



TUOLUMNE COUNTY TRANSPORTATION COUNCIL

2026 RTIP

**Regional Transportation Improvement Program (RTIP)
Projects for the STIP**

Adopted: December 2025

Tuolumne County Transportation Council

2 South Green Street

Sonora, CA 95370

www.tuolumnecountytransportationcouncil.org

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2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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1. Overview and Schedule

Section 1. Cover Letter and Executive Summary

The Tuolumne County Transportation Council (TCTC) is a joint powers agency and is designated as the regional transportation planning agency for the Tuolumne County Region. Every two years, the TCTC prepares a Regional Transportation Improvement Program (RTIP), which programs Tuolumne County Regional Improvement Program (RIP) funding for transportation projects in the Tuolumne County Region. The RTIP is prepared based on the priorities identified in the Regional Transportation Plan, a federally mandated master transportation plan that guides the Region's transportation investments over a 20–25-year period. The RTP is updated every 4-5 years.

The TCTC works closely with its partner agencies, the County, City of Sonora, and Caltrans, in the preparation of the RTP. In addition, the TCTC conducts an extensive public participation process throughout the development of the RTP and its updates to obtain maximum public input in identifying the Region's priorities.

RTIP programming is based on funding identified for the Region in the State Transportation Improvement Program (STIP) Fund Estimate, adopted every two years by the California Transportation Commission (CTC). This 2026 RTIP/STIP will cover the five years, including Fiscal Year 2026/27 through Fiscal Year 2030/31. Based on the 2026 STIP Fund Estimate, there will be \$4.401 million in new funding for Tuolumne County this cycle.

Section 2. General Information

- Tuolumne County Transportation Council
- Website address: <http://tuolumnecountytransportationcouncil.org>

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit, and active transportation projects that a region hopes to fund with State funds programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15th of every odd-numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan that guides a region's transportation investments over a 20–25-year period. The RTP is based on all reasonably anticipated funding, including federal, state, and local sources. Updated every 4-5 years, the RTP is developed through extensive public participation in each region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to Developing the RTIP

The adopted Mission Statement of the Tuolumne County Transportation Council (TCTC) is to "Provide leadership and coordination of resources to build the best means of moving people and goods throughout our region." The Vision is to develop a unified, fully integrated transportation network in the region.

The TCTC partners with the County of Tuolumne and City of Sonora to coordinate the adoption of their General Plans and the Regional Transportation Plan. The TCTC coordinates City, County, State, and Federal agency efforts to implement the priority projects and programs identified in the RTP. The TCTC works with partner agencies to develop the RTIP based on the priorities identified in the RTP.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

Project Name and Location	Description	Summary of Improvements/Benefits
Washington-Stockton Corridor – Downtown Transit & Accessibility Improvement Project	The Vision Sonora Traffic Study identified high levels of traffic congestion in the project area. Due to right-of-way constraints within the historic downtown core, major roadway improvements are not feasible at this location. Therefore, non-motorized and motorized non-vehicle transportation must be encouraged to meet existing and future travel demands.	This project aims to implement improvements that will encourage additional pedestrian and transit travel in this historic downtown area of Sonora. (Completed 12/23)
Mono Way Operational and Safety Project	The project implemented improvements in the area relinquished by ESBII.	The project improved accessibility, traffic flow, accommodated bicycles, and improved safety along this former Caltrans-maintained roadway.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2026 RTIP	December 10, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2024 STIP	March 19-20, 2026

B. Community Engagement

TCTC works closely with its partner agencies: the County, City of Sonora, and Caltrans in the preparation of the RTP. In addition, the TCTC conducts an extensive public participation process throughout the development of the RTP and its updates to obtain maximum public input in identifying the Region's priorities. Some groups included in this outreach include Chicken Ranch Rancheria of Me-Wuk Indians and Blue Zones Project Tuolumne County. TCTC works with partner agencies to develop the RTIP based on the priorities identified in the RTP.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 10

The major projects in Tuolumne County's RTIP are on the State Highway and, therefore, administered by Caltrans. Caltrans and the TCTC staff work closely in the development and delivery of those high-priority projects.

The Caltrans Deputy Director of Regional Planning is an ex officio member of the TCTC. In that role, they provide input and are closely involved in developing the RTP and the Region's priorities. Their staff is also members of TCTC's Technical Advisory Committee. This provides an opportunity for Caltrans to provide early input on regional projects that are not on the State Highway System.

2. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2024 STIP Fund Estimate

\$4.401 million

B. Summary of Requested Programming –

PPM funding is proposed for programming under the 2026 STIP.

The remaining \$4.255 million in STIP funding is proposed to be held in reserves until the completion of the PA&ED phase of the SR 49 Jamestown Safe, Health, Equitable Streets Improvement Project (SHESIP), when a preferred alternative is selected. Staff anticipates that the PA&ED phase will conclude in 2027, allowing the full project to be programmed in the 2028 STIP.

In June 2025, CTC allocated \$2.7 million from the 2024 RTIP funds to execute the PA&ED phase of the Jamestown SHESIP. SHESIP incorporates elements from the SR 49 Multi-Modal Corridor Plan and the Congested Corridor Plan by proposing several improvements. All three possible alternatives for the project include transit stops, a park-and-ride facility, and sidewalks. Alternatives 1 and 2 propose to widen SR 49 to five lanes in the project area to relieve congestion, accommodate future growth, and address emergency evacuation problems outlined in the Tuolumne County Evacuation Needs Assessment and Communications Strategies Study (2023). Alternative 3 does not propose any widening but instead adds operational improvements on SR 49, including signal interconnect and other geometric improvements to the Fifth Avenue, Rawhide, and Main Street intersections.

Project Name and Location	Description	Requested RTIP Amount
PPM	Planning, Programming & Monitoring activities of TCTC	\$146,000

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

No projects are proposed for programming as part of the 2026 STIP.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

ITIP funding is not being requested in this 2026 STIP.

The State Route 108/49 Multimodal Congested Corridor Plan, District 10, October 2021, identified and ranked strategies for effectiveness in meeting stated goals and objectives, including reducing crashes, reducing VMT and GHG emissions, reducing gaps in active transportation, and achieving CAPTI goals.

Tier Ranking	Strategy	Beginning TUO 49 PM	Ending TUO 49 PM	Percent of Goals Met
1	Active Transportation Pathway	12.81/18.51	17.94/20.4	100
2	Paved Shoulder Widths*	12.12	20.4	90
2	Sidewalks	14.04/16.48/18.51	15.0/17.94/19.4	80
2	ADA curb ramps	14.04/16.48/18.51	15.0/17.94/19.4	80
2	Crosswalks	14.04/16.48/18.51	15.0/17.94/19.4	80
2	Active Transportation Pathway (Vissim)	12.81/18.51	17.94/20.4	72
3	All Strategies	12.12/18.51	16.48/20.4	67
3	Rawhide Intersection and Bridge Realignment	14.5	14.9	60
3	5 Lane Widening	12.81/~19.1	16.48/20.4	53
3	4 Lanes Widening	12.81/~19.1	16.48/20.4	53
3	SR 108 Freeway	12.12	16.48	50
4	Greenley Extension Intersection (Vissim)	~19.1	~19.1	45
4	Shaw's Flat Intersection Improvement	18.51	18.51	35
4	Mackey Ranch Intersection Improvement	12.12	12.12	35
4	Signal Coordination at Rawhide and Fifth Avenue	14.74	15.0	33
4	Greenley Extension (TransCAD)	~19.1	~19.1	17
4	Bell Mooney Western Bypass**	13.4	25.75	17
4	Montezuma Junction Western Bypass**	11.6	25.75	17
4	2040 No-build Scenario	12.12	20.4	11

*: Not all locations within designated postmiles will need widened shoulders; **: Bypasses would be on new alignment, designated postmiles are two points only at existing locations where the bypasses would start and finish

Figure 1: SR 108-49 Multimodal Congested Corridor Plan, Strategy Performance Rankings by Tier

Section 9. Projects Planned Within Multi-Modal Corridors

The Tier 1 strategy, Active Transportation Pathway/ Gold Rush Path, is currently moving forward in six phases. Phase 1 is nearing completion of the PA&ED phase and is funded through construction, with the City of Sonora as the lead agency. Phases 2 and 3 are currently being studied for feasibility and complete streets, with an expected study completion date of late Spring 2026. At that time, TCTC will seek funding for PA&ED and construction for both phases. Phases 4 and 5 are included in the Jamestown SHESIP Project. Phase 6 is being led by the Chicken Ranch Rancheria of Me-Wuk Indians and includes a rails-with-trails component.

The Gold Rush Path has been identified as a critical strategy to address pedestrian and cyclist safety, improve connectivity between housing, employment, and services, reduce GHG emissions and VMT, support economic development, and improve public health. The project has broad public support.

The SR 49 Jamestown Safe, Healthy, and Equitable Streets Improvement Project remains a critical strategy that incorporates elements from the SR 49 Multi-Modal Corridor Plan and the Congested Corridor Plan and proposes several improvements. All three possible alternatives for the project include transit stops, a Park & Ride facility, and sidewalks. Alternatives 1 and 2 propose to widen SR 49 to five lanes in the project area. Alternative 3 does not propose any widening but instead adds operational improvements on SR 49, including signal interconnect and other geometric improvements to the 5th Avenue, Rawhide, and Main Street intersections. The widening is located in Tuolumne County, in the unincorporated community of Jamestown, CA, from 0.2 miles south of Main Street to 0.2 miles north of Fifth Avenue. The anticipated Environmental Documents are the Environmental

Impact Report (EIR) for CEQA and the Environmental Assessment (EA) for NEPA. The project is determined to be Project Development Category 4A as outlined in the Project Development Procedures Manual.

Section 10. Highways to Boulevards Conversion Pilot Program

The 2026 RTIP has no impact on other planned or underway Highways to Boulevard Conversion Pilot Projects.

Section 11. Complete Streets Consideration

Consistent with Caltrans' Complete Street Action Plan, the region will consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

3. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The 2026 RTIP is consistent with the goals, objectives, and policies of the 2024 Regional Transportation Plan (RTP). TCTC's 2024 RTP identifies Goals, Objectives, and Performance Measures aligned with Federal and State goals.

The 2026 RTIP does not propose any projects for programming.

Section 13. Regional and Statewide Benefits of RTIP

The 2026 RTIP does not propose any projects for programming.

4. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost-Effectiveness of RTIP (Required per Section 22B)

The 2026 RTIP does not propose any projects for programming.

Section 15. Project Specific Evaluation (Required per Section 22D)

This RTIP does not include projects with construction costs of \$15 million or greater or with total project costs of \$50 million or greater. This performance evaluation of RTIP is not applicable.

5. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

The 2026 RTIP does not propose any projects for programming.

Appendices

- A. Projects Programming Request Forms*
- B. Section 18. Board Resolution Approving 2026 RTIP*
- C. Section 19. Fact Sheet*

Appendix A – Projects Programming Request Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/15/2025 11:18:38
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
10			0452	Tuolumne County Transportation Council	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Tuolumne County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Tamera Blankenship			209-533-5539	tblankenship@co.tuolumne.ca.us	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, Programming, and Monitoring, as programmed in the TCTC Overall Work Program.

Component	Implementing Agency
PA&ED	Tuolumne County Transportation Council
PS&E	Tuolumne County Transportation Council
Right of Way	Tuolumne County Transportation Council
Construction	Tuolumne County Transportation Council

Legislative Districts

Assembly:	8	Senate:	4	Congressional:	5
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/15/2025 11:18:38

Purpose and Need

This project is ongoing, Planning, Programming, and Monitoring as programmed in the TCTC Overall Work Program

NHS Improvements ☐ YES ☒ NO

Roadway Class NA

Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☐ YES ☒ NO

Reduce Greenhouse Gas Emissions ☐ YES ☒ NO

Project Outputs

Category	Outputs	Unit	Total

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
10	Tuolumne County				0452
Project Title					
Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				49	49	48		146	
TOTAL				49	49	48		146	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				49	49	48		146	
TOTAL				49	49	48		146	

Appendix B – Resolution

No. 769-25

Resolution of the Tuolumne County Transportation Council *Adopting the 2026 Regional Transportation Improvement Program*

- Whereas,** every two years, the Tuolumne County Transportation Council (TCTC) is responsible for preparing the Regional Transportation Improvement Program (RTIP), which programs regionally significant transportation projects for the Tuolumne County Region; and
- Whereas,** the RTIP is submitted to the California Transportation Commission (CTC) for adoption into the State Transportation Improvement Program (STIP); and
- Whereas,** the CTC adopts a Fund Estimate for each STIP that includes anticipated Federal and State funding for that five-year cycle; and
- Whereas,** the CTC Fund Estimate for the 2026 STIP cycle, which covers the five years, including Fiscal Years 2026-2027 through 2030-2031, includes \$4.401 million in new funding for Tuolumne County; and
- Whereas,** TCTC desires to hold \$4,255,000 in reserves pending the completion of the SR 49 Jamestown Safe, Healthy, Equitable Streets Improvement Project (SHESIP) Project Approval and Environmental Documentation (PA&ED) phase; and
- Whereas,** the PA&ED Phase of SHESIP is anticipated to be complete in 2027 with a preferred alternative identified, allowing the full project to be programmed in the 2028 STIP; and
- Whereas,** TCTC desires to program \$146,000 to Planning, Programming, and Monitoring (PPM) funding; and
- Whereas,** the proposed 2026 RTIP is consistent with the TCTC 2024-2029 Regional Transportation Plan (RTP).
- Now, therefore, be it resolved** that the Tuolumne County Transportation Council hereby adopts the 2026 RTIP to program \$146,000 to PPM and hold the remaining allocation in reserves until the 2028 cycle.
- Be it further resolved** that TCTC hereby requests the CTC program Tuolumne County's 2026 RTIP in the 2026 STIP; and
- Be it further resolved** that the TCTC Executive Director is authorized to make additional adjustments to the 2026 RTIP to protect funds and ensure timely project delivery.

Passed and adopted by the Tuolumne County Transportation Council, the Regional Transportation Planning Agency for the Tuolumne County Region, State of California, at a regular meeting of the TCTC held on the 10th day of December 2025 by the following vote:

Ayes: Duke York, Mark Plummer, Andy Merrill, Ryan Campbell

Noes: None

Absent/ Abstain: Mike Holland


Richard S. York, Chair

Attest:


Tamera Blankenship, Executive Director

Appendix C – Fact Sheet

2026 State Transportation Improvement Program (STIP) Fact Sheet

Executive Summary

An executive summary of the Regional Transportation Improvement Program (RTIP) highlighting the region's top priorities (ref. Section 1 from the 2026 RTIP Template). Summary may include but not limited to: a list of projects with changes and estimated completion dates, photos, and a map.

There are no projects proposed in Tuolumne County's 2026 RTIP. Tuolumne County is proposing to hold the 2026 STIP allocation in reserves until the 2028 cycle.

Benefits

A summary of the most significant benefits the proposed RTIP will provide to the region(s), including the safety, environment, equity, and economic benefits to the community (ref. Section 12, 14, 15, and 16 from the 2026 RTIP Template).

There are no projects proposed in Tuolumne County's 2026 RTIP.

Goals and Objectives

A description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy (ref. Section 12 from the 2026 RTIP Template) as well as other regional plans, such as Regional Bicycle Plans and the Comprehensive Multimodal Corridor Plans.

Not applicable.

A description of how the RTIP aligns with the State's goals regarding plans such as the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Race and Equity Action Plan (REAP), California Freight Mobility Plan (CFMP), etc.

Not applicable.