



TUOLUMNE COUNTY TRANSPORTATION COUNCIL

DRAFT

Overall Work Program

Fiscal Year 2025/2026

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Exhibits (provided with final):



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

Council Members

Richard S. York, Chair
Citizen at Large

Ryan Campbell, Vice Chair
County of Tuolumne

Andy Merrill
City of Sonora

Mark Plummer
City of Sonora

Michael Holland
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TCTC Staff

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TAC

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County of Tuolumne

Tyler Summersett
City Community
Development Director

Quincy Yaley
County Community
Development Director

Tonya Scheftner
County Airports Manager

Diana Beasley
Tuolumne Band of Me Wuk

Destiny Tafoya
CA Highway Patrol

Gregoria Ponce
Caltrans District 10

CAC

Alexis Byers
District 1 Member

Paul Slemmons
District 2 Member

Dick Southern
District 3 Member

Bob Asquith
District 4 Member

Vacant
District 5 Member

Kurt Bryant/Curtis Wicks
City Member

INTRODUCTION

Regional transportation planning in California is a dynamic and collaborative process involving Federal, State, Tribal, regional, and local agencies. It requires the integration of multiple plans and programs to ensure an effective and coordinated transportation system. The framework for this cooperative planning process is formalized through a Memorandum of Understanding (MOU) between the California Department of Transportation (Caltrans) and each regional transportation planning agency (RTPA). The designated RTPA for Tuolumne County is the Tuolumne County Transportation Council (TCTC).

The TCTC is a Joint Powers Agency (JPA) established by the County of Tuolumne and the City of Sonora to coordinate regional transportation planning efforts. The regional transportation system plays a crucial role in supporting economic vitality, enhancing quality of life, and ensuring the efficient movement of people and goods. Given the evolving needs of Tuolumne County and the City of Sonora, the regional planning process is ongoing and adaptive, focused on developing strategies for operating, managing, maintaining, and financing the region's transportation system.

As the lead regional transportation planning agency, TCTC is responsible for developing plans that reflect the priorities and concerns of all stakeholders, including Tribal Governments, local jurisdictions, and transportation agencies. The planning process aims to identify and implement transportation improvements that enhance mobility, support economic growth, and preserve environmental quality.

The core functions of TCTC include:

1. Transportation Planning & Regional Coordination

- Administer the Regional Transportation Planning process, including updating and adopting the Regional Transportation Plan (RTP).
- Prepare, adopt, and monitor the Regional Transportation Improvement Program (RTIP) and oversee State Transportation Improvement Program (STIP) projects.
- Coordinate transportation planning efforts among State, Federal, County, and City governments, as well as neighboring regions.
- Collaborate with local federally recognized Tribal Governments and ensure compliance with applicable State and Federal laws.

2. Transit Planning & Coordination

- Administer and allocate funds under the Transportation Development Act (TDA) for public transit and non-motorized transportation.
- Conduct the Unmet Transit Needs process and update transit plans, including the Public Transit – Human Services Transportation Coordination Plan and Long-Range Transit Development Plan.
- Support Social Services Transportation Coordination, ensuring transit services meet the needs of seniors, persons with disabilities, and low-income populations.

3. Grant & Funding Administration

- Manage Federal and State transportation funding programs, including Federal Transit Administration (FTA) grants and State Highway Operation and Protection Program (SHOPP) funds.
- Coordinate, review, and rank grant applications to maximize funding opportunities for regional transportation projects.
- Administer and implement the Overall Work Program (OWP), ensuring strategic allocation of resources.

4. **Project Implementation & Oversight**

- Oversee the delivery of regional STIP projects, ensuring timely implementation and alignment with local and regional priorities.
- Monitor the State Highway Operation and Infrastructure Plan (SHOPP) and other statewide programs impacting Tuolumne County.
- Conduct project oversight, including ensuring timely audits and compliance with funding requirements.

5. **Public & Stakeholder Engagement**

- Conduct outreach to underrepresented and underserved populations, including seniors, persons with disabilities, and low-income communities.
- Facilitate public involvement in transportation planning and investment decisions.
- Review and provide input on proposed transportation legislation and statewide planning documents.

6. **Intergovernmental Policy & Compliance**

- Monitor, review, and comment on State and Federal transportation policies and legislative proposals.
- Ensure compliance with regulatory requirements and alignment with statewide and regional transportation goals.
- Collaborate with Caltrans, regional agencies, and local jurisdictions to advance transportation priorities.

Regional Setting

Tuolumne County, established in 1850, is located in the heart of California’s Mother Lode along the western slope of the Sierra Nevada Mountain Range. The County extends from the foothills to the Sierra crest and shares borders with Calaveras County to the north, Mariposa County to the south, Stanislaus County to the west, and Alpine and Mono Counties to the east. Covering approximately 2,217 square miles, the County includes significant portions of the Stanislaus National Forest and Yosemite National Park. Notably, 78% of the land in Tuolumne County is publicly owned by Federal and State agencies.

The City of Sonora, the County Seat, is the only incorporated city in Tuolumne County. Founded in the mid-1800s by miners from Sonora, Mexico, the city became a hub of the Gold Rush era and earned the nickname “Queen of the Southern Mines.” Many of its historic buildings date back to this period. Sonora

spans approximately 3 square miles, sits at 1,825 feet above sea level, and has a current population of 5,003. As the County's primary employment and commercial center, Sonora experiences a significant daytime population increase, reaching 22,000 to 25,000 due to commuters and visitors.

Tuolumne County is home to two federally and state-recognized Native American tribes: the Tuolumne Band of Me-Wuk Indians and the Chicken Ranch Rancheria of Me-Wuk Indians. These tribes have lived in the region for thousands of years, contributing to its cultural and historical identity.

Transportation & Mobility

Tuolumne County is served by three major state highways that facilitate regional mobility:

- **State Route 49** runs north-south, connecting Tuolumne County to Calaveras and Mariposa Counties.
- **State Route 108** serves as the primary east-west corridor, traversing the County from Stanislaus County to Sonora Pass, which reaches elevations above 9,000 feet.
- **State Route 120** enters from the west as State Route 108/120, continuing through Groveland and into Yosemite National Park, making it a key tourism route.

The movement of people within the County falls into three primary travel categories:

1. **Commuters** traveling from smaller communities and rural areas along Highways 108, 49, and 120.
2. **Recreational travelers**, including visitors heading to outdoor destinations.
3. **Tourists**, who contribute significantly to local traffic volumes.

Approximately **96% of all travel** in Tuolumne County is by automobile, reflecting the region's rural character and limited transit infrastructure.

Demographics & Growth Trends

Tuolumne County's current population is 53,516, and projections from the California Department of Finance forecast a slight decline before beginning to increase again around 2060. Unlike some neighboring rural counties with widely dispersed populations, Tuolumne County's residents are primarily concentrated in the western portion of the County, including the City of Sonora and the unincorporated communities of Columbia, Jamestown, Tuolumne, and Twain Harte. Each of these communities has a distinct historical and cultural identity.

Tuolumne County's population is aging, with a current demographic skew toward older age groups. However, projections indicate that the 65–79 age group will experience the most significant decline over the next 20 years (-6.41% between 2023 and 2043). Despite an overall population decrease, the number of working-age residents (18–64 years old) is expected to remain stable, maintaining a steady demand on the transportation system. Economic indicators show that median income in Tuolumne County is 21.25% lower than the state average and 4.09% lower than the national average. A higher proportion of households earn less than \$25,000 annually compared to the state, with nearly one in five households falling into this low-income category. While poverty rates in Tuolumne County are slightly lower than

state and national averages, a significant portion of the population faces economic challenges, making affordable and accessible transportation options a critical need for the region.

Tourism is a major economic driver in Tuolumne County, significantly impacting the regional transportation system. While the county's permanent population remains stable, hundreds of thousands of visitors travel to the region annually, contributing to congestion and infrastructure demands. Yosemite National Park, one of the most visited parks in the nation, saw approximately 374,000 vehicles enter through the Big Oak Flat Entrance on SR 120 in 2022. In 2021, tourism generated \$242 million in travel spending, \$28.1 million in government revenue, and supported approximately 2,300 jobs. Key destinations such as Dodge Ridge Ski Resort and the Stanislaus National Forest also attract visitors, with the communities of Groveland and Big Oak Flat particularly reliant on tourism due to their proximity to Yosemite.

Emphasizing roadway preservation, bridge replacements, and infrastructure upgrades will ensure continued economic vitality and mobility for both residents and visitors. Investment in transportation infrastructure is essential to maintaining Tuolumne County's role as both a regional hub and a gateway to major recreational destinations.

ORGANIZATION AND MANAGEMENT

The Tuolumne County Transportation Council (TCTC) was established through a Joint Powers Agreement (JPA) originally executed in 1967. As the designated Regional Transportation Planning Agency (RTPA) for the Tuolumne County region, TCTC coordinates regional transportation planning efforts for both the County of Tuolumne and the City of Sonora.

The TCTC governing body consists of five members:

- Two representatives from the Tuolumne County Board of Supervisors,
- Two representatives from the Sonora City Council, and
- One citizen member appointed at large by a majority vote of the other members.

County and City representatives are appointed annually by their respective governing boards, while the at-large citizen member serves a four-year term.

For many years, TCTC staff functions were housed within the Transportation Division of the Tuolumne County Department of Public Works, with the Public Works Director serving as TCTC's Executive Director. Under this arrangement, staff time was divided between TCTC activities and managing the region's public transportation system. However, on July 1, 2010, a revised Joint Powers Agreement restructured TCTC's employee organization, allowing the hiring of staff who serve directly under the Council's authority. This change also transferred public transportation system responsibilities from the County Board of Supervisors to the TCTC.

To comply with the Transportation Development Act (TDA), the County of Tuolumne and the City of Sonora executed a new Joint Powers Agreement in August 2011, creating the Tuolumne County Transit Agency (TCTA) as a separate entity from TCTC. TCTA was established to function as the designated transit operator, making it eligible to receive transit funding. While TCTA operates independently, it is governed

by the same Board members as the TCTC, and its staff functions are performed by existing TCTC personnel.

This Overall Work Program (OWP) fully funds TCTC employees as follows:

Position/Title	TCTC	Transit
Executive Director	60%	40%
Executive Director, Retired Annuitant (960 hours)	90%	10%
Senior Administrative Analyst (Accounting)	50%	50%
Senior Administrative Analyst	25%	75%
Administrative Analyst II	50%	50%
Administrative Analyst II (Mobility Manager)	90%	10%
Executive Assistant/ Board Clerk	50%	50%

Figure 1: Staff allocations

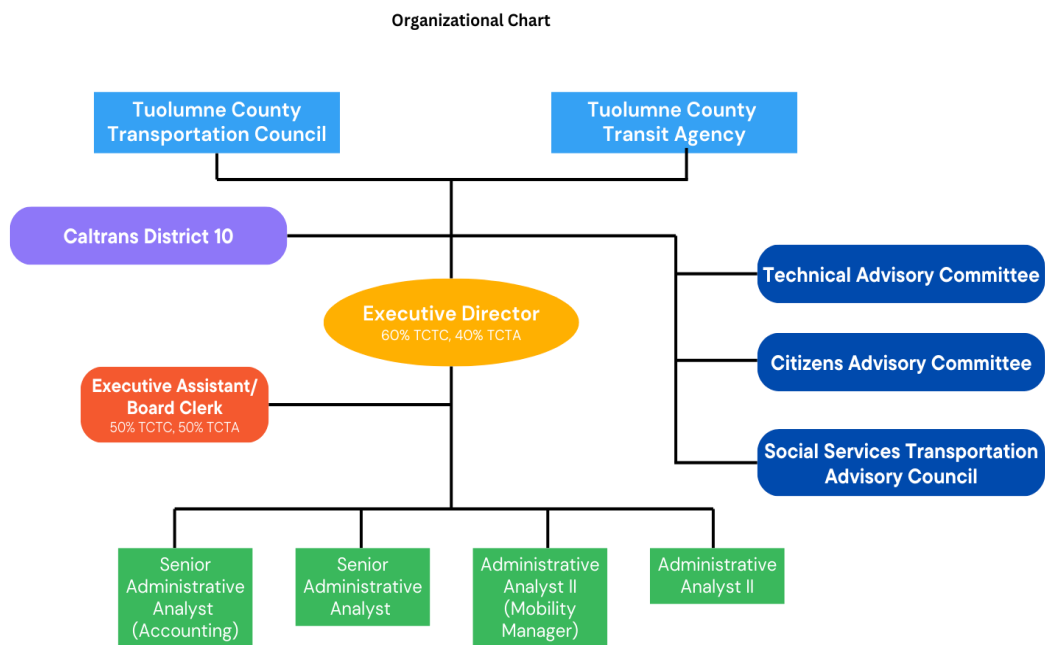


Figure 2: Organizational Chart

Staffing and Support Services

To support its transportation planning functions, TCTC utilizes specialized resources both within and outside the agency. Geographic Information System (GIS) support is provided on an hourly basis by the

Tuolumne County Public Works GIS Department, assisting with Regional Transportation Plan (RTP) development and other transportation-related projects. The Overall Work Program (OWP) budget includes an estimated 195 hours of GIS services (80% TCTC/ 20% TCTA) for the upcoming fiscal year.

As the regional transportation planning agency, TCTC is responsible for coordinating the planning, funding, and implementation of nearly all transportation programs reliant on Federal and State funding, as well as exploring new local funding opportunities. In addition to overseeing these efforts, TCTC staff directly contributes to project planning and development for transportation improvements.

To ensure efficiency and technical expertise, TCTC contracts out specialized services for key initiatives, including updates to the short- and long-range plans, completion of Transportation Development Act (TDA) required reports and audits, and development of major transportation improvement projects.

Advisory Committees

The Tuolumne County Transportation Council (TCTC) is supported by three standing advisory committees that provide input on technical, public, and social service transportation matters. These committees play a crucial role in shaping regional transportation policies and priorities.

Technical Advisory Committee (TAC)

The Technical Advisory Committee (TAC) serves as the technical review body for all matters before the TCTC. It acts as a clearinghouse for regional transportation planning issues, ensuring that decisions are informed by technical expertise.

The TAC membership includes representatives from:

- TCTC Executive Director
- Tuolumne County Public Works Director
- County Airports Manager
- County Administrator
- City Administrator
- City Community Development Director
- City Engineer
- Caltrans District 10 Transportation Planner
- California Highway Patrol (CHP) Commander for Tuolumne County
- A representative appointed by the Tribal Council of the local Native American community

Other City, County, and Caltrans staff also attend and participate as needed. The TAC typically meets concurrently with the Citizens Advisory Committee (CAC) on the first Wednesday of each month.

Citizens Advisory Committee (CAC)

The Citizens Advisory Committee (CAC) provides independent public input to the TCTC on all aspects of the regional transportation system. While TCTC staff support is available, the CAC

operates independently to ensure that community perspectives are considered in transportation planning decisions.

The CAC consists of eight members appointed to staggered four-year terms:

- Two members appointed by the Sonora City Council
- Six members appointed by the Tuolumne County Board of Supervisors, with each Supervisor (except for District Four) appointing one representative
- The District Four Supervisor appoints two representatives: one from Groveland and one from East Sonora

The CAC typically meets concurrently with the TAC on the first Wednesday of each month.

Social Services Transportation Advisory Council (SSTAC)

Established in 1986, the Social Services Transportation Advisory Council (SSTAC) provides recommendations to the TCTC on transit needs for transit-dependent and underserved populations. This includes seniors, persons with disabilities, low-income residents, and minority communities, such as Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander populations.

The SSTAC plays a critical role in the TCTC's annual "Unmet Transit Needs" hearing and findings process, ensuring that the voices of transit-dependent communities are integrated into regional planning efforts. While TCTC staff support is available, the SSTAC operates independently in its advisory role.

The composition, appointment terms, and responsibilities of the SSTAC are governed by Section 99238 of the Public Utilities Code (PUC). The SSTAC meets on an as-needed basis, generally quarterly, with a focus on the months leading up to and during the annual unmet transit needs process.

Tribal Government Engagement and Consultation

Tuolumne County is home to two federally and state-recognized Native American tribes: the Tuolumne Band of Me-Wuk Indians and the Chicken Ranch Rancheria of Me-Wuk Indians. TCTC actively engages both tribes through ongoing collaboration and formal government-to-government consultation. A tribal representative serves on the Technical Advisory Committee (TAC) and tribal representatives are included on Project Development Teams (PDTs) for relevant projects. In compliance with state and federal requirements, TCTC consults with tribes on transportation projects. Regular engagement with tribal governments allows for coordination on infrastructure improvements, transit services, and active transportation projects. Through these efforts, TCTC works to support tribal sovereignty, enhance mobility, and promote equitable transportation solutions for tribal communities and the broader region.

Federal Land Management Agency Consultation and Coordination

TCTC regularly consults and coordinates with federal land management agencies, including the Bureau of Land Management (BLM), National Park Service (NPS), and U.S. Forest Service (USFS), to address transportation planning, transit services, and infrastructure projects impacting federal lands. Given the county's proximity to Yosemite National Park, Stanislaus National Forest, and other federally managed lands, collaboration is essential to ensure safe and efficient access while balancing environmental and recreational considerations. TCTC works closely with Yosemite Area Regional Transportation System (YARTS), a regional transit service designed to reduce congestion and vehicle impacts within Yosemite National Park, providing transit connections from Tuolumne County and other gateway communities. Additionally, TCTC engages with federal agencies on roadway improvements, trail connectivity, transit expansion, and long-term planning efforts, ensuring that transportation solutions align with conservation goals, visitor access needs, and regional mobility priorities.

Public Participation and Involvement

TCTC is committed to transparent, inclusive, and accessible public participation in all aspects of transportation planning and decision-making. All TCTC/ TCTA meetings, including monthly Board meetings and Technical Advisory Committee/ Citizen Advisory Committee (TAC/ CAC) meetings, comply with the Brown Act, ensuring the public has the opportunity to attend, observe, and provide public comment. In addition to regular meetings, TCTC holds public hearings as required for major transportation decisions, such as the Regional Transportation Plan (RTP), Short-Range Transit Plan (SRTP), and Unmet Transit Needs process. For long-term planning efforts and transportation projects, TCTC conducts extensive public engagement, utilizing public workshops, surveys, and direct outreach to gather community input. These efforts ensure that residents, businesses, and community stakeholders have a meaningful voice in shaping transportation investments and policies that impact the region.

STRATEGIC PLANNING

The Tuolumne County Transportation Council (TCTC) is committed to a strategic planning process that guides its operations, decision-making, and long-term transportation investments. Through structured strategic planning, objectives are clearly defined, internal and external conditions are assessed, and strategies are developed, implemented, and refined to ensure continued progress. TCTC board members and management actively participate in this process through strategic planning workshops that shape the agency's direction and priorities.

The most recent Strategic Plan was completed in 2021. However, as part of the FY 2025/2026 Overall Work Program (OWP), TCTC will conduct a new strategic planning process following the completion of its Triennial Performance Audit. This updated plan will reassess goals, evaluate progress, and establish new strategies to enhance regional transportation planning and implementation.

As key agencies within Tuolumne County's economic and social framework, both TCTC and the Tuolumne County Transit Agency (TCTA) provide proactive transportation leadership to advance the county's

mobility, connectivity, and infrastructure goals. The shared vision of TCTC and TCTA is to create a unified, fully integrated transportation network that efficiently serves the region’s diverse needs.

Strategic Planning and Work Program Alignment

Strategies help an organization focus its efforts by guiding operational tasks toward the priorities established by its governing board. The Tuolumne County Transportation Council (TCTC) follows the strategies outlined in the 2021 Strategic Plan, which serve as the foundation for the FY 2025/2026 Overall Work Program (OWP). Each strategy is linked to specific Work Plan Elements, ensuring that resources and activities are aligned with long-term regional transportation goals.

The table below outlines the TCTC/ TCTA strategies and the corresponding OWP Work Elements where each strategy is addressed.

TCTC Strategies	2025/2026 Work Program Elements
Partner with the County of Tuolumne to coordinate adoption of the Regional Transportation Plan (RTP)	10
Coordinate City, County, State, and Federal agency efforts to implement priority projects and programs identified in the RTP	4, 5, 6, 8, 11, 13, 14, 15, 16, 17
Increase awareness of TCTC and the agency’s role in regional transportation and strengthen communication with residents most impacted by transportation decisions	1, 2, 3, 20
Obtain access to TCTC financial data from the County Auditor so that financial reports and audits required under the TDA can be prepared more quickly and within the required time period	1, 2, 3
Transition strategy	1
Create a dashboard tool to track Caltrans projects and show regional transportation needs	4, 5
Continue to leverage partnerships through the RCTF to advocate for transportation funding and legislation which supports rural counties	4, 5, 11, 13
Implement best practices and recommendations from the Evacuation Routes and Communications Strategy currently being developed	4, 5, 13
TCTA Strategies	2025/2026 Work Program Elements
Move TCTA toward California Air Resources Board’s (CARB) goal of having a Zero Emission Fleet by 2040	4, 5, 6, 20
Implement transit plan recommendations as funding allows	20
Study alternative types of transportation such as voucher programs for taxi companies or Transportation Network Companies (TNC) as a way to increase transportation options for residents in a more cost-effective manner	20
Study the feasibility of constructing a new transit operations and maintenance facility	20

Figure 3: TCTC/ TCTA 2021 Strategies

Overall Work Program

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

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

Alignment with Caltrans Planning Priorities

TCTC is committed to aligning its Overall Work Program (OWP) with statewide and federal transportation planning priorities. The FY 2025-2026 OWP integrates key Caltrans planning priorities, supporting efforts to develop a sustainable, equitable, and resilient transportation system that meets regional and statewide mobility needs.

TCTC recognizes its role in advancing California’s transportation goals through coordinated planning, investment, and policy development. By incorporating Caltrans’ priorities, the OWP ensures that local transportation planning efforts contribute to statewide objectives, including improved multimodal connectivity, environmental stewardship, and transportation equity.

To further strengthen this alignment, TCTC has integrated the 14 recommendations from the California Transportation Plan 2050 (CTP 2050) into its planning framework. These recommendations serve as guiding principles for long-term transportation investments, policies, and strategies that support sustainability, accessibility, and resilience across the state.

The following matrix illustrates how the FY 2025-2026 OWP Work Elements correspond to each of the 14 CTP 2050 recommendations, ensuring that TCTC’s planning efforts contribute to a comprehensive and future-ready transportation system that meets both regional and state priorities.

CTP 2050 Recommendations		2025/2026 Work Program Elements
1.	Expand access to safe and convenient active transportation options	3, 8, 13, 16, 16, 17, 20
2.	Improve transit, rail, and shared mobility options	4, 20
3.	Expand access to jobs, goods, services, and education	4, 8, 15, 16, 17, 20
4.	Advance transportation equity	4, 8, 14, 15, 16, 17, 20
5.	Enhance transportation system resiliency	4, 5, 7, 8, 9, 10, 11
6.	Enhance transportation safety and security	8, 12, 13, 14, 15, 16, 17
7.	Improve goods movement systems and infrastructure	6, 9, 12
8.	Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure	20
9.	Manage the adoption of connected and autonomous vehicles	2, 4, 5
10.	Price roadways to improve the efficiency of auto travel	
11.	Encourage efficient land use	4, 5
12.	Expand protection of natural resources and ecosystems	4, 5, 6
13.	Strategically invest in state of good repair improvements	4, 13
14.	Seek sustainable, long-term transportation funding mechanisms	4, 5, 8, 18

Figure 4: 2050 California Transportation Plan Recommendations

ADMINISTRATION

Strategic Planning Workshops

TCTC has engaged in strategic planning efforts to establish clear goals, objectives, and priorities for regional transportation planning. The first Strategic Plan was developed following a 2012 Triennial Performance Audit, after a Strategic Planning Workshop helped define the agency’s long-term vision. Additional workshops in 2016 and 2021/22 further refined TCTC and TCTA’s strategic direction, ensuring alignment with evolving transportation needs and policy objectives.

As part of the FY 2025-2026 Overall Work Program (OWP), TCTC will conduct a Triennial Performance Audit followed by a Strategic Plan Update. This process will include a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis, allowing the agency to evaluate past performance, identify emerging challenges, and define strategic priorities for the coming years. The updated plan will help guide regional transportation investments, funding strategies, and policy initiatives, ensuring that TCTC remains responsive to the future mobility needs of Tuolumne County.

Unmet Transit Needs Report

TCTC continues to fulfill its obligation to conduct an annual Unmet Transit Needs study as required by the Transportation Development Act (TDA) (Public Utilities Code Sections 99238.5 and 99401.5), ensuring that the transit needs of Tuolumne County residents, particularly those of seniors, individuals with disabilities, and low-income populations, are identified and evaluated for potential service improvements.

Committee Participation

TCTC's administrative staff provides ongoing support to the Transportation Council (TCTC), Tuolumne County Transit Agency (TCTA), Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and Social Services Transportation Advisory Council (SSTAC), ensuring compliance with the Ralph M. Brown Act. This includes the preparation, distribution, and public posting of agenda packets, which contain staff reports, supporting materials, and relevant documentation for each meeting. The monthly agenda cycle consists of preparations for TAC/CAC meetings as well as TCTC and TCTA meetings, with agendas distributed to stakeholders, committee members, and the public.

FUNDING

TCTC administers and provides support, oversight, and compliance for a wide range of federal, state, and local transportation funding programs, ensuring that resources are effectively allocated to improve regional mobility and infrastructure. These programs include:

- Transportation Development Act (TDA) including Local Transportation Fund (LTF) and State Transit Assistance (STA)
- Rural Planning Assistance (RPA)
- Regional Surface Transportation Program (RSTP) Exchange
- State Transportation Improvement Program (STIP)
- Planning, Programming, and Monitoring (PPM)
- Federal Transit Administration (FTA) Section 5310 – Capital Grants for Seniors and Individuals with Disabilities
- Federal Transit Administration (FTA) Section 5311 – Operating Assistance for Rural Transit
- Federal Congestion Mitigation and Air Quality (CMAQ) Program
- Proposition 1B – Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)
- Senate Bill 1 (SB 1) – Road Repair and Accountability Act of 2017
- Carbon Reduction Program
- Transit and Intercity Rail Capital Program (TIRCP)
- American Recovery Act of 2021
- State of Good Repair (SGR) Funding
- Various Federal and State Planning Grants

INTERGOVERNMENTAL AFFAIRS

TCTC values collaboration and advocacy with local, regional, and state agencies to advance transportation planning, funding, and policy initiatives. Participation in the following organizations strengthens regional coordination, funding opportunities, and legislative advocacy:

- California Transportation Commission (CTC)
- Regional Transportation Planning Agency (RTPA) Cooperative
- Rural Counties Task Force (RCTF)
- California State Association of Counties (CSAC)
- California Transit Association (CTA)
- California Association of Councils of Governments (CALCOG)

- California Association for Coordinated Transportation (CalACT)
- Local Chambers of Commerce
- Visit Tuolumne County (Visitors Bureau)
- Federally Recognized Tribal Governments

Through these partnerships, TCTC advocates for transportation funding, policy improvements, and strategic planning efforts that benefit Tuolumne County and the broader rural transportation network.

LEGISLATION AND POLICY CONSIDERATIONS

TCTC monitors and engages in state and federal legislative efforts that impact transportation planning, funding, and environmental regulations. The following key legislative and policy initiatives are relevant to this Overall Work Program (OWP) cycle:

- State Transit Assistance (STA) Funding – Ensuring compliance with audit requirements to restore withheld STA funds for transit operations and capital improvements.
- Assembly Bill 32 (AB 32) – Greenhouse Gas Emission Reduction – Monitoring CARB regulations impacting regional transportation planning and emissions reduction goals.
- Climate Action Plan for Transportation Infrastructure (CAPTI) – Aligning regional planning efforts with statewide priorities for multimodal transportation, emissions reduction, and climate adaptation.
- Senate Bill 743 (SB 743) – Transitioning from Level of Service (LOS) to Vehicle Miles Traveled (VMT) analysis, affecting project evaluation and mitigation strategies.
- Senate Bill 1 (SB 1) – Road Repair and Accountability Act of 2017 – Ensuring sustainable funding for highway, local road, transit, and active transportation projects.
- Federal Infrastructure Investment and Jobs Act (IIJA) – Leveraging expanded federal funding for rural transportation, bridge repair, electrification, and transit programs.
- Federal Transit Administration (FTA) Section 5310 and 5311 Programs – Securing funding for rural transit services, capital investments, and mobility programs for seniors and individuals with disabilities.
- California Transportation Plan (CTP) 2050 – Aligning TCTC’s long-term planning efforts with state goals for sustainability, equity, and multimodal connectivity.
- Zero-Emission Vehicle (ZEV) and Clean Energy Policies – Advancing EV charging infrastructure, fleet electrification, and emissions reduction strategies in compliance with state and federal clean transportation goals.

TCTC continues to engage with policymakers, regional partners, and stakeholders to ensure that legislative and regulatory changes support transportation improvements, economic development, and environmental sustainability in Tuolumne County.

PROGRAMMING AND PROJECT DEVELOPMENT

TCTC is responsible for programming and overseeing transportation funding for highway, local road, transit, and active transportation projects in Tuolumne County. The FY 2025-26 Overall Work Program (OWP) includes ongoing work in project development, funding allocation, and planning for future infrastructure improvements.

Regional Transportation Improvement Program (RTIP) & State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is the primary statewide transportation funding program, governed by Senate Bill 45 (SB 45). The Regional Transportation Improvement Program (RTIP) is the mechanism through which TCTC programs regional STIP funds for local priority projects.

The 2024 STIP Fund Estimate allocated \$5.494 million in new funding for Tuolumne County for FY 2024/25 through 2028/29. In the FY 2024 RTIP, TCTC programmed \$2.7 million for the Jamestown Safe, Healthy & Equitable Streets Improvement Project (SHESIP), addressing critical pedestrian and cyclist safety needs along SR 108/49, a primary evacuation route and corridor serving a disadvantaged community. The project proposes three options to:

- Widen and improve SR 108/49 to five lanes to enhance traffic flow and evacuation efficiency.
- Construct pedestrian and bicycle improvements, including sidewalks, separated bike paths, safer crosswalks, and a transit stop.
- Reduce localized air pollution and safety hazards through complete streets enhancements.

The FY 2024 RTIP maintains an unprogrammed balance of \$2.46 million, which will be prioritized for future projects in alignment with regional and state transportation goals.

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

SB 1 provides dedicated funding for road maintenance, safety, and multimodal improvements, including:

- Solutions for Congested Corridors Program – Focused on reducing congestion through multimodal improvements and comprehensive corridor planning.
- Local Partnership Program (LPP) – Supports county and city road maintenance and improvement projects.
- Active Transportation Program (ATP) funding – Encourages investments in bicycle, pedestrian, and complete streets projects.

TCTC continues to advocate for SB 1 funding allocations to support road repair, bridge rehabilitation, and active transportation projects that align with local and regional needs.

Federal and State Grant Programming

TCTC actively pursues state and federal funding opportunities to advance local transportation priorities. In addition to STIP and SB 1 funding, TCTC administers and applies for:

- Congestion Mitigation and Air Quality (CMAQ) Program – Funds projects that reduce vehicle emissions and improve air quality.
- Carbon Reduction Program (CRP) – Supports climate-friendly transportation investments, including active transportation and transit electrification.
- Transit and Intercity Rail Capital Program (TIRCP) – Expands transit infrastructure and service improvements.

- California Active Transportation Program (ATP) – Provides funding for bike, pedestrian, and safe routes to school projects.

Project Development for FY 2025-26

TCTC is actively engaged in preparing and advancing projects that will improve mobility, safety, and environmental sustainability. Key focus areas for FY 2025-26 include:

- Developing the next RTIP cycle to allocate unprogrammed funding toward priority projects.
- Leveraging competitive grant funding to advance projects that improve public transit, roadway safety, and multimodal transportation.
- Coordinating with Caltrans on key corridor projects, including SR 49, SR 108, and SR 120 improvements.
- Aligning local projects with the California Transportation Plan 2050 and Climate Action Plan for Transportation Infrastructure (CAPTI) to ensure eligibility for future funding opportunities.

TCTC remains committed to efficiently programming funds, identifying new revenue sources, and ensuring timely project delivery to meet current and future transportation needs in Tuolumne County.

A copy of the current RTIP Program is included as Exhibit L of this OWP.

OVERALL WORK PROGRAM SUMMARY

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

Fiscal Year 2025/ 2026 Overall Work Program Elements		Funding Source
1	Agency Overhead/ Indirect Costs	
2	Planning Administration	RPA, RPA Carryover
3	Transportation Development Act Administration	LTF
4	Intergovernmental Coordination	RPA, RPA Carryover, LTF
5	Transportation Planning	RPA
6	Air Quality Conformity	RPA
7	Aviation Transportation	RPA
8	Non-Motorized Transportation	LTF, PPM, ATP
9	Rail Transportation	RPA Carryover
10	Regional Transportation Planning	RPA Carryover, RSTP
11	Regional Transportation Improvement Program	PPM
12	Transportation System Management	LTF, RPA
13	Local Streets and Roads	PPM, RSTP, RPA, RPA Carryover
14	State Highway	RSTP
15	RMRA SR49/Gold Rush Multi-Use Path Phase 2 Feasibility & Complete Street Study	RPA, RPA Carryover, RMRA
16	CRP SR49/Gold Rush Multi-Use Path Phase 3	CRP, PPM
20	Public Transit Projects	LTF, 5310

Figure 5: Overall Work Program Element List with Funding Sources

OBJECTIVE

To oversee and manage the administrative functions necessary to support TCTC's transportation planning program.

DISCUSSION

As the Regional Transportation Planning Agency (RTPA) for Tuolumne County, TCTC is responsible for leading and coordinating the region's comprehensive transportation planning efforts. This includes:

- Developing and maintaining the Overall Work Program (OWP) to ensure that transportation priorities are effectively addressed and advanced.
- Conducting regular and special meetings to provide transparency, facilitate decision-making, and engage the public.
- Ensuring timely reporting, compliance, and financial oversight for planning activities.
- Keeping stakeholders and the public well-informed and involved in the transportation planning process.

This work element supports the core administrative functions necessary for effective regional transportation planning and program management.

PREVIOUS WORK

- Conducted monthly committee and board meetings, including agenda preparation, meeting minutes, and public engagement efforts.
- Developed and managed past years of OWP plans and budgets, ensuring compliance with state and federal requirements.
- Successfully invoiced and secured reimbursements for eligible costs associated with OWP development and management.

WORK ACTIVITIES

All activities are reported quarterly and performed by TCTC staff.

2.1 Conduct and Prepare Agendas for TCTC/TCTA (TAC/CAC) Meetings – Monthly (RPA Funding)

- Prepare meeting agendas, agenda items, and supporting materials.
- Post agendas and meeting notices in compliance with the Brown Act.
- Organize and facilitate monthly TCTC/TCTA, TAC, and CAC meetings.

2.2 Develop and Manage the Overall Work Program (OWP) – RPA Funding

- Develop the FY 2025/26 Draft OWP (Due March 1, 2025) and Final OWP (Due June 1, 2025).
- Prepare and manage OWP budgets.
- Process FY 2025/26 OWP amendments as needed.

2.3 Prepare FY 2025/26 OWP Quarterly Invoices, Progress Reports, and Prior Year-End Package – RPA Funding

- Submit Prior Year-End Package (Due August 31, 2025).
- Submit quarterly invoices and progress reports:
 - October 31, 2025
 - January 31, 2026
 - April 30, 2026

2.4 Develop the FY 2026/27 OWP – January to June 2026 (RPA Funding)

- Initiate preparation and planning for the next fiscal year’s OWP.
- Coordinate with regional stakeholders to identify priorities and funding needs.

2.5 Track and Report on Legislative Measures – RPA Funding

- Monitor state and federal legislation affecting transportation planning, funding, and policy.
- Provide updates and analysis to support regional decision-making.

END PRODUCTS

- TCTC meeting documentation including agendas, minutes, and public notices.
- Public meetings for the adoption of the annual OWP and amendments (as needed).
- Draft Overall Work Program (March 1, 2025).
- Final Overall Work Program (June 1, 2025).
- OWP amendments (as needed).
- Quarterly progress reports and invoices (October 31, 2025, January 31, 2026, April 30, 2026).
- Prior Year-End Package (August 31, 2025).
- Fact sheets, program and project summaries, and other printed materials.
- Reports on legislative measures relevant to transportation planning and funding.

WORK ELEMENT BUDGET - 2

Responsible Agency	Budget	Funding Source
TCTC	100,000.00	RPA
TCTC	48,257.87	RPA Carryover
Total	148,257.87	

OBJECTIVE

To ensure TCTC fulfills its legal responsibilities under the Transportation Development Act (TDA) by:

- Administering TDA funds in full compliance with state laws and regulations.
- Completing and submitting all required annual reports, fiscal audits, and compliance audits.
- Conducting and submitting scheduled Triennial Performance Audits for both TCTC and the public transit system.

The fiscal/compliance audits for TCTC and TDA fund recipients, along with the triennial performance audits, require contracting an independent auditor.

DISCUSSION

As the Regional Transportation Planning Agency (RTPA) for Tuolumne County, one of TCTC's core responsibilities is the administration of TDA funds and oversight of related programs. This includes:

- Allocating and managing TDA funds.
- Conducting the annual Unmet Transit Needs process.
- Overseeing required fiscal and compliance audits.
- Coordinating transit planning and ensuring transit service compliance.

TDA governs two primary funding sources:

1. State Transit Assistance (STA) Funds – Restricted to public transportation operations and capital improvements.
2. Local Transportation Funds (LTF) – Can be allocated for:
 - TCTC administration
 - Pedestrian and bicycle projects
 - Public transportation services
 - Local streets and roads (only if transit needs are met)

Before LTF funds can be allocated to streets and roads maintenance, TCTC must determine through the annual Unmet Transit Needs process whether:

- There are no unmet transit needs.
- There are unmet transit needs, but none that are "reasonable to meet."
- There are unmet transit needs that are reasonable to meet, which must be prioritized before road maintenance allocations.

Through careful administration of TDA funds, TCTC ensures that public transportation services are adequately funded while maintaining compliance with state requirements and regional transit priorities.

PREVIOUS WORK

- Conducted the annual Unmet Transit Needs process, ensuring compliance with TDA requirements.
- Prepared Local Transportation Fund (LTF) allocations, and expenditure instructions, and reviewed subsequent expenditures for compliance.
- Prepared and submitted annual State Controller’s Financial Transactions Reports.
- Maintained internal financial status reports for tracking TDA fund allocations and expenditures.
- Facilitated and monitored the Social Services Transportation Advisory Council (SSTAC) to ensure input on transit needs for underserved populations.
- Administered the Bicycle/Pedestrian LTF Reserves account, including:
 - Reviewing project funding requests from agencies.
 - Preparing allocation approval documents and expenditure instructions.
 - Maintaining balance reports for oversight and accountability.
- Conducted Triennial Performance Audits for TCTC and Tuolumne County Transit Agency (TCTA) (last completed in FY 2022/23 for FY 2019/20 – FY 2021/22).
- Provided ongoing assistance to TCTA management.
- Developed and issued Requests for Proposals (RFPs) for the TCTA Management and Operations Agreement, solicited and evaluated proposals, selected the top proposer, and executed the new agreement.
- Provided ongoing oversight of the transit contractor, ensuring compliance with the Management and Operations Agreement.
- Monitored and calculated TCTA performance metrics to evaluate efficiency and effectiveness.
- Prepared and presented TCTA Performance Reports to the Board on a semi-annual or quarterly basis, ensuring transparency and informed decision-making.

WORK ACTIVITIES

3.1 Conduct the Unmet Transit Needs Process – Performed by staff

- Schedule the unmet transit needs public hearing and publish the required 30-day notice in the local newspaper and on the TCTC website (October 2025).
- Solicit and review public comments regarding potential unmet transit needs.
- Analyze public input and evaluate current services to determine if unmet transit needs exist and whether they are reasonable to meet.
- Assess the effectiveness of existing transit services in meeting demand.
- Prepare, adopt, and submit the Unmet Transit Needs Findings Report and Resolution (Winter 2025).

3.2 Manage TDA Funding Allocations and Disbursements – Performed by staff and auditor-controller

- Prepare TDA apportionment estimates for the upcoming fiscal year (June 2025).
- Review and process TDA claims and adopt allocation resolutions (August 2025).
- Issue allocation instructions to the County Auditor and monitor fund distributions (August 2025).
- Assist claimants with project lists, annual claims, and local program administration (August 2025).

3.3 Administer the LTF Bicycle/Pedestrian Reserves Fund – Performed by staff and auditor-controller

- Receive and process funding claims for bicycle and pedestrian projects.

- Administer LTF allocations and prepare financial reports (August 2025).
- 3.4 Oversee Financial and Compliance Audits – Performed by staff and auditor-controller
- Contract an independent auditing firm to conduct TDA financial and compliance audits.
 - Complete audits for TCTC and all TDA fund recipients
 - Budget for necessary audit expenses, including TDA and Triennial Performance Audits.
- 3.5 Submit Financial Transactions Reports – Performed by staff and auditor-controller
- Develop and submit required Financial Transactions Reports for:
 - TCTC
 - Transit Operator – General Services
 - Transit Operator – Specialized Services
 - Submit reports by December 30, 2025.
- 3.6 Maintain Financial Reporting and Oversight – Performed by staff
- Develop and maintain financial status reports to track TDA fund balances and expenditures.
- 3.7 Facilitate and Monitor Social Services Transportation Advisory Council (SSTAC) – Performed by staff
- Coordinate and monitor SSTAC activities to ensure representation of transit-dependent populations.
 - Schedule and conduct quarterly SSTAC meetings (third Friday of each quarter).
- 3.8 Triennial Performance Audit and Strategic Planning – Performed by staff and consultants
- Request for Proposals (RFP) Process
 - Develop and issue an RFP for the Triennial Performance Audit in compliance with TDA requirements.
 - Manage the consultant selection process through a competitive bidding procedure, including evaluation of proposals and selection of the most qualified firm.
 - Coordinate contract execution and establish timelines for audit completion.
 - Triennial Performance Audit Oversight
 - Collaborate with the selected consultant throughout the audit process to ensure compliance with TDA guidelines.
 - Provide access to necessary data, reports, and staff for interviews and documentation reviews.
 - Review draft audit findings and provide feedback prior to finalization.
 - Present final audit results to the TCTC Board and stakeholders, including recommendations for operational improvements.
 - Strategic Planning Process
 - Organize and facilitate a Strategic Planning process involving TCTC board members, staff, and key stakeholders.
 - Conduct workshops and meetings to review audit findings, assess organizational goals, and establish priorities for future planning efforts.
 - Develop an updated Strategic Plan based on stakeholder input, aligning agency objectives with identified opportunities for improvement and growth.
 - Reporting and Compliance

- Submit the completed Triennial Performance Audit to the California State Controller’s Office as required.
- Document the strategic planning process and outcomes for internal use and future planning reference.

END PRODUCTS

- Unmet Transit Needs Findings Report and Resolution, including:
 - Analysis of public testimony and comments.
 - Unmet transit needs determinations based on adopted criteria.
 - Recommendations for Local Transportation Fund (LTF) allocations for the next fiscal year.
- Processed and approved TDA claims for eligible recipients.
- Allocations of Local Transportation Funds (LTF) in compliance with TDA priorities.
- Allocations of State Transit Assistance (STA) Funds for public transit operations and capital projects.
- Financial and Compliance Audits for TCTC and all TDA fund recipients, conducted by an independent auditor.
- Financial Transactions Reports, including reports for:
 - TCTC
 - Transit Operator – General Services
 - Transit Operator – Specialized Services
- Financial status reports tracking TDA fund allocations, expenditures, and reserves.
- Social Services Transportation Advisory Council (SSTAC) meeting agendas and minutes documenting quarterly discussions and recommendations.
- Claims processing and allocation resolutions for bicycle and pedestrian projects funded through LTF reserves.
- Triennial Performance Audits for TCTC and the Public Transit System.

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

WORK ELEMENT BUDGET - 3

Responsible Agency	Budget	Funding Source
TCTC	79,065.91	LTF
Consultants, Goods and Services (Audits, Triennial, and FTR)	243,500.00	LTF
Total	322,565.91	

OBJECTIVE

To facilitate effective public involvement and interagency coordination by engaging with local, regional, state, federal, and Tribal governments on transportation planning, programming, funding, and public transportation matters.

DISCUSSION

TCTC actively collaborates with a broad range of agencies to ensure effective coordination in transportation planning, programming, and funding. Key partners include Caltrans, the California Transportation Commission (CTC), the U.S. Forest Service, the National Park Service, the California State Park System, the California State Railroad Museum, local Tribal Governments, surrounding counties, and other regional transportation planning agencies. TCTC also maintains regular engagement with area representatives of elected officials to advocate for transportation priorities.

In addition to agency partnerships, TCTC actively participates in transportation advocacy organizations, including:

- Transportation California
- California Association for Coordinated Transportation (CalACT)
- Rural Counties Task Force (RCTF)
- California Association of Councils of Governments (CALCOG)

These affiliations are critical for staying informed on state and federal transportation policies, programs, and funding opportunities while ensuring that Tuolumne County's transportation interests are represented in regional, state, and national decision-making processes.

PREVIOUS WORK

- Prepared and updated Regional Transportation Improvement Programs (RTIPs) biennially in coordination with Caltrans, the California Transportation Commission (CTC), and regional partners.
- Reviewed and submitted comment letters on the County and City General Plan Circulation and Land Use Elements, ensuring alignment with the Regional Transportation Plan (RTP).
- Developed partnerships between state, local, and regional agencies to jointly fund and implement transportation projects.
- Completed community circulation plans to enhance local transportation networks and improve multimodal access.
- Developed, adopted, and implemented Public Involvement Procedures to enhance transparency and community engagement in transportation planning.
- Provided planning assistance to Chicken Ranch Rancheria, supporting their efforts to gather public input and develop a vision for community improvements, including multimodal transportation access.
- Developed VMT model and CEQA development impact analysis program for City and County use.
- Partnered with Chicken Ranch Band of Me-Wuk Indians for a Transformative Climate Communities Program.

WORK ACTIVITIES

All tasks are ongoing, performed by Staff and progress is reported quarterly.

4.1 Support Integration of Regional Transportation and Community Goals – Ongoing (RPA Funding)

- Assist local agencies in aligning transportation planning with land use, housing, economic development, social welfare, and environmental goals.
- Work with City and County agencies to explore integrating City accident records into the County GIS platform for use in future planning studies and safety analyses.
- Evaluate the Traffic Impact Mitigation Fee program and revise if appropriate.

4.2 Review and Respond to Federal Program Guidance – As Needed (RPA Funding)

- Monitor and review Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) program guidance.
- Assess how to meet new federal performance measure requirements, pursue new funding programs, and comply with relevant federal transportation legislation, including the Fixing America's Surface Transportation (FAST) Act.

4.3 Participate in Regional and Statewide Coordination Efforts – Ongoing (RPA & LTF Funding)

- Actively participate in the Rural Counties Task Force and attend meetings, workshops, and coordination activities with neighboring counties and Regional Transportation Planning Agencies (RTPAs).
- Represent Tuolumne County at:
 - California Transportation Commission (CTC) meetings and workshops.
 - Statewide Regional Transportation Planning Agency meetings.
 - Caltrans policy and technical advisory committees (ad hoc and standing committees).
 - Local government meetings, including Board of Supervisors and City Council sessions.
 - Professional conferences, training sessions, and government forums related to transportation planning.
 - Technical workshops for local jurisdictions to improve coordination and project planning.
- Goods and services budgeted for annual expenses related to Rural County Task Force participation.

4.4 Coordinate and Collaborate with Tribal Governments and Multi-Agency Partners – Ongoing (RPA Funding)

- Engage in regular consultation and collaboration with local Tribal Governments, including:
 - Tuolumne Band of Me-Wuk
 - Chicken Ranch Rancheria of Me-Wuk
- Work with Public Health, Community Development Department, Economic Development, and other multi-disciplinary partners to advance regional transportation goals.

4.5 Participate in the Development of the State Highway Operation and Protection Program (SHOPP) – Ongoing (PPM Funding)

- Engage in discussions and planning related to current and future SHOPP projects to support state highway maintenance and operations.

4.6 Participate in the Development of the Interregional Transportation Improvement Program (ITIP) and State/Local Partnership Projects – As Needed (RPA Funding)

- Coordinate with Caltrans and local agencies to identify and support interregional transportation projects.

4.7 Develop and Monitor Project Status Reports – Biannually (RPA Funding)

- Prepare semi-annual project status reports.
- Monitor project delivery progress and funding utilization to ensure timely completion of planned projects.

4.8 Coordinate and Correspond with Federal, State, and Local Agencies – Ongoing (RPA Funding)

- Maintain regular communication and coordination with Federal, State, and local agencies to support transportation planning efforts and funding opportunities.

4.9 Coordinate SB 1-Funded Transportation Programs – Ongoing (RPA Funding)

- Plan and coordinate with State and local agencies to support SB 1-funded transportation programs, ensuring that funding is effectively allocated and implemented.

END PRODUCTS

- Staff reports to TCTC and local jurisdictions on pertinent transportation topics – As needed.
- Correspondence, communications, and coordination with federal, state, regional, tribal, and local agencies to support transportation planning efforts.
- Information packages on local transportation projects for stakeholders and the public.
- Documentation of government-to-government relations with local Tribal Governments.
- Project Status Reports, including updates on funding, timelines, and implementation progress, presented to the TCTC board – As needed.
- Formal comment letters addressing transportation policies, projects, and planning documents – As needed.
- Tuolumne County General Plan Update to ensure alignment with the Regional Transportation Plan (RTP), implementation measures, and climate action strategies – As needed.
- Ongoing documentation and analysis of transportation needs in Disadvantaged Communities, including efforts to address mobility gaps and equity concerns.

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

WORK ELEMENT BUDGET - 4

Responsible Agency	Budget	Funding Source
TCTC	9,172.18	RPA
TCTC	41,950.62	RPA Carryover
TCTC	13,635.30	LTF
TCTC – goods and services (membership fees)	7,717.00	LTF
Total	72,475.10	

OBJECTIVE

To identify and develop transportation improvements that address the region’s mobility needs, support the economic vitality of Tuolumne County, and promote the preservation of environmental quality.

DISCUSSION

As the RTPA for the Tuolumne County region, TCTC performs a wide range of transportation planning activities to guide the development of an efficient, sustainable, and equitable transportation network. This work supports the goals, objectives, and policies outlined in the 2024 Regional Transportation Plan and helps shape future transportation investments that benefit the community.

This Transportation Planning work element focuses on regional planning duties, including:

- Reviewing traffic studies and analyses to inform transportation decisions.
- Identifying and prioritizing key transportation projects to meet current and future mobility needs.
- Coordinating regional transportation planning with land use, housing, environmental, and economic development goals.

Many specialized planning tasks are addressed in other work elements, but this section captures the core transportation planning functions essential to TCTC’s mission. To support and advance regional goals, TCTC regularly applies for transportation planning grants, which help fund priority projects and specialized studies. Past and ongoing projects funded through planning grants include:

- Vision Sonora – Development and facilitation of conceptual plans to enhance downtown Sonora and surrounding areas.
- SB 743 Vehicle Miles Traveled (VMT) Study – A comprehensive analysis to align regional planning with new state-mandated VMT reduction requirements.

Through these efforts, TCTC ensures that transportation planning remains responsive to community needs, fosters economic growth, and promotes sustainable development throughout the Tuolumne County region.

PREVIOUS WORK

- Developed planning level conceptual plans for Vision Sonora Plan projects.
- Studied VMT and emissions reduction benefits of Gold Rush Shared Use Path.

WORK ACTIVITIES

All tasks are ongoing, and progress is reported quarterly.

5.1 Apply for Federal and State Transportation Planning Grants – *RPA Funding | Staff and Consultant*

- Pursue grant opportunities from Federal and State programs to support regional transportation planning initiatives.
- Focus on funding sources such as Caltrans Planning Grants, Federal Highway Administration (FHWA) grants, State Planning and Research (SPR) funds, and Discretionary Planning Programs (planning-related only).
- Identify new funding opportunities and prepare competitive applications to support projects aligned with the Regional Transportation Plan (RTP) and community goals.

5.2 Regional Planning – *RPA Funding | Staff and Consultant*

- Coordinate and plan for regional multi-modal transportation improvements that support community goals and address regional integration needs.
- Collaborate with local jurisdictions, Tribal governments, Caltrans, and regional partners to ensure planning efforts align with existing land use, housing, and economic development plans.
- Incorporate multimodal strategies that enhance connectivity for pedestrians, bicyclists, transit users, and motorists throughout Tuolumne County.
- Conduct traffic studies, corridor planning, and modal analyses to inform project development and prioritization.

5.3 Resiliency and Climate Adaptation Planning – *RPA Funding | Staff and Consultant*

- Advance resiliency and climate adaptation planning efforts to prepare the region for natural hazards and climate change impacts.
- Plan and prioritize projects identified in the Tuolumne County Evacuation Needs Assessment and Communication Strategies Project to improve evacuation routes and enhance community safety.
- Integrate climate adaptation strategies into regional transportation planning, focusing on wildfire risk reduction, emergency response enhancements, and resilient infrastructure investments.
- Collaborate with emergency services, public health, and community stakeholders to align transportation planning with broader safety and resilience goals.

END PRODUCT

All end products are ongoing with progress reported quarterly.

- Regular written progress reports documenting transportation planning activities, grant pursuits, and project updates.
- Public comment summaries on project reports and planning documents, ensuring community input is integrated into the planning process.
- Grant applications submitted for funding opportunities, including but not limited to Caltrans Planning Grants, FHWA grants, State Planning and Research (SPR) funds, and other discretionary planning programs.
- Completion of the J59 Concept Plan and Funding Program Project, outlining proposed improvements and identifying potential funding sources.

Goods and Services

Funding allocated for consultant services to support traffic studies, transportation planning, and modeling work as needed. Consultants may be engaged to address unanticipated agency needs and provide specialized expertise in planning and project development.

WORK ELEMENT BUDGET – 5

Responsible Agency	Budget	Funding Source
TCTC	32,419.54	RPA
TCTC Consultant	37,500.00	RPA
Total	69,919.54	

OBJECTIVE

To reduce emissions in Tuolumne County by coordinating transportation infrastructure planning with air quality regulations and standards.

DISCUSSION

In 2004, the U.S. Environmental Protection Agency (EPA) designated Mariposa and Tuolumne Counties as a multi-jurisdictional nonattainment area, known as the Southern Mountain Counties, for the 1997 National 8-Hour Ozone Standard. This standard was later revoked in 2019, leading to changes in air quality designations.

In 2012, the EPA introduced updated 2008 National Ozone Standards, and data from 2009-2011 indicated that Tuolumne County met these revised standards. Subsequently, Tuolumne and Mariposa Counties were designated as separate air quality jurisdictions. In 2015, the EPA further tightened the National Ambient Air Quality Standards (NAAQS) for ozone to 0.070 parts per million (ppm). Tuolumne County was classified as being in marginal nonattainment under the 2015 Ozone Standard beginning in 2018, a status that continued through 2022.

As of October 2023, Tuolumne County remains in nonattainment for the 2015 Ozone Standard despite ongoing regulatory efforts. The county continues to experience air quality challenges, particularly with ozone levels, and remains committed to working with local, state, and federal agencies to address these issues through interagency consultation and strategic planning.

PREVIOUS WORK

- Comment Letters to various State, Federal, and Local agencies
- Facilitated Central Sierra Zero Emissions Planning
- Performed Emissions analysis and evaluation of several projects in planning phase
- Performed Carbon Reduction Program project evaluations
- Performed SB 125 project evaluations and late submittal

WORK ACTIVITIES

All tasks are ongoing; performed by Staff with quarterly progress reporting

6.1 CMAQ Project Analysis and Programming – RPA Funding

- Participate in federal and state Clean Air Act transportation-related air quality planning activities.
- Evaluate and prioritize Congestion Mitigation and Air Quality (CMAQ) projects to reduce emissions and improve regional air quality.
- Support tribal government efforts to study air quality impacts of transportation projects in the Jamestown area and develop public education and outreach efforts related to cleaner transportation choices and multimodal transportation projects.

6.2 Grant Applications – RPA Funding

- Identify and apply for federal, state, and regional grants aimed at reducing transportation-related emissions.
- Pursue funding opportunities to support clean transportation initiatives, including alternative fuel projects and air quality improvement programs.

6.3 Electric Vehicle Charging Infrastructure Expansion – RPA Funding

- Coordinate with public and private entities to expand the electric vehicle (EV) charging network in Tuolumne County.
- Research and identify grant opportunities and funding sources to support EV charger installation.
- Promote public-private partnerships to accelerate EV infrastructure development.
- Implement best practices for charger siting, accessibility, and integration with existing transportation networks.

END PRODUCTS

End products are ongoing, and progress is reported quarterly.

- Correspondence and coordination with local, state, and federal agencies regarding EPA air quality regulations and transportation conformity compliance.
- Comment letters on air quality planning, CMAQ projects, and related environmental reviews.
- Successful grant applications to fund air quality improvement projects and clean transportation initiatives.
- Expansion of the electric vehicle charger network in Tuolumne County, supported by public-private partnerships and new funding sources.
- Documented strategies and project plans for reducing vehicle emissions and improving air quality in the region.
- Reports on the status of CMAQ-funded projects and their impact on air quality improvements.

WORK ELEMENT BUDGET – 6

Responsible Agency	Budget	Funding Source
TCTC	12,112.62	RPA
Consultants	25,000.00	RPA
Total	37,112.62	

OBJECTIVE

To support the strategic development and enhancement of aviation facilities that meet the general aviation, emergency medical transportation, and economic needs of Tuolumne County.

DISCUSSION

Tuolumne County’s general aviation needs are served by two County-owned and operated airports: Columbia Airport, near the town of Columbia, and Pine Mountain Lake Airport, near Groveland. These airports play a vital role in providing general aviation services, supporting emergency medical transportation, firefighting operations, and contributing to the local economy. The Tuolumne County Transportation Council (TCTC) works collaboratively with the County and other stakeholders to promote the planned development and maintenance of these facilities to ensure they continue to meet community needs and safety standards.

PREVIOUS WORK

- Updated the 2024 RTP’s Aviation chapter
- Participated in Airport Land Use Committee

WORK ACTIVITIES

All tasks are ongoing; performed by staff, with progress reported quarterly.

- 7.1 Participate in planning and coordination for aviation facilities that meet the community's needs
- Attend meetings, workshops, and public forums related to the development, maintenance, and improvement of Tuolumne County’s aviation facilities, as needed.
 - Collaborate with the County Airport Manager and other stakeholders to ensure alignment of airport planning with regional transportation goals.
 - Encourage and facilitate participation of the Airport Manager in monthly Technical Advisory Committee (TAC) meetings to promote interagency coordination.

END PRODUCTS

- Documentation of participation in aviation planning meetings and forums, including agendas, notes, and action items.
- Reports or updates to TCTC on aviation-related activities and developments, as needed.
- Enhanced coordination between aviation facilities and regional transportation planning efforts through regular engagement with the Airport Manager and other stakeholders.

WORK ELEMENT BUDGET – 7

Responsible Agency	Budget	Funding Source
TCTC	5,024.09	RPA

OBJECTIVE

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

DISCUSSION

The primary forms of non-motorized transportation in Tuolumne County are walking and bicycling. All planned non-motorized projects eligible for Federal or State funding are included in the Regional Transportation Plan (RTP) and programmed for implementation through the Regional Transportation Improvement Program (RTIP).

The number of existing bicycle, pedestrian, and equestrian facilities in Tuolumne County remains limited due to funding constraints and natural challenges, such as steep topography and seasonal snow at higher elevations. To address these challenges, the Non-Motorized Element of the RTP focuses on creating strategic connections for short-distance travel, linking neighborhoods to schools, work centers, shopping areas, parks, and community facilities like libraries and senior centers. This targeted approach aims to maximize the utility of non-motorized infrastructure while promoting healthier, more sustainable transportation options.

TCTC facilitates the funding of non-motorized projects, while the County of Tuolumne and the City of Sonora are responsible for construction. The TCTC allocates funds from the Local Transportation Fund (LTF) Bicycle/Pedestrian Reserve to implement the Non-Motorized/Active Transportation Program, dedicating 2% of total anticipated LTF funds annually to support these projects.

Recent planning efforts, such as the 2020 Tuolumne County Active Transportation Plan, have identified critical gaps in the non-motorized network. TCTC prioritizes projects that address these gaps, improve safety, and promote active transportation. Efforts also focus on Safe Routes to School programs, Complete Streets initiatives, and partnerships with local agencies, schools, and public health organizations to expand and improve the County’s non-motorized infrastructure.

Two percent of the total anticipated LTF will be allocated to this work element.

PREVIOUS WORK

- Active Transportation outreach at community events, social service organizations, Visitors Bureau and land management agencies
- Integrated active transportation goals and objectives into the 2024 RTP, supporting Complete Streets policies and non-motorized infrastructure improvements.
- Initiated planning efforts for Phase 2 and 3 of the Gold Rush Multi-Use Path using the Sustainable Transportation Planning and Carbon Reduction Program funding
- Monitored and coordinated work on Phase 1 of the Gold Rush Multi-Use Path
- Monitored work on Hetch Hetchy Rails to Trails Project

WORK ACTIVITIES

All tasks are ongoing, reported quarterly, and performed by staff.

8.1 Active Transportation Planning, Projects, and Outreach – Ongoing – LTF (Planning)

- Plan, coordinate, and promote non-motorized transportation projects to enhance pedestrian and bicycle connectivity.
- Continue outreach and engagement with community members, advocacy groups, and agencies to support active transportation initiatives.
- Develop and refine plans for:
 - Pedestrian and Cyclist Improvements along Highway 49 & Stockton Road.
 - Dragoon Gulch Bike/Pedestrian Connection to Racetrack Road.
- Support Safe Routes to School planning and promotion efforts.

8.2 Active Transportation Program (ATP) Projects – PA&ED Planning and Oversight

- Oversee environmental review and preliminary design (PA&ED) the ATP project, SR 49/ Gold Rush Multi-Use Path Phase 1, facilitating the development of a 1.5 mile multi-use path and associated complete streets improvements in the City of Sonora. (RSTP, LTF, PPM)
- Oversee PA&ED for the ATP project, Hetch Hetchy Railroad Trail Project, a Class 1 trail connecting residential, commercial, and recreational facilities in Groveland. (PPM)
- Coordinate with Caltrans, local jurisdictions, and community partners on ATP-funded projects.

8.3 Research and Apply for Discretionary Funding – Ongoing – LTF Funding

- Identify and pursue discretionary funding opportunities for non-motorized transportation projects, including:
 - Active Transportation Program (ATP) grants.
 - Safe Routes to School funding.
 - Grant programs that support infill housing development with integrated multi-modal transportation planning.
- Prepare competitive grant applications and coordinate with project partners to secure funding.
- Monitor grant opportunities and maintain a calendar of funding cycles and deadlines.

END PRODUCTS

- Development and refinement of plans for regional trails and non-motorized transportation projects, including pedestrian, bicycle, and e-bike initiatives.
- Preparation and submission of grant applications for infrastructure projects, including Active Transportation Program (ATP) and other discretionary funding opportunities to support planning, design, and construction.
- Documentation of outreach efforts, including community presentations, concept maps, project plans, and stakeholder meeting materials to promote active transportation initiatives.
- Implementation and enhancement of regional trails, including improvements to signage, mapping, amenities, and trail maintenance, as well as the promotion of e-bike sharing programs.

- Ongoing correspondence, coordination, and reporting with governmental agencies, community groups, non-profits, and other stakeholders to support active transportation planning and project development.

WORK ELEMENT BUDGET – 8

Responsible Agency	Budget	Funding Source
TCTC	24,336.84	PPM
TCTC	6,695.87	LTF
TCTC – Gold Rush Multi-Use Path Phase 1	3,855,625.74	ATP
TCTC – Hetch Hetchy Railroad Trail	572,000.00	ATP
Total	4,458,659.45	

OBJECTIVE

To support the economic vitality, safety, and integration of the Sierra Northern Railway (SNR) into Tuolumne County's multimodal transportation system, enhancing freight movement, economic development, and tourism while promoting sustainability and connectivity.

DISCUSSION

Tuolumne County is served by the Sierra Northern Railway (SNR), a vital freight and logistics corridor operating 55 miles of track between Riverbank in Stanislaus County and Standard in Tuolumne County, connecting with both the Union Pacific in Oakdale and BNSF Railway in Riverbank. Since its inception in 1897, the Sierra Railroad has played a pivotal role in the movement of goods, local industry support, and tourism in Tuolumne County.

The Sierra Northern Railway has faced decades of infrastructure challenges, with track conditions limiting freight speeds and capacity. Recognizing its economic significance, SNR initiated a \$35 million rehabilitation project in 2019, partially funded by a \$17.4 million Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grant. The project aims to replace 90,000 railroad ties, upgrade miles of worn rail, and improve 10 at-grade crossings, bringing the entire line up to Class II service standards by 2025. These improvements will increase freight passage by over 400%, enhancing safety and efficiency while reducing roadway congestion and emissions.

The Wamble Road Inland Port and transload facility in Stanislaus County further expand SNR's multimodal freight services, supporting local agriculture and industry. The port reduces highway congestion, lowers carbon emissions, and provides cost-effective shipping solutions by shifting freight from trucks to rail.

SNR has also been a leader in sustainable freight practices, piloting hydrogen fuel cell locomotives as part of its long-term goal to offer zero-emission freight services. With plans to develop the only hydrogen locomotive fabrication shop in the U.S., SNR is positioning itself as a key player in green transportation solutions.

In addition to freight, the Sierra Railroad supports tourism through the Railtown 1897 State Historic Park in Jamestown, offering historic steam train rides and preserving the region's rich rail heritage. The park remains a popular attraction, contributing to Tuolumne County's tourism economy.

Rail-to-Trail and Multimodal integration

Efforts are underway to explore rail-with-trail opportunities along the SNR corridor, such as the Sierra Railroad Trail. These initiatives aim to integrate non-motorized pathways with existing rail infrastructure, promoting recreational use and alternative transportation modes. Additionally, the Sullivan Creek Trail near the rail corridor offers potential for future multimodal connections, including a seasonal tourist rail stop.

PREVIOUS WORK

- Collaborated with Sierra Northern Railway to secure a \$17.4 million CRISI Grant for track rehabilitation and safety improvements.
- Submitted a \$20 million grant application (with \$14 million in SNR matching funds) to upgrade the entire 55-mile corridor to Class II standards—although not awarded, the project remains a priority.
- Supported SNR in planning and promoting the Wamble Road Inland Port and its expanded multimodal freight services.
- Facilitated interagency coordination for improvements to at-grade crossings, bridges, and overall rail safety.
- Promoted tourism and cultural heritage by supporting enhancements to Railtown 1897 State Historic Park through past Transportation Enhancement (TE) Program funding.
- Advocated for rail-to-trail opportunities, including conceptual planning for the Sierra Railroad Trail and the Sullivan Creek Trail connection.
- Updated Rail Element of RTP.

WORK ACTIVITIES

All tasks are ongoing, reported quarterly, and performed by staff.

9.1 Planning for Preservation and Improvement of Rail Corridor

- Coordinate and plan with State, Federal, and local agencies to identify funding opportunities and grant programs for the preservation of the Sierra Northern Railway corridor.
- Develop strategies to improve rail safety, including upgrades to railroad crossings, tracks, and bridges within Tuolumne County.
- Support efforts to advance rail rehabilitation projects, including the completion of the CRISI grant-funded upgrades.

9.2 Grant Application and Funding Support

- Research, prepare, and submit grant applications for rail infrastructure improvements, safety enhancements, and multimodal integration.
- Collaborate with Sierra Northern Railway and other stakeholders to pursue state and federal funding opportunities for rail and freight projects.

9.3 Multimodal and Rail-Trail Planning

- Plan and support multimodal connections, including potential rail-with-trail projects like the Sierra Railroad Trail.
- Explore opportunities for integrating non-motorized transportation options alongside active rail corridors.
- Coordinate with local agencies and community partners to identify and plan future trail projects adjacent to the railway.

9.4 Rail Safety and Community Engagement

- Participate in public outreach and education efforts to promote rail safety and awareness within Tuolumne County.

- Engage community stakeholders and advocacy groups in discussions about future rail projects and multimodal opportunities.

9.5 Rail Tourism and Economic Development Planning

- Support initiatives that promote rail tourism, including opportunities for expanding seasonal tourist rail services.
- Collaborate with Railtown 1897 State Historic Park and local tourism agencies to enhance the role of rail in Tuolumne County’s economic development strategy.

END PRODUCTS

End products are ongoing, and progress is reported quarterly.

- Documentation of coordination and collaboration efforts with Sierra Northern Railway, local agencies, community partners, and advocacy groups, including meeting notes and action plans for future rail and multimodal projects.
- Informational materials, such as fact sheets or presentations, to engage community stakeholders on planned rail improvements, multimodal opportunities, and potential trail projects.

WORK ELEMENT BUDGET – 9

Responsible Agency	Budget	Funding Source
TCTC	3,017.05	RPA Carryover

OBJECTIVE

To evaluate and plan for the impact of infrastructural changes on Tuolumne County’s built and natural environments by employing regional strategies that integrate transportation, land use, housing, and economic development. The goal is to support efficient land use within the constraints of existing infrastructure while identifying and analyzing infrastructure capacity to inform future investment decisions, all while preserving the history, culture, and character of the communities we serve.

DISCUSSION

The 2024 Regional Transportation Plan (RTP) Update, completed in FY24/25, serves as the Tuolumne County Region’s long-range policy, action, and financial blueprint for future transportation investments. Developed through an inclusive and collaborative process with local, state, and federal agencies, Native American Tribal Governments, public entities, private organizations, and community stakeholders, the RTP identifies the region’s transportation needs and outlines strategies to meet them in a fiscally and environmentally responsible manner. The plan focuses on the movement of people and goods for work, shopping, school, recreation, and other daily needs using various modes, including automobiles, trucks, buses, trains, planes, bicycles, and walking.

The 2024 RTP will guide transportation investments over the next five years while maintaining a 20+ year outlook, balancing priorities with anticipated funding in this financially constrained document. It reflects the principles of the “3Cs” in federal transportation law—continuing, cooperative, and comprehensive planning—and aligns with California’s State Planning Priorities to promote equity, strengthen the economy, protect the environment, and support public health and safety.

There is a critical and urgent need to integrate transportation planning with land use decisions, housing development, economic development, and infrastructure investment to address and mitigate the impacts of climate change, respond to shifting demographic needs, avoid new development in high fire hazard severity zones, and improve economic conditions for families. TCTC is committed to a coordinated and integrated approach, working closely with stakeholders to ensure infrastructure investments support orderly, sustainable growth. Prioritizing infill development and identifying opportunities for public-private partnerships are key strategies in this effort.

The RTP emphasizes the importance of multi-modal transportation systems that enhance mobility and safety while preserving the natural and cultural resources of Tuolumne County. Infill development, preservation of agricultural and environmental resources, and efficient infrastructure use are prioritized to support vibrant, resilient communities. The plan also focuses on improving active transportation options, public transit, and non-motorized facilities to create more sustainable and inclusive communities.

PREVIOUS WORK

- Completed the 2024 Regional Transportation Plan (RTP) and Supplemental Environmental Impact Report (SEIR) in FY24/25.

- Finalized the Regional Travel Demand Model Update to support the RTP and inform transportation planning decisions.
- Conducted a Vehicle Miles Traveled (VMT) Analysis as part of the RTP to assess regional travel patterns and evaluate potential environmental impacts.
- Completed a comprehensive Traffic Operations Analysis to support the RTP update, identifying key areas for operational improvements.
- Coordinated with local, regional, and state agencies throughout the RTP and SEIR development process to ensure compliance and integration with broader planning efforts.
- Updated long-range land use forecast in cooperation with Tuolumne County Community Development Department
- Updated long-range financial forecast

WORK ACTIVITIES

Tasks are performed by staff and consultants and progress is reported quarterly.

10.1 Regional Transportation Plan (RTP) Administration – RPA funding

- Implement and administer the 2024 RTP, ensuring consistency with regional goals, objectives, and strategies.
- Monitor and evaluate the RTP’s performance, updating data and project information as necessary.
- Ensure compliance with State and Federal regulations, including CAPTI and SB 743 (VMT analysis).
- Coordinate with local, regional, and state agencies to align transportation planning with land use, housing, economic development, and environmental goals.

10.2 Stakeholder Coordination and Integrated Planning – RPA funding

- Participate in monthly stakeholder meetings to coordinate and integrate transportation planning with land use, housing, economic development, climate adaptation, and infrastructure investments.
- Identify and pursue collaborative opportunities, including joint grant applications that promote infill development, multimodal transportation, and climate-smart growth strategies.
- Engage with local agencies, tribal governments, community groups, and other stakeholders to advance integrated planning efforts.

10.3 Development Review and Impact Analysis – RPA funding

- Review development applications and assist local agencies in evaluating transportation, traffic, and greenhouse gas (GHG) impacts of proposed projects.
- Provide technical assistance to jurisdictions on incorporating VMT analysis and SB 743 compliance into project reviews.
- Offer guidance on mitigating transportation impacts and promoting multimodal connectivity in new developments.

10.4 General Plan Integration and Support – RPA funding

- Collaborate with County and City planning departments to ensure consistency between the RTP and General Plan updates.

- Contribute to updates of General Plan elements related to Land Use, Safety, Housing, and Circulation.
- Promote policies that support infill development, housing near transit, and sustainable land use patterns.

10.5 Regional Travel Demand Model (RTDM) Maintenance and Updates – RPA and RSTP funding

- Maintain and periodically update the RTDM with current data and land use assumptions.
- Incorporate changes from approved development projects, land use plans, and updated demographic data.
- Utilize the RTDM to support VMT analysis, CEQA compliance, and regional transportation planning studies.

END PRODUCTS

Progress will be reported quarterly.

- RTP Implementation and Monitoring Report – Documenting progress on RTP goals, project delivery, and performance metrics.
- Stakeholder Coordination Summary – Compilation of monthly stakeholder meeting outcomes, including integrated planning efforts and opportunities for collaboration.
- Development Impact and VMT Analysis Reports – Evaluation of transportation and GHG impacts for reviewed development projects, including VMT assessments per SB 743.
- General Plan Consistency Memorandum – Documentation of RTP consistency with local General Plan updates, including Land Use, Housing, and Safety elements.

WORK ELEMENT BUDGET – 10

Responsible Agency	Budget	Funding Source
TCTC	49,597.82	RPA Carryover
TCTC	1,923.14	RSTP
Total	51,520.96	

OBJECTIVE

To effectively program and manage funds available through the State Transportation Improvement Program (STIP), including the Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP), ensuring the timely implementation and monitoring of currently programmed transportation projects. The current RTIP is included in this document as Exhibit J.

DISCUSSION

As the designated Regional Transportation Planning Agency (RTPA) for Tuolumne County, the Tuolumne County Transportation Council (TCTC) is responsible for developing and amending the RTIP. This program outlines a five-year plan for transportation projects, updated biennially, that the region intends to fund with state and federal revenues through the STIP.

Under Senate Bill 45 (SB 45) and Assembly Bill 1012 (AB 1012), TCTC has increased flexibility in project selection but must adhere to "use it or lose it" timely use of funds requirements. This necessitates careful planning and coordination to ensure that allocated funds are utilized efficiently and within prescribed timeframes.

A critical responsibility of TCTC is to determine the programming of Regional Improvement Program (RIP) funds allocated to Tuolumne County. This involves collaborating with Caltrans to advocate for Interregional Transportation Improvement Program (ITIP) funds for shared priorities on state highways, such as the East Sonora Bypass Project. Once project selections are made, TCTC ensures that all requests in the RTIP and ITIP are incorporated into the STIP.

Equally important is the close monitoring of projects programmed in the existing STIP to ensure they progress in accordance with timely use of funds policies. TCTC works in conjunction with engineering advisors, local jurisdictions, and Caltrans to oversee project implementation, addressing any delays or budgetary concerns promptly. If necessary, TCTC collaborates with project sponsors to reprogram funds, ensuring compliance with state and federal regulations.

PREVIOUS WORK

- SR 49 Safe, Healthy, and Equitable Streets Improvement Project (SHESIP) PA&ED phase programmed with STIP and drafted cooperative agreement with Caltrans

WORK ACTIVITIES

All tasks are ongoing and performed by staff.

11.1 Monitor Programmed Projects – Ongoing

- Collaborate with jurisdictions, including Tribal Governments, and Caltrans to monitor the status of RTIP projects, ensuring they are properly scoped, remain on schedule, and stay within budget.

- Participate in Project Development Team (PDT) meetings with project sponsors, Caltrans, and other relevant stakeholders to support effective project management and problem-solving.

11.2 Prepare and Submit RTIP/STIP/CSJIS Amendments – As Needed

- Coordinate with California Transportation Commission (CTC) staff to process STIP amendments, ensuring timely and accurate submissions that reflect current project needs and priorities.

11.3 Assist Agencies in Programming Eligible Projects – Ongoing

- Provide technical assistance to agencies in developing Project Study Reports (PSRs) and other required documentation for programming projects into the RTIP/STIP.
- Support project sponsors in navigating the programming process to secure funding and advance transportation improvement projects.

END PRODUCTS

- Semiannual project status and financial reports for FY24/25.
- RTIP/STIP amendments, submitted as needed.
- Public outreach materials to support project awareness and engagement, as needed.
- Ongoing transportation facility improvements within the region.
- Documentation of ongoing Tribal government-to-government relations.
- Progress on advancing the SR49 Jamestown Multimodal Corridor Project.
- Progress on advancing the Gold Rush Shared Use Path.

WORK ELEMENT BUDGET – 11

Responsible Agency	Budget	Funding Source
TCTC	12,036.39	PPM

OBJECTIVE

To plan, maintain, and enhance a safe, efficient, and reliable road and street system that ensures the orderly, safe, and convenient movement of people and goods throughout Tuolumne County. This includes identifying and prioritizing key safety projects to maximize public funding benefits, securing Federal, State, local, and private funding sources, and developing robust traffic monitoring systems. The program also aims to utilize Geographic Information System (GIS) tools for effective system management and provide continuous training for traffic engineering staff to improve skills and practices.

DISCUSSION

As the designated Regional Transportation Planning Agency (RTPA), the Tuolumne County Transportation Council (TCTC) is committed to ensuring an adequate and safe transportation system for the region. A critical part of this effort is the maintenance and continuous improvement of the Regional Travel Demand Model (RTDM), which helps forecast traffic patterns, assess infrastructure needs, and support informed decision-making for transportation and land use planning.

By recalculating land use figures and refining traffic analysis zones, the RTDM offers more accurate traffic forecasting and enhances the feasibility of funding programs. Integrating the RTDM into a GIS-based system allows for real-time updates, providing flexibility and a wider range of planning options that adapt to current and future land use demands. The model remains a vital tool for updating the Regional Transportation Plan (RTP), supporting General Plan updates, and evaluating major land use and transportation projects.

The State Office of Traffic Safety supports the development of GIS-based system management tools, which enhance safety, planning, and efficiency. TCTC staff will focus on the following GIS-driven initiatives to improve transportation system management:

- **Accident Record Management System:**
Maintain an up-to-date accident database to identify collision trends, prioritize safety improvements, and reduce liability. This system will enable targeted safety interventions and inform agencies like law enforcement, the City of Sonora, and Caltrans when appropriate.
- **Road Inventory and Infrastructure Mapping:**
Maintain a GPS-based inventory of the region's public roads, including post miles, right-of-way limits, signage, guardrails, striping, and culverts. A GIS-based inventory supports more efficient emergency maintenance responses and enhances system management capabilities.
- **Maintenance Documentation:**
Record maintenance activities related to drainage improvements, sign retro-reflectivity, shoulder backing, striping, lighting, and pavement repairs. Detailed documentation strengthens the County and City's ability to defend against claims and ensures compliance with safety standards.
- **Pavement Management System (PMS) Integration:**
Convert the existing Pavement Management System into a GIS-based platform to visualize pavement conditions, deterioration patterns, and investment needs. This integration will

improve system preservation efforts and aid in making data-driven decisions for pavement maintenance and rehabilitation.

PREVIOUS WORK

- Maintained the Accident System Management Program to monitor and improve roadway safety.
- Conducted Hot Spot Accident Analysis to identify high-collision locations and prioritize safety improvements.
- Collaborated with local agencies to review accident data and plan targeted safety projects.
- Utilized GIS road mapping for mileage inventory updates and Comprehensive Roadway System (CRS) classification.

WORK ACTIVITIES

All activities are ongoing and performed by staff. Progress is reported quarterly.

12.1 GIS Projects, Mapping, and Traffic Data System Maintenance

- Performance Measures
 - Monitor and update RTP performance measures as needed.
 - Track and evaluate system performance to inform planning and programming decisions.
- Accident Data Management
 - Enter accident reports, including mile post data, into the traffic data system.
 - Analyze and map accident data to identify safety concerns and prioritize improvement projects.

12.2 System Management

- Public Transportation
 - Maintain and update Google Transit data to ensure accurate public transit route information.
- Non-Motorized Transportation
 - Update the non-motorized transportation network database to reflect new and existing trails, bike lanes, and pedestrian routes.
 - Develop and improve trail signage, maps, and brochures to promote active transportation options.
- Local Roads & Streets
 - Review and update the roadway functional classification system as necessary.
 - Develop and maintain up-to-date maps of local roads and streets.
 - Maintain local roadway data, including traffic counts, pavement conditions, and infrastructure details.

12.3 Goods Movement Studies

- Conduct studies to analyze the movement of goods throughout Tuolumne County, focusing on improving freight efficiency and safety. FY 25/26 will focus on biomass industrial transportation needs, impacts, and opportunities.
- Assess existing freight routes and infrastructure to identify bottlenecks, safety issues, and capacity constraints.

- Evaluate opportunities to enhance multimodal goods movement, including road, rail, and potential inland port connections.
- Coordinate with stakeholders, including local businesses, freight carriers, and state agencies, to align goods movement strategies with regional economic development goals.

END PRODUCTS

- GIS Training and Support
 - Ongoing training and support with ESRI software to enhance staff skills and ensure up-to-date GIS capabilities.
- Transportation Network Database Maintenance
 - Regular updates to the transportation network database, including roads, railroads, aviation facilities, non-motorized infrastructure, and State highways.
- Transportation System Maps
 - Creation and maintenance of detailed maps illustrating key transportation networks such as roadways, railroads, aviation facilities, non-motorized routes, and State highways.
- Accident Data Mapping and Analysis
 - Updated accident data maps highlighting high-incident areas (“hotspots”) to support safety planning and project prioritization.
- Goods Movement Study Report
 - Analysis and mapping of regional freight routes and infrastructure, including recommendations for improving goods movement efficiency and safety. (As Needed)

Goods and services are budgeted to cover expenses related to GIS projects, mapping, and maintaining traffic data systems. Funded with Local Transportation Funds (LTF).

WORK ELEMENT BUDGET – 12

Responsible Agency	Budget	Funding Source
TCTC	26,442.03	LTF
TCTC – Goods and Services	10,000.00	LTF
TCTC – Goods and Services	100,000.00	RPA
Total	136,442.03	

OBJECTIVE

To provide an adequate, safe, and efficient transportation system for the Tuolumne County Region that supports multimodal travel, reduces congestion, and enhances active transportation opportunities.

DISCUSSION

The Tuolumne County Region's transportation network consists of approximately 139 miles of State highways, over 600 miles of County-maintained roads, and 26 miles of City-maintained streets. In addition to this primary network, there are several hundred miles of roads managed by federal agencies such as the Bureau of Land Management, Yosemite National Park, and the Forest Service, as well as numerous privately-owned roads. These roads, categorized as rural arterials, minor arterials, collectors, local roads, and scenic highways, form the functional road system that supports mobility and connectivity within Tuolumne County.

The Tuolumne County Transportation Council (TCTC) is responsible for identifying and prioritizing local streets and roads projects through the Regional Transportation Plan (RTP). Once prioritized, projects are programmed into the Regional Transportation Improvement Program (RTIP) as funding becomes available. This strategic planning process ensures that resources are allocated efficiently to address the region's most pressing transportation needs.

A significant milestone in recent planning efforts was the completion of the State Route (SR) 108/49 Multimodal Congested Corridor Plan for Jamestown and Sonora in October 2021. Developed collaboratively by Caltrans and TCTC, the plan identifies priority projects aimed at improving multimodal performance, enhancing active transportation options, and reducing vehicle congestion in some of the county's most heavily trafficked areas. This plan serves as a foundational document guiding future transportation investments and project development.

Among the priority projects identified in the Congested Corridor Plan is the Greenley Road Extension, also known as the North-South Connector. This project is designed to alleviate significant congestion along Washington Street/SR 49 in downtown Sonora by providing an alternative north-south route. The goal is to divert through-traffic away from the downtown core, improving traffic flow and safety. A new study of the North-South Connector has been initiated, and a contract has been signed to advance this work, with funding contributions from both the City of Sonora and Tuolumne County. This study will include extensive public outreach, consultation with property owners along the proposed alignment, and a preliminary environmental scoping process to better define the project and its impacts.

Another key project advancing through the planning and development stages is the Jamestown Five-Lane Widening Project. This project involves widening SR 108/49 to five lanes through Jamestown to improve traffic flow and enhance multimodal access. The project is currently progressing, with efforts focused on design, environmental review, and securing the necessary funding to move toward construction.

Funding for these projects is supported in part by the Congested Corridor Program established under Senate Bill 1 (SB 1). The California Transportation Commission (CTC) adopted guidelines for this program in December 2017, outlining the criteria for funding eligibility and project prioritization. A key requirement for accessing Congested Corridor Program funds is the completion of a Congested Corridor Plan, which Tuolumne County has achieved with the 2021 plan. The program offers the opportunity to fully fund construction costs for projects that alleviate congestion on the State Highway System, though local agencies must cover costs associated with environmental review, design, and right-of-way acquisition.

Historically, the North-South Corridor was studied in 2006, with recommendations for further analysis of the Greenley Road Extension. At that time, the study highlighted the need for increased public outreach, direct consultation with property owners, and the preparation of a preliminary environmental scoping document. Building on these earlier efforts, the current study aims to refine the project scope and develop a comprehensive plan that addresses community concerns and transportation needs.

The FY 2025/26 Overall Work Program reflects these ongoing priorities. It includes the advancement of the Jamestown Five-Lane Widening Project, which is moving closer to construction, and the continuation of studies and public engagement efforts for the North-South Connector (Greenley Road Extension). Additionally, TCTC will actively pursue funding opportunities through the Congested Corridor Program and other state and federal sources to support the implementation of these high-priority projects.

PREVIOUS WORK

- Completed the State Route (SR) 108/49 Multimodal Congested Corridor Plan for Jamestown and Sonora in October 2021.
- Contracted with a consulting firm to initiate the North-South Connector (Greenley Road Extension) Study.
- Engaged with City and County agencies to secure local funding contributions for the North-South Connector Study.

WORK ACTIVITIES

All activities are ongoing, reported quarterly, and performed by staff unless otherwise noted.

13.1 County/City Projects – PPM Funding

- Coordinate with Tuolumne County and the City of Sonora on priority transportation projects, ensuring alignment with regional goals and funding opportunities.
- Support project development, planning, and funding efforts for local streets and roads improvements.

13.2 North-South Connector Stage 1 Project Initiation – RSTP Funding (Staff and Consultant)

- Convene and manage the Project Development Team (PDT) for the North-South Connector (Greenley Road Extension) project, including representatives from the City, County, TCTC, Caltrans, and key stakeholders.
- Engage with City, County, community members, and stakeholders throughout the North-South Connector Study to ensure broad input and consensus on project development.

- Oversee consultant-led studies, including public outreach, environmental scoping, and preliminary design tasks.
- Coordinate funding strategies and seek opportunities for state and federal grant applications to support project development and future construction.

13.3 Safe Access Planning & Improvements – RPA Funding

- Plan and support Safe Routes to School and other pedestrian and bicycle safety improvement projects.
- Identify opportunities to enhance non-motorized transportation access and safety in coordination with local agencies and community partners.
- Report on project progress and outcomes through quarterly reports, ensuring compliance with RPA funding requirements.

END PRODUCTS

- Documentation of meetings for project development, including agendas, summaries, and participant lists for the North-South Connector, Jamestown Widening, and other related projects.
- Regular progress reports for active projects, including the North-South Connector Study, Jamestown Five-Lane Widening Project, and Safe Access Planning initiatives.
- Materials supporting community engagement efforts, including meeting notices, presentations, and summaries of public input for relevant projects.
- Ongoing quarterly updates summarizing project planning, coordination efforts, and milestones achieved.

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

WORK ELEMENT BUDGET – 13

Responsible Agency	Budget	Funding Source
TCTC	25,145.09	RPA
TCTC	6,613.60	RPA Carryover
TCTC	12,575.47	PPM
TCTC- Goods and Service	148,684.64	RSTP
TCTC- Goods and Service	250,000.00	City of Sonora/Tuolumne County
Total	443,018.80	

OBJECTIVE

To actively participate in the planning, programming, and monitoring of State Highway projects within the Tuolumne County region, ensuring timely project delivery and alignment with regional transportation goals.

DISCUSSION

Under the provisions of Senate Bill 45 and the TCTC/Caltrans Memorandum of Understanding (MOU), TCTC is responsible for programming and monitoring State Highway projects in the Tuolumne County region. The MOU outlines the responsibilities of both TCTC and Caltrans in delivering projects on the State Highway System and ensures clear coordination and accountability throughout project development and implementation.

The MOU establishes shared State/Regional partnership goals and objectives to guide project delivery. TCTC is responsible for programming projects in the Regional Transportation Improvement Program (RTIP) and for monitoring their status in the State Transportation Improvement Program (STIP). TCTC also designates a Program Manager who participates in project development planning, reviews project delivery schedules, monitors expenditures, assesses Caltrans' performance, and facilitates timely decisions from local agencies.

Caltrans, as the implementing agency, is responsible for securing resources and managing all technical aspects of project delivery, including engineering, environmental studies, design, right-of-way acquisition, and construction administration. Caltrans appoints a Project Manager to coordinate project team efforts, monitor and report on project performance, manage timelines and costs, and lead problem-solving efforts while ensuring timely decisions are made at the appropriate levels.

The MOU also defines processes for setting project standards, identifying project costs for inclusion in the RTIP, and making changes to project scope, cost, or schedule. It includes a clear conflict resolution process to address disputes between agencies, promoting a collaborative approach to project management.

Every State Highway project undertaken within Tuolumne County operates under a Project Management Plan (PMP), jointly developed and approved by both TCTC and Caltrans. The PMP serves as an essential tool for TCTC to monitor project progress, evaluate performance, and oversee financial expenditures, ensuring accountability and adherence to project timelines.

One of the region's major highway projects, the East Sonora Bypass (ESB), has been a significant focus for TCTC and Caltrans. Stage I of the project was completed in July 2004, followed by the completion of Stage II in November 2013, which opened to the public and provided significant congestion relief in the area. The completion of the final phase, Stage III, remains a top priority for TCTC. Work on this phase is included in the FY 2024/25 Overall Work Program (OWP) and will focus on advancing planning, securing funding, and preparing for future construction.

The State Route (SR) 49/108 Multi-Modal Corridor Project through Jamestown, identified as a top priority in the Regional Transportation Plan, has made significant progress with the initiation of the Safe, Healthy, and Equitable Streets Improvement Project (SHESIP). Following the completion of the Peaceful Oak Interchange and the Mono Way relinquishment project, the SHESIP is the next major State Transportation Improvement Program (STIP) priority.

A cooperative agreement between Caltrans and the Tuolumne County Transportation Council (TCTC) is set to be executed at the start of this Overall Work Program (OWP) to formally advance the project. The SHESIP focuses on widening SR 49 from three lanes to five lanes through Jamestown, extending from 0.2 miles south of Main Street to 0.2 miles north of Fifth Avenue. In addition to the lane expansion, the project includes the construction of transit stops, sidewalks, eight-foot shoulders, and a new park-and-ride facility, significantly improving multimodal access and reducing congestion along this critical corridor.

The execution of the cooperative agreement will enable the project to enter the Project Approval and Environmental Document (PA&ED) phase. TCTC, serving as the implementing agency for PA&ED, will work in close partnership with Caltrans to complete environmental studies and develop the project design. Funding contributions from Caltrans will support this phase, with \$2.7 million allocated from STIP/RIP funds.

Assuming a smooth PA&ED process and sustained funding availability, the project is on track for construction readiness by **2029**. The SHESIP represents a significant step forward in enhancing safety, improving multimodal connectivity, and reducing congestion along the SR 49/108 corridor, aligning with regional goals to promote equitable and sustainable transportation options.

PREVIOUS WORK

- SR 49 Congested Corridor Plan
- SR 49 Complete Streets Plan
- SR 49 Project Initiation Document (PID)
- SHESIP PA&ED phase initiated and cooperative agreement drafted

WORK ACTIVITIES

All activities are ongoing, reported quarterly, and performed by staff unless otherwise noted.

14.1 East Sonora Bypass Stage III

- Evaluation of geometric alternatives to improve safety, capacity, and operational efficiency, including Complete Streets Designs

14.2 Jamestown Safe, Healthy & Equitable Streets Improvement Project (SHESIP)

- Implement the cooperative agreement with Caltrans to initiate the SHESIP project, including oversight of the Project Approval and Environmental Document (PA&ED) phase.
- Coordinate with Caltrans, local agencies, and stakeholders to complete environmental studies and preliminary design for the widening of SR 49 through Jamestown.

- Facilitate public outreach and community engagement efforts to ensure input and support for project development.
- Monitor project milestones and funding to ensure timely progress toward construction readiness.

14.4 Accident Hotspot Analysis

- Conduct regular analysis of accident data to identify high-collision locations ("hotspots") on the State Highway System.
- Collaborate with Caltrans and local agencies to develop targeted safety improvement projects based on analysis findings.
- Utilize GIS tools to map accident data and support data-driven decision-making for safety enhancements.

14.5 State Route Planning, Coordination & Implementation

- Coordinate with Caltrans on the planning, development, and implementation of State Highway projects within Tuolumne County, including updates to the Interregional Transportation Strategic Plan (ITSP) and the Congested Corridor Plan.
- Participate in project development teams (PDTs) and regional planning meetings to ensure local priorities are reflected in state-level planning efforts.
- Monitor the progress of corridor improvement projects and advocate for funding and resources to advance priority projects identified in regional plans.

END PRODUCTS

- Quarterly Project Status Reports
- Project Development Team (PDT) Meeting Agendas and Minutes
- Public Outreach Materials and Press Releases
- Documentation of planning and coordination efforts on short- and long-range projects along State highway systems in Tuolumne County

WORK ELEMENT BUDGET – 14

Responsible Agency	Budget	Funding Source
TCTC	44,122.42	RSTP

OBJECTIVE

To evaluate the feasibility and develop alternatives for Phase 2 of the SR 49/Gold Rush Multi-Use Path and associated complete streets improvements along SR 49, enhancing multimodal connectivity, safety, and accessibility in Tuolumne County.

DISCUSSION

The SR 49/Gold Rush Multi-Use Path Phase 2 Feasibility and Complete Streets Study will focus on developing and analyzing alternatives for a 2.1-mile northern segment of the Gold Rush Multi-Use Path, extending from the end of Phase 1 to Sonora High School and Parrotts Ferry Road. This segment serves as a vital gateway to both Sonora and Columbia and plays an important role in Tuolumne County's transportation network. Currently, this portion of SR 49 is heavily vehicle-centric and lacks dedicated bicycle and pedestrian facilities. Limited or absent shoulders exacerbate conflicts between vehicles, cyclists, and pedestrians, leading to significant safety concerns.

The Gold Rush Multi-Use Path is envisioned as a 15-mile phased, multi-modal transportation corridor that connects historic communities, including Columbia, Sonora, Jamestown, and the Chicken Ranch Tribal Lands, while improving access for disadvantaged communities. The path will serve as the central trunk line for non-motorized travel in Tuolumne County, from which sidewalks, bike lanes, and recreational trails will branch, enhancing regional connectivity and promoting active transportation.

The study aims to recommend a solution for Phase 2, proposing a 10-foot-wide, Class I shared-use path along the SR 49 corridor. In addition to the multi-use path, the study will focus on complete streets improvements along SR 49, using standards from Vision Sonora and Caltrans' Complete Streets guidelines. These improvements may include upgraded intersections, safe pedestrian and bicycle crossings, transit stops, enhanced streetscapes, and features that reflect the historic character of the area.

A core objective of the study is to address existing safety concerns, improve multimodal access, and promote active transportation throughout the corridor. The improvements will not only enhance non-motorized connectivity but will also contribute to regional goals around sustainability, safety, and equity. Public engagement will play a critical role, ensuring that local stakeholders, Tribal governments, and community members are involved in shaping the project's vision.

This study will provide a clear framework for advancing Phase 2 of the Gold Rush Multi-Use Path into the design and construction phases and will serve as a foundation for securing future funding for project implementation.

PREVIOUS WORK

- Issued a Request for Proposals (RFP) for the SR 49/Gold Rush Multi-Use Path Phase 2 Feasibility and Complete Streets Study.

- Selected a consulting firm through a competitive procurement process to lead the feasibility study and complete streets planning.
- Executed a contract with the chosen consultant to initiate the project.
- Conducted a project kickoff meeting in February 2024, marking the official start of the study and establishing project goals, timelines, and stakeholder engagement strategies.

WORK ACTIVITIES

All activities are ongoing, reported quarterly, and performed by staff unless otherwise noted.

15.1 Project Administration

- Coordinate with Caltrans, the City of Sonora, and the consultant team throughout the project.
- Process quarterly invoices and progress reports to ensure compliance with grant and RPA requirements.

15.2 Existing Conditions Analysis

- Review local and regional plans, projects, and data related to active transportation, land use, sustainability, and economic development within the project corridor.
- Conduct data collection and analyze existing conditions to inform the alternatives analysis.

15.3 Alternatives Development

- Develop 2-3 alternative alignments for Phase 2 of the Gold Rush Multi-Use Path based on the existing conditions analysis.
- Identify complete streets improvements along SR 49 using Caltrans' Complete Streets Toolbox and Vision Sonora plan to enhance multimodal use, safety, and economic development.

15.4 Project Development Team (PDT) Coordination

- Assemble and coordinate a PDT including key stakeholders from the City of Sonora, Tuolumne County, Caltrans, and community representatives to guide the project.

15.5 Community and Stakeholder Engagement

- Conduct targeted outreach to residents, businesses, Sonora High School, and disadvantaged communities within the project area.
- Host two public workshops (open house format) during the alternatives development and draft plan phases.
- Engage with local groups and stakeholders to ensure broad community input.
- Develop and maintain a project website to share information, updates, and provide a virtual platform for public engagement.

END PRODUCTS

- Project Administration Documentation
 - Kick-off meeting notes with Caltrans, quarterly invoices, and progress reports.
 - List of PDT members, meeting agendas, materials, presentations, sign-in sheets, and meeting summaries.
- Technical Memorandums and Analysis

- Existing Conditions Technical Memorandum summarizing existing plans, policies, data analysis, corridor conditions, gap analysis, and barriers to multimodal improvements.
- Alternatives Analysis Technical Memorandum detailing 2–3 alternative alignments for Phase 2 of the Gold Rush Multi-Use Path, including concept drawings, cross-sections, and complete streets improvements.
- Intersection Control Evaluation (ICE) for the SR 49/Shaws Flat/School St/Columbia Way intersection.
- Community and Stakeholder Engagement Summary
 - Public Outreach Technical Memorandum documenting the engagement process, public comments (including targeted outreach to disadvantaged communities), and how feedback influenced project development.
 - Presentation materials, project website content, meeting notifications, and workshop summaries.
- Plan Deliverables
 - Administrative Draft Plan for TCTC and PDT review.
 - Draft Plan for Public Review, including a summary of public comments received.
 - Final Plan prepared for TCTC adoption, including board meeting materials, presentation slides, and meeting minutes documenting public and board feedback.

WORK ELEMENT BUDGET – 15

Responsible Agency	Budget	Funding Source
TCTC-Consultant	242,500.00	RMRA
TCTC	2,500.00	RMRA
TCTC	15,914.94	RPA
TCTC	15,754.01	RPA Carryover
Total	276,668.95	

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

OBJECTIVE

To evaluate the feasibility and develop alternatives for Phase 3 of the SR 49/Gold Rush Multi-Use Path, focusing on the College Segment and potential "Columbia Loop," while incorporating complete streets improvements to enhance multimodal connectivity, safety, and accessibility in the Columbia area.

DISCUSSION

The SR 49/Gold Rush Multi-Use Path Phase 3 Feasibility and Complete Streets Study will develop and analyze alternatives for the college segment of the path, exploring multiple alignments from Parrotts Ferry Road to Columbia College and the community of Columbia, with the goal of creating a potential "Columbia Loop". This area serves both a large tourist population and Columbia College students, making it a priority for safe, multimodal access.

The Gold Rush Multi-Use Path is a planned 15-mile phased, multi-modal corridor connecting historic communities including Columbia, Sonora, Jamestown, and the Chicken Ranch Tribal Lands, improving non-motorized access for all, including disadvantaged communities. The path will serve as the primary trunk line for non-motorized travel in Tuolumne County, with sidewalks, bike lanes, and trails branching from it.

Currently, SR 49 in this area lacks dedicated pedestrian and bicycle facilities, creating safety challenges due to narrow shoulders and conflicts between vehicles and non-motorized users. The study will propose a 10-foot-wide, Class I shared-use path and explore complete streets improvements along SR 49, following Vision Sonora and Caltrans' Complete Streets standards. Enhancements may include safer intersections, improved crossings, upgraded streetscapes that reflect Columbia's historical character, and transit access.

A key component of the study is evaluating multiple alignments to determine the feasibility of a "Columbia Loop", providing continuous non-motorized connectivity around the community and improving walkability for residents, students, and visitors.

Stakeholder engagement will play a central role in shaping the plan, ensuring input from residents, businesses, students, Tribal governments, and community groups. The study will result in a clear framework for advancing Phase 3 to design and construction and securing future funding.

PREVIOUS WORK

- Issued a Request for Proposals (RFP) for the SR 49/Gold Rush Multi-Use Path Phase 3 Feasibility and Complete Streets Study.
- Selected a consulting firm through a competitive procurement process to lead the feasibility study and complete streets planning.
- Executed a contract with the chosen consultant to initiate the project.
- Conducted a project kickoff meeting in February 2024, marking the official start of the study and establishing project goals, timelines, and stakeholder engagement strategies.

WORK ACTIVITIES

All activities are ongoing, reported quarterly, and performed by staff unless otherwise noted.

16.1 Project Administration

- Coordinate with Tuolumne County, Caltrans, and the consultant team throughout the project.
- Process quarterly invoices and progress reports to ensure compliance with grant and RPA requirements.

16.2 Existing Conditions Analysis

- Review local and regional plans and projects within the project corridor related to active transportation, land use, sustainability, and economic development to establish the framework for alternatives development.
- Conduct data collection and analyze existing conditions, focusing on multimodal connectivity, safety, and potential barriers to non-motorized transportation improvements.

16.3 Alternatives Development

- Develop 2–3 alternative alignments for Phase 3 of the Gold Rush Multi-Use Path based on the existing conditions analysis.
- Identify complete streets improvements along SR 49, utilizing the Caltrans Complete Streets Toolbox, Vision Sonora plan, and safety data to support multimodal use, enhance transit access, and encourage economic development around Columbia.

16.4 Project Development Team (PDT) Coordination

- Assemble and coordinate a Project Development Team (PDT) including key stakeholders from Tuolumne County, Caltrans, Columbia College, community organizations, and Tribal governments to guide project development.
- Conduct regular PDT meetings to review progress, discuss alternatives, and incorporate feedback into the planning process.

16.5 Community and Stakeholder Engagement

- Conduct targeted outreach to residents, businesses, Columbia College students, and visitors, with a focus on the State Historic Park and disadvantaged communities within the project area.
- Host two public workshops (open house format) to gather feedback on draft alternatives and present final recommendations.
- Work with the PDT to identify and engage disadvantaged community representatives through direct meetings or targeted workshops to ensure inclusive input.
- Develop and maintain a project website to share project updates, public meeting information, and provide a platform for virtual community engagement.

END PRODUCTS

- Project Administration Documentation
 - Kick-off meeting notes with Caltrans, quarterly invoices, and progress reports.

- List of PDT members, meeting agendas, materials, presentations, sign-in sheets, and meeting summaries.
- Technical Memorandums and Analysis
 - Existing Conditions Technical Memorandum summarizing existing plans, policies, data analysis, corridor conditions, gap analysis, and barriers to multimodal improvements.
 - Alternatives Analysis Technical Memorandum detailing 2–3 alternative alignments for Phase 3 of the Gold Rush Multi-Use Path, including concept drawings, cross-sections, and complete streets improvements.
 - Intersection Control Evaluation (ICE) for the SR 49/Shaws Flat/School St/Columbia Way intersection.
- Community and Stakeholder Engagement Summary
 - Public Outreach Technical Memorandum documenting the engagement process, public comments (including targeted outreach to disadvantaged communities), and how feedback influenced project development.
 - Presentation materials, project website content, meeting notifications, and workshop summaries.
- Plan Deliverables
 - Administrative Draft Plan for TCTC and PDT review.
 - Draft Plan for Public Review, including a summary of public comments received.
 - Final Plan prepared for TCTC adoption, including board meeting materials, presentation slides, and meeting minutes documenting public and board feedback.

WORK ELEMENT BUDGET - 16

Responsible Agency	Budget	Funding Source
TCTC	2,589.53	CRP
TCTC - Goods and Services	146,070.47	CRP
TCTC	17,051.30	PPM
Total	165,711.30	

WORK ELEMENT 25/26 – 20 PUBLIC TRANSIT PROJECTS

OBJECTIVE

To provide safe, efficient, reliable, and high-quality public transportation services that enhance mobility options for residents and visitors, support community connectivity, and ensure equitable access to transportation throughout Tuolumne County.

DISCUSSION

Public transit in Tuolumne County plays a vital role in meeting the transportation needs of transit-dependent individuals, including seniors, persons with disabilities, low-income residents, and those without access to personal vehicles. These needs are primarily addressed through a combination of social service transportation providers and the Regional Public Transportation System, known as Tuolumne County Transit (TCT).

Tuolumne County Transit was established in December 1976 under a Section 147 grant. Initially operated directly by Tuolumne County, the system transitioned in November 1985 to being managed and operated by private contractors selected through competitive bidding. In August 2011, the Tuolumne County Transit Agency (TCTA) was formed, taking over responsibility for the system. The current management contract with Storer Transit Systems began on July 1, 2021, and will run through June 30, 2025.

TCT services are primarily funded through the Transportation Development Act (TDA), Federal Transit Administration Section 5311 funds, and farebox revenues. The system offers a combination of fixed-route services and demand-response Dial-A-Ride, with priority given to seniors and individuals with disabilities. The transit contractor employs all drivers, dispatchers, mechanics, and support staff necessary to manage and operate TCT. The TCTA provides the transit facility, which includes offices and maintenance areas. Regular in-house training is provided for drivers and staff, covering topics such as CPR, First Aid, Empathy Training, Defensive Driving, and Road Safety, ensuring compliance with all certification requirements.

Like many transit agencies, TCT has experienced challenges due to the COVID-19 pandemic, leading to a significant reduction in ridership. In response, TCT implemented several strategic adjustments to maintain service and meet evolving community needs. A free fare policy was introduced early in the pandemic and continues to be in place, helping to reduce barriers to transit use. The Dial-A-Ride service was expanded to serve the general public, providing greater flexibility and accessibility. Additionally, with an increase in the number of drivers, TCT has been able to enhance service frequency and coverage, resulting in improved reliability and expanded access.

In addition to reinstating Fixed Route 2 and launching the Groveland-Columbia Connect in previous years, TCT successfully reintroduced the Jamestown fixed route in March 2025, expanding fixed-route options and improving connectivity within the county. This new route provides critical links between Jamestown, Sonora, and surrounding areas, enhancing mobility for residents and visitors alike.

TCT has also initiated new programs to address the needs of specific populations, including the launch of the Golden Years Program, which focuses on improving transit accessibility and service options for

seniors. As ridership continues to recover, TCT remains committed to evaluating and adapting services to meet the community's needs, with a focus on equity, accessibility, and reliability.

PREVIOUS WORK

- Awarded 5310 funding for another 2 year grant for a Mobility Manager
- Awarded 5310 funding for another 2 year grant for the Groveland WAVE program.
- Participated in YARTS program
- Executed a Transit Operating/Management Agreement extension securing transit service operations through 2027.
- Added services in Jamestown
- Support special events with transit
- Programmed SB 125 funding to public transit clean fuel programs
- Expanded use of VIA transit application for on-demand service
- Developed and issued RFP for marketing and public outreach services
- Developed and issued RFP for Short-Range Transit Plan

WORK ACTIVITIES

All activities are ongoing, reported quarterly, and performed by staff unless otherwise noted.

20.1 Community Engagement and Outreach

- Consult and meet with traditionally underrepresented and underserved populations, including the elderly, disabled, low-income individuals, and minority groups (e.g., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islanders), as well as community leaders, to ensure equitable access and service planning.

20.2 Transit Conferences and Meetings

- Attend relevant transit conferences and meetings to stay updated on industry best practices, funding opportunities, and legislative changes.

20.3 Transit Stop Improvement Projects

- Plan, design, and implement improvements to transit stops, focusing on safety, accessibility, and rider comfort.

20.4 Public Transit Management

- Oversee day-to-day operations and management of Tuolumne County Transit, ensuring service quality, efficiency, and compliance with local, state, and federal regulations.

20.5 Yosemite Transportation Marketing (Grant Funded)

- Implement targeted marketing strategies to promote Yosemite transportation services, focusing on increasing ridership and public awareness.
- Coordinate with Yosemite Area Regional Transportation System (YARTS) on operations, marketing efforts, and service improvements to enhance regional connectivity.

20.6 TIRCP – VIA Advanced Reservations System Ongoing Operations

- Maintain and improve a ride reservation application/tool to improve accessibility and convenience for Dial-A-Ride and other demand-response services.

20.7 Transit Technology

- Research and integrate new technologies to enhance transit operations, rider experience, and data management.

20.8 Transit Asset Management (TAM)

- Update the Transit Asset Management (TAM) Plan, incorporating the Draft Zero Emission Bus (ZEB) plan. Staff will conduct research and attend training sessions to ensure compliance with federal requirements.

20.9 Low Carbon Transit Operations Program (LCTOP) Projects

- Plan and implement projects funded by LCTOP to reduce greenhouse gas emissions and improve service for disadvantaged communities.

20.10 Tuolumne Trip Program

- Manage the Tuolumne Trip Program, providing transportation options for residents needing access to medical services, shopping, and other essential trips.

20.11 Bus Advertising Program/Transit Website/Marketing

- Manage the bus advertising program and maintain the transit website. Implement marketing strategies to promote transit services and increase ridership.

20.12 Transit Accounting and Record Keeping

- Maintain accurate financial records and ensure compliance with state and federal reporting requirements for transit funding and operations.

20.13 Transit Legislation/FTA Guidance

- Monitor changes in transit-related legislation and FTA guidance, ensuring local compliance and advocating for policies that benefit Tuolumne County Transit.

20.14 Zero Emission Vehicle (ZEV) Planning, Programming, and Funding

- Plan and secure funding for the transition to a Zero Emission Vehicle fleet, including grant applications, procurement planning, and infrastructure development.

20.15 5310 SCC Grant – WAVE Program

- Manage the 5310 SCC Grant WAVE Program, providing accessible transportation options for seniors and individuals with disabilities.

20.16 Mobility Manager – 5310 Grant

- Oversee the Mobility Manager position funded through the 5310 Grant, focusing on coordinating transportation services and improving mobility options for the community.

20.17 Zero Emission Bus (ZEB) Rollout/PG&E Coordination

- Develop a Transit Electric Vehicle Plan for fleet replacement to meet compliance requirements by 2035, coordinating closely with PG&E on infrastructure and energy needs.

20.18 SB 125 Administration

- Manage administrative tasks and reporting requirements associated with SB 125 transit funding.

20.19 TIRCP – Operations and Maintenance

- Oversee the development and operation of the Transit and Intercity Rail Capital Program (TIRCP)-funded fueling facility to support the growing transit fleet.

20.20 TIRCP – Capital Project, ZE Transit Infrastructure Fueling Station PID

- Manage capital improvement projects funded through TIRCP, focusing on infrastructure and vehicle upgrades.

20.21 TIRCP – Tuolumne County Transit Short Range Transit Plan Implementation

- Implement strategies and improvements identified in the Short-Range Transit Plan, funded through TIRCP.

20.22 TIRCP – Vanpool Service

20.23 Golden Years Transit; Non-Emergency Medical Transportation

20.24 Partner with Other Agencies to Meet Community Needs

- Collaborate with local, regional, and state agencies to coordinate services, expand transit options, and better serve the transportation needs of the community.

END PRODUCTS

Community Outreach and Engagement

- Documentation of outreach efforts and meetings with traditionally underrepresented and underserved populations, as well as community leaders.
- Participation records from Project Development Team (PDT) meetings, Transit Performance meetings (weekly), Commission on Aging meetings, and Senior Network meetings.

Transit Operations and Marketing

- Updated Tuolumne County Transit deliverables, including schedules, marketing collateral, transit reports, outreach materials, and website updates/redesign.
- Marketing materials and activities for Yosemite Area Regional Transportation System (YARTS), including coordination with park entrance communities and attendance at Yosemite Gateway Partners meetings.
- Promotion and coordination of SkiBUS and special event transit services.

Transit Infrastructure Improvements

- Bus stop enhancements, including shelters, turnouts, signage, lighting, and passenger amenities.

- Administration of funding and oversight for the Stockton Street Downtown Bus Stop improvement project.
- Maintenance and monitoring of the DoubleMap Vehicle Tracking System for Tuolumne County Transit.

Program Implementation and Reporting

- Development, implementation, and reporting on Low Carbon Transit Operations Program (LCTOP) projects.
- Continuation and reporting of the Tuolumne Trip Program to provide alternative transportation options for those unable to use fixed-route or dial-a-ride services.
- Ongoing management of the Transit Bus Advertising Program to generate revenue.

Planning, Compliance, and Funding

- Preparation and submission of grant applications for new vehicles, system improvements, and service expansions.
- Updated Transit Asset Management (TAM) Plan, incorporating fleet updates and asset inventories.
- Updated Title VI Plan to ensure compliance with FTA civil rights requirements.
- Development and implementation of the Transit Electric Vehicle Rollout Plan in coordination with PG&E.
- Implementation of the Short Range Transit Plan (SRTP) recommendations.

Interregional Transit and Coordination

- Expansion and coordination of interregional transit services, including partnerships with valley communities, local transit agencies, and private businesses.

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

WORK ELEMENT BUDGET – 20

Responsible Agency	Budget	Funding Source
TCTA	441,950.18	LTF
TCTA	31,951.78	5310
TCTA-Goods and Services	327,338.90	LTF
Total	801,240.86	