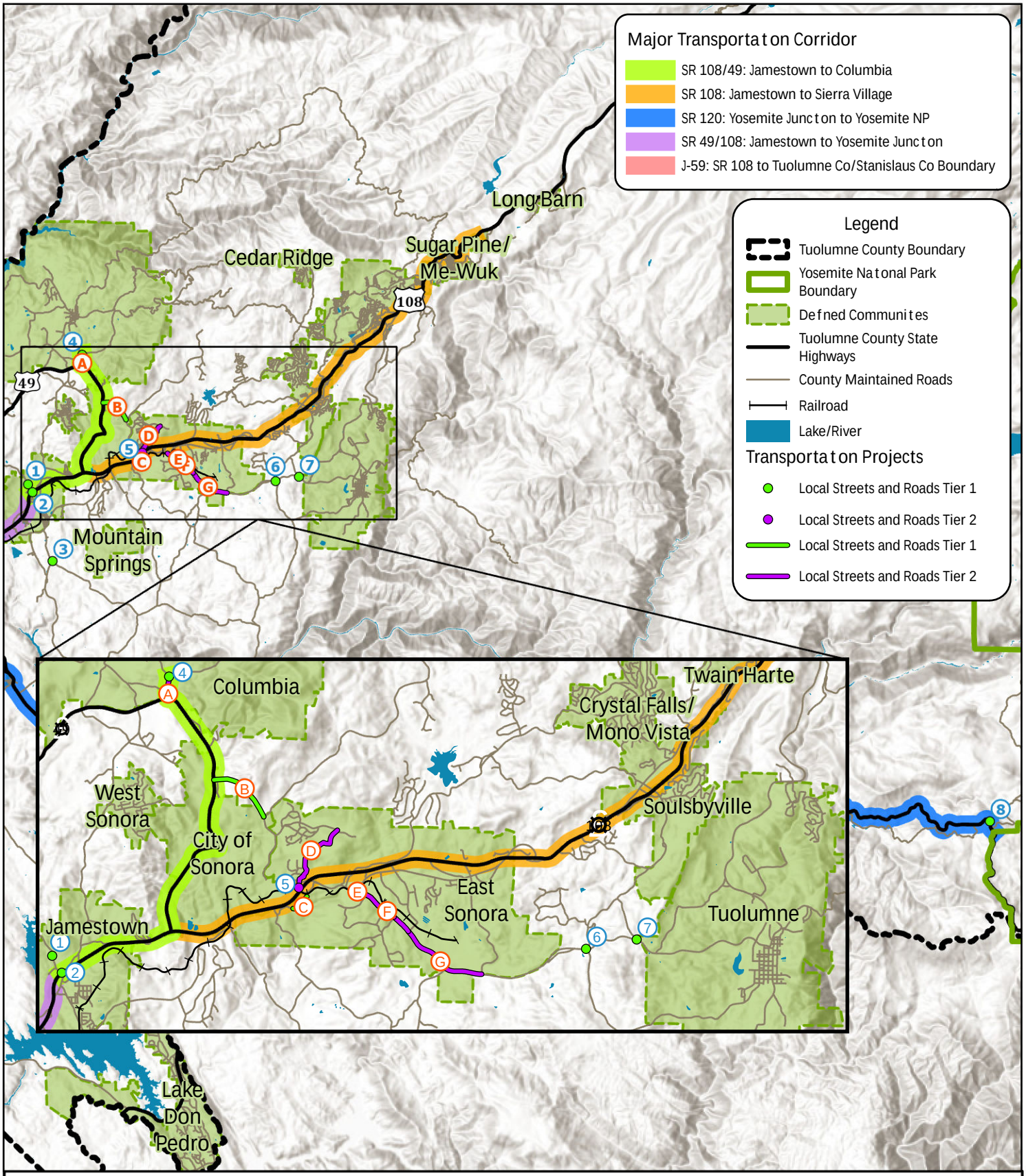
NORTH

WOOD RODGERS

Non-Motorized Projects

Points		
Label	**Project Description**	**Tier**
1	Install bicycle signs along State highways	1
2	New Rawhide Bridge and Rawhide Rd Realignment	1
3	SR 49 left turn channelizaton Shaws Flat Rd	1
4	Signalization Parrotts Ferry Rd & Sawmill Flat Rd	1
5	Intersection Improvements SR 49/Columbia Way Complete Streets Improvements	1
6	Steward St. public restrooms & sidewalk improvemens	1
7	S. Washington St/SR 108/Lime Kiln Rd intersection complete streets improvements	1
8	Greenley Rd. & Mono Way Intersection Improvements	1
9	Intersection Improvements @ Sanguinetti Rd.	2
10	SR 120/ SR 49 Moccasin left turn channelization	1
11	SR 120 Install guardrails- west Old Priest Grade	1
12	Improvements @ Tuolumne Rd/Woodham Carne Rd/Black Oak Rd including possible realignment	1
13	SR 120 & Old Priest Grade top grade - left turn signalization	1
14	Safety Improvements @ Tuolumne Rd. & Soulsbyville Rd	1
15	Reconstruction of Evergreen Rd.	1

Lines					
Label	**Project Description**	**Tier**	**Label**	**Project Description**	**Tier**
A	SR 49 Realignment of curve from Jackass Hill Rd. to Tinhorn Mine Rd.	1	S	Jamestown Main Street Revitalization Project	2
B	Gold Rush Shared Use Path	1	T	South Washington Street Complete Street Improvements	2
C	Shared Use Path Alternative	2	U	North-South Connector Phase 1 Greenley Extension to SR 49 Complete Streets	1
D	SR 108/49 - Chicken Ranch Rd to South Main St. - Continuous left turn lane	1	V	Sierra RR Regional Trail - East Sonora Section	2
E	Old Rawhide Bridge Trail	2	W	Greenley Trail Project	2
F	SR 49/108 Complete Streets and ADA Improvements in Jamestown	1	X	Extend Gardella Ranch Rd. to Justice Center Dr. - Complete Streets	1
G	Jamestown Main Street Revitalization Project	1	Y	Tuolumne Rd Improvements from Terrace Dr to Lambert Lake Rd	1
H	Proposed Sidewalk	2	Z	Standard Mill Bypass Trail	2
I	Jamestown Sidewalk Project Phase 2	2	AA	Mono Way Operational/Safety Project Complete Streets	1
J	Racetrack Pedestrian & Bicycle Project	2	AB	Summerville Trail Project	2
K	Columbia Pedestrian Facility	2	AC	Sugarpine Railroad Regional Trail	2
L	SR 49/Stockton Rd Complete Streets Project	2	AD	Hetch Hetchy Railraod Trail	2
M	Snell Road Sidewalk Improvements	2	AE	SR 120 Complete Streets and ADA Imporvements in Groveland	2
N	Dragoon Gulch Connector Trail	2	AF	Tuolumne Alleyways	2
O	SR 49 Complete Streets and ADA Improvements in downtown Sonora	2	AG	Groveland Sidewalks Project	1
P	Melones Water Line Trail Improvement Project	1	AH	Westside Trail	2
Q	Shaws Flat Road Sidewalk Improvements	2	AI	Sugarpine RR Trail - Twain Harte	2
R	Sierra RR Trail - Sonora Section	2			



TIER 1 AND 2 LOCAL STREETS AND ROADS PROJECTS
TUOLUMNE COUNTY, CA
SEPTEMBER 2024

0 2¾ 5½
MILES

NORTH

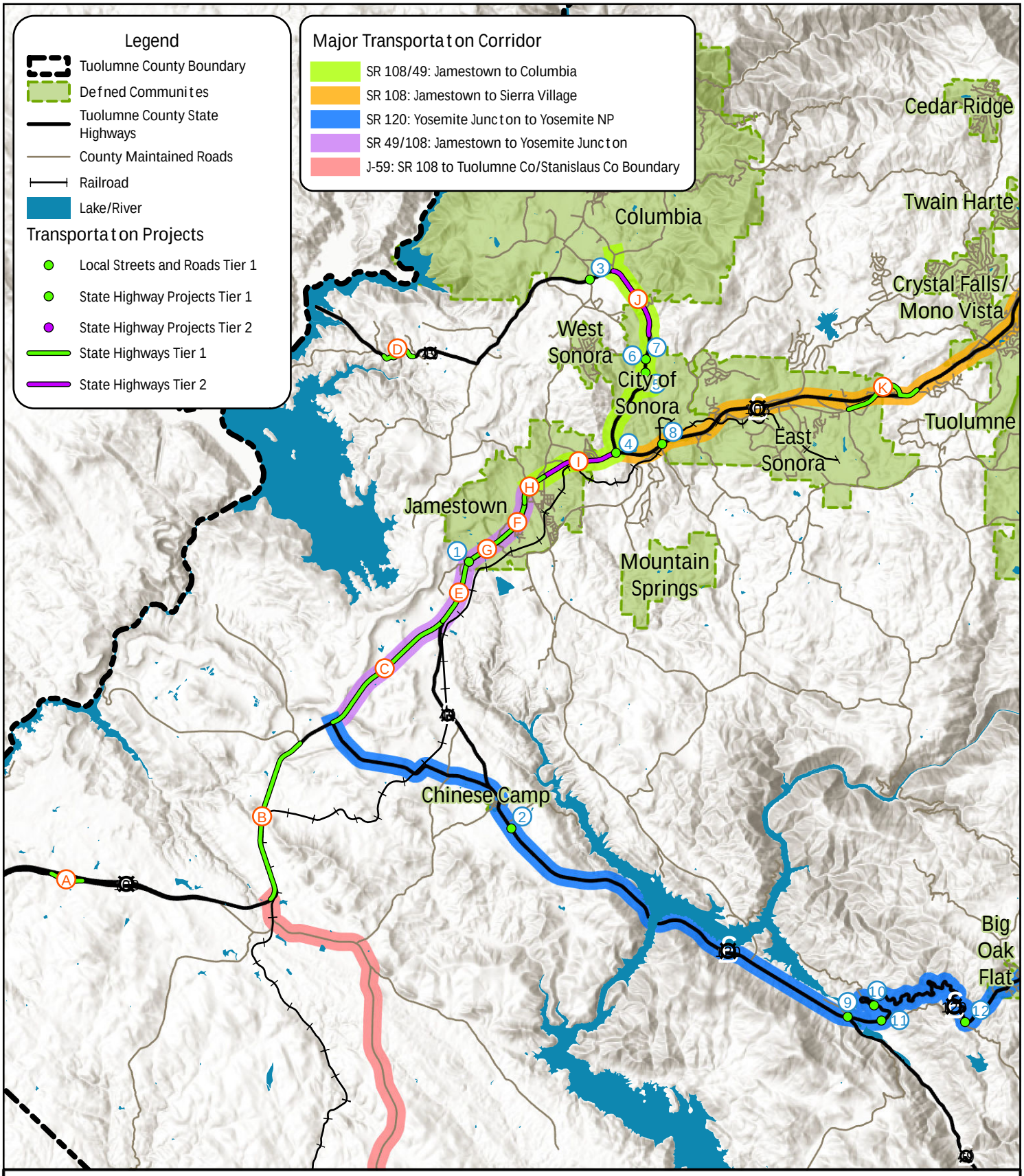
WOOD RODGERS

X:\Jobs\Jobs\8341_Tuolumne_County\027_2022_RTP_Update\GIS\ArcGISPro\Financial_Expenditure_Projects\Financial_Expenditure_Projects\Financial_Expenditure_Projects\Financial_Expenditure_Projects_final.aprx 9/27/2024 11:58 AM kjmoses

Local Streets and Roads Projects

Points		
Label	**Project Description**	**Tier**
1	Rawhide Road Bridge - Crossing Peppermint Creek	1
2	New Rawhide Bridge and Rawhide Rd Realignment	1
3	Install bicycle signs along various roads	1
4	Parrotts Ferry Rd Signalization @ Sawmill Flat Rd	1
5	Intersection Improvements @ Sanguinetti Rd	2
6	Safety Improvements @ Tuolumne Rd & Woodham Carne/Black Oak Rd Including possible realignment	1
7	Safety Improvements @ Tuolumne Rd & Soulsbyville Rd	1
8	Reconstruction of Evergreen Road	1

Lines		
Label	**Project Description**	**Tier**
A	Parrotts Ferry Rd capacity improvements from SR 49 to Sawmill Flat Rd	2
B	North-South Connector - Phase 1 - Greenley Rd Extension	1
C	Extend Gardella Ranch Rd to Justice Center Dr.	1
D	North South Connector - Phase 2 Fir Drive extension - from Mono Way/SR 108 to Cabezut Rd.	2
E	Tuolumne road capacity improvements from Mono Way to Hess Ave.	2
F	Tuolumne Road Improvements Terrace Dr. to Lambert Lake Rd.	2
G	Tuolumne road capacity improvements from Hess Ave. to Standard Rd.	2



TIER 1 AND 2 STATE HIGHWAY PROJECTS
TUOLUMNE COUNTY, CA
SEPTEMBER 2024

0 1 ¾ 3 ½
Miles

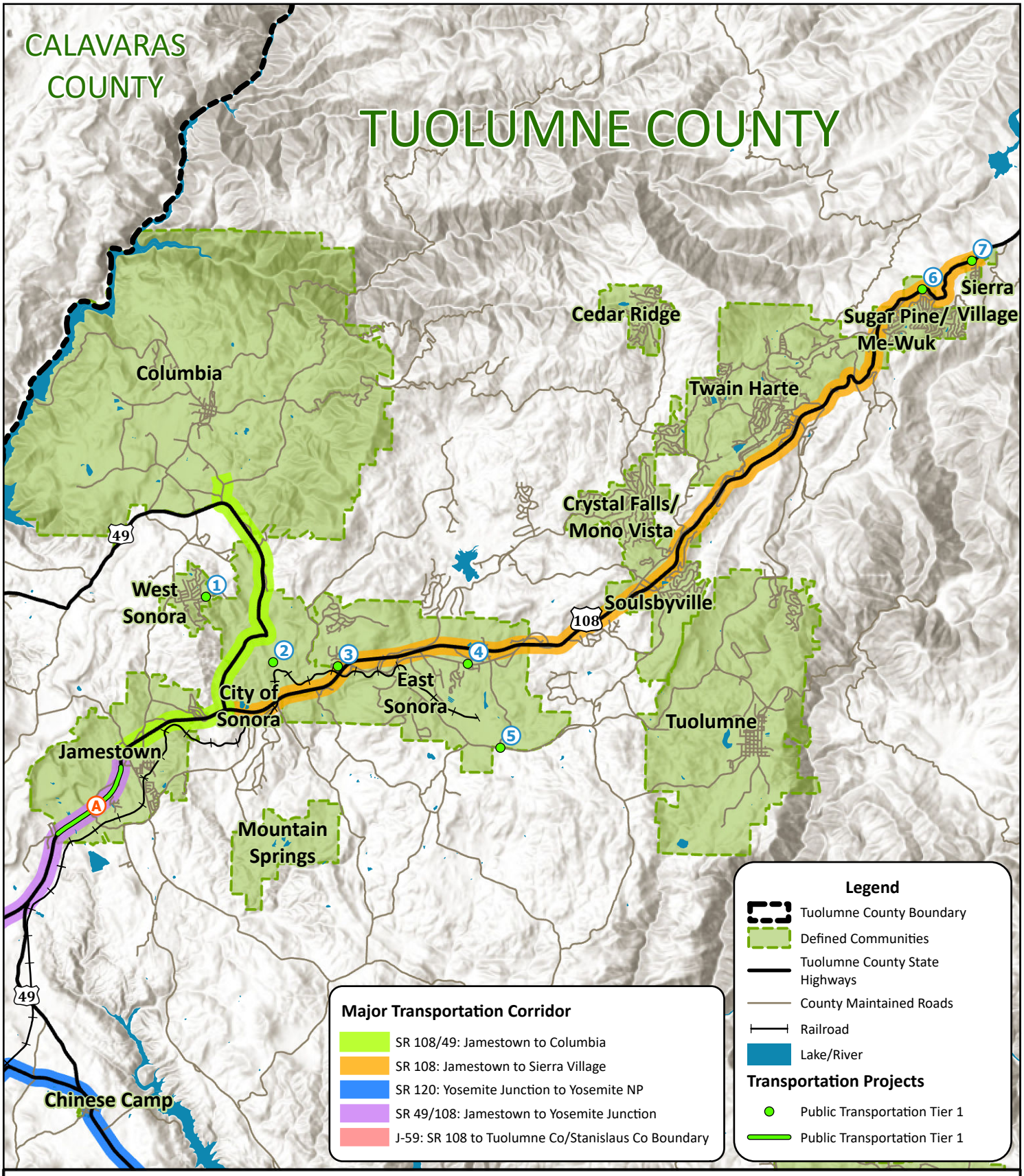
NORTH

WOOD RODGERS

State Highways

Points		
Label	**Project Description**	**Tier**
1	SR 108/49 Chicken Ranch Rd Intersection Improvements	1
2	Install Bicycle Signs along State Highways	1
3	State Highway 49 Left Turn Channelization-Shaws Flat Rd	1
4	SR 108 & SR 49 Stockton Rd Intersection Improvements	1
5	Construct a Park-N-Ride Facility in Sonora	1
6	Intersection Improvements at SR 49/Columbia Way Complete Streets Improvements	1
7	Roundabout	2
8	SR 108/S. Washington St/Limekiln Rd Operational Improvements	1
9	SR 120 & 49 near Moccasin Left Turn Channelization	1
10	SR 120 - New Priest Grade - Widen Road, install and Add Climbing Lanes	1
11	SR 120 Install Guardrails from west of Old Priest Grade to Coulterville Rd	1
12	SR 120 & Old Priest Grade Top Grade Left Turn Signalization	1

Lines		
Label	**Project Description**	**Tier**
A	SR 108/120 Eastbound Realignment of Rockhouse Curve	1
B	SR 108/120 La Grange Rd to O'Byrnes Ferry Rd - Climbing Lanes	1
C	SR 108 - From SR 120 to SR 49 - Climbing Lanes	1
D	State Highway 49-Realignment of curve near Tuttletown	1
E	SR-108/SR 49 from SR 49 to Chicken Ranch Rd Climbing Lanes	1
F	State Highway 108/49 Chicken Ranch to S. Main St-Continuous left turn lane	1
G	SR 108/SR 49 - Stage 2 Widen to five lanes from Chicken Ranch Rd. to S Main St.	1
H	Jamestown Safe, Healthy, and Equitable Streets Improvement Project	1
I	SR 108/SR 49 - Stage 3 Widen to five lanes from 5th Ave to Stockton St.	2
J	SR 49 - Widen to five lanes from Parrotts Ferry Rd. to the New Greenley Rd. extension	2
K	Mono Way Operational & Safety Project	1



TIER 1 AND 2 PUBLIC TRANSPORTATION PROJECTS
TUOLUMNE COUNTY, CA
JULY 2024

0 1 ½ 3
MILES

NORTH

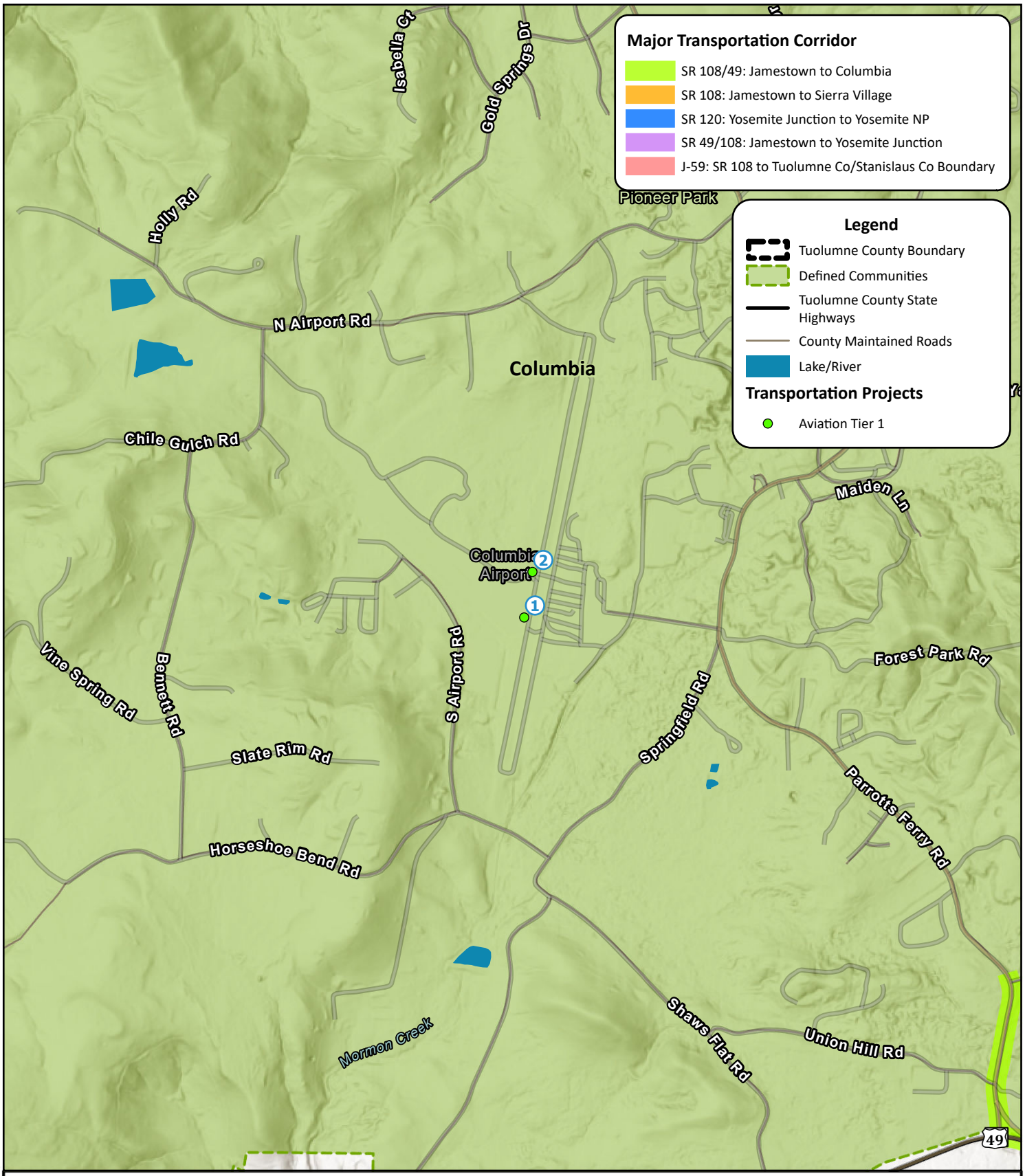
WOOD RODGERS

X:\Jobs\Jobs\8341_Tuolumne_County\027_2022_RTP_Update\GIS\ArcGISPro\Financial_Expenditure_Projects\Financial_Expenditure_Projects\Financial_Expenditure_Projects\Financial_Expenditure_Projects_final.aprx 7/31/2024 3:49 PM kjmoses

Public Transportation

Points		
Label	**Project Description**	**Tier**
1	Dragoon Gulch/Racetrack Rd. - New bus stop shelter	1
2	Restano Way/South Washington/Mono Way new bus stop shelter	1
3	Existing bus stop improvements on-going	1
4	Mono Village Center bus stop shelter	1
5	Standard - Tuolumne Rd New bus stop shelter	1
6	MiWuk Village new bus stop shelter	1
7	Sierra Village new bus stop shelter	1

Lines		
Label	**Project Description**	**Tier**
A	SR 108/SR 49 Stage 1 - Widen to five lanes from S Main St. to 5th Ave. - Complete Streets	1



TIER 1 AVIATION PROJECTS
TUOLUMNE COUNTY, CA
JULY 2024

0 0.175 0.35
MILES

NORTH

WOOD RODGERS

X:\Jobs\Jobs\8341_Tuolumne_County\027_2022_RTP_Update\GIS\ArcGISPro\Financial_Expenditure_Projects\Financial_Expenditure_Projects\Financial_Expenditure_Projects\Financial_Expenditure_Projects_final.aprx 7/31/2024 3:39 PM kjmoses

Aviation

Points		
Label	**Project Description**	**Tier**
1	Airport Master Plan/PMMP/Area Specific Study	1
2	Taxiway B & C Rehab/Reconstruction	1

Tuolumne County Regional Transportation Plan Project List

TIER 1 STATE HIGHWAY PROJECTS

#	Map Label	Project Name	Priority	Funding Source	Agency	Location	Description	Cost ($1,000) in 2024	Construction Year	Goal 1: Enhance safety and mobility for all users. Goal 2: Foster a vibrant, resilient economy through strategic transportation investments. Goal 3: Promote environmental stewardship. Goal 4: Integrate land use and transportation. Goal 5: Encourage public and agency involvement.					Project Grouping	Major Corridor Alignment
										Goal 1	Goal 2	Goal 3	Goal 4	Goal 5		
1	H	Jamestown Safe, Healthy, and Equitable Streets Improvement Project	Tier 1	RTIP, ITIP, local, SHOPP	Caltrans	Jamestown	Widen SR-49/SR-108 to 5-lanes in Jamestown from west of South Main Street to Fifth Ave. Construct Complete Streets improvements. (Non-Motorized Transportation Project)	23000	2025		X	X			SR 108 - Climate Adaptation and Evacuation Efficiency Projects	SR 49/108: Jamestown to Yosemite Junction; SR 108/49: Jamestown to Columbia
2	1	SR-108/49 & Chicken Ranch Rd - Intersection Improvements	Tier 1	SHOPP	Caltrans	Jamestown	Construct geometric improvements at the intersection of Chicken Ranch Rd & SR 108/49. Implement Complete Streets improvements when reasonable feasible.	1860	TBD		X	X			Chicken Ranch Rd Intersection Improvement	SR 49/108: Jamestown to Yosemite Junction
3	12	SR 120 & Old Priest Grade Top Grade - Left Turn Channelization	Tier 1	SHOPP	Caltrans	Groveland	Construct a left turn lane along SR 120 and Old Priest Grade	1116	TBD	X						SR 120: Yosemite Junction to Yosemite NP
4	F	SR 108/49 - Chicken Ranch Rd to South Main St - Continuous Left Turn Lane	Tier 1	SHOPP	Caltrans	Jamestown	Construct a continuous left turn lane from the Chicken Ranch Rd to South Main St. Implement Complete Streets improvements when reasonable feasible.	1612	TBD	X						SR 49/108: Jamestown to Yosemite Junction
5	6	Intersection Improvements at SR 49/Columbia Way - Complete Streets Improvements	Tier 1	RTIP, SHOPP, TIMF	Caltrans	Sonora	Construct intersection improvements at SR 49/North Washington St/Columbia Way/School St. The intersection improvements would include ADA crossings, pedestrian, and bicycle improvements. (Non-Motorized Transportation Project)	3720	TBD	X	X					SR 108/49: Jamestown to Columbia
6	3	SR 49 Left Turn Channelization Shaws Flat Road	Tier 1	SHOPP	Caltrans	Columbia	Construct a continuous left turn lane from at the intersection of Sr 49 and Shaws Flat Rd. Implement Complete Streets improvements when reasonable feasible.	1116	TBD	X						
7	9	SR-120/SR-49 Moccasin - Left Turn Channelization	Tier 1	SHOPP	Caltrans	Moccasin	Construct a left turn lane along SR 120 & SR 49 near Moccasin. Implement Complete Streets improvements when reasonable feasible.	1116	2025	X		X				SR 120: Yosemite Junction to Yosemite NP
8	D	SR 49 Realignment of Curve from Jack Ass Hill Rd to Tim Horne Mine Rd	Tier 1	SHOPP	Caltrans	Tuttletown	Construct curve realignments between Tin Horn Mine Rd and Jack Ass Hill Rd. Implement Complete Streets improvements when reasonable feasible.	4076	2030	X		X				
9	11	SR 120 Install Guardrails from Old Priest Grade to Coulterville Rd	Tier 1	SHOPP	Caltrans	Groveland	Install guardrails along SR 120 from Old Priest Grade Rd to Coulterville Rd where appropriate. Implement Complete Streets improvements when reasonable feasible.	1116	2030	X		X				SR 120: Yosemite Junction to Yosemite NP
10	2	Install Bicycle Signs along State Highways	Tier 1	SHOPP	Caltrans	Tuolumne County	Install new "Share the Road" Signs along designated Class II facilities. (Non-Motorized Transportation Project)	62	TBD	X						SR 120: Yosemite Junction to Yosemite NP; SR 108/49: Jamestown to Columbia; SR 49/108: Jamestown to Yosemite Junction
11	4	SR-108 & SR 49 Stockton Rd Intersection Improvements	Tier 1	SHOPP	Caltrans	Sonora	Construct geometric improvements at the intersection of SR 49 (Stockton Rd) & SR 108/49 & SR 108. Implement Complete Streets improvements when reasonable feasible.	3100	TBD		X	X				SR 108/49: Jamestown to Columbia,
12	E	SR 108 - Chicken Ranch Rd to SR 49 - Climbing, Acceleration, De-acceleration Lanes	Tier 1	SHOPP	Caltrans	Jamestown	Construct an acceleration, deacceleration, and climbing lanes from Chicken Ranch Rd to the SR 49 exit Montezuma Junction. Implement Complete Streets improvements when reasonable feasible.	3100	TBD	X	X	X				SR 49/108: Jamestown to Yosemite Junction
13	C	SR 108 - SR 49 to SR 120 - Climbing Lanes	Tier 1	SHOPP	Caltrans	Jamestown	Construct eastbound climbing lanes from Montezuma Junction/SR 49 to Yosemite Junction/SR 120. Implement Complete Streets improvements when reasonable feasible.	2480	2030	X	X	X				SR 49/108: Jamestown to Yosemite Junction
14	B	SR 108/120 - La Grange Rd to O'Byrnes Ferry Rd - Climbing Lanes	Tier 1	SHOPP	Caltrans	Western Tuolumne County	Construct westbound and eastbound climbing and deacceleration lanes between west of La Grange Rd to SR O'Brynes Ferry Rd. Implement Complete Streets improvements when reasonable feasible.	4340	2035	X	X	X				
15	10	SR 120 - New Priest Grade - Widen Road, install and Add Climbing Lanes	Tier 1	SHOPP	Caltrans	Groveland	Construct a turnout and climbing lanes on SR 120 @ New Priest Grade. Implement Complete Streets improvements when reasonable feasible.	2604	TBD	X	X	X				SR 120: Yosemite Junction to Yosemite NP
16	8	South Washington Rd/SR 108/Lime Kiln Road Intersection - Operational Improvements	Tier 1	RTIP, TIMF, SHOPP	City of Sonora	Sonora	Construct a southbound right turn lane and construct a southbound 2nd left turn lane along South Washington Road at the intersection of SR 108/Lime Kiln Road. (Non-Motorized Transportation Project)	1448	2025	X	X					SR 108: Jamestown to Sierra Village
17	K	Mono Way Operational and Safety Project	Tier 1	RTIP	Tuolumne County	East Sonora	A segment of SR 108 from Peaceful Oak Rd to Via Este will be relinquished to the County and become a County maintained road. Improvements to the roadway geometry will accommodate pedestrian traffic, improve drainage, realign the intersection, and install left turn pockets. (Non-Motorized Transportation Project)	3400	TBD	X	X					SR 108: Jamestown to Sierra Village
18	A	SR 108/120 Eastbound Realignment of Rockhouse Curve	Tier 1	SHOPP	Caltrans	Western Tuolumne County	Construct curve realignments for SR 108/120 eastbound for the Rockhouse Curve which is 2.6 miles east of Tulloch Rd. Implement Complete Streets improvements when reasonable feasible.	4340	2030	X		X				
19	5	Construct a Park N- Ride Facility - Sonora	Tier 1	CMAQ, local	City of Sonora	Sonora	Construct a new park and ride facility project to serve users of public transit and commuters traveling outside the City.	273	TBD	X	X	X				SR 108/49: Jamestown to Columbia
20		Tuttletown Pavement Widening	Tier 1	Minor-A	Caltrans	Tuttletown	Widen pavement to accommodate STAA trucks	1252	2026	X	X					
21		La Grange Road Flashing Beacons	Tier 1	Minor-B	Caltrans	Tuolumne County	Install yellow flashing beacons with curve warning signs and advisory speed plaques	286	2026	X						J-59: SR 108 to Tuolumne Co/Stanislaus Co Boundary
22		Tuolumne 49 Pavement Anchor Project	Tier 1	SHOPP	Caltrans	Jamestown Sonora	Pavement preservation capm. from Chicken Ranch Road in Jamestown to Steffen Lane in Sonora, and other locations for bridge work	32231	2026	X	X					SR 49/108: Jamestown to Yosemite Junction; SR 108/49: Jamestown to Columbia;
23		Chinese Creek Bridge Replacement	Tier 1	SHOPP	Clatrans	Tuolumne County	This project proposes to remove and replace the existing chinese creek bridge with a new structure type	25145	TBD							SR 120: Yosemite Junction to Yosemite NP
24		Tuolumne County Gateway Project	Tier 1	State	Caltrans	Tuolumne County	Beautifcation Clean California Project	750	2024			X				
25		Changeable Message Signs	Tier 1	SHOPP	Caltrans	Tuolumne County	Construct several Changeable Message Signs along SR 108/120 Corridor	3823	2025		X					SR 108: Jamestown to Sierra Village; SR 120: Yosemite Junction to Yosemite NP
26		SR 49 and Southgate Drive Intersection and Complete Street Improvements	Tier 1	TBD	City of Sonora	Sonora	Construct intersection improvements at Southgate Drive/Woods Creek Drive, and South Forest Drive and SR 49 including Complete Street Improvements. (Non-Motorized Transportation Project)	3100	TBD	X		X				SR 108/49: Jamestown to Columbia
							Subtotal Cost Tier 1 State Highways Projects	**130466**								

TIER 2 STATE HIGHWAY PROJECTS																	
#	Map Label	Project Name	Priority	Funding Source	Agency	Location	Description	Cost ($1,000) in 2024	Construction Year	**Goal 1:** Enhance safety and mobility for all users. **Goal 2:** Foster a vibrant, resilient economy through strategic transportation investments. **Goal 3:** Promote environmental stewardship. **Goal 4:** Integrate land use and transportation. **Goal 5:** Encourage public and agency involvement.					Project Grouping	Major Corridor Alignment
										Goal 1	Goal 2	Goal 3	Goal 4	Goal 5		
27	G	SR-108/SR-49 - Stage 3 Widen to Five Lanes from Chicken Ranch Rd to South Main Street	Tier 2	Local, ITIP, Cap & Trade, TIMF	Caltrans	Jamestown	Widen SR-49 to 5-lanes from Chicken Ranch Rd to South Main Street. Construct Complete Streets improvements.	12090	TBD		X	X			SR 108 - Climate Adaptation and Evacuation Efficiency Projects.	SR 49/108: Jamestown to Yosemite Junction
28	I	SR-108/SR-49 - Stage 2 Widen to Five Lanes from Fifth Ave to Stockton Street	Tier 2	Local, ITIP, Cap & Trade, TIMF	Caltrans	Jamestown, Sonora	Widen SR-49/SR-108 to 5-lanes from Fifth Ave to SR-49 junction south of Sonora (Stockton St). Construct Complete Streets improvements.	28191	TBD		X	X			SR 108 - Climate Adaptation and Evacuation Efficiency Projects	SR 108/49: Jamestown to Columbia
29	J	SR-49 Widen to Five Lanes from Parrotts Ferry Rd to the New Greenley Rd Intersection	Tier 2	Local, ITIP, Cap & Trade, TIMF	Caltrans	Sonora, Columbia	Widen SR-49 to 5-lanes from Parrotts Ferry Rd to the Greenley Rd intersection. Construct Complete Streets improvements.	11552	TBD		X	X			Climate Adaptation and Evacuation Efficiency Projects	SR 108/49: Jamestown to Columbia;
30		SR-120/SR-108 - Widen to a Four Lane Expressway from La Grange Rd to O'Brynes Ferry	Tier 2	TBD	Caltrans	Western Tuolumne County	Construct a four lane expressway along SR-108/SR-120 to west of La Grange Rd to O'Brynes Ferry Rd.	25545	TBD		X				SR 108 - Climate Adaptation and Evacuation Efficiency Projects	
31		SR-108/SR-120/SR-49	Tier 2	TBD	Caltrans	Jamestown	Widen to a four lane expressway along SR-108/SR-120/SR-49 from O'Byrnes Ferry Road to Chicken Ranch Road	23271	TBD	X	X				SR 108 - Climate Adaptation and Evacuation Efficiency Projects	
32		East Sonora Bypass Stage III	Tier 2	Cap & Trade, TIMF	Caltrans	East Sonora	Construct a new 2 lane expressway from Mono Way/Argyle Rd to N. Sunshine Rd/Mono Vista Rd.	54560	TBD		X					
33		SR 108 - New freeway alignment from (west) Twain Harte Drive to Long Barn Road	Tier 2	TBD	Caltrans	Twain Harte	Construct an alternative 2 lane expressway on a new alignment between Twain Harte Drive and Long Barn Road.	45880	TBD		X					SR 108: Jamestown to Sierra Village
34		SR 108 Widening to 5 lanes from Mono Way/Via Este to N. Sunshine/Mono Vista Rd	Tier 2	TBD	Caltrans	East Sonora	Widen SR 108 to five lanes from Mono Way/Via Este to N. Sunshine Rd/Mono Vista Rd.	29760	TBD		X					SR 108: Jamestown to Sierra Village
35		SR 108 Widen to a Four lane Expressway from SR 49(Stockton Rd to S Washington St/Lime Kiln	Tier 2	TBD	Caltrans	Sonora	Widen SR 108 to a Four Lane Expressway from SR 49(Stockton Rd to South Washington St./Lime Kiln.	33480	TBD		X					SR 108: Jamestown to Sierra Village
36		SR-49 Continuous Left Turn Lane from Parrotts Ferry Rd to Columbia Way	Tier 2	TBD	Caltrans	Sonora, Columbia	Construct a continuous left turn lane from Parrotts Ferry Rd to Columbia Way.	4340	TBD	X	X					SR 108/49: Jamestown to Columbia
37		Changeable Message Signs	Tier 2	SHOPP	Caltrans	Tuolumne County	Construct several Changeable Message Signs along SR 108/120 Corridor	1116	TBD		X					SR 108: Jamestown to Sierra Village; SR 120: Yosemite Junction to Yosemite NP
38		Intersection Improvements Twain Harte Drive (North) & SR 108	Tier 2	TBD	Caltrans	Twain Harte	Construct geometric improvements to the intersection of Twain Harte Drive (north) and SR 108.	1860	TBD	X						SR 108: Jamestown to Sierra Village
39		Intersection Improvements Twain Harte Drive (South) & SR 108	Tier 2	TBD	Caltrans	Twain Harte	Construct geometric improvements to the intersection of Twain Harte Drive (south) and SR 108.	1097	TBD	X						SR 108: Jamestown to Sierra Village
40		Signalize SR 108/49 & Chabroullian Rd	Tier 2	TBD	Caltrans	Jamestown	Signalize the intersection of SR 108/49 and Chabroullian Rd.	1860	TBD	X						SR 108/49: Jamestown to Columbia
41		SR 108/49 & Bell Mooney Rd/Harvard Mine Rd Intersection Improvements	Tier 2	TBD	Caltrans	Jamestown	Construct intersection improvements at SR 108/49 and Harvard Mine Rd/Bell Mooney Rd.	1860	TBD	X						SR 49/108: Jamestown to Yosemite Junction
42		SR 120 & 49 near Chinese Camp - Left Turn Channelization	Tier 2	TBD	Caltrans	Chinese Camp	Construct a new left turn channelization to improve safety and improve traffic flow.	1116	TBD	X						SR 120: Yosemite Junction to Yosemite NP
43		SR 120/49 & Red Hills Rd Left Turn Channelization	Tier 2	TBD	Caltrans	Chinese Camp	Construct a new left turn channelization to improve safety and improve traffic flow.	1116	TBD	X						SR 120: Yosemite Junction to Yosemite NP
44		SR 120/49 & Jacksonville Rd - Left Turn Channelization	Tier 2	TBD	Caltrans	Chinese Camp	Construct a new left turn channelization to improve safety and improve traffic flow.	1116	TBD	X						SR 120: Yosemite Junction to Yosemite NP
45		SR 120 & Old Priest Grade Bottom of Grade- Left Turn Channelization	Tier 2	TBD	Caltrans	Groveland	Construct a new left turn channelization to improve safety and improve traffic flow.	1116	TBD	X						SR 120: Yosemite Junction to Yosemite NP
46		SR 49 Western Bypass	Tier 2	TBD	Caltrans	Jamestown	Construct a State Highway bypass from SR 108/49 near Jamestown to Rawhide Rd.	62000	TBD		X				Climate Adaptation and Evacuation Efficiency Projects	
47		Intersection Improvements - Ferretti Rd @ SR 120	Tier 2	TBD	Tuolumne County	Groveland	Construct geometric improvements to the intersection of SR 108 and SR 120. (Western Most Intersection).	1116	TBD	X						SR 120: Yosemite Junction to Yosemite NP
48	7	Roundabout	Tier 2	TBD	Tuolumne County	Sonora	Roundabout at the intersection of Shaws Flat Road, Columbia Way, and N Washington Street (State Highways)	TBD	TBD		X					SR 108/49: Jamestown to Columbia
							Subtotal Cost Tier 2 State Highways Projects	**344042.96**	TBD							
							Total Cost State Highways Projects	**474509**								

TIER 1 LOCAL ROADS AND STREETS																
#	Map Label	Project Name	Priority	Funding Source	Agency	Location	Description	Cost ($1,000) in 2024	Construction Year	**Goal 1:** Enhance safety and mobility for all users.					Project Grouping	Major Corridor Alignment
										Goal 1	Goal 2	Goal 3	Goal 4	Goal 5		
49	B	North-South Connector - Phase 1 - Greenley Extension to SR 49	Tier 1	Local, Cap & Trade, TIMF	Tuolumne County & City of Sonora	Sonora	Construct a new collector road from the intersection of Greenley Rd/Lyons Bald Mountain Rd/Lyons St to SR 49 in between Jack Hage Rd/Old Sonora Columbia Rd & Pesce Way. Construct a new signal at the intersection of Greenley Rd & Lyons/Lyons Bald Mt Rd. Construct a new signal at the intersection of SR 49 & new Greenley Extension.	21394	TBD		X	X			North-South Connector Climate Adaptation and Evacuation Efficiency Projects	SR 108/49: Jamestown to Columbia
50		Plan & Design SR 49 Western Bypass of Sonora	Tier 2	TBD	Caltrans	Jamestown	Plan and study potential alternative scenarios for a SR 49 Western Bypass of Sonora.	1860	TBD				X		Climate Adaptation and Evacuation Efficiency Projects	
51	3	Install Bicycle Signs along Various Roads	Tier 1	Local	City of Sonora, Tuolumne County	Tuolumne County	Install new "Share the Road" Signs along designated Class III facilities. (Non-Motorized Transportation Project)	62	TBD	X						
52	8	Reconstruction of Evergreen Road	Tier 1	FLAP, local	FHWA	Tuolumne County	Reconstruct 7 miles of Evergreen Road from State Highway 120 to Hetch Hetchy Road. The project will provide additional pedestrian signs, as well as other signs that will warn drivers of upcoming pedestrian facilities. (Local Roads Project)	18157	2025		X					SR 120: Yosemite Junction to Yosemite NP

53	2	New Rawhide Bridge and Rawhide Rd Realignment with SR 108/49	Tier 1	HBP, TIMF	Tuolumne County	Jamestown	Construct a new concrete bridge with two through lanes and a left turn lane east of the existing single lane bridge. The new bridge will realign with Main Street and SR 108/49 in Jamestown. Construct pedestrian sidewalks on the new bridge and consider using the existing bridge for non-motorized use only. (Non-Motorized Transportation Project)	8529	2025		X	X				SR 108/49: Jamestown to Columbia
54	7	Safety Improvements @ Tuolumne Rd & Soulsbyville Rd	Tier 1	Tribal, local	Tuolumne County	Tuolumne	Construct safety improvements at the intersection of Tuolumne Rd and Soulsbyville Rd. Implement Complete Streets improvements when reasonable feasible. (Non-Motorized Transportation Project)	1240	TBD	X		X				
55	C	Extend Gardella Ranch Rd from Sanguinetti Loop Rd to Justice Center Drive	Tier 1	Local	Tuolumne County	Sonora	Construct a new roadway connecting Gardella Ranch Rd with Justice Center Drive. Implement Complete Streets improvements when reasonable feasible. (Non-Motorized Transportation Project Y)	3100	TBD		X	X				
56	6	Safety Improvements @ Tuolumne Rd & Woodham Carne/Black Oak Rd including Possible Realignment	Tier 1	Tribal, local	Tuolumne County	Tuolumne	Construct safety improvements at Tuolumne Rd & Woodham Carne/Black Oak Rd. Include a realignment of Woodham Carne Rd. Implement Complete Streets improvements when reasonable feasible. (Non-Motorized Transportation Project)	1612	TBD	X		X				
57	4	Parrotts Ferry Road Signalization @ Sawmill Flat Road	Tier 1	TIMF, Local	Tuolumne County	Columbia	Construct a new signalized intersection at the Parrotts Ferry Rd & Sawmill Flat Rd. Implement Complete Streets improvements when reasonable feasible. (Non-Motorized Transportation Project)	2604	2040	X		X				SR 108/49: Jamestown to Columbia
58		Algerine Road - Crossing Blanket Creek Bridge Replacement	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Replace the existing bridge with a one span reinforced concrete slab.	2856	2026		X					
59		Draper Mine Road - Crossing Curtis Creek	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Removal of the existing bridge and construction of a new bridge. Draper Mine Road will be realigned so the "S" curve in the existing road will be eliminated.	4253	2025		X					
60		Lime Kiln Road Crossing Curtis Creek Bridge Replacement	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Replace the existing one lane bridge with a two lane concrete bridge and realign Lime Kiln Road.	4294	2024		X					
61		Italian Bar Road - Crossing Rose Creek Bridge Replacement	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Replace the existing concrete two span bridge with a concrete single span bridge.	2776	2024		X					
62		Old Wards Ferry Road - Crossing Curtis Creek Bridge	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Replace the existing one lane concrete slab bridge.	2010	2026		X					
63		Red Hill Road - Crossing Six Bit Creek Ford	Tier 1	HMGP, local	Tuolumne County	Tuolumne County	Replace the existing one lane concrete slab bridge.	1133	2025		X					
64		Wards Ferry Road - Crossing Deer Creek Bridge	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Replace the existing one lane concrete slab bridge.	2480	2026		X					
65		Crystal Falls Drive - Crossing Sullivan Creek Bridge Replacement Project	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Rehabilitate or replace the existing concrete slab bridge.	1193	TBD		X					
66		Algerine Road - Crossing Algerine Creek Bridge Replacement	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Rehabilitate the existing bridge by widening the bridge and constructing new railing that meets current standards.	1171	2026		X					
67		Lime Kiln Road Crossing Sullivan Creek Bridge Replacement	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Replace the existing bridge and realign Lime Kiln Road to eliminate the tight "U" curve in the road alignment.	3590	2024		X					
68	1	Rawhide Road Bridge - Crossing Peppermint Creek	Tier 1	HBP, local	Tuolumne County	Tuolumne County	Rehabilitate or replace the existing concrete slab bridge where Rawhide Road connects to SR 49.	1735	2030		X					
69		Countywide Safe Speed Limits	Tier 1	Local, TBD	Tuolumne County	Tuolumne County	Perform engineering traffic studies and install speed signage to set safe speeds on local roads.	930	2026	X						
70		High Friction Surface Treatment	Tier 1	Local, RSTP	Tuolumne County	Tuolumne County	Place high friction surface treatment safety improvement to hot-spot crash locations at O'Byrnes Ferry Rd, Rawhide Rd, Soulsbyville Rd.	992	2025	X						SR 108/49: Jamestown to Columbia; SR 108: Jamestown to Sierra Village
71		Jamestown Park-N- Ride Facility	Tier 1	TBD	Tuolumne County	Jamestown	Construct a new Park-N-Ride Facility in Jamestown.	744	TBD		X	X				
							Subtotal Cost Tier 1 Local Roads and Streets	**88715**								
							TIER 2 LOCAL ROADS AND STREETS									
#	**Map Label**	**Project Name**	**Priority**	**Funding Source**	**Agency**	**Location**	**Description**	**Cost ($1,000) in 2024**	**Construction Year**	**Goal 1:** Enhance safety and mobility for all users. **Goal 2:** Foster a vibrant, resilient economy through strategic transportation investments. **Goal 3:** Promote environmental stewardship. **Goal 4:** Integrate land use and transportation. **Goal 5:** Encourage public and agency involvement.					**Project Grouping**	**Major Corridor Alignment**
										Goal 1	**Goal 2**	**Goal 3**	**Goal 4**	**Goal 5**		
72		Jamestown Road - Capacity Improvements	Tier 2	TBD	Tuolumne County	Sonora, Jamestown	Construct road capacity improvements with complete streets improvements along Jamestown Road from 5th Ave to Shaws Flat Rd.	3720	TBD	X	X	X			Climate Adaptation and Evacuation Efficiency Projects	
73		Rawhide Road - Capacity Improvements	Tier 2	TBD	Tuolumne County	Jamestown	Construct road capacity and complete streets improvements along Rawhide Road from SR 108/49 in Jamestown to SR 49 in Tuttletown.	3720	TBD	X	X	X			Climate Adaptation and Evacuation Efficiency Projects	
74		Emergency Access Roads Improvements	Tier 2	TBD	Tuolumne County	Tuolumne County	Emergency Access Roads Improvements throughout Tuolumne County - (See chapter 3, pages 68-70 in RTP)	TBD	TBD	X			X		Climate Adaptation and Evacuation Efficiency Projects	
75		North South Connector - Phase 4 - Fir Drive Extension from Cabezut Rd to Lyons Bald Mountain Rd	Tier 2	TBD	Tuolumne County	Sonora	Construct a new collector road by extending Fir Drive from the intersection of Cabezut Road to Lyons Bald Mountain Road.	18600	TBD		X				North-South Connector	
76		North South Connector - Phase 5 - Fir Drive Extension-Greenley Rd Extension to Lyons Bald Mt Rd.	Tier 2	TBD	Tuolumne County	Sonora	Construct a new major collector by extending Fir Drive from Lyons Bald Mountain Rd to the Greenley Road Extension.	14880	TBD		X				North-South Connector	
77		North South Connector - Phase 2 - Cabezut Rd Extension to Phoenix Lake Rd	Tier 2	TBD	Tuolumne County	Sonora	Construct a new major collector by extending Cabezut Road to Phoenix Lake Road/Hess Ave and the SR 108 Off Ramps.	11688	TBD		X				North-South Connector	
78	5	Intersection Improvements @ Sanguinetti Rd	Tier 2	EIR Fees, local	Tuolumne County	Sonora	Construct a new Roundabout on Sanguinetti Road & Sanguinetti Loop Rd. Implement Complete Streets improvements when reasonably feasible. (Non-Motorized Transportation Project)	3720	TBD		X	X				
79		Simms Road Bridge- Crossing Six Bit Creek Ford	Tier 2	local	Tuolumne County	Tuolumne County	Replace the existing one lane concrete ford with a two lane bridge	1761	TBD		X					
80	F	Tuolumne Road Improvements from Terrace Dr to Lambert Lake Rd	Tier 2	HSIP, Local	Tuolumne County	East Sonora	Widen and realign Tuolumne Road from Terrace Dr to Lambert Lake Rd. Construct a 6 foot wide shoulder will be constructed on both sides of Tuolumne Road. (Non-Motorized Transportation Project)	1995	TBD	X						
81		SR 49 (Stockton Rd) Crossing Sonora Creek	Tier 2	HBP, local	Caltrans	Tuolumne County	Rehabilitate or replace the existing concrete slab bridge.	2480	TBD		X					
82		Church Street Extension	Tier 2	TBD	City of Sonora	Sonora	Extend Church Street to SR 49(Stockton Road) and Southgate Drive.	TBD	TBD		X					
83		Child Road Extension	Tier 2	TBD	City of Sonora	Sonora	Extend Child Drive to Delnero Drive.	TBD	TBD		X					
84		Delnero Extension to Truckenmiller	Tier 2	TBD	City of Sonora	Sonora	Connect Mono Way to Delnero Drive via Truckenmiller.	TBD	TBD		X					
85		Delnero Drive to Cemetery Road	Tier 2	TBD	City of Sonora	Sonora	Extend Delnero Drive to Cemetery Road.	TBD	TBD		X					
86		New Road - South Washington St to Old Wards Ferry Rd	Tier 2	TBD	City of Sonora	Sonora	Construct a new roadway segment that would connect Old Wards Ferry Road to South Washington Street near the Lowe's Shopping Center.	TBD	TBD		X					
87		Signalization @ South Washington & Church St	Tier 2	TBD	City of Sonora	Sonora	Install a traffic signal at the intersection with South Washington Rd & Church St.	TBD	TBD	X						
88		West Lytton Road Extension	Tier 2	TBD	City of Sonora	Sonora	Construct an extension of West Lytton Road to SR 49 and Southgate Drive.	TBD	TBD		X					

89		Southgate Drive Crossing Sonora Creek	Tier 2	HBP, local	City of Sonora	Tuolumne County	Replace the existing concrete slab bridge.	2480	TBD		X							
90		Green Street Crossing Sonora Creek	Tier 2	HBP, local	City of Sonora	Tuolumne County	Replace the existing concrete slab bridge.	2480	TBD		X							
91		South Barretta Street Crossing Barretta Street	Tier 2	HBP, local	City of Sonora	Tuolumne County	Replace the existing concrete slab bridge.	2480	TBD		X							
92		Columbia Bypass	Tier 2	TBD	Tuolumne County	Columbia	Construct a new collector road that would bypass Columbia and connect with Parrotts Ferry Road.	21080	TBD		X							
93	D	North South Connector - Phase 3 - Fir Drive Extension - from Mono Way/SR 108 to Cabezut Rd	Tier 2	Local, Cap & Trade, TIMF	Tuolumne County	Sonora	Construct a new collector road by extending Fir Drive from the intersection of Mono Way & SR 108 to Cabezut Road.	24856	TBD		X							
94	A	Parrotts Ferry Rd Capacity Improvements from SR 49 to Sawmill Flat Rd	Tier 2	Local, Cap & Trade, TIMF	Tuolumne County	Columbia	Construct road capacity improvements include Complete Streets improvements along Parrotts Ferry Road from SR 49 to Sawmill Flat Road.	4340	TBD		X	X					SR 108/49: Jamestown to Columbia
95	E	Tuolumne Road Capacity Improvements from Mono Way to Hess Ave	Tier 2	Local, Cap & Trade, TIMF	Tuolumne County	East Sonora	Construct road capacity improvements from Mono Way to Hess Ave. Construct Complete Streets improvements.	6396	TBD		X	X						
96	G	Tuolumne Road Capacity Improvements from Hess Ave to Standard Rd	Tier 2	Local, Cap & Trade, TIMF	Tuolumne County	East Sonora	Construct road capacity improvements from Hess Ave to Standard Road. Construct Complete Streets improvements.	9300	TBD		X	X						
97		Intersection Improvements La Grange Road and Bonds Flat Road	Tier 2	TBD	Tuolumne County	Don Pedro	Construct intersection improvements at La Grange Rd & Bonds Flat Rd.	930	TBD	X	X						J-59: SR 108 to Tuolumne Co/Stanislaus Co Boundary
98		Longeway Road Continuous LTL	Tier 2	TBD	Tuolumne County	Mono Vista	Widen Longeway Rd and add continuous left turn lane from Soulbyville Rd to Hunts Rd.	1054	TBD		X							
99		Parrotts Ferry Rd - Continuous LTL from Sawmill Flat Rd to Airport Rd	Tier 2	TBD	Tuolumne County	Columbia	Widen Parrotts Ferry Rd by adding a continuous left turn lane from Sawmill Flat Rd to Airport Rd.	5580	TBD		X							
100		Racetrack Rd Widening From Jamestown Rd to Leland Dr	Tier 2	TBD	Tuolumne County	Sonora	Jamestown Road to Leland Road and realign the intersection with Jamestown Rd.	4216	TBD		X							
101		Signalization of Soulsbyville/Crestview & N. Sunshine Rd/Longeway	Tier 2	TBD	Tuolumne County	Mono Vista	Install a Traffic Signal at the intersection of Soulsbyville Rd/Crestview Dr and Longeway/N Sunshine Rd.	2480	TBD	X	X							
102		Twain Harte Drive - Left Turn Channelization	Tier 2	TBD	Tuolumne County	Twain Harte	Construct a left turn pockets on Twain Harte Drive and Joaquin Gully Rd.	3720	TBD	X	X							
103		Twain Harte Drive - Capacity Improvements	Tier 2	TBD	Tuolumne County	Twain Harte	Construct road capacity and complete streets improvements where appropriate along Twain Harte Drive.	1860	TBD	X	X	X						
104		East Sonora Park & Ride Facility	Tier 2	TBD	Tuolumne County	East Sonora	Construct a new Park & Ride Facility in East Sonora.	868	TBD		X	X						
105		Intersection Improvements Tuolumne Rd and Cherokee Rd	Tier 2	TBD	Tuolumne County	Tuolumne	Construct safety improvements at the intersection of Tuolumne Rd and Cherokee Rd.	1116	TBD	X								
106		Left Turn lane Channelization along Tuolumne Rd at the Tuolumne Shopping Center	Tier 2	TBD	Tuolumne County	Tuolumne	Install an east bound left turn lane into the Tuolumne Square Shopping Center.	1116	TBD	X	X							
107		Mono Way Widening to Five Lanes from Hess Ave to Standard Rd/Peaceful Oak Dr	Tier 2	TBD	Tuolumne County	East Sonora	Construct a road widening to five lanes from Hess Ave to Standard/Peaceful Oak Road.	4996	TBD		X							
108		Standard Road Widen to Five Lanes from Mono Way to Standard Townsite	Tier 2	TBD	Tuolumne County	East Sonora	Construct a five lane road widening along Standard Road from Mono Way to Standard Townsite.	6820	TBD		X							
109		Tuolumne Road Widening to Five Lanes from Standard Rd to Woodham Carne Rd	Tier 2	TBD	Tuolumne County	East Sonora	Construct a road widening to five lanes from Standard Rd to Woodham Carne Rd/Black Oak Rd.	9300	TBD		X							
110		Tuolumne Rd - Passing Lanes	Tier 2	TBD	Tuolumne County	Tuolumne	Construct climbing lanes in both directions along Tuolumne Rd Woodham Carne/Black Oak Rd to Tuolumne Rd North.	3100	TBD	X	X							
111		Tuolumne Rd North - Passing Lanes	Tier 2	TBD	Tuolumne County	Tuolumne	Construct climbing lanes in both directions along Tuolumne Rd North from Tuolumne Rd to Black Oak Casino.	3100	TBD	X	X							
112		Intersection Improvements Greenley Road and Morning Star Drive/Cabezut Road	Tier 2	TBD	Tuolumne County	Sonora	Construct capacity improvements at the intersection of Greenley Road and Morning Star Drive/Cabezut Road	1116	TBD		X							
113		Cabezut Road Capacity Improvements	Tier 2	TBD	Tuolumne County	Sonora	Construct road capacity improvement where appropriate with Complete Streets improvements along Cabezut Road from Greenley Rd to the end of Cabezut Road.	11160	TBD		X	X						
114		Greenley Road - Capacity Improvements from Lyons Rd to Morning Star Dr.	Tier 2	TBD	Tuolumne County	Sonora	Construct road capacity improvements with Complete Streets improvements where appropriate along Greenley Rd from Lyons/Lyons Bald Mountain Road to Morning Star Drive/Cabezut Road.	2480	TBD		X	X						
115		Greenley Road - Capacity Improvements from Cabezut Rd to Delnero Dr	Tier 2	TBD	Tuolumne County	Sonora	Construct road capacity improvements with Complete Streets improvements where appropriate along Greenley Road from Cabezut Rd/Morning Star Drive to Delnero Drive.	2480	TBD		X	X						
116		Peaceful Oak Rd Extension from SR 108 to Phoenix Lake Rd.	Tier 2	TBD	Tuolumne County	Phoenix Lake	Extent Peaceful Oak Rd from SR 108 to Phoenix Lake Rd.	21080	TBD		X							
117		Sommette Drive ROW and Pavement Project	Tier 2	TBD	Tuolumne County	Phoenix Lake	Purchase the ROW of the existing gravel Sommette Drive. Construct a paved road connecting the gravel road with the paved portions.	7440	TBD		X							
118		La Grange Road - Operational Improvements	Tier 2	TBD	Tuolumne County	Don Pedro	Construct new passing lanes along various portions of La Grange Road (J59).	TBD	TBD		X						J-59: SR 108 to Tuolumne Co/Stanislaus Co Boundary
119		Ponderosa Way Bridge - Crossing Turnback Creek	Tier 2	HBP, local	Tuolumne County	Tuolumne County	Rehabilitate or replace the existing concrete slab bridge.	2480	TBD		X							
120		Wards Ferry Road Culvert - Crossing Blanket Creek	Tier 2	HBP, local	Tuolumne County	Tuolumne County	Rehabilitate or replace the existing concrete slab bridge.	2480	TBD		X							
121		Cedar Springs Road Crossing Turnback Creek	Tier 2	HBP, local	Tuolumne County	Tuolumne County	Replace the existing concrete slab bridge.	2480	TBD		X							
122		Old Strawberry Road Crossing Stanislaus River	Tier 2	HBP, local	Tuolumne County	Tuolumne County	Replace the existing concrete slab bridge.	2480	TBD		X							
123		Italian Bar Rd Crossing Eagle Creek	Tier 2	HBP, local	Tuolumne County	Tuolumne County	Replace the existing concrete slab bridge.	2480	TBD		X							
124		Soulsbyville Road Crossing Curtis Creek	Tier 2	HBP, local	Tuolumne County	Tuolumne County	Replace the existing concrete slab bridge.	2480	TBD		X							
125		Tuolumne Rd North Access and Goods Movement Improvement Project	Tier 2	TBD	Tuolumne County	Tuolumne	Reconstruction and safety improvements on Tuolumne Rd N.	12732	TBD	X	X							
126		Pinecrest Basin Project	Tier 2	TBD	Tuolumne County	Pinecrest	Reconstruction, safety, and complete streets improvements to Pinecrest Lake and Dodge Ridge Roads	1959	TBD	X	X							
127		J-59 Corridor (La Grange Road) Improvements	Tier 2	TBD	Tuolumne County/Caltrans	Tuolumne County	Corridor improvements to include right-of-way establishment, passing zones, climbing lanes, intersection improvements, turnouts, roadway and geometry improvements, lane and shoulder widening	66000	TBD	X	X						J-59: SR 108 to Tuolumne Co/Stanislaus Co Boundary
128		Peppermint Creek ingress/egress improvements	Tier 2	TBD	Tuolumne County	Tuolumne County	Secondary emergency ingress/egress road	TBD	TBD	X	X		X		Climate Adaptation and Evacuation Efficiency Projects		
129		Apple Colony Rd ingress/egress improvements	Tier 2	TBD	Tuolumne County	Tuolumne	Secondary emergency ingress/egress road	TBD	TBD	X	X		X		Climate Adaptation and Evacuation Efficiency Projects		
							Subtotal Cost Tier 2 Local Roads and Streets	**327559**										
							Total Cost Local Roads and Streets Projects	**416274**										
							TIER 1 AVIATION											

#	Map Label	Project Name	Priority	Funding Source	Agency	Location	Description	Cost ($1,000) in 2024	Construction Year	**Goal 1:** Enhance safety and mobility for all users. **Goal 2:** Foster a vibrant, resilient economy through strategic transportation investments. **Goal 3:** Promote environmental stewardship. **Goal 4:** Integrate land use and transportation. **Goal 5:** Encourage public and agency involvement.					Project Grouping	Major Corridor Alignment
										Goal 1	Goal 2	Goal 3	Goal 4	Goal 5		
130	1	Airport Master Plan/PMMP/Area Specific Study	Tier 1	FAA/LOCAL			Update the 1997 Airport Master Plan, Area Specific Plan, Pavement Maintenance, Management Program and Airport Layout Plan sheets.	479	TBD				X			
131	2	Taxiway B & C Rehab/Recon Design	Tier 1	FAA/LOCAL			Design of the reconstruct, rehab, and resealing of Taxiway B & C.	242	TBD		X					
132		Taxiway B & C Rehabilitation and Reconstruction	Tier 1	FAA/CAAP/LOCAL			Reconstruct, rehabilitation, and resealing of Taxiway B and Taxiway C.	2356	TBD		X					
							Subtotal Cost Tier 1 Aviation	**3076**								
							TIER 2 AVIATION									
#	Map Label	Project Name	Priority	Funding Source	Agency	Location	Description	Cost ($1,000) in 2024	Construction Year	**Goal 1:** Enhance safety and mobility for all users. **Goal 2:** Foster a vibrant, resilient economy through strategic transportation investments. **Goal 3:** Promote environmental stewardship. **Goal 4:** Integrate land use and transportation. **Goal 5:** Encourage public and agency involvement.					Project Grouping	Major Corridor Alignment
										Goal 1	Goal 2	Goal 3	Goal 4	Goal 5		
133		Alleyway Area A - Environmental Assessment	Tier 2	FAA/CAAP/LOCAL			Evaluate the environmental issues surrounding Alleyway Area A.	620	TBD			X				
134		Parking Apron Rehab Design	Tier 2	FAA/CAAP/LOCAL			Design of the rehab of Parking Apron.	50	TBD		X					
135		Alleyway Area A Construction	Tier 2	FAA/CAAP/LOCAL			Construct improvements to improve Alleyway Area A.	6200	TBD		X					
136		Parking Apron Rehab Construction	Tier 2	FAA/CAAP/LOCAL			Reconstruction of the of Parking Apron.	489	TBD		X					
137		Runway 17-35 Rehab & Rehab Lighting & Upgrade VASI to PAPI	Tier 2	FAA/CAAP/LOCAL			Rehab Runway 17-35 & Upgrade VASI to PAPI.	87	TBD		X					
138		Runway 17-35 Rehab & Lighting & Upgrade VASI to PAPI Construction	Tier 2	FAA/CAAP/LOCAL			Rehab Runway 17-35 & Upgrade VASI to PAPI.	2480	TBD		X					
139		Taxiway A Rehab Design	Tier 2	FAA/CAAP/LOCAL			Taxiway A Rehab pavement and taxiway connector Design	186	TBD		X					
140		AWOS Replacement	Tier 2	FAA/CAAP/LOCAL			Replace the AWOS system.	620	TBD		X					
141		Taxiway A Rehab Construction	Tier 2	FAA/CAAP/LOCAL			Taxiway A Pavement Rehab and Taxiway Connector Construction	1860	TBD		X					
142		T-Shade and Solar	Tier 2	LOCAL			Design and Construct New T-Shades (3 rows)	6200	TBD		X					
143		New Hangar Rows L - M	Tier 2	LOCAL			Design and Construct New Hangar Rows L - M	124	TBD		X					
144		Construct Fire Protection Line - Phase 2	Tier 2	CAAP			Convert the culvert ditch to into the taxiway.	1116	TBD		X					
145		Design of Culvert & Concrete Surface Design	Tier 2	CAAP			Design of Culvert & Concrete Surface Design	124	TBD		X					
146		Helicopter Pad VAR	Tier 2	FAA/CAAP/LOCAL			Construct a paved Road to the Helicopter Apron	310	2030		X					
147		Access Gates	Tier 2	FAA/CAAP/			Install new controlled access gates and security	186	2030		X					
148		Runway 35 RSA	Tier 2	FAA/CAAP/LOCAL			Construct full RSA at Runway 35	620	2030		X					
149		Runway 17 PAR	Tier 2	FAA/CAAP/LOCAL			Construct new perimeter access road around south end Runway 17	620	2040		X					
150		Runway 35 PAR	Tier 2	FAA/CAAP/LOCAL			Construct new perimeter access road around south end Runway 35	620	2040		X					
151		Construct new tiedowns in front of Campground	Tier 2	FAA/CAAP/LOCAL			Construct new tiedowns in front of Campground	372	2040		X					
152		New Taxiway Delta	Tier 2	FAA/CAAP/LOCAL			Design and Construct new Taxiway Delta on north side of Turf Runway & new campground apron.	2480	2040		X					
153		Replacement of Drainage Ditch and Pave in Steel Plating	Tier 2	FAA/CAAP/LOCAL			Replacement of Drainage Ditch and Pave in Perforated Steel Plating	496	2030		X					
154		Rehabilitate Transient Apron Pavement overlay	Tier 2	FAA/CAAP/LOCAL			Rehabilitate Transient Apron Pavement overlay	124	2030		X					
155		Taxiway B Culvert	Tier 2	FAA/CAAP/LOCAL			Design and Construct Culvert for drainage swale at Taxiway B	1240	2030		X					
156		Reconstruct Terminal Area Automobile Parking Lot Area	Tier 2	FAA/CAAP/LOCAL			Reconstruct Terminal Area Automobile Parking Lot Area	6200	2030		X					
157		Construct two Aircraft Storage Hangars	Tier 2	TBD			Construct two Aircraft Storage Hangars	12400	TBD		X					
158		Construct new Hangar Buildings south of Runaway 11-29	Tier 2	TBD			Construct new Hangar Buildings south of Runaway 11-29	4960	TBD		X					
159		Install a Campground Septic System	Tier 2	TBD			Install a Campground Septic System	9300	TBD		X					
160		Construct an Air Aircraft Museum	Tier 2	CAAP			Construct an Air Attack Aircraft Museum	6200	TBD		X					
161		Install Automated Weather Observation System (AWOS)	Tier 2	CAAP			Install an AWOS system.	143	TBD		X					
162		Acquire property within Runway Protection Zone	Tier 2	CAAP			Purchase property within Runway Protection Zone.	496	TBD				X			
163		Design for Taxiway Rehab	Tier 2	CAAP			Design for Taxiway Rehab	62	TBD		X					
164		Design for Runway 09/27	Tier 2	CAAP			Design for Runway 09/27	62	TBD		X					
165		Design Vehicle Access Roads	Tier 2	CAAP			Design Vehicle Access Roads and Drainage	93	TBD		X					
166		Construction of Vehicle Access Roads & Drainage	Tier 2	CAAP			Construction of Vehicle Access Roads & Drainage	310	TBD		X					
167		Design of Rehabilitation AC Ramp and Helicopter Parking	Tier 2	CAAP			Rehabilitation AC Ramp and Helicopter Parking	50	TBD		X					
168		Runway 09/27 Rehabilitation	Tier 2	CAAP			Runway 09/27 Rehabilitation	620	TBD		X					
169		Design of Parking Apron Rehabilitation	Tier 2	CAAP			Parking Apron Rehabilitation	12	TBD		X					
170		Rehabilitation AC Ramp and Helicopter Parking	Tier 2	CAAP			Rehabilitation AC Ramp and Helicopter Parking	217	TBD		X					
171		Design for Alleyway Reconstruction	Tier 2	CAAP			Design for Alleyway Reconstruction	25	TBD		X					
172		Parking Apron Rehabilitation	Tier 2	CAAP			Parking Apron Rehabilitation	124	TBD		X					
173		Alleyway Reconstruction	Tier 2	CAAP			Alleyway Reconstruction	248	TBD		X					
174		Construct Commercial Hangar/Terminal Building	Tier 2	CAAP			Construct Commercial Hangar/Terminal Building	620	TBD		X					

175		Install Directional Signage	Tier 2	CAAP			Install Directional Signage	620	TBD		X					
176		Paved Automobile Parking Area	Tier 2	CAAP			Paved Automobile Parking Area	620	TBD		X					
177		Relocate Segmented Circle, Lighted Wind Cone, Wind Tee	Tier 2	CAAP			Relocate Segmented Circle, Lighted Wind Cone, Wind	620	TBD		X					
178		Construct Apron and Hangar Access Taxi lanes	Tier 2	CAAP			Construct Apron and Hangar Access Taxi lanes	620	TBD		X					
							Subtotal Cost Tier 2 Aviation	**71844**								
							Total Cost Aviation Projects	**74921**								

TIER 1 NON-MOTORIZED TRANSPORTATION

#	Map Label	Project Name	Priority	Funding Source	Agency	Location	Description	Cost ($1,000) in 2024	Construction Year	**Goal 1:** Enhance safety and mobility for all users. **Goal 2:** Foster a vibrant, resilient economy through strategic transportation investments. **Goal 3:** Promote environmental stewardship. **Goal 4:** Integrate land use and transportation. **Goal 5:** Encourage public and agency involvement.					Project Grouping	Major Corridor Alignment
										Goal 1	Goal 2	Goal 3	Goal 4	Goal 5		
179		SR-108/49 & Chicken Ranch Rd - Intersection Improvements	Tier 1	SHOPP	Caltrans	Jamestown	Construct geometric improvements at the intersection of Chicken Ranch Rd & SR 108/49. Review and implement Complete Streets improvements whenever possible.	1860	TBD		X	X			Chicken Ranch Rd Intersection Improvement	SR 49/108: Jamestown to Yosemite Junction
180	14	Safety Improvements @ Tuolumne Rd & Soulsbyville Rd	Tier 1	Tribal, local	Tuolumne County	Tuolumne	Construct safety improvements at the intersection of Tuolumne Rd and Soulsbyville Rd. Construct a five foot wide shoulder will be constructed on both sides of Tuolumne Rd. (Local Roads Project)	1240	TBD	X		X			Phoenix Lake Road Improvements	
181	12	Improvements @ Tuolumne Rd & Woodham Carne/Black Oak Rd including Possible Realignment	Tier 1	Tribal, local	Tuolumne County	Tuolumne	Construct safety improvements at Tuolumne Rd & Woodham Carne/Black Oak Rd. Include a realignment of Woodham Carne Rd. Construct a five foot wide shoulder will be constructed on both sides of Tuolumne Road. (Local Roads Project)	1612	TBD	X	X	X			Phoenix Lake Road Improvements	
182	B	Gold Rush Shared Use Path - Phase 1	Tier 1	ATP	City of Sonora	Sonora	Shared Use path in Sonora	6418	2027	X	X	X			Gold Rush Shared Use Path	SR 49/108: Jamestown to Yosemite Junction; SR 108/49: Jamestown to Columbia
183	B	Gold Rush Shared Use Path - Phase 2	Tier 1	ATP	Tuolumne County	Sonora, Columbia	Shared Use path connecting Sonora to Columbia	32659	2030	X	X	X			Gold Rush Shared Use Path	SR 49/108: Jamestown to Yosemite Junction; SR 108/49: Jamestown to Columbia
184	B	Gold Rush Shared Use Path - Phase 3	Tier 1	ATP	Tuolumne County	Columbia	Columbia Loop segment	TBD	2030	X	X	X			Gold Rush Shared Use Path	SR 49/108: Jamestown to Yosemite Junction; SR 108/49: Jamestown to Columbia
185		Shared Use Path that Supports Vehicles	Tier 1	ATP	Tuolumne County	Groveland	CA 120 W of Groveland: Construct Share Use Path that Supports Vehicles. Emergency Shoulder Usage.	TBD	TBD	X	X	X			Climate Adaptation and Evacuation Efficiency Projects	
186	G	Jamestown Main Street Revitalization Project	Tier 1	Clean CA	Tuolumne County	Jamestown	Construct new and improved sidewalks along Main Street	1862	2024	X	X	X			Jamestown Complete Streets (From School to Downtown/Downtown Area)	
187		Jamestown Safe, Healthy, and Equitable Streets Improvement Project	Tier 1	RTIP, ITIP, local, SHOPP	Caltrans	Jamestown	Widen SR-49/SR-108 to 5-lanes in Jamestown from west of South Main Street to east of Fifth Ave. Construct Complete Streets improvements with sidewalks on both sides of the Highway and Bus shelter and turnout along the State Highway. (State Highways)	16166	2025	X	X	X			Safe, Healthy, and Equitable Streets Improvement Project	SR 49/108: Jamestown to Yosemite Junction; SR 108/49: Jamestown to Columbia
188	13	SR 120 & Old Priest Grade Top Grade - Left Turn Channelization	Tier 1	SHOPP	Caltrans	Groveland	Construct a left turn lane along SR 120 and Old Priest Grade Rd/Priest-Coulterville Rd at the top of the grade. Implement Complete Streets by widening the shoulders and other improvements.	1116	TBD	X		X				SR 120: Yosemite Junction to Yosemite NP
189	D	SR 108/49 - Chicken Ranch Rd to South Main St Continuous Left Turn Lane	Tier 1	SHOPP	Caltrans	Jamestown	Construct a continuous left turn lane from the Chicken Ranch Rd to South Main St. Implement Complete Streets by widening the shoulders and other improvements.	1612	TBD	X		X				SR 49/108: Jamestown to Yosemite Junction
190	3	SR 49 Left Turn Channelization Shaws Flat Road	Tier 1	SHOPP	Caltrans	Columbia	Construct a left turn lane along SR 49 at the intersection of Shaws Flat Rd/Jamestown Rd. Implement Complete Streets by widening the shoulders and other improvements.	1116	TBD	X		X				
191	A	SR 49 Realignment of Curve from Jack Ass Hill Rd to Tim Horne Mine Rd	Tier 1	SHOPP	Caltrans	Tuttletown	Construct curve realignments between Tim Horn Mine Rd and Jack Ass Hill Rd. Review and implement Complete Streets improvements whenever possible.	4076	2030	X		X				
192		SR 108/120 Eastbound Realignment of Rockhouse Curve	Tier 1	SHOPP	Caltrans	Western Tuolumne County	Construct curve realignments for SR 108/120 eastbound for the Rockhouse Curve which is 2.6 miles east of Tulloch Rd. Review and implement Complete Streets improvements whenever possible.	4340	2030	X		X				
193	11	SR 120 Install Guardrails from Old Priest Grade to Coulterville Rd	Tier 1	Minor SHOPP	Caltrans	Groveland	Install guardrails along SR 120 from Old Priest Grade Rd to Coulterville Rd where appropriate. Review and implement Complete Streets improvements whenever possible.	1116	2030	X		X				SR 120: Yosemite Junction to Yosemite NP
194	10	SR-120/SR-49 Moccasin Left Turn Channelization	Tier 1	SHOPP	Caltrans	Moccasin	Construct a left turn lane along SR 120 & SR 49 near Moccasin. Implement Complete Streets by widening the shoulders and other improvements.	1116	2025	X		X				SR 120: Yosemite Junction to Yosemite NP
195	1	Install Bicycle Signs along State Highways & Local Roads	Tier 1	SHOPP	Caltrans	Tuolumne County	Install new "Share the Road" Signs along designated Class II facilities. (State Highways & Local Roads Projects)	62	TBD	X						SR 120: Yosemite Junction to Yosemite NP
196		SR-108 & SR 49 Stockton St Intersection Improvements	Tier 1	SHOPP	Caltrans	Sonora	Construct geometric improvements at the intersection of SR 49 (Stockton St) & SR 108/49 & SR 108. Review and implement Complete Streets improvements whenever possible.	3100	TBD		X	X				SR 108/49: Jamestown to Columbia
197		SR 108 - Chicken Ranch Rd to SR 49 Climbing, Acceleration, De- acceleration Lanes	Tier 1	SHOPP	Caltrans	Jamestown	Construct an acceleration, deacceleration, and climbing lanes from Chicken Ranch Rd to the SR 49 exit Montezuma Junction. Review and implement Complete Streets improvements whenever possible.	3100	TBD	X	X	X				SR 49/108: Jamestown to Yosemite Junction
198		SR 108 - SR 49 to SR120 - Climbing Lanes	Tier 1	SHOPP	Caltrans	Jamestown	Construct eastbound climbing lanes from Montezuma Junction/SR 49 to Yosemite Junction/SR 120. Review and implement Complete Streets improvements whenever possible.	2480	2030	X	X	X				SR 49/108: Jamestown to Yosemite Junction
199		SR 108/120 - La Grange Rd to O'Byrnes Ferry Rd - Climbing Lanes	Tier 1	SHOPP	Caltrans	Western Tuolumne County	Construct westbound and eastbound climbing and deacceleration lanes between west of La Grange Rd to SR O'Brynes Ferry Rd. Review and implement Complete Streets improvements whenever possible.	4340	2035	X	X	X				
200		SR 120 - New Priest Grade - Widen Road, install and Add Climbing Lanes	Tier 1	SHOPP	Caltrans	Groveland	Construct a turnout and climbing lanes on SR 120 @ New Priest Grade. Review and implement Complete Streets improvements whenever possible.	2604	2020	X	X	X				SR 120: Yosemite Junction to Yosemite NP
201	AE	SR 120 Complete Streets and ADA Improvements in Groveland	Tier 1	SHOPP, LTF	Caltrans / Tuolumne County	Groveland	Construct Complete Streets and ADA compliant walkways in downtown Groveland that is consistent with the Groveland Circulation Plan.	2480	2020	X		X				SR 120: Yosemite Junction to Yosemite NP
202	F	SR 49-108 Complete Streets and ADA Improvements in Jamestown	Tier 1	SHOPP, LTF	Caltrans / Tuolumne County	Jamestown	Construct Complete Streets and ADA compliant walkways from 5th Ave to Stockton Rd. These improvements will support Caltrans Complete Streets policies.	2480	TBD	X		X				SR 49/108: Jamestown to Yosemite Junction; SR 108/49: Jamestown to Columbia

203	P	SR 49 Complete Streets and ADA Improvements in Downtown Sonora	Tier 1	SHOPP, ATP, LTF	Caltrans/ City of Sonora	Sonora	Construct Complete Streets and ADA compliant walkways in the Historic Downtown Core of Sonora that is consistent with the Vision Sonora Plan.	3720	2025	X		X				SR 108/49: Jamestown to Columbia
204	8	Greenley Rd & Mono Way Intersection Improvements	Tier 1	TIMF, local, ATP	City of Sonora	Sonora	Construct capacity improvements at the intersection of Greenley Rd & Mono Way. Construct new sidewalk and bicycling improvements.	4262	TBD		X	X				
205	6	Stewart Street Sidewalk Improvements	Tier 1	LTF	City of Sonora	Sonora	Construct sidewalk and ADA improvements along Stewart Street between Theall St. and Mehan St.	63	TBD	X						
206	7	South Washington Rd/SR 108/Lime Kiln Road Intersection Improvements	Tier 1	RTIP, TIMF, SHOPP	City of Sonora	Sonora	Construct a southbound right turn lane and construct a southbound 2nd left turn lane along South Washington Road at the intersection of SR 108/Lime Kiln Road. Construct Complete Streets improvements including pedestrian crossing with a push button, and shoulder improvements. (State Highways Project)	1448	2025	X	X	X				SR 108: Jamestown to Sierra Village
207	5	Intersection Improvements at SR 49/Columbia Way - Complete Streets Improvements	Tier 1	RTIP, SHOPP, TIMF	City of Sonora / Caltrans	Columbia	Construct intersection improvements at SR 49/North Washington St/Columbia Way/School St. The intersection improvements would include ADA crossings, pedestrian, and bicycle improvements. (State Highways Project)	3720	2020	X	X	X				SR 108/49: Jamestown to Columbia
208	15	Reconstruction of Evergreen Rd.	Tier 1	FLAP, local	FHWA	Tuolumne County	Reconstruct 7 miles of Evergreen Road from State Highway 120 to Hetch Hetchy Road. The project will provide additional pedestrian signs, as well as other signs that will warn drivers of upcoming pedestrian facilities. (Local Roads Project)	18157	2025		X	X				SR 120: Yosemite Junction to Yosemite NP
209	AA	Mono Way Operational and Safety Project - Complete Streets	Tier 1	RTIP	Tuolumne County	East Sonora	Improvements to the roadway shoulders will accommodate pedestrians and bicyclists, improve drainage, realign the intersection, and install left turn pockets. (State Highways Project)	2306	2024	X	X	X				SR 108: Jamestown to Sierra Village
210	Y	Tuolumne Road Improvements from Terrace Dr to Lambert Lake Rd	Tier 1	HSIP, Local	Tuolumne County	East Sonora	Widen and realign Tuolumne Road from Terrace Dr to Lambert Lake Rd. Construct a 6 foot wide shoulder will be constructed on both sides of Tuolumne Road. (Local Roads Project)	1995	TBD	X		X				
211	2	New Rawhide Bridge and Rawhide Rd Realignment with SR 108/49	Tier 1	HBP, TIMF	Tuolumne County	Jamestown	Construct a new concrete bridge with two through lanes and a left turn lane east of the existing single lane bridge. The new bridge will realign with Main Street and SR 108/49 in Jamestown. Construct pedestrian sidewalks on the new bridge and consider using the existing bridge for non-motorized use only. (Local Roads & Bridge Projects)	8529	2025		X	X				SR 108/49: Jamestown to Columbia
212	X	Extend Gardella Ranch Rd to Justice Center Drive - Complete Streets	Tier 1	Local	Tuolumne County	Sonora	Construct a new roadway connecting Gardella Ranch Rd with Justice Center Drive. Construct Complete Streets Improvements including sidewalks. (Local Roads Project)	3100	2025		X	X				
213	4	Parrotts Ferry Road Signalization @ Sawmill Flat Road	Tier 1	TIMF, Local	Tuolumne County	Columbia	Construct a new signalized intersection at the Parrotts Ferry Rd & Sawmill Flat Rd. Construct a four foot wide shoulder is being provided in order to leave room for future curb, gutter, & sidewalks. (Local Roads Project)	2604	2040	X		X				SR 108/49: Jamestown to Columbia
214	U	North-South Connector - Phase 1 - Greenley Extension to SR 49 - Complete Streets	Tier 1	RTIP, TIMF	Tuolumne County & City of Sonora	Sonora	Construct a new collector road from the intersection of Greenley Rd/Lyons Bald Mountain Rd/Lyons St to SR 49 in between Jack Hage Rd/Old Sonora Columbia Rd & Pesce Way. Construct a new signal at the intersection of Greenley Rd & Lyons/Lyons Bald Mt Rd. Construct a new signal at the intersection of SR 49 & new Greenley Extension. Construct Complete Streets improvements for pedestrian and bicycle users.	28723	2040		X	X				SR 108/49: Jamestown to Columbia
215	AG	Groveland Sidewalks Project	Tier 1	ATP, SHOPP, local	Caltrans, Tuolumne County	Groveland	Construct a Safe Routes to School project by adding new sidewalk and improving existing pedestrian walkways along SR 120 in Groveland to support Tenaya Elementary School.	3571	2027	X		X			Safe Routes to School	SR 120: Yosemite Junction to Yosemite NP
216	AD	Hetch Hetchy Railroad Trail	Tier 1	TBD	Tuolumne County	Groveland	Construct a regional trail on the former railroad ROW from Moccasin to east of Groveland.	20000	TBD	X	X	X				
							Subtotal Cost Tier 1 Non-Motorized Transportation	**199155**								
							TIER 2 NON-MOTORIZED TRANSPORTATION									
#	**Map Label**	**Project Name**	**Priority**	**Funding Source**	**Agency**	**Location**	**Description**	**Cost ($1,000) in 2024**	**Construction Year**	**Goal 1:** Enhance safety and mobility for all users. **Goal 2:** Foster a vibrant, resilient economy through strategic transportation investments. **Goal 3:** Promote environmental stewardship. **Goal 4:** Integrate land use and transportation. **Goal 5:** Encourage public and agency involvement.					**Project Grouping**	**Major Corridor Alignment**
										Goal 1	**Goal 2**	**Goal 3**	**Goal 4**	**Goal 5**		
217	9	Intersection Improvements @ Sanguinetti Rd	Tier 2	EIR Fees, local	Tuolumne County	Sonora	Construct a new Roundabout on Sanguinetti Road & Sanguinetti Loop Rd. Construct a four foot wide shoulder is being provided in order to leave room for future curb, gutter, & sidewalks. (Local Roads Project)	3720	TBD	X	X	X				
218	I	Jamestown Sidewalk Project Phase 2	Tier 2	ATP, local	Tuolumne County	Jamestown	Construct new sidewalk improvements along Fifth Ave in Jamestown to from Willow St to SR 108/49.	2728	TBD	X		X			Jamestown Complete Streets (From School to Downtown/Downtown Area)	
219		Seco Street Bike/Ped Project	Tier 2	TBD	Tuolumne County	Jamestown	Widen the shoulders for bicycle and pedestrian access along Seco Street from Rolling Oaks Dr. to 3rd Ave to support a Safe Routes to School Project for Jamestown Elementary School.	TBD	TBD	X	X	X			Jamestown Complete Streets (From School to Downtown/Downtown Area), Safe Routes to School	
220		Jamestown Crosswalk Project	Tier 2	TBD	Tuolumne County	Jamestown	Install crosswalks across 4th Ave at 9th Street and across Sierra Ave at 9th Street to support a Safe Routes to School Project for Jamestown Elementary School	TBD	TBD	X	X	X			Jamestown Complete Streets (From School to Downtown/Downtown Area), Safe Routes to School	
221	H	Proposed Sidewalk	Tier 2	ATP	Tuolumne County	Tuolumne County	Sidewalk installations in the Jamestown, Sonora, and Columbia areas (Non-Motorized Transportation).	TBD	TBD	X	X	X			Jamestown Complete Streets (From School to Downtown/Downtown Area)	SR 49/108: Jamestown to Yosemite Junction; SR 108/49: Jamestown to Columbia
222		Gold Rush Shared Use Path - Phase 4	Tier 2	TBD	TCTC	Sonora, Jamestown	Shared use path connecting Sonora to Jamestown	TBD	TBD	X	X	X			Gold Rush Shared Use Path	SR 108/49: Jamestown to Columbia
223		Gold Rush Shared Use Path - Phase 5	Tier 2	TBD	TCTC	Jamestown	Shared use path connecting Chicken Ranch to Jamestown Loop	TBD	TBD	X	X	X			Gold Rush Shared Use Path	SR 49/108: Jamestown to Yosemite Junction

224		State Road 120/49	Tier 2	TBD	Caltrans	Western Tuolumne County	Widen the shoulders for bicycle and pedestrian access along Highway 120/49 from Chinese Camp to Priest Grade in Moccasin.	TBD	TBD	X	X	X				SR 120: Yosemite Junction to Yosemite NP
225		State Road 132	Tier 2	TBD	Caltrans	Western Tuolumne County	Widen the shoulders for bicycle and pedestrian access along Highway 132 in the Tuolumne County section.	TBD	TBD	X	X	X				
226		SR 49/Stockton Road	Tier 2	TBD		Sonora	Replace bridge over Sonora Creek	TBD	TBD	X	X					
227		Dragoon Gulch Trail - Expansion - Phase II	Tier 2	ATP, local	City of Sonora	Sonora	Construct a new pedestrian and bicycle path that will connect the West Sonora neighborhood to Sonora and to the existing Dragoon Gulch trail system.	1230	TBD	X		X				
228		Columbia to Sonora Regional Trail	Tier 2	ATP, local	City of Sonora	Sonora, Columbia	Construct a bicycle and pedestrian path and a Class II bicycle lane from Sonora High to Columbia College.	6255	TBD	X	X	X				SR 108/49: Jamestown to Columbia
229	**O**	Dragoon Gulch Connector Trail	Tier 2	ATP, local	City of Sonora	Sonora	Construct a new pedestrian and bicycle path that connects Dragoon Gulch Trail with Sonora High, Downtown Sonora, and the Fairgrounds. This trail would follow Woods Creek/Bonanza Road/Snell Steet, and School Street.	1550	TBD	X	X	X			Safe Routes to School	SR 108/49: Jamestown to Columbia
230	**S**	Sierra RR Trail - Sonora Section	Tier 2	ATP, local	City of Sonora	Sonora	Construct a regional pedestrian and bicycle path from South Washington St. to Sanguinetti Rd in Sonora.	2685	TBD	X	X	X				
231	**M**	SR 49 - Stockton Rd Complete Streets Project	Tier 2	ATP, SHOPP, local	City of Sonora	Jamestown	Construct new sidewalks and add pedestrian and bicycle path improvements that help connect Downtown Sonora with the Motherlode Fairgrounds.	4427	TBD	X	X	X				SR 108/49: Jamestown to Columbia
232	**N**	Snell Road Sidewalk Improvements	Tier 2	Cap & Trade, local	City of Sonora	Sonora	Construct sidewalk improvements along the Snell Rd from Racetrack Road to east of School Street to support a Safe Routes to School project for Sonora High School.	1488	TBD	X	X	X			Safe Routes to School	
233		Linoberg Paseo	Tier 2	Cap & Trade, local	City of Sonora	Sonora	Construct new pedestrian and bicycle access only. Improvements on Linoberg Street between North Washington (SR 49) & Steward St.	1054	TBD	X	X	X				
234	**R**	Shaws Flat Road Sidewalk Improvements	Tier 2	Cap & Trade, local	City of Sonora	Sonora	Construct sidewalk improvements along Shaws Flat Rd from Sonora High School to Roble Road to support a Safe Routes to School project for Sonora High School.	1488	TBD	X	X	X			Safe Routes to School	
235		Sonora Creek Trail	Tier 2	TBD	City of Sonora	Sonora	Construct a pedestrian and bicycle trail from Lyons Bald Mountain Rd to Downtown Sonora.	TBD	TBD	X	X	X				
236		Southgate Drive Trail	Tier 2	TBD	City of Sonora	Sonora	Construct a bicycle and pedestrian path along Southgate Dr to Crooked Ln.	TBD	TBD	X	X	X				
237	**L**	Dragoon Gulch Trail - Expansion Phase II	Tier 2	TBD	City of Sonora	Sonora	Construct a new pedestrian and bicycle trail on a future expansion of the Dragoon Gulch trail system.	TBD	TBD	X	X	X				
238		Stockton Street West Gateway Corridor	Tier 2	TBD	City of Sonora	Sonora	Construct sidewalk improvements along Stockton Street (SR 49) from SR 108 to the Fairgrounds and install new signage, planters, landscaping, and street trees.	TBD	TBD	X		X				SR 108/49: Jamestown to Columbia
239		Steward Street Sidewalk Improvements	Tier 2	TBD	City of Sonora	Sonora	Construct sidewalk improvements along Steward Street between Bradford St and Theall St.	TBD	TBD	X		X				
240		North Washington North Gateway Corridor	Tier 2	TBD	City of Sonora	Sonora	Construct sidewalk improvements along North Washington St (SR 49) from Snell Street to Columbia Way.	TBD	TBD	X		X				SR 108/49: Jamestown to Columbia
241		Washington Street Improvements in the Historic Downtown Core	Tier 2	TBD	City of Sonora	Sonora	Construct sidewalk improvements from Snell St to Stockton St. Add parklets, add mid-block pop- outs with street trees, add corner pop-outs, provide additional crosswalk markings, add pedestrian-scaled street lighting.	TBD	TBD	X		X				
242		South Washington South Gateway Corridor	Tier 2	TBD	City of Sonora	Sonora	Construct a new pedestrian and bicycle improvements along South Washington St from Restano Way to SR 108 & Lime Kiln Rd.	TBD	TBD	X		X				
243		SR 49 and Southgate Drive Intersection and Complete Street Improvements	Tier 2	TBD	City of Sonora	Sonora	Construct intersection improvements at Southgate Drive/Woods Creek Drive, and South Forest Drive and SR 49 including Complete Street Improvements.(State Highways Project)	3100	TBD	X		X				SR 108/49: Jamestown to Columbia
244		Woods Creek Regional Trail	Tier 2	TBD	City of Sonora & Tuolumne County	Sonora, Jamestown	Construct a regional trail from Sonora High School to Lake Don Pedro.	7645	TBD	X	X	X			Safe Routes to School	
245		Sierra Railroad Regional Trail Standard to Tuolumne Trail	Tier 2	TBD	Mi Wuk Tribe, Tuolumne County	Tuolumne	Construct a regional Class I trail on the former Sierra Railroad ROW (Rails to Trails) from Standard Townsite to the Tuolumne City.	13435	TBD	X	X	X				
246	**V**	Sierra Railroad Regional Trail - East Sonora Section	Tier 2	ATP, local	Sierra Railroad, Tuolumne County	East Sonora	Construct a regional pedestrian and bicycle trail along the Sierra RR (Rails with Trails) from Sanguinetti Rd to Hess Ave.	3894	TBD	X	X	X				
247		Sierra Railroad Regional Trail	Tier 2	TBD	Sierra Railroad, Tuolumne County	East Sonora, Sonora	Construct a regional Class I trail along the Sierra RR (Rails with Trails) from Standard Townsite to the Tuolumne County Boundary line with Stanislaus County.	12605	TBD	X	X	X				
248	**K**	Columbia Pedestrian Facility	Tier 2	ATP local	Tuolumne County	Columbia	Construct a Safe Routes to School project for Columbia Elementary School by adding new sidewalks along Parrotts Ferry Rd.	2319	TBD	X		X			Safe Routes to School	
249	**Q**	Melones Water Line Trail Improvement Project	Tier 2	ATP, local	Tuolumne County	Columbia	Construct a ten foot wide two direction Class I bicycle and pedestrian facility along the existing Melones Waterline from Sawmill Flat Road to Columbia College.	670	TBD	X		X				
250	**E**	Old Rawhide Bridge Trail	Tier 2	TIMF	Tuolumne County	Jamestown	Reuse the soon to be abandoned bridge and use the right of way for part of the Angels Spur Trail.	620	TBD	X		X				SR 49/108: Jamestown to Yosemite Junction
251	**J**	Racetrack Pedestrian & Bicycle Project	Tier 2	ATP, TIMF, local	Tuolumne County	Sonora	Construct sidewalk improvements along Racetrack Road in West Sonora from Jamestown Road to future entrance of Dragoon Gulch Trail.	1926	TBD	X		X				
252	**AB**	Summerville Trail Project	Tier 2	ATP, local	Tuolumne County	Tuolumne	Construct a Safe Routes to School Project for Summerville High School that includes pedestrian and bicycle path improvements along Tuolumne Road from Summerville Rd to North Tuolumne Rd/Cherry Valley Rd.	1792	TBD	X		X			Safe Routes to School	
253	**AI**	Sugarpine RR Trail - Twain Harte	Tier 2	ATP, local	Tuolumne County	Twain Harte	Construct a Class I trail from SR 108/Lava Rd to East Ave.	1295	TBD	X		X				
254	**AF**	Tuolumne Alleyways	Tier 2	CMAQ, local	Tuolumne County	Tuolumne	Construct a paved pedestrian alleyway project.	868	TBD	X	X	X				
255		Jamestown to Sonora Regional Trail	Tier 2	ATP, local	Tuolumne County	Sonora, Jamestown	Construct a bicycle and a pedestrian path and a Class II bicycle path from the Fairgrounds to Jamestown.	7645	TBD	X	X	X				
256	**W**	Greenley Trail Project - Sonora Community Trail	Tier 2	RTP, local	Tuolumne County	Sonora	Construct a pedestrian and bicycle trail at the Tuolumne County Main Library and Senior Center off of Greenley Rd.	558	TBD	X	X	X				
257	**AD**	Hetch Hetchy Railroad Trail	Tier 2	Cap & Trade, local	Tuolumne County	Groveland	Construct a regional trail on the former railroad ROW from Big Oak Flat to east of Groveland.	6386	TBD	X	X	X				
258	**T**	South Washington Street Improvements	Tier 2	ATP, local	Tuolumne County	Sonora	Construct a new pedestrian and bicycle improvement along South Washington St from Church St to Restano Way	1972	TBD	X	X	X				
259	**Z**	Standard Mill Bypass Trail	Tier 2	Cap & Trade, local	Tuolumne County	East Sonora	This proposed trail would bypass the Sierra Pacific Industries mill site and create a new non-motorized trail connecting standard township with East Sonora.	7056	TBD	X	X	X				
260	**AC**	Sugarpine Railroad Regional Trail	Tier 2	ATP, local	Tuolumne County	Twain Harte	Construct a regional pedestrian and bicycle trail on the former railroad ROW from Twain Harte to Tuolumne Road.	4278	TBD	X	X	X				

261	AH	Westside Trail	Tier 2	Cap & Trade, local	Tuolumne County	Tuolumne	Construct a bicycle and pedestrian path along the Westside RR right of way from Mira Monte Road to the intersection of Tuolumne Rd & Cherry Valley Blvd.	1426	TBD	X	X	X					
262		Columbia College Drive - Class II Bicycle Facilities	Tier 2	TBD	Tuolumne County	Columbia	Construct a Class II bicycle facilities from Parrots Ferry Road to Columbia College.	TBD	TBD	X	X	X					
263		Ben Hur Trail	Tier 2	TBD	Tuolumne County	Columbia	Construct a non-motorized trail from Yankee Hill Road to Columbia College.	TBD	TBD	X	X	X					
264		Maiden Lane or Howser Lane/Columbia Emergency Access Road	Tier 2	TBD	Tuolumne County	Columbia	Construct a non-motorized trail from these two routes to Columbia College.	TBD	TBD	X	X	X					
265		Bald Mountain Road Trail	Tier 2	TBD	Tuolumne County	Columbia	Construct a new pedestrian and bicycle trail along N Bald Mountain Rd. that connects Sonora to Big Hill Rd.	TBD	TBD	X	X	X					
266		Sullivan Creek Regional Trail	Tier 2	TBD	Tuolumne County	East Sonora	Construct a pedestrian and bicycle trail along Sullivan Creek from Phoenix Lake Rd to Lake Don Pedro.	TBD	TBD	X	X	X					
267		Curtis Creek Trail	Tier 2	TBD	Tuolumne County	East Sonora	Construct a pedestrian and bicycle trail along Sullivan Creek from Phoenix Lake Rd to Lake Don Pedro.	TBD	TBD	X	X	X					
268		Sierra RR Trail - Jamestown Section	Tier 2	TBD	Tuolumne County	Jamestown	Construct a regional Class I bicycle path from South Washington St/Lime Kiln St to Bell Mooney Rd in Jamestown.	TBD	TBD	X	X	X					
269		Woods Creek Trail	Tier 2	TBD	Tuolumne County	Jamestown	Construct a pedestrian and bicycle trail from Stockton Rd to Bell Mooney Rd in Jamestown.	TBD	TBD	X	X	X					
270		Angels Spur Trail	Tier 2	TBD	Tuolumne County	Jamestown	Construct a pedestrian and bicycle trail along the former RR right of way from Railtown/Sierra RR to SR 108/49.	TBD	TBD	X	X	X					
271		Twain Harte Sidewalks Project	Tier 2	TBD	Tuolumne County	Twain Harte	Construct new sidewalks in Downtown Twain Harte to support a Safe Routes to School Project for Twain Harte Elementary.	TBD	TBD	X	X	X			Safe Routes to School		
272	AC	Sugarpine Railroad Regional Trail	Tier 2	TBD	Tuolumne County	Twain Harte	Construct a regional trail on the former railroad ROW from Twain Harte to Strawberry.	TBD	TBD	X	X	X					SR 108: Jamestown to Sierra Village
273		Big Creek Trail (Hetch Hetchy RR)	Tier 2	TBD	Tuolumne County	Groveland	Construct a pedestrian and bicycle trail from Pine Mountain Drive (PML subdivision) to Sandean Lane.	TBD	TBD	X	X	X					
274		Groveland - Ferretti Road Trail	Tier 2	TBD	Tuolumne County	Groveland	Construct a pedestrian and bicycle trail along Ferretti Road that will connect with Tioga High School and support a Safe Routes to School Project.	TBD	TBD	X	X	X			Safe Routes to School		
275	AE	State Road 120 Complete Streets Improvements	Tier 2	TBD	Tuolumne County	Groveland	Widen the shoulders for bicycle and pedestrian access along Highway 120 from Highway 49/120 to Big Oak Flat Road.	TBD	TBD	X	X	X					SR 120: Yosemite Junction to Yosemite NP
276		Sierra RR Trail (Rails to Trails)	Tier 2	TBD	Tuolumne County	Tuolumne	Construct a Class I bicycle and pedestrian trail from Standard to Cherry Valley Blvd	TBD	TBD	X	X	X					
277	AC	Sugarpine RR Trail	Tier 2	TBD	Tuolumne County	Tuolumne	Construct a Class I bicycle path and a Class II bicycle lane from Sonora High to Columbia College.	TBD	TBD	X	X	X					
278		Tuolumne Sidewalks Project	Tier 2	TBD	Tuolumne County	Tuolumne	Construct new sidewalks in the Tuolumne Townsite to support a Safe Routes to School project for Summerville Elementary.	TBD	TBD	X	X	X			Safe Routes to School		
279		Soulsbyville Road Sidewalks Project	Tier 2	TBD	Tuolumne County	Soulsbyville	Construct sidewalks and bicycle improvements on both sides of the street from Longeway/North Sunshine Road to SR 108 to support a Safe Routes to School Project for Soulsbyville Elementary School.	TBD	TBD	X	X	X			Safe Routes to School		
280		Soulsbyville Road Sidewalks Project	Tier 2	TBD	Tuolumne County	Soulsbyville	Construct sidewalks and bicycle improvements on both sides of the street from SR 108 to the townsite of Soulsbyville to support a Safe Routes to School Project for Soulsbyville Elementary School.	TBD	TBD	X	X	X			Safe Routes to School		
281		Soulsbyville Road Class II Bicycle Facility	Tier 2	TBD	Tuolumne County	Soulsbyville	Widen the shoulders for bicycle and pedestrian access along Soulsbyville Road from Soulsbyville School to Tuolumne Road to support a Safe Routes to School Project for Soulsbyville Elementary School.	TBD	TBD	X	X	X			Safe Routes to School		
282		Red Hills - Don Pedro Connector Trail	Tier 2	TBD	Tuolumne County	Don Pedro	This proposed trail would connect the Red Hills Trail System with Don Pedro Lake Trail System. (Bob Asquith)	TBD	TBD	X	X	X					
283		TUD Mainline Ditch Trail	Tier 2	TBD	Tuolumne County, TUD	Twain Harte	Construct a Class I bicycle and pedestrian path along the TUD Mainline Ditch in Twain Harte.	TBD	TBD	X	X	X					
284		Standard Road Bike/Ped Project	Tier 2	TBD	Tuolumne County	Curtis Creek	Widen the shoulders for bicycle and pedestrian access along Standard Road from Tuolumne Road to Mono Way to support a Safe Routes to School Project for Curtis Creek Elementary School.	TBD	TBD	X	X	X			Safe Routes to School		
285		Baretta Street Sidewalks/Crosswalks Project	Tier 2	TBD	City of Sonora	Sonora	Repair existing sidewalks on Baretta St. and install crosswalks on Baretta Street at Gold St, and E. Church St. to support a Safe Routes to School Project for Dario Cassina High School	TBD	TBD	X	X	X			Safe Routes to School		
286		Kewin Mill Road Bike/Ped Project	Tier 2	TBD	Tuolumne County	Belleview	Widen the shoulders for bicycle and pedestrian access along Kewin Mill Road from Longeway Road, past Bellview Elementary School to support a Safe Routes to School Project.	TBD	TBD	X	X	X			Safe Routes to School		
287	C	Shared Use Path Alternative	Tier 2	TBD	TCTC	Tuolumne County	Shared use path alternative in and between the Jamestown, Sonora, East Sonora, and Columbia areas (Non-Motorized Transportation)	TBD	TBD	X	X	X					SR 49/108: Jamestown to Yosemite Junction; SR 108/49: Jamestown to Columbia
							Subtotal Cost Tier 2 Non-Motorized Transportation	**106111**									
							Total Cost Non-Motorized Transportation Projects	**305265**									

TIER 2 RAILROAD

#	Map Label	Project Name	Priority	Funding Source	Agency	Location	Description	Cost ($1,000) in 2024	Construction Year	**Goal 1:** Enhance safety and mobility for all users. **Goal 2:** Foster a vibrant, resilient economy through strategic transportation investments. **Goal 3:** Promote environmental stewardship. **Goal 4:** Integrate land use and transportation. **Goal 5:** Encourage public and agency involvement.					Project Grouping	Major Corridor Alignment
										Goal 1	Goal 2	Goal 3	Goal 4	Goal 5		
288		Pavement Panels @Washington Street	Tier 2	Section 130		Sonora	Construct concrete Pavement Panels at the railroad intersection of South Washington Street	149	TBD	X						
289		Pavement Panels @Camp Seco Road near Lime Kiln	Tier 2	Section 130		Jamestown	Construct concrete Pavement Panels at the railroad intersection of Campo Seco Road	149	TBD	X						
290		Pavement Panel @Hess Road	Tier 2	Section 130		East Sonora	Construct concrete Pavement Panels at the railroad intersection of Hess Ave.	149	TBD	X						
291		Pavement Panels @Campo Seco Road near Ellingwood Acres	Tier 2	Section 130		Jamestown	Construct concrete Pavement Panels at the railroad intersection of Campo Seco Road	149	TBD	X						
292		Pavement Panel @Sanguinetti Rd & Sanginetti Loop Rd	Tier 2	Section 130		Sonora	Construct concrete Pavement Panels at the railroad intersection of South Washington Street	223	TBD	X						
293		Pavement Panel @Junction Shopping Center Entrance	Tier 2	Section 130		East Sonora	Construct concrete Pavement Panels at the railroad intersection of	223	TBD	X						
294		Pavement Panels @Hospital Road near Washington Rd	Tier 2	Section 130		Sonora	Construct concrete Pavement Panels at the railroad intersection of Hospital Road near Washington Rd.	223	TBD	X						
295		Pavement Panels @Hospital Road near Mono Way	Tier 2	Section 130		Sonora	Construct concrete Pavement Panels at the railroad intersection of Hospital Road near Mono Way.	223	TBD	X						

							Total Cost Railroad Projects	**1488**										
TIER 1 PUBLIC TRANSPORTATION																		
#	**Map Label**	**Project Name**	**Priority**	**Funding Source**	**Agency**	**Location**	**Description**	**Cost ($1,000) in 2024**	**Construction Year**	**Goal 1:** Enhance safety and mobility for all users. **Goal 2:** Foster a vibrant, resilient economy through strategic transportation investments. **Goal 3:** Promote environmental stewardship. **Goal 4:** Integrate land use and transportation. **Goal 5:** Encourage public and agency involvement.					**Project Grouping**	**Major Corridor Alignment**
										Goal 1	**Goal 2**	**Goal 3**	**Goal 4**	**Goal 5**		
296	3	Bus Stop Shelter Improvements	Tier 1	LTF		Countywide	Construct New Bus Stop Shelters and make improvements to existing bus stop shelters such as: installing transit stop lighting, security cameras, and etc.	744	On-Going	X	X				Climate Adaptation and Evacuation Efficiency Projects	
297		Zero Emission Transit Infrastructure	Tier 1	TIRCP	TCTC and TCTA	Tuolumne County	TCTC is mandated to transition to Zero Emission Buses by 2030, necessitating infrastructure for alternative fuels like hydrogen or electricity. Their proposed Tuolumne Transit ZEB Transition Plan involves a hybrid fleet of electric and hydrogen-powered buses. They aim to utilize biomass for clean hydrogen fuel production, with Yosemite Clean Energy's project receiving state funding for development. The plan includes constructing a new fueling and maintenance facility shared by multiple agencies to reduce costs and emissions, with a proposed location at the "Jamestown Mine" site. TCTC seeks funding to refine project details and estimates for the facility, estimated to cost $25-30 million.	3206	TBD	X	X	X			Climate Adaptation and Evacuation Efficiency Projects	
298		Zero Emission Buses	Tier 1	ZETCP (GGRF)	TCTC and TCTA	Tuolumne County	Tuolumne County Transit Agency is working towards meeting California's zero-emission bus requirements by 2040. They plan to acquire a mix of electric and hydrogen fuel-cell buses due to the duty cycle mileage needed, although currently, only one electric van has been purchased. With SB 125 funding, the agency plans to use funds for bus purchases starting in 2024, likely prioritizing electric buses due to logistical challenges with hydrogen buses in the county.	630	TBD	X	X	X			Climate Adaptation and Evacuation Efficiency Projects	
299	5	Standard - Tuolumne Rd	Tier 1	LTF	TCTA	East Sonora	Construct a new Bus Stop Shelter.	62	TBD		X					
300	A	SR-108/SR-49 - Stage 1 -Widen to Five Lanes - from South Main St to Fifth Ave - Complete Streets	Tier 1	RTIP, ITIP, SHOPP, Local	TCTA/Caltrans	Jamestown	Widen SR-49/SR-108 to 5-lanes in Jamestown from west of South Main Street to east of Fifth Ave. Construct Complete Streets improvements with sidewalks on both sides of the Highway and a bus shelter and turnout along the State Highway. (State Highways and Non-Motorized Transportation)	16166	2025		X	X				SR 49/108: Jamestown to Yosemite Junction
301	2	Mono Way/Restano Way/South Washington	Tier 1	LTF	TCTA	Sonora	Construct a New Bus Stop Shelter.	62	TBD		X					
302	4	Mono Village Center	Tier 1	LTF	TCTA	East Sonora	Replace the existing Bus Stop Shelter along Mono Way.	62	TBD		X					
303	7	Sierra Village	Tier 1	LTF	TCTA	Sierra Village	Construct a New Bus Stop Shelter.	62	TBD		X					SR 108: Jamestown to Sierra Village
304	1	Dragoon Gulch/Racetrack Rd	Tier 1	LTF	TCTA	Sonora	Construct a New Bus Stop Shelter.	62	TBD		X					
305	6	MiWuk Village	Tier 1	LTF	TCTA	Miwuk Village	Construct a New Bus Stop Shelter.	62	TBD		X					SR 108: Jamestown to Sierra Village
306		YARTS - Increase Existing Service	Tier 1	National Park Service	TCTA	Tuolumne County	This would provide additional transit service runs to Yosemite National Park from Tuolumne County. This would help reduce environmental impacts associated with vehicle and parking congestion in Yosemite Valley and be consistent with the Merced River Plan.	62	TBD		X	X				
307		Operating/SRTP/Implementation	Tier 1	TIRCP	TCTC and TCTA	Tuolumne County	The project scope includes a Short Range Transit Plan (SRTP) for Tuolumne County, focusing on transportation services for the next five years, conducting market research, evaluating existing services, and providing priorities for service plans. Additionally, there are plans for a new government transit website and social media management, rebranding TCTA buses, expanding Dial-A-Ride operations, introducing a new transit service to Modesto Amtrak Station, and implementing reverse Route 1 service. Total project costs vary for each component, with funding used for project management included.	2552	TBD	X	X	X				
308		Via Software	Tier 1	TIRCP	TCTC and TCTA	Tuolumne County	Implement a transit ride reservation software for TCTC. The software aims to enhance rider experience by offering schedule updates, dial-a-ride reservations, direct communication with dispatchers, and real-time bus tracking. Additionally, it improves staff efficiency in recording, organizing, and monitoring trip performance data, ultimately aiming to increase passengers per service hour. The VIA platform will be cloud-based for security and efficiency, prioritizing ease and efficiency for passengers and TCTA vehicles.	672	2024	X	X	X				
							Subtotal Cost Tier 1 Public Transportation	**24404**									
TIER 2 PUBLIC TRANSPORTATION																		
#	**Map Label**	**Project Name**	**Priority**	**Funding Source**	**Agency**	**Location**	**Description**	**Cost ($1,000) in 2024**	**Construction Year**	**Goal 1:** Enhance safety and mobility for all users. **Goal 2:** Foster a vibrant, resilient economy through strategic transportation investments. **Goal 3:** Promote environmental stewardship. **Goal 4:** Integrate land use and transportation. **Goal 5:** Encourage public and agency involvement.					**Project Grouping**	**Major Corridor Alignment**
										Goal 1	**Goal 2**	**Goal 3**	**Goal 4**	**Goal 5**		
309		Columbia Inter-County Transfer Point	Tier 2	TBD	TCTA	Columbia	New Bus Stop Shelter and bus transfer facility.	1042	TBD		X					
310		Groveland Transit Stop Improvements	Tier 2	PTMISEA, LTF, TBD	TCTA	Groveland	Construct bus stop improvements in Groveland.	1860	TBD		X					
311		Foothill to Valley Service (Out of County Service)	Tier 2	5311(f), Cap & Trade	TCTA	Out of County	This transit service would focus on transporting Tuolumne County residents to and from Central Valley destinations.	372	2025		X					
312		Service to Groveland/SR 120 Expansion	Tier 2	TBD	TCTA	Groveland	This transit service would focus on Groveland residents who are seeking transportation options to the Sonora area.	TBD	TBD		X					

313		Serve night classes at Columbia College	Tier 2	TBD	TCTA	Columbia	This transit service would focus on targeting students/teachers who are attending late night classes at Columbia College.	TBD	TBD		X					
314		Service to Merced High Speed Rail Station	Tier 2	TBD	MCAG/TCTA	Out of County	The California High Speed Rail project is currently building the Bakersfield to Merced rail section in the Central Valley. The first trains are proposed to be operational from the Central Valley to the Bay Area by 2025	TBD	TBD		X					
							Subtotal Cost Tier 2 Public Transportation	**3274**								
							Total Cost Non-Motorized Transportation Projects	**27677**								
							Total Cost All Projects	***1300135***								