

Appendix A

Stakeholder List

Calaveras County Regional Transportation Plan, Contact List

Name	Affiliation
Project Team	
Amber Collins	Calaveras Council of Governments
Melissa Raggio	Calaveras Council of Governments
Jeff Schwein	Green DOT Transportation Solutions
Stephanie Alward	Green DOT Transportation Solutions
Natalie Kinney	Green DOT Transportation Solutions
Local Agencies	
Stakeholders	
Jeffery Crovitz, Public Works Director	Calaveras County
Peter Maurer, Planning Director	Calaveras County
Kathy Zancanella, Airport Manager	Calaveras County Airport (Mary Rasmussen Field)
Deborah Mullen, Transit Manager	Calaveras Transit
Silvia Burley, Chairperson	California Valley Miwok Tribe, California
Velma Whitebear, Executive Director	California Valley Miwok Tribe, California
Carl Baker, Rural Planning Branch Chief	Caltrans, District 10, Office of Rural Planning
Kevin Schroder, Transportation Planner	Caltrans, District 10, Office of Rural Planning
David Hanham, Planning Director	City of Angels
David Myers, City Engineer	City of Angels
Neighboring Counties	
	Alpine County Local Transportation Commission
	Amador County Transportation Commission
	San Joaquin Council of Governments
	Stanislaus Council of Governments
	Tuolumne County Transportation Council
Tribal Governments For Consultation	
	California Valley Miwok Tribe
	Ione Band of Miwok Indians
	Torres Martinez Desert Cahuilla Indians

Appendix B

Public Participation Plan and Public Outreach Documents

CALAVERAS COUNCIL OF GOVERNMENTS TITLE VI PROGRAM

Title VI Policies & Procedures
Public Participation Plan
Limited English Proficiency Plan

Adopted: May 6, 2015
Minor Revisions: October 2015



CALAVERAS COUNCIL
of GOVERNMENTS

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San Andreas, CA 95249
(209) 754-2094 Fax: (209) 754-2096
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Title VI Program Overview

Plan Purpose:

The following program was developed to guide the Calaveras Council of Governments (CCOG) in its administration and management of Title VI-related activities, and details how CCOG meets the requirements as set forth in FTA Circular 4702.1B.

Section 601 under Title VI of the Civil Rights Act of 1964 states the following:

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Policy Statement:

The Calaveras Council of Governments is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color, national origin, age, gender, or disability, pursuant to Title VI of the Civil Rights Act of 1964, as amended.

Toward this end, it is CCOG’s objective to:

Ensure that the level and quality of transportation service is provided without regard to race, color, national origin, age, gender, or disability;

- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
- Promote the full and fair participation of all affected populations in transportation decision making;
- Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
- Ensure meaningful access to programs and activities by persons with limited English proficiency (LEP).

The Executive Director, management, and all employees share the responsibility for carrying out CCOG’s commitment to Title VI compliance. The Title VI staff is responsible for the day-to-day operation of the program and receives and investigates Title VI complaints that come through the complaint procedures process.

General Reporting Requirements:

Chapter III of FTA Circular 4702.1B addresses the general reporting requirements for recipients and subrecipients of Federal Transit Administration (FTA) funding to ensure that their activities comply with

DOT Title VI regulations. Below are summaries of each requirement and how CCOG's Title VI Program fulfills that requirement.

1. REQUIREMENT TO PROVIDE TITLE VI ASSURANCES

In accordance with 49 CFR Section 21.7(a), every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with DOT's Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances to FTA.

Calaveras COG submits its Certifications and Assurances to Caltrans when they receive a grant.

2. REQUIREMENT TO PREPARE AND SUBMIT A TITLE VI PROGRAM

FTA requires that all direct and primary recipients document their compliance with DOT's Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA. For all recipients (including sub-recipients), the Title VI Program must be approved by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA. Sub-recipients shall submit Title VI Programs to the primary recipient from whom they receive funding in order to assist the primary recipient in its compliance efforts.

Subrecipients shall submit Title VI Programs to the primary recipient from whom they receive funding in order to assist the primary recipient in its compliance efforts.

Calaveras COG is a subrecipient of FTA funds; while the California Department of Transportation (Caltrans) is the primary recipient. Therefore, Caltrans develops policies for the submittal of Title VI Programs. Calaveras COG Board of Directors will approve this Title VI Program by resolution. The effective date will be the date of the resolution. The Title VI Program should include the following elements.

3. REQUIREMENT TO NOTIFY BENEFICIARIES OF PROTECTION UNDER TITLE VI

The Title VI Program shall include recipient's Title VI notice to the public that indicates the recipient complies with Title VI, and informs members of the public of the protections against discrimination afforded to them by Title VI. Include a list of locations where the notice is posted.

Included in Appendix A. Calaveras COG has developed a Title VI Public Notice following the guidelines of Circular FTA C 4702.1B, Appendix B. The notice was approved by the CCOG Board on June 6, 2012 and is displayed in CCOG's office and on the CCOG's website at <http://www.calacog.org/>.

4. REQUIREMENT TO HAVE TITLE VI COMPLAINT PROCEDURES AND A COMPLAINT FORM

All recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public. Recipients must also develop a Title VI complaint form, and the form and procedure for filing a complaint shall be available on the recipient's website.

Included in Appendix A. Calaveras COG has developed a Title VI complaint procedure and form, as approved on June 6, 2012. The complaint procedure and form are available at the CCOG office and on our website, <http://www.calacog.org/>.

5. REQUIREMENT TO RECORD AND REPORT TRANSIT-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

In order to comply with the reporting requirements of 49 CFR Section 21.9(b), FTA requires all recipients to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations conducted by entities other than FTA; lawsuits; and complaints naming the recipient. This list shall include the date that the investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to, the investigation, lawsuit, or complaint.

Included in Appendix A. Calaveras COG will maintain a list of all investigations, lawsuits and complaints naming CCOG according to the guidelines of Circular FTA C 4702.1B, Appendix E. In addition, CCOG will maintain permanent records of all related documents. Calaveras COG has not received any Title VI complaints of discrimination and therefore does not have any investigations or lawsuits to report, however the processes are in place in the instance that complaints are made.

6. REQUIREMENT TO PROMOTE INCLUSIVE PUBLIC PARTICIPATION

The content and considerations of Title VI, the Executive Order on LEP, and the DOT LEP Guidance shall be integrated into each recipient's established public participation plan or process (i.e., the document that explicitly describes the proactive strategies, procedures, and desired outcomes that underpin the recipient's public participation activities).

Included as Appendix B. Calaveras COG has developed a Public Participation Plan, which is included as Appendix B of this Title VI Program. Calaveras COG ensures that minority and LEP populations, as with all members of society, will be empowered to participate in CCOG sponsored activities.

7. REQUIREMENT TO PROVIDE MEANINGFUL ACCESS TO LEP PERSONS

Consistent with Title VI of the Civil Rights Act of 1964, DOT's implementing regulations, and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000), recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).

Included as Appendix C. Calaveras COG has developed a Limited English Proficiency Plan, attached to this Title VI Program as Appendix C. Calaveras COG's Four Factor Analysis and action plan are contained therein.

8. MINORITY REPRESENTATION ON PLANNING AND ADVISORY BODIES.

Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, "deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program." Recipients that have transit related non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.

Included as Appendix D. A table depicting the racial breakdown of the membership of the Social Services Transportation Advisory Council (SSTAC) is included as Appendix D. The CCOG distributes a voluntary survey to its members of the SSTAC collecting such information as race.

9. REQUIREMENT TO PROVIDE ASSISTANCE TO SUBRECIPIENTS

Title 49 CFR Section 21.9(b) states that if “a primary recipient extends Federal financial assistance to any other recipient, such other recipient shall also submit such compliance reports to the primary recipient as may be necessary to enable the primary recipient to carry out its obligations under this part.” Primary recipients should assist their subrecipients in complying with DOT’s Title VI regulations, including the general reporting requirements. Assistance shall be provided to the subrecipient as necessary and appropriate by the primary recipient.

Caltrans only.

10. REQUIREMENT TO MONITOR SUBRECIPIENTS

In accordance with 49 CFR 21.9(b), and to ensure that subrecipients are complying with the DOT Title VI regulations, primary recipients must monitor their subrecipients for compliance with the regulations. Importantly, if a subrecipient is not in compliance with Title VI requirements, then the primary recipient is also not in compliance.

Caltrans only.

11. DETERMINATION OF SITE OR LOCATION OF FACILITIES.

Title 49 CFR Section 21.9(b)(3) states, “In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.” Title 49 CFR part 21, Appendix C, Section (3)(iv) provides, “The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.” For the purposes of this requirement, “facilities” does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc. as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

Caltrans only.

12. REQUIREMENT TO PROVIDE ADDITIONAL INFORMATION UPON REQUEST.

FTA may request, at its discretion, information other than that required by this Circular from a recipient in order for FTA to investigate complaints of discrimination or to resolve concerns about possible noncompliance with DOT’s Title VI regulations.

The CCOG will fully cooperate with any FTA investigation of discrimination complaints to the extent required by Title VI regulations.

Appendix A - Title VI Policies & Procedures

Attachments

Title VI Nondiscrimination Policy

Title VI Notice to the Public

Title VI Complaint Form

Title VI Complaint Procedures

Title VI List of Title VI Investigations, Complaints, and Lawsuits



CALAVERAS COUNCIL
of **GOVERNMENTS**

Calaveras Council of Governments
444 E. Saint Charles Street, Suite A
P.O. Box 280
San Andreas, CA 95249

Calaveras Council of Governments Title VI Nondiscrimination Policy

The Calaveras Council of Governments (CCOG) is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services or programs on the basis of race, color or national origin as afforded under Title VI of the Civil Rights Act of 1964.

Statement of Policy:

CCOG, as a federal grant recipient, is required by the Federal Transit Administration (FTA) to conform to Title VI of the Civil Rights Act of 1964 and its amendments. Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color or national origin be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. Presidential Executive Order 12898 addresses environmental justice in minority and low-income populations. Presidential Executive Order 13166 addresses services to those individuals with limited English proficiency.

The CCOG is committed to enforcing the provisions of Title VI and protecting the rights and opportunities of all persons associated with, or affected by, their programs. The CCOG's commitment includes vigorously enforcing all applicable laws and regulations that affect the CCOG and those organizations, both public and private, which participate and benefit through our programs.

The CCOG will take positive and realistic affirmative steps to ensure that all persons and/or firms wishing to participate in its programs are given an equal and equitable chance to participate. In addition, the CCOG will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

CCOG's contractors and subcontractors are required to prevent discrimination and ensure nondiscrimination in all of their programs, activities and services.

The CCOG is responsible for providing leadership, direction and policy to ensure compliance with Title VI of the 1964 Civil Rights Act in respect to its services or programs. Any person(s) who feels that they have been discriminated against is encouraged to report such violations in writing to: Calaveras Council of Governments, 444 E. Saint Charles Street, Suite A, P. O. Box 280, San Andreas, CA 95249.



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*Calaveras Council of Governments
444 E. Saint Charles Street, Suite A
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Calaveras Council of Governments Title VI Public Notice

Title VI of the Civil Rights Act of 1964 states:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” (42 U.S.C. Sec 2000d)

The Calaveras Council of Governments (CCOG) operates its programs and services without regard to race, color or national origin. The CCOG is committed to complying with Title VI requirements in all programs and services. For more information on CCOG Title VI obligations, please contact:

**Calaveras Council of Governments
444 E. Saint Charles Street, Suite A
P.O. Box 280
San Andreas, CA 95249**

Making a Title VI Complaint

Any person who believes he/she has been subjected to discrimination in the delivery of or access to transportation planning services or projects on the basis of race, color, or national origin, may file a complaint with the Calaveras Council of Governments. For information on how to file a complaint, contact the CCOG as listed below:

**Calaveras Council of Governments
444 E. Saint Charles Street, Suite A
P.O. Box 280
San Andreas, CA 95249
(209) 754-2094
meads@calacog.org**

In addition to the complaint process described above, a complainant may file a Title VI complaint with the offices listed below:

**California Department of Transportation
Attention: Title VI Coordinator
1823 14th Street, MS 79
Sacramento, CA 95811
(916) 324-0817**

**Federal Transit Administration
Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor - TCR
1200 New Jersey Ave., SE
Washington, DC 20590**



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Calaveras Council of Governments

Title VI Public Notice

Title VI of the Civil Rights Act of 1964 states:

"Ninguna persona en los Estados Unidos será , por motivos de raza, color u origen nacional , ser excluida de participar en, ser negado los beneficios de, o ser sujeto a discriminación bajo cualquier programa o actividad que reciba asistencia financiera federal . "

(42 U.S.C Sec 2000d)

El Consejo de Calaveras Council of Governments (CCOG) opera sus programas y servicios, sin distinción de raza, color u origen nacional . El CCOG se compromete a cumplir con los requisitos del Título VI en todos los programas y servicios. Para obtener más información sobre las obligaciones CCOG Título VI , por favor póngase en contacto con :

Calaveras Council of Governments
444 E. Saint Charles Street, Suite A
P.O. Box 280
San Andreas, CA 95249

Haciendo un título VI Queja

Cualquier persona que cree que él / ella ha sido objeto de discriminación en la entrega de una o discriminación en la prestación o el acceso a servicios de planificación transportion o proyectos sobre la base de raza, color u origen nacional , puede presentar una queja ante la Calaveras Council of Government . Para obtener más información sobre cómo presentar una queja , comuníquese con el CCOG que se enumeran a continuación:

Calaveras Council of Governments
444 E. Saint Charles Street, Suite A
P.O. Box 280
San Andreas, CA 95249
(209) 754-2094

meads@calacog.org

Además del proceso de quejas se ha descrito anteriormente , el demandante puede presentar una queja del Título VI con las siguientes oficinas :

California Department of Transportation
Attention: Title VI Coordinator
1823 14th Street, MS 79
Sacramento, CA 95811
(916) 324-0817

Federal Transit Administration
Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor - TCR
1200 New Jersey Ave., SE
Washington, DC 20590



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444 E. Saint Charles Street, Suite A
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San Andreas, CA 95249*

Calaveras Council of Governments Title VI Complaint Form

The Calaveras Council of Governments (CCOG) is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color or national origin, as provided by Title VI of the Civil rights Act of 1964, as amended. **Title VI complaints must be filed within 180 days from the date of the alleged discrimination.**

The following information is necessary to assist us in processing your complaint. If you require any assistance in completing this form, please contact (209) 754-2094. The completed form must be returned to Calaveras Council of Governments at: 444 E. Saint Charles Street, Suite A, P. O. Box 280, San Andreas, CA 95249.

Your Name:	Phone:	Alt. Phone:
Street Address:	City, State, Zip Code:	
Person(s) discriminated against (if someone other than complainant):		
Name(s):		
Street Address, City, State & Zip Code:		

Which of the following best describes the reason for the alleged discrimination that took place? (Circle one)

Date of incident: _____

- Race
- Color
- National Origin

How were you discriminated against? Describe the nature of the action, decision, or conditions of the alleged discrimination. Explain as clearly as possible what happened and why you believe your protected status (basis) was a factor in the discrimination. Include how other persons were treated differently from you. (Attach additional page(s), if necessary).

Names of individuals (witnesses or others) whom we may contact for additional information to support or clarify your complaint:

Name	Address	Phone Number
_____	_____	_____
_____	_____	_____

Have you filed a complaint with any other federal, state or local agencies? (Circle one)

Yes / No

If so, list agency/agencies and contact information below:

Agency: _____ Contact Name: _____
 Street Address, City, State & Zip Code: _____

 Phone: _____

Agency: _____ Contact Name: _____
 Street Address, City, State & Zip Code: _____

 Phone: _____

If you have an attorney representing you, please provide the following information:

Name: _____ Firm Name: _____
 Address: _____ Telephone Number: _____

I affirm that I have read the above charge and that it is true to the best of my knowledge, information and belief.

 Complainant's Signature Date

Print or Type Name

Date Received: _____
Received By: _____



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Calaveras Council of Governments Title VI Complaint Procedures

This document outlines the Title VI complaint procedures related to providing programs, services, and benefits. It does not, however, deny the complainant the right to file formal complaints with the California Department of Transportation, the Secretary of the US Department of Transportation, Equal Employment Opportunity Commission (EEOC), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), or to seek private counsel for complaints alleging discrimination, intimidation or retaliation of any kind that is prohibited by law.

Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of **race, color or national origin** be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. Two Executive Orders extend Title VI protections to Environmental Justice, which also protects persons of low income, and Limited English Proficiency (LEP).

Title VI Complaint Procedure:

1. Any person who believes that they have been subjected to discrimination under Title VI may file a written complaint with the Calaveras Council of Governments (CCOG). Federal and State law requires complaints be filed within one-hundred eighty (180) calendar days of the last alleged incident. The complaint procedure may be obtained from the CCOG website at <http://www.calacog.org>, or may be requested by telephone at (209) 754-2094. The complaint procedure can also be obtained by writing to Calaveras Council of Governments, P.O. Box 280, San Andreas, CA 95249.
2. The complaint must be a written statement that contains all of the information identified below in sections (a) through (g).
 - a. Name, address, and telephone number of the complainant.
 - b. The basis of the complaint (race, color, national origin).
 - c. The date or dates on which the alleged discriminatory event or events occurred.
 - d. The nature of the incident that led the complainant to feel discrimination was a factor.

- e. Names, addresses and telephone numbers of persons who may have knowledge of the event.
- f. Other agencies or courts where complaint has been and will be filed and a contact name.
- g. Complainant's signature and date.

A complaint form is available in hard copy at the Calaveras Council of Governments office or may be downloaded online at <http://www.calacog.org>. If the complainant is unable to write a complaint, Calaveras Council of Governments staff will assist the complainant in doing so.

The complaint may be sent to the following address:

Calaveras Council of Governments
P.O. Box 280
San Andreas, CA 95249

In addition to the complaint process described above, a complainant may file a Title VI complaint with the offices listed below:

California Department of Transportation
Attention: Title VI Coordinator
1823 14th Street, MS 79
Sacramento, CA 95811
(916) 324-0817

Federal Transit Administration
Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor - TCR
1200 New Jersey Ave., SE
Washington, DC 20590

Complaints must be filed within one-hundred eighty (180) calendar days of the last alleged incident.

3. Upon receipt of the complaint, the CCOG will record the complaint in a Title VI Complaints, Investigations, and Lawsuit Log. This log includes the date of investigation, lawsuit, or complaint; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the CCOG in response to the investigation, lawsuit, or complaint.
4. The CCOG will begin an investigation within fifteen (15) working days of receipt of a complaint.
5. The CCOG will contact the complainant in writing no later than thirty (30) working days after receipt of complaint for additional information, if needed. If the complainant fails to provide the requested information in a timely basis, CCOG may administratively close the complaint.
6. The CCOG will complete the investigation within ninety (90) days of receipt of the complaint. If additional time for investigation is needed, the complainant will be

contacted. A written investigation report will be prepared by the investigator. This report shall include a summary description of the incident, findings and recommended corrective action.

7. A closing letter will be provided to the complainant. The respondent or respondent department will also receive a copy of the closing letter. Each will have five (5) working days from receipt of the report to appeal. If neither party appeals, the complaint will be closed.
8. If the complainant is dissatisfied with the written decision, he or she may file a written appeal with the Executive Director, 444 E. Saint Charles Street, Suite A, P.O. Box 280, San Andreas, CA 95249 no later than 15 days of the date of the mailing of the decision and must be signed by the complainant or by someone authorized to do so on the complainant's behalf. **If deemed necessary, the Executive Director may seek assistance from the Calaveras County Risk Management Division for further investigation.**

LIST OF TRANSIT-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

Per FTA Circular 4702.1B, “all recipients shall prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin:

- Active investigations conducted by FTA and entities other than FTA;
- Lawsuits; and
- Complaints naming the recipient.”

To date, the Calaveras Council of Governments (CCOG) has not received Title VI investigations, complaints, or lawsuits. Below is the template that will be used for tracking these incidents.

	Date (Month, Day, Year)	Summary (Include basis of complaint: race, color, or national origin)	Status	Action(s) Taken
Investigations				
1.				
2.				
Lawsuits				
1.				
2.				
Complaints				
1.				
2.				

Appendix B - Public Participation Plan

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Attachments

1. Demographic Profile - Excerpt from Calaveras County 2014 Coordinated Public Transit-Human Services Transportation Plan; Section 2, Pages 9-12

1. Introduction

Calaveras Council of Governments (CCOG)

The Calaveras Council of Governments (CCOG), a Joint Powers Agency established by the City of Angels Camp and County of Calaveras, is responsible for the coordination of regional transportation planning in Calaveras County. The regional transportation system is a vital element of our community, helping to support the economic health and quality of life while providing for the mobility of goods and people. The regional planning process is continuous in order to respond to the changing needs of the County and City and serves to develop strategies for operating, managing, maintaining, and financing the region's transportation system.

The Core Functions of the CCOG include the following:

- Administer and allocate funds under the Transportation Development Act (TDA).
- Receipt and approval of claims for Transportation Development Act (TDA) funds.
- Coordinate Unmet Transit Needs.
- Coordinate, support, review, and rank Federal Transit Administration (FTA) grant programs.
- Update the Coordinated Human Transportation Services Plan.
- Coordinate the Social Services Transportation Advisory Committee (SSTAC).
- Ensure timely audits.
- Prepare the Annual Overall Work Program (OWP).
- Administer the Regional Transportation Planning process.
- Update and adopt the Regional Transportation Plan (RTP).
- Adopt and Monitor the Regional Transportation Improvement Program (RTIP).
- Oversee the delivery of the State Transportation Improvement Program projects (STIP).
- Coordinate, consult, and collaborate with Federally Recognized Tribes and Tribal Communities.
- Conduct outreach efforts to the traditionally under-served populations such as the elderly, persons with disabilities, minority, or persons of limited means.

Purpose of the Public Participation Plan

CCOG recognizes the importance of public participation as well as interagency and intergovernmental participation to effectively meet the transportation needs of Calaveras County. The planning process intends to:

- Provide adequate public notice of participation activities and document these efforts.
- Provide adequate time for public review and comment at key time periods.
- Hold public meetings at convenient and accessible locations and times.
- Employ visualization techniques to describe the Regional Transportation Plan (RTP) and other planning documents.
- Consult with Native American Tribal Governments.
- Seek out and consider the needs of low-income and minority households who may face challenges accessing employment and other services.

- Periodically review the effectiveness of the procedures and strategies contained in this Public Participation Plan to ensure a full and open participation process.

The CCOG Public Participation Plan (PPP) is meant to inform the public and other stakeholders about CCOG's public participation process. The PPP describes how the public can receive information from CCOG, and how the public can provide input into regional planning. The PPP also serves as a directive to CCOG staff to carry out public participation activities when developing and implementing the following:

- Regional Transportation Plan (RTP)
- Regional Transportation Improvement Program (RTIP)
- Annual Overall Work Program (OWP) & Budget
- Administration of Transit Development Act (TDA) funds
- Transportation Development Act Unmet Transit Needs Report of Findings
- Federal and State grant programs
- Coordinated Public Transit-Human Services Transportation Plan
- Transit studies such as the Short Range Transit Plan (SRTP)

Furthermore, CCOG has developed the PPP to comply with state law. Caltrans requires (*Regional Planning Handbook 2013*) each RTPA to develop a Public Participation Involvement Plan [23 USC 134(i)(5)(b)]. The Caltrans Handbook requires that a Public Participation Involvement Plan be developed for the Regional Transportation Plan (RTP). The plan will be the foundation for transportation planning decisions and shall:

- Be developed in consultation with all interested parties.
- Provide all interested parties reasonable opportunities to comment on the contents of the transportation plan.

The Public Participation Plan should also take into consideration the transportation system as a whole and involve the entire community as well as the interplay and impact of transportation on other regional factors such as the economy, the environment and quality of life.

Region and Demographics

Calaveras County is located within the Foothills of the Sierra Nevada Mountain Range approximately 133 miles east of San Francisco and 85 miles southeast of Sacramento. The County was incorporated in 1850 and is bordered by Alpine County to the north, Tuolumne County to the south, and Stanislaus and San Joaquin Counties to the west. Calaveras County is rural with a population density of approximately 44 persons per square mile (0.6 persons per acre). The topography varies from land elevation near sea level in the west to approximately 8,000 feet in the eastern mountains. The only incorporated city in the County is the City of Angels, commonly known as Angels Camp. The County's Census Designated Places (CDPs) include: Arnold, Avery, Copperopolis, Dorrington, Mokelumne Hill, Murphys, Rancho Calaveras, San Andreas, Vallecito, Valley Springs, and West Point.

The 2000 Census reported 40,554 people in Calaveras County. The most recent population estimates developed by the California Department of Finance (DOF) as of July 1, 2014 estimate Calaveras County's population to be at 45,079. This indicates an average annual growth rate of nearly one percent. Attachment 1 to this Plan includes a demographic profile and analysis of Calaveras County residents who are among the target populations, which was developed as part of the Coordinated Public Transit-

Human Services Transportation Plan. The profile indicates a growing population of older adults ages 65 and older, now representing over 20 percent of the total population.

Greater densities of the population are located in the western portion of the County, including the Valley Springs and Copperopolis areas, as well as the areas north and east between Murphys and Arnold. However, the data in this Section illustrate that the transit-dependent population is not concentrated in one small area or around community centers; instead these population groups are dispersed throughout the county. In addition, the areas where there are higher concentrations of transit-dependent individuals are the areas of lowest population density.

2. Federal and State Requirements

In addition to the specific requirement outlined in the Caltrans Regional Planning Handbook, there are other laws that require transportation planning agencies to have public involvement programs. Certain federal and State statutes specifically require agencies (and other entities that receive public funds) to carry out open, public processes. The laws direct agencies to make reasonable and proactive efforts to give all stakeholders an opportunity to voice their opinions. Most laws set general directives; some set specific requirements and/or offer guidelines.

The following describes the federal and State laws that apply to CCOG, requiring public participation processes, either general or specific.

Moving Ahead for Progress in the 21st Century (MAP-21)

The federal transportation bill, MAP-21, was signed into law on July 6, 2012. MAP-21 emphasizes public participation. MAP-21 directs transportation planning agencies to outreach and consult with all interested parties throughout the agencies' planning process. The goal, and the direction, is that all interested parties have reasonable opportunities to comment on transportation plans and programs.

National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA)

The purpose of NEPA is to ensure that federal agencies consider environmental factors before deciding on discretionary policies, projects, and programs. California's multidisciplinary environmental law, CEQA, requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. Both the CEQA and NEPA require an agency such as CCOG to conduct public participation programs to inform the public and identify community concerns.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 enacts legislation prohibiting public agencies, as well as private entities, from discriminating against people on the basis of race, color, national origin or disability. Congress supplemented the 1964 statute with the Civil Rights Restoration Act of 1987 and other statutes enacted in the 1990s relating to the concept of environmental justice. The general principles of environmental justice include:

- Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;

- Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and
- Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities.

All recipients of federal funds must ensure that their programs, policies, and activities comply with the U.S. Department of Transportation's Title VI policies.

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services. All events held for programs or projects with Federal aid and open to the general public must be made accessible to everyone, including the disabled. CCOG is in compliance with the ADA by having accessible formats and public hearings, consulting with individuals from the disabled community, and conducting outreach by maintaining an extensive mailing and email lists, developing contacts, and other means of notification to participate in the planning process. The ADA requires that governmental agencies provide information in ways that people with disabilities can access.

Federal Transit Administration (FTA)

The FTA directs that transportation planning agencies carry out a public participation process to provide all citizens with reasonable opportunities to be involved in the planning process. CCOG adheres to FTA guidance in administering FTA transit funding programs. The CCOG is a subrecipient of Federal Transit Administration Funds (FTA), which pass through the California Department of Transportation (Caltrans). For further guidance in meeting Title VI requirements, the FTA has published Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*.

The Ralph M. Brown Act (Brown Act)

The Ralph M. Brown Act governs the meeting and actions of governing Councils of local public agencies and their created bodies. Brown Act requirements apply to any committee or other subsidiary body that such a governing Council creates, whether permanent or temporary, decision-making or advisory. The Brown Act sets minimum standards for open public meetings, such as for access to the public, meeting locations, posting notices, distributing agendas, and accepting public input. A public agency may adopt reasonable regulations to ensure the public's right to address the agency, including limiting the time allocated for public testimony.

Executive Orders

An Executive Order is an order given by the President to federal agencies. As a recipient of federal revenues, CCOG assists transportation agencies to comply with these orders.

Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations

Executive Order 12898 mandates that federal agencies make achieving environmental justice (EJ) part of their missions. The order requires federal agencies, and other recipients of federal funds, to identify and address related actions and adverse health or environmental effects that do or would disproportionately affect minority and low-income populations (collectively "EJ populations"). As a subrecipient of Federal Transit Administration (FTA) and U.S. Department of Transportation (DOT) funds, environmental justice at CCOG includes incorporating environmental justice and non-discrimination principles into

transportation planning and decision-making processes as well as project-specific environmental reviews.

Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency (LEP)

Executive Order 13166 requires federal agencies, recipients, and sub-recipients of federal financial assistance to ensure that people who speak limited English can access federally- conducted and federally-funded programs, and activities, and services.

Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments

Executive Order 13175 calls for federal agencies and federal fund recipients to consult and collaborate with tribal officials, regularly and meaningfully, when developing federal policies that have tribal implications. The order also directs such agencies to strengthen the government-to-government relationships with Indian tribes, and to reduce imposing unfunded mandates upon Indian tribes.

Executive Order 12372– Intergovernmental Review of Federal Programs

Executive Order 12372 calls for intergovernmental review of projects to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. The Executive Order does not replace public participation, comment, or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but gives the states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

3. Objectives & Policies

Broad-based community participation is essential to good transportation planning because the best decisions are made with a fully-informed and involved public. When we inform the public, and in turn the public informs us, it improves the agency’s understanding of the subject. Ultimately, this helps the CCOG Council understand how members of the community perceive or anticipate pros and cons of matters affecting transportation projects, plans, and funds. CCOG provides for and encourages the public to participate in planning the region’s multi-modal transportation system.

Public Participation Goal:

That interested parties will have a meaningful role in Calaveras County’s transportation planning process. That public participation helps clarify stakeholder sentiment and capture diverse opinions.

Objective 1: Increase public awareness and understanding of the transportation planning process in Calaveras County.

Policy 1.1 Clearly communicate CCOG’s authority, roles and responsibilities, and processes and timelines for carrying out regional transportation programs and plans.

Policy 1.2 Provide agency reports that are clear, timely, and broadly distributed. Use visuals to help describe concepts and data; examples include photos, charts, graphs, maps, artist renderings, and computer simulations.

Policy 1.3 Provide timely and consistent public forums for interested parties and agencies to meaningfully participate in the transportation planning process. Provide timely notice of and reasonable access to CCOG's public forums.

Policy 1.4 Use multiple media and outlets to disseminate information on issues important to Calaveras County's transportation system.

Objective 2: Promote a culture of dialogue and partnership between CCOG and Calaveras communities, including residents, property owners, business owners, advocacy organizations, local and Native American governments, and public officials.

Policy 2.1 Provide adequate time for the public to review and make recommendations on regionally significant plans and programs. Give participants feedback on how their input is considered.

Policy 2.2 Provide varied opportunities for the public to review and offer input on policies, plans, and programs. Provide adequate public notice of public participation opportunities, encouraging active public participation at the initial stages of the process and throughout the process. Opportunities include, but are not limited to, public meetings, workshops and events, webinars, surveys, newspaper articles and columns, radio interviews, websites, social media, and printed materials. Proactively outreach to other committees, associations, and organizations by attending their meetings.

Objective 3: Sectors of the population who are traditionally under-served are aware of, and can easily access, opportunities to participate in regional transportation planning. Those traditionally under-served include older adults, persons who are a minority, persons with a disability, and households with low income.

Policy 3.1 Create and maintain opportunities for those traditionally under-served to participate in CCOG's transportation planning processes.

Policy 3.2 Utilize the Social Service Transportation Advisory Council (SSTAC) for outreach to older adults, persons who are a minority, people with a disability, and low income households, and other stakeholder communities. Ensure that representation on the SSTAC is reflective of the underserved communities within Calaveras County.

Policy 3.3 Make key information such as notices and announcements (printed, website, and audio) accessible for users with a disability, and attempt to offer such information in alternative languages when appropriate or requested.

Policy 3.4 When appropriate, utilize alternative media outlets that may target minority or underserved segments of the community.

4. Opportunities for Public Participation

CCOG Committees

CCOG has a variety of committees that assist in its planning and decision-making process. The committees help inform and advise the CCOG Council and staff, as well as interested members of the

public, on transportation issues in our region. The following CCOG committees create consistent opportunities for the public to be involved:

- CCOG Council
- Technical Advisory Committee (TAC) – Meets monthly, and as needed.
- Social Service Transportation Advisory Council (SSTAC) – Meets quarterly, and as needed.
- Interagency Transit Committee (ITC) – Meets quarterly, and as needed

The following summarizes the composition and functions of each CCOG committee and the CCOG Council.

CCOG Council

Formation of the CCOG was an effort to improve the transportation planning process. The Council is composed of seven members – two County Supervisors, two City Council Members from the City of Angels Camp, and three members selected from the public at large.

Calaveras COG has taken a dynamic view of planning by encouraging and supporting both the County and the City to initiate and complete a variety of planning efforts.

Technical Advisory Committee (TAC)

The CCOG TAC includes representatives from public works, planning, or engineering staff of each of the JPA members and Caltrans. The TAC provides technical expertise on transportation issues. The TAC leads in developing the Regional Transportation Improvement Program, and assists in developing the Regional Transportation Plan and the Overall Work Program.

Social Service Transportation Advisory Council (SSTAC)

The CCOG SSTAC was established, as required by the Transportation Development Act, to ensure that unmet transit needs are identified within Calaveras County. The SSTAC is required to have a minimum of nine members serving as representatives of the transit community, including persons with disabilities, older adults, and persons of limited means who are potential transit users, as well as social service providers who represent these target populations.

It is the SSTAC's responsibility to identify and review unmet transit needs information and recommend to the CCOG Council unmet transit needs within Calaveras County, as part of the annual unmet transit needs process. The SSTAC also participates in updates of the Coordinated Public Transit-Human Services Transportation Plan, and provides a forum to address other transportation issues facing persons with disabilities, older adults, and economically disadvantaged populations within the County.

Interagency Transit Committee (ITC)

The Interagency Transit Committee (ITC) meets quarterly, or as needed, to review the performance of the transit system and provide recommendations to the CCOG for improving the effectiveness and efficiency of public transportation services (PUC 99244). Members of the ITC include: CCOG Transportation Planner, County Public Works Transportation Manager, a representative from the City, and the General Manager of the contracted public transit operator.

As the Regional Transportation Planning Agency, it is CCOG's responsibility to annually identify, analyze, and recommend to the transit operator (County), potential productivity improvements which could lower operating costs. The CCOG provides improvement recommendations to the County based on ITC's recommendations.

Outreach Events

The CCOG participates in local informative fairs such as Family fairs at the local schools, resource fairs put on by social service agencies, and other events put on by organizations such as the Calaveras County Chamber of Commerce. Recent events attended by CCOG staff include:

- Calaveras County Chamber of Commerce, monthly mixers
- Annual Calaveras High School Career Fair
- Annual Avery Middle School Community Resource Fair
- Annual San Andreas Elementary School Children's Fair
- Annual San Andreas Community Health Walk
- Annual Historic San Andreas Annual Cleanup Day
- Annual County Fair, transit booth

5. Public Involvement Practices

CCOG Public Meetings

CCOG committees and the Council decide and conduct business on CCOG matters at public meetings and public hearings. (One exception is for confidential matters for which the Council must confer in closed session.) CCOG's public meetings are a consistent, on-going, and accessible way that interested members of the public (stakeholders) can be involved in CCOG's planning, programs, and projects. Each meeting provides the opportunity for the public to provide comments or express concerns under a reasonable time constraint. CCOG encourages the public to attend public meetings.

CCOG generally holds three types of public meetings:

- Committee meetings
- Council meetings
- Public meetings on a single topic (e.g. a plan or project)

CCOG has standard procedures for all public meetings and hearings and ensures that information on all meetings is routinely and easily available to the public.

1. Open and Accessible Meetings. CCOG's public meetings and meeting procedures adhere to the Brown Act, the American with Disabilities Act (ADA), and other applicable laws. All meeting locations are ADA accessible. CCOG will accommodate, to the best of its ability, persons who may need special assistance to attend or participate in a meeting. All CCOG agendas/meeting notices display this message:

If requested, this agenda can be made available in appropriate alternative formats to persons with disabilities, as required by Section 202 of the Americans with Disabilities Act of 1990 and

the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact Karlee Kane at 209-754-2094 for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting, should telephone or otherwise contact CCOG as soon as possible.

If an Interpreter is requested the CCOG has a list of contacts that are available with advanced warning.

2. Meeting Notices & Packets. CCOG posts all committee and Council meeting notices in a public place. As required in the Brown Act Section 54954.2(a)(1), “the agenda shall specify the time and location of the regular meeting and shall be posted in a location that is freely accessible to members of the public.” CCOG posts meeting notices (including meeting cancellation notices) at the CCOG office. Notices are posted at additional places as warranted.

The meeting notice typically consists of the meeting agenda, with day, time, and place of the meeting. Notices for regularly scheduled meetings are posted at least 7 Days in advance; agendas for special meetings are posted at least 24 hours in advance.

For all committee and Council meetings, CCOG makes the meeting agenda and packets available: (1) on the CCOG website (<http://calacog.org>); (2) via e-mail to any person who has requested to be on the e-mail listserve; and (3) via post to any person who has requested to be mailed an agenda or packet.

3. Meeting Records. Draft meeting records are included in meeting packets, and approved meeting records are posted on the CCOG website. The public can read meeting records to learn what decisions committees and the Council made at previous meetings.

4. Agendized Public Participation. Each public meeting is designed to solicit and receive public comments. Every committee and Council agenda includes a stand-alone “Public Comment” agenda item, which states, “5 Minutes per person. Comments shall be limited to items of interest to the public that are within the subject matter jurisdiction of the Council; Government Code Section 54954.3(a).” In addition, the Chair (or Vice Chair) at the meeting allows public comment on each action item on the agenda.

Public Involvement in Plans & Studies

When CCOG develops a special plan or study, or updates a long-range plan, staff typically implements public involvement practices that are more customized to the project at hand than the routine practices described above. The following describes CCOG’s public involvement practices for non-routine plans, studies, or projects. In Section 5, we describe the public involvement processes and practices that CCOG has established for particular CCOG plans.

A) Public Meetings on a Single Topic (e.g. a specific plan or project)

CCOG holds focused public meetings to expand opportunities for CCOG staff, committee members, and the Council to converse with the public and better understand stakeholders’ perspectives on the subject matter. Public meeting formats for a single topic include workshops, charrettes (in which participants collaboratively design a project), and open houses with exhibits.

B) Stakeholder and Agency Outreach

Through each planning effort the CCOG identified potential stakeholders which may include government agencies, social and human service agencies, non-profit organizations, businesses, property owners, and other individuals/organizations who would be impacted by a particular project. Stakeholders also include representatives of underrepresented populations as identified in the Demographic Profile in Attachment 1. The following is a list of stakeholders and agencies that may include but not limited to:

- California Valley Miwok Tribe
- California Band of Mi-Wuk Indians
- County Department of Public Health
- County Veterans Services
- County Office of Education
- Calaveras Works & Human Services Agency
- Common Ground Senior Services
- Area 12 Agency on Aging
- ARC of Amador and Calaveras County
- Creative Support Alternatives
- The Resource Connection
- Calaveras Transit
- Caltrans, District 10

C) Attend External Meetings & Events

Upon request and with a reasonable notice, CCOG staff members are available to provide general and project-specific information to community interest groups. For example, staff will attend other organizations' meetings. Or, staff will attend public community events to "table" for a particular plan or project, bringing informational materials and visualization tools to show the public, and being available to answer questions in person.

D) Public Notices

When CCOG is engaging the public to participate on a particular plan, staff will use additional means to notify the general public and stakeholder groups. Beyond the standard practices described above (e.g., posting meeting notices at buildings and on websites), staff will use newspapers, online newspapers, posting of public meeting flyers and Facebook to broadcast public notices.

General Circulation Newspaper: CCOG prints public notices in broad circulation newspapers, either dailies or weeklies. CCOG sends press releases and/or Public Service Announcements (PSA) to newspaper outlets and follows up by phone to encourage coverage or printing of the notice.

Online Newspaper: CCOG sends press releases and/or PSAs to Online Newspapers, and follows up by phone to encourage websites to post it.

Radio: CCOG can send press releases and/or PSAs to radio stations, and follows up by phone to encourage stations to cover it. Radio stations might post the PSA on their website and/or read it on the air; local stations might report the item in a news story.

Social Media (Facebook): CCOG will post public notices and public outreach material on the CCOG's Facebook. The post is shared frequently to reach the highest amount of people.

Posting of Public Meeting Flyers: CCOG will post meeting notices in the affected community locations (e.g., local Post offices or grocery stores). When appropriate, CCOG may also have signs posted at major intersections in affected communities.

Direct Mail: Budget allowing, CCOG may mail printed notices direct to known stakeholders to notify them of an upcoming meeting(s) or hearing(s). Mailers would be mailed to those known to reside or have a business in a subject area (e.g. a neighborhood, adjacent to a bus route, within a limited radius of an intersection, etc.), or those known to be interested in the subject matter (e.g. transit service, freight/goods movement, trails, etc.). CCOG gathers addresses through our internal master contact database, and/or through a targeted mailing list from the local planning department. The mailer may be produced as a postcard, or a flyer, or another format, and may include supplemental information. It is cost prohibitive to use this method for mass outreach in the region.

Public notices will include the following statement in both English and Spanish:

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require translation services (free of charge) should contact CCOG at least two days prior to the meeting.

La participación pública es solicitada sin distinción de raza, color, origen nacional, edad, sexo, religión, discapacidad o su estado familiar. Las personas que requieren alojamiento especial de acuerdo con el American with Disabilities Act, o personas que requieren servicios de traducción (libre de cargo) deben comunicarse con CCOG al menos dos días antes de la reunión.

E) Public Review & Comment Periods

Larger planning efforts—beyond routine duties—generally warrant a set public review and comment period. Such instances include, for example, updating the Regional Transportation Plan or the Regional Bike Plan, and the annual Unmet Transit Need Public Participation Process. If the public review period is mandated, CCOG complies as required (for example, public review periods per the California Environmental Quality Act). If not otherwise required, CCOG’s practice is to allow 30 or more days, if time permits, for any public review and comment period.

Public Drafts: Draft planning documents are available on-line and in hard copy at the CCOG office. Additionally, during formal public comment periods, draft planning documents are available at local government offices and regional libraries when applicable.

Submitting Comments: CCOG strives to accommodate all basic means of communicating comments, and encourages the public (or agencies) to submit comments in the manner that best suits them. That said, written comments are often preferred for their benefit of recording a commenter’s remarks just as he or she intended them to be.

As standard practice, CCOG accepts comments through the following avenues:

- Phone at (209) 754-2094; if a call is made outside normal business hours, callers can leave voicemail messages
- Fax at (209) 754-2096
- E-mail to info@calacog.org, or as otherwise noted

- Post or hand-delivery to CCOG at 444 East St. Charles Street, Suite A, PO Box 280, San Andreas, CA 95249
- Verbal testimony (public comment) at a CCOG committee or Council meeting, hearing, or other CCOG public meeting

For some plans or studies, CCOG develops and distributes pre-made comment forms. Comments are never required to be submitted on comment forms. CCOG accepts comment forms by mail, by hand, by fax, or by e-mail.

F) Record of Comments & Responses

Record of Comments: CCOG makes a record of public comments in one of two ways, generally:

- 1) CCOG staff reproduces, in the plan, the original comment letters (including e-mails) and telephone transcripts (usually in an appendix). Staff deletes (or blacks out) the commenter's address (physical and electronic) and phone number.
- 2) CCOG staff summarizes the disposition (or general viewpoint) of comments and publishes the summary in the plan or study. CCOG keeps the original letters on file in-house, which are available to view upon request.

Response to Comments: Staff reviews public comments and forwards them, as needed, to be considered by CCOG committee members, Council members, or other agencies. CCOG gives appropriate feedback to the individual/group who commented. Feedback might be given verbally, during discussions at the committee or Council meetings, and the meeting minutes serve as the primary record. Feedback might also be shown directly in the subject plan or study, where staff has added, revised, corrected, or deleted information, as directed and/or approved by CCOG committee(s) and/or the Council. CCOG staff might also contact a commenter directly to give him or her feedback on his or her comment(s). Formal response to comments is required after a public review period closes for projects subject to CEQA.

Contact Database/Mailing List of Interested Parties

CCOG maintains a master contact database. CCOG uses the database to generate a mailing list(s) for disseminating timely information to interested parties, and to notify them of opportunities to review and provide comments. Mailings are sent via post and/or e-mail.

Internet Access

CCOG Website

We utilize both the CCOG website (www.calacog.org) and Walk-Bike Calaveras website (www.walkandbikecalaveras.com) to offer the public independent, i.e., self-service, access to regional transportation planning information. CCOG designs the website pages to be as user-friendly and understandable as possible, and maintains website content to be timely, consistent, and comprehensive.

The CCOG website includes the following information:

- Contact information (physical address, phone, fax, e-mail)
- Regular business hours

- Current Council members with affiliations
- Current committee members with affiliations
- Meeting notices and agendas (current and archived to October 2011)
- Meeting calendar
- CCOG adopted plans
- CCOG projects
- Project-specific public surveys and/or comment forms (e.g. annual Unmet Transit Needs process).
- Other transportation planning documents and forms
- Social media link (Facebook)
- Local transportation-related events
- Link to the Capital Improvement Program at www.ccogcip.com
- Link to the Walk-Bike Calaveras webpage at www.walkandbikecalaveras.com

Social Media

CCOG posts meeting announcements/reminders on Facebook (<https://www.facebook.com/pages/Calaveras-Council-of-Governments>). Each week we also post transportation-related news, events, legislation, technologies, practices, or fun facts.

Online Surveys

CCOG uses online survey tools such as Survey Monkey or fillable PDF forms to survey and receive feedback from the public. The surveys are also available in other formats.

Project-Specific Website

When appropriate and as part of a specific planning process, the CCOG may develop a website dedicated to a project to be available to the public to review project development, draft documents, learn about the project and process, and provide feedback.

Access to CCOG Documents

The public can view final publications of planning documents (plans, programs, studies, audits, etc.) at the CCOG office and/or electronically via the CCOG website (www.calacog.org).

Hard copies on-site (at CCOG)

The CCOG library holds past and current planning documents prepared for and by CCOG. The library also has transportation plans and studies from other jurisdictions, as well as from federal and state agencies. At the front desk, CCOG keeps a public copy of the meeting packet(s) for upcoming committee or council meeting(s). During the public review and comment period for CCOG plans, a public review draft is also made available at the front desk.

Hard copies off-site

During the public review and comment period for CCOG plans, CCOG delivers copies of public drafts to other public agencies around the county, where members of the public can review them. CCOG hopes this makes the documents easier to access for more people. CCOG usually delivers public drafts to:

- Calaveras County Library (multiple branches)
- City Hall

- County Board of Supervisors
- Calaveras Transit
- Calaveras County Public Works

Take-home copies

The public may request copies of CCOG public drafts and final documents (other than legally confidential data). Requests are handled as follows:

- Reports and technical information that are part of a meeting packet are available free of charge. The public can receive a document(s) via post, or pick it up at the CCOG office, or get it during the public meeting.
- The public can request hard copies of relevant reports and technical information not distributed during a public meeting.
- The CCOG library also holds electronic copies of many recent plans on compact discs (CDs). CCOG can provide CD copies to the public upon request.
- CCOG can and does supply most take-home copies free of charge. However, CCOG does reserve the right to supply such copies at cost. The charge would include the cost of staff time spent reproducing the document and/or the cost of reproduction materials.

On-line copies

The public can access electronic copies of draft documents, adopted documents, and meeting packets on the CCOG website (www.calacog.org).

6. Public Participation Processes for Specific Plans

Regional Transportation Plan (RTP) and Regional Transportation Improvement Plan (RTIP)

To fulfill its RTPA duties, CCOG must develop a Regional Transportation Plan (RTP) and update it every five years. An RTPA must have an adopted RTP in order to qualify for and receive federal transportation funding (Required by federal law (Title 23CFR 450.300, Subpart C) and by state law (Government Code section 65080 et seq).) The RTP updates include extensive public consultation and participation involving public agency officials and stakeholder groups. The community plays a key role in providing feedback on the policy and investment strategies contained in the plan. Local and Tribal governments, transit operators and other federal, state and regional agencies should actively participate in the development of the RTP.

The RTP is a comprehensive, 20+ year vision of a balanced, multimodal transportation system. The RTP includes a list of proposed projects that inform the Regional Transportation Improvement Program (RTIP). The RTIP is designed to implement the vision and goals of the RTP.

The California Transportation Commission (CTC) develops RTP guidelines to help transportation planning agencies statewide prepare consistent and comprehensive plans. The guidelines direct transportation planning agencies to carry out proactive public participation processes to coordinate and consult with interested parties. Interested parties include, but are not limited to, the business community, community groups, walking and bicycling representatives, environmental organizations, Native American Tribal Governments and communities, neighboring Metropolitan Planning Organizations (MPOs)/RTPAs, transportation providers, facility operators such as airports, appropriate federal, state

and local agencies (including local elected officials), environmental resource and permit agencies, and air districts, in addition to the general public (“California 2010 RTP Guidelines” (Jan 2011 Technical Change), CTC). The guidelines also direct transportation planning agencies on considering and addressing social equity and environmental justice issues in the RTP and public processes.

The guidelines advise what RTPAs “shall” and “should” do to coordinate and consult with stakeholders. In summary, the consultation process shall:

1. Provide adequate public notice and the opportunity to comment on proposed RTPs and public participation plans;
2. Employ visualization techniques to describe the RTP;
3. Make the RTP electronically accessible, such as placing it on the Internet;
4. Hold public hearings at convenient and accessible locations and times;
5. Demonstrate explicit consideration and response to public input on the RTP (documentation);
6. Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low income and minority households;
7. Provide additional opportunities to comment on the RTP and the Regional Transportation Improvement Program (RTIP), if the final version differs due to additional comments;
8. Coordinate with the state transportation planning and public involvement processes; and,
9. Periodically review intended RTP outcomes, products and/or services.

All RTPs must also be accompanied by an environmental review document pursuant to the California Environmental Quality Act (CEQA). CEQA is primarily a mandated public information process. Therefore, agencies carry out specific public involvement activities to comply with CEQA.

Native American-Tribal Government Consultation

Consultation with the federally-recognized tribe in Calaveras County, and outreach to the Native American population in Calaveras County, are integral aspects of the Public Participation Plan. There is one federally-recognized tribe in Calaveras County, the California Valley Miwok Tribe. The tribe originates from Calaveras County and retains its origin. This is a federally-recognized tribe, therefore a sovereign nation, and the RTPA is required to have formal consultation with the tribe during the Regional Transportation Plan process. These efforts will involve early coordination, consultation, and participation measures as mandated by federal and state guidelines, regulations, and/or statutes. Their tribal office is located in San Joaquin County:

Silvia Burley, Chairperson
California Valley Miwok Tribe (CVMT)
10601 Escondido Place
Stockton, CA 95212

Caltrans District 10’s Native American Liaison may be contacted for an updated contact list of other interested Native American tribes and/or individuals who would be included in the public outreach process.

Unmet Transit Needs Report of Findings

As the RTPA, CCOG is responsible for administering the Transportation Development Act (TDA) for the Calaveras region. The TDA established state funding to develop and support public transportation in

California. Each year, per the requirements of the TDA, CCOG must conduct an unmet transit needs (UTN) process to identify and assess any unmet public transit need that may exist in Calaveras County. The purpose of the Unmet Transit Needs process is to ensure that all unmet transit needs, that are reasonable to meet, are met before funds are expended for non-transit uses, such as streets and roads.

CCOG conducts an extensive public participation process for the UTN cycle. CCOG's SSTAC leads the process to solicit broad input from the public.

The following summarizes the Unmet Transit Needs public participation process.

- The SSTAC evaluates and determines the best method to receive public input and regularly develops transit surveys to gather input from the public. Surveys are developed and posted on CCOG's website and at the CCOG office. Surveys are distributed widely throughout the county including all local transit facilities, on transit buses, city halls, social service agencies, and various other points throughout the County.
- Notify member entities, Native American Governments, and the SSTAC of upcoming UTN cycle; distribute information on the UTN public participation process and request dates of public hearings to be held by member entities.
- Prepare a press release and publish a minimum 30 day notice of the UTN public hearing(s) schedule in local newspaper(s) and other news outlets.
- Post the public hearing schedule on the CCOG website.
- Distribute the UTN public hearing schedule to CCOG member entities, Native American tribes, transit facilities to be provided on transit buses, the CCOG SSTAC, and any member of the public or agency that has requested the information.
- Public Hearings:
 - As the RTPA, CCOG conducts the statutorily required public hearing to receive public input on unmet transit needs.
 - The CCOG also holds a public hearing at a City of Angels Camp City Council meeting to ensure a public hearing is conducted in each jurisdiction of the CCOG (City of Angels Camp and County of Calaveras). This hearing is in addition to CCOG's required public hearing, and expands the level of public input. They provide local elected officials an opportunity to hear and respond directly to the expressed needs of their constituents.
 - CCOG may also attend various social service agency meetings as invited to provide information on the unmet transit needs process.
- Preparation of the Unmet Transit Needs (UTN) Report of Findings (ROF).
 - Concluding all public input, a draft UTN ROF is prepared which includes all public comment and any survey results regarding unmet transit needs.
 - At SSTAC meetings, which are open to the public, the SSTAC reviews the Draft UTN ROF data with CCOG approved UTN definitions and criteria and makes a recommendation to the CCOG Council on unmet transit needs for the region.
 - The SSTAC reviews public comments, and evaluate the most common requests against CCOG's criteria for determining if an unmet transit needs if reasonable to meet.
 - The CCOG's TAC reviews the Draft UTN ROF to determine support of the SSTAC's recommendation.

- After considering all available information compiled pursuant to the Unmet Transit Needs public participation process the CCOG Council must adopt, by resolution, one of the following findings:
 - a. there are no unmet transit needs;
 - b. there are no unmet transit needs that are reasonable to meet; or
 - c. there are unmet transit needs, including needs that are reasonable to meet.

Attachment 1

Demographic Profile

*Excerpt from the Calaveras County 2014 Coordinated Public Transit-Human Services Transportation Plan;
Section 2, Pages 9-12*

Section 2 - Demographic Profile

This section identifies the characteristics of Calaveras County residents who are among the focus of the Coordinated Plan: older adults, persons with disabilities and persons of low income.

Calaveras County is located in the north-central portion of California and is bordered by Amador County to the north, Alpine County to the east, Tuolumne County to the south, and Stanislaus and San Joaquin Counties to the west. The County seat is located in San Andreas. The only incorporated city in the county is the City of Angels, commonly known as Angels Camp. The county's Census Designated Places (CDPs) include Arnold, Avery, Copperopolis, Dorrington, Mokelumne Hill, Murphys, Rancho Calaveras, Tamarack, Vallecito, Valley Springs, and West Point.

Calaveras County is rural with a dispersed population. The county is situated within the foothills of the Sierra Nevada mountain range approximately 130 miles east of San Francisco and 85 miles southeast of Sacramento. The county encompasses approximately 1,100 square miles in area. The topography of the county varies, with the land elevation near sea level in the west, but reaching 8,000 feet in the east.

POPULATION CHANGES AMONG TARGET POPULATIONS

To develop a current demographic profile data was compiled from the 2010 Census and various data sets from the US Census American Community Survey (ACS). The ACS is utilized to supplement data that is no longer available from the Decennial Census, such as information on disability status, income, and travel patterns. Information on older adults was available from the 2010 Census. Additional data on commute patterns was collected from the California Employment Development Department (EDD).

In 2012, Calaveras County's total population was estimated to be 45,507, representing a 12.2% increase from the 2000 Census which reported a total of 40,554 persons.

Older Adults. While the County's overall population grew by 12%, the proportion of persons over the age of 65 grew by 34.3%, almost triple the national growth rate for older adults. This represented an increase of 2,500 individuals in this age group in the past decade.

With regard to income, the proportion of older adults at 100% of the Federal poverty levels increased from 1.1% to 1.5% of the County's overall population, a modest increase given the difficult economic times of this past decade. However the number of older adults in poverty increased by 50% from 452 to over 700 persons, and includes 7% of all seniors. While other seniors may be above Federal poverty income thresholds, many struggle with modest fixed incomes that can impact their transportation choices. This, coupled with the functional slowing of older adults, means they often decrease and in some cases cease driving. Income levels and functional abilities of older residents each have important

implications for changes and improvements to Calaveras County’s transportation. It will be important that “senior-friendly” attributes are incorporated into transportation planning.

Persons of Low-Income. Low-income persons are reporting incomes at or below the Federal poverty level that varies by household size; those who are making less than 150% of the Federal poverty level, or less than \$17,235 for a single person and less than \$35,325 for a family of four. The 150% threshold for poverty levels is in line with the definition of poverty for FTA’s Job Access and Reverse Commute Program. Although this program has not gone forward under MAP-21 legislation, this is nonetheless a useful determinate for low-income populations.

The number of low-income individuals increased during this timeframe by about 300, however, the percent of the County’s total population that are low-income remained the same. The number of low-income individuals is 3,100 persons.

Among older adults, as noted above, lowest income persons age 65 and older increased modestly, to 1.6% of the County’s residents. These may be seniors who are aging-in-place on fixed-income. Together, these almost 3,800 individuals likely to struggle to keep vehicles operational and fueled, and will be more reliant upon public transportation and specialized transportation options.

Persons with Disabilities. The U.S. Census Bureau has changed the way in which it captures citizens’ disability status; wherein now the data from the 2000 Census cannot be compared to the most current available data from the 2012 ACS. The ACS estimated 4,200 persons have some type of disability, representing 9.2% of the County’s population. Individuals with difficulties walking are estimated to be 5.0% of County’s population, over 2,300 individuals.

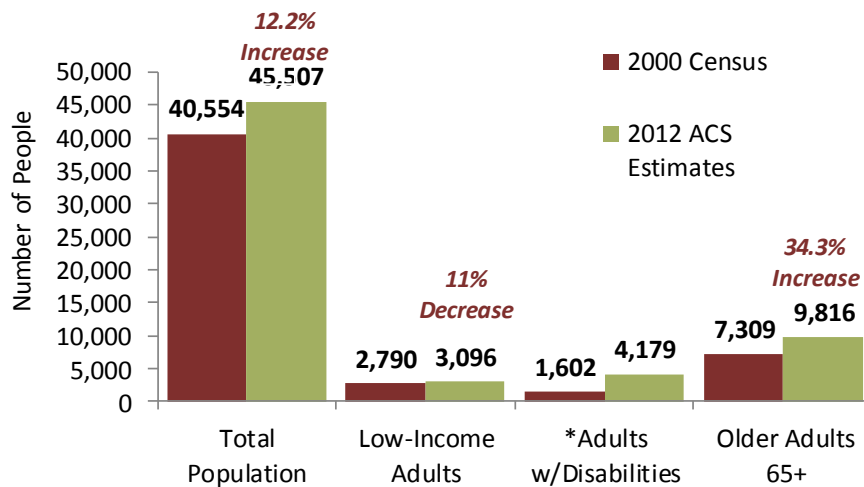
Because of changes in how the Census reports disabilities, it isn’t possible to directly compare and report change. However, among adults, almost 2,300 report ambulation difficulties – 5% of the County’s population, and among older adults, just over 2,000 report ambulation difficulties – 4.5% of the County’s population. In combination, these 4,300 individuals are almost 10% of the county’s population. When coupled with other physical disabilities, including hearing or vision impairments, cognitive difficulties, self-care difficulty and independent living difficulty, the overall count of unique individuals is 4,179 adults and 3,123 older adults. These 7,302 persons are almost one-in-six County residents, with many likely to have some level of transportation dependency, at least for some trips at some times.

Veterans. Other population groups of concern to the Coordinated Plan include veterans, who number 5,378 persons, almost 12% of the County population. The largest group is the Vietnam era veterans who are now aging and whose health care needs will likely increase. And World War II veterans number over 570 individuals, all over the age of 80 and often among the frail elderly.

This country’s 22.6 million veterans are of continuing concern to Coordinated Plan processes as America winds down two wars and while many among the 1.4 million in active military duty make their way to civilian lives. In Calaveras County, there is an estimated 5,378 veterans (ACS 2012), representing 11.8% of the total population and 14.8% of the population over age 18. Among these, those of the Vietnam era are the largest group, making up 41% of all County veterans. World War II era veterans are still a significant group at almost 11% of all veterans, about 570 individuals.

The US Census Bureau reported a veterans’ unemployment rate of 14.7% for Calaveras County, which is double that of the national veterans’ unemployment rate of 7% and three points higher than the Census reported 11.7% for Calaveras County’s overall unemployment rate. During the past 12 months 1%, or 59 individuals, of all veterans were in poverty.

Figure 1: Calaveras County Target Population Growth



**Method of collecting and reporting disability characteristics changed between 2000 Census and 2012 American Community Survey*

Tribal Groups. There are two Tribal groups near or within Calaveras County. The California Valley Miwok Tribe is a Federally-recognized tribe with only one Elder from the Tribe living in Calaveras County. Given the limited number of members residing in Calaveras County, contacts from this Tribe did not have comments to share about transportation needs. The other Tribal population of concern to this project is the Calaveras Band of Miwok, a tribal group that is located near West Point. As transit from West Point into San Andreas is limited, the project team attempted to learn about this population's transit needs, but as of this writing have not been able to connect with a spokesperson.

Table 2 presents details for the Coordinated Plan’s target groups, reflecting changes since 2000. Calaveras County has grown by 12.2% in the past decade, adding another 5,000 residents. Important to the Coordinated Plan Update is that the county’s older adult population has grown by a much higher rate of 34%, with older adults both aging-in-place and moving to the County.



Table 2: Overview of Calaveras County Demographics for Coordinated Plan Populations

CALAVERAS COUNTY DEMOGRAPHICS OF TARGET POPULATIONS					
2000 Census Attribute, Summary File 3 2012 American Community Survey 5-year Estimates	[2000 Census] Calaveras County People by Category	% of Total County Population	[2012 ACS] Calaveras County People by Category	% of Total County Population	2000 to 2012 % Change
TOTAL POPULATION [1]	40,554	100.0%	45,507	100.0%	12.2%
ADULTS 18-64 [2]	24,044	59.3%	26,926	59.2%	12.0%
Low-income Adults, Ages 18-64 - 100% Federal Poverty Levels [3]	2,790	6.9%	3,096	6.8%	11.0%
% of Adults 18-64	11.6%		11.5%		
Disability [4] (non-institutionalized) Ages 16-64 "go- outside-home" disability (2000)	1,602	4.0%			
with % of Adults 18-64	6.7%				
Disability [4] (non-institutionalized) Ages 18-64 (2010)			4,179	9.2%	
with a hearing difficulty			1,239	2.7%	
with a vision difficulty			465	1.0%	
with a cognitive difficulty			1,493	3.3%	
with an ambulatory difficulty			2,272	5.0%	
with a self-care difficulty			952	2.1%	
with an independent living difficulty			1,065	2.3%	
SENIORS [2]	7,309	18.0%	9,816	21.6%	34.3%
Seniors, ages 65-74	4,319		5,950		
% of all seniors	59.1%		60.6%		
Seniors, ages 75-84	2,296		2,706		
% of all seniors	31.4%		27.6%		
Seniors, ages 85+	694		1,160		
% of all seniors	9.5%		11.8%		
Low Income Seniors, Ages 65+ - 100% Federal Poverty Levels [3]	452	1.1%	707	1.6%	56.4%
% of all seniors	6.2%		7.2%		
Disability [4] (non-institutionalized) Ages 65+ "go-outside- home" disability (2000)	1,037	2.6%			
% of all seniors	14.2%				
Disability [4] (non-institutionalized) Ages 65+ (2010)			3,123	6.9%	
with a hearing difficulty			1,522	3.3%	
with a vision difficulty			650	1.4%	
with a cognitive difficulty			798	1.8%	
with an ambulatory difficulty			2,035	4.5%	
with a self-care difficulty			579	1.3%	
with an independent living difficulty			1,108	2.4%	
VETERANS (5)			5,378	11.8%	n/a
Civilian Population 18 years and over			36,725	80.7%	
Veterans Period of Service					
Gulf War (9/2001 or later) veterans			3.2%		
Gulf War (8/1990 to 2001) veterans			9.7%		
Vietname era veterans			40.7%		
Korean War veterans			14.8%		
World War II veterans			10.6%		
Veterans ages 18 to 34 years			134	0.3%	
Veterans age 35 to 54 years			1,038	2.3%	
Veterans age 55 to 64			1,527	3.4%	
Veterans age 65 to 74			1,398	3.1%	
Veterans age 75 years and older			1,275	2.8%	
Veteran population unemployment rate			14.7%		
Veteran population poverty status in the past 12 months			1.1%		

[1] Census 2000 Summary File 3, Total Population P001. / B01003 Total Population 2012 American Community Survey 5-year Estimates

[2] Extrapolated from Census 2000 Summary File 3, Sex by Age P008 / B01001 Sex by Age, 2012 American Community Survey 5-year Estimates

[3] Extrapolated from Census 2000 Summary File 3, Poverty Status in 1999 by age P087 / B17001 Poverty Status in the Past 12 Months by Sex by Age 2012 American Community Survey 5-year Estimates

[4] Extrapolated from Census 2000 Summary File 3, Age by types of disability for the civilian non-institutionalized population 5 years & over with disabilities p041 / S1810 Disability Characteristics - 2012 American Community Survey 5-year Estimates

(5) American Community Survey - 5-Year Estimate S101 Veterans Status

Appendix C - Limited English Proficiency Plan

Introduction / Purpose

Title VI of the Civil Rights Act of 1964 prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin, including matters related to language access for limited English proficient (LEP) persons. Under U.S. Department of Transportation's (DOT) Title VI regulations, as a recipient of DOT financial assistance, the Calaveras Council of Governments (CCOG) is prohibited from, among other things, using "criteria or methods of administering your program which have the effect of subjecting individuals to discrimination based on race, color, or national origin." The purpose of this Limited English Proficiency Plan is to clarify the responsibilities of CCOG, as a recipient of federal financial assistance from the U.S. Department of Transportation (DOT), to persons with limited English proficiency (LEP), pursuant to Title VI of the Civil Rights Act of 1964 and implementing regulations.

Limited English Proficient (LEP) persons refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. It includes people who reported to the U.S. Census that they speak English less than very well, not well, or not at all (FTA Circular 4702.1B, October 1, 2012).

Executive Order 13166 "Improving Access to Services for Persons With Limited English Proficiency," reprinted at 65 FR 50121 (August 11, 2000), directs each Federal agency that is subject to the requirements of Title VI to publish guidance for its respective recipients clarifying that obligation.

Executive Order 13166 further directs that all such guidance documents be consistent with the compliance standards and framework detailed in the Department of Justice's (DOJ's) Policy Guidance entitled "Enforcement of Title VI of the Civil Rights Act of 1964--National Origin Discrimination Against Persons with Limited English Proficiency." (See 65 FR 50123, August 16, 2000 DOJ's General LEP Guidance). Different treatment based upon a person's inability to speak, read, write, or understand English may be a type of national origin discrimination.

Executive Order 13166 applies to all federal agencies and all programs and operations of entities that receive funding from the federal government, including state agencies, local agencies and governments (such as CCOG), private and non-profit entities, and sub-recipients.

The CCOG has developed this Limited English Proficiency (LEP) plan to help identify reasonable steps to provide language assistance for LEP persons who seek meaningful access to CCOG services and activities as required by Executive Order 13166. As defined by this order, a person with LEP is one who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English.

This plan details procedures for identifying a person who may need language assistance, the ways in which assistance may be provided, staff training, how to notify LEP persons that assistance is available, and potential future updates to the plan.

Four Factor Analysis

The U. S. Department of Transportation (DOT) issued its Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons [Federal Register: December 14, 2005 (Volume 70, Number 239)]. This policy states that DOT recipients are required to take reasonable steps to ensure meaningful access to programs by LEP persons. This coverage extends to the recipient's entire program.

There are four factors for agencies to consider when assessing language needs and determining what steps they should take to ensure access for LEP persons, regardless of whether or not the agency chooses not to prepare a written LEP plan. A brief description of the self-assessment undertaken in each of these areas follows.

In developing the plan, Calaveras COG undertook a Four Factor Analysis as required by U.S. DOT. This considers the following factors:

- 1) The number or proportion of LEP persons to be served or likely to be encountered by CCOG.
- 2) The frequency with which LEP persons come into contact with CCOG programs, activities, or services;
- 3) The nature and importance of the programs, activities or services provided by CCOG to the population; and
- 4) The resources available to CCOG for LEP outreach, as well as the costs associated with that outreach.

1. Number or Proportion of LEP Persons to be Served or Likely to be Encountered by CCOG

As the Regional Transportation Planning Agency for Calaveras County, CCOG's work affects the entire County. To determine the number or proportion of LEP persons to be served or likely to be encountered, CCOG used data from the American Community Survey five year estimates (2009-2013).

Executive Order 13166 defines a LEP person as one who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English. Data on English proficiency in Calaveras County was obtained from the 2009-2013 American Community Survey five year estimates. The data is broken down by the language spoken at home. For each language spoken at home, the data is separated based on how well the person speaks English: "very well", "well", "not well", and "not at all". For the purpose of identifying a LEP person, CCOG examined data for those who speak English less than "well", "not well", or "not at all" (i.e., less than "very well").

A summary of this data is represented in the following table which shows that 93 percent of the population 5 years and over in Calaveras speak only English. There are 878 people, or two percent (2%) of the population in Calaveras County, who speak a language other than English and are not very proficient with the English language.

Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over for Calaveras County

Calaveras County	Estimate	Percent
Total population 5 years and over	43,301	100.0%
Speak only English	40,272	93.0%
Language other than English:	3,029	7.0%
<i>Speak English less than "very well"</i>	878	2.0%
Spanish	1,705	3.9%
<i>Speak English less than "very well"</i>	461	1.1%
Other Indo-European languages	855	2.0%
<i>Speak English less than "very well"</i>	148	0.3%
Asian and Pacific Islander languages	253	0.6%
<i>Speak English less than "very well"</i>	118	0.3%
Other languages	216	0.5%
<i>Speak English less than "very well"</i>	151	0.3%

Source: 2009-2013 American Community Survey Five Year Estimates

Safe Harbor Provision

The U.S. Department of Transportation (DOT) has adopted the U.S. Department of Justice’s (DOJ) Safe Harbor Provision, which outlines circumstances that can provide a “safe harbor” for recipients regarding translation of written materials for LEP populations. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient’s written translation obligations.

According to the American Community Survey data presented above, there are no languages that may approach the Safe Harbor Provision threshold in the foreseeable future for Calaveras County.

These safe harbor provisions apply to the translation of written documents only. They do not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable.

2. Frequency with which LEP Persons Come into Contact with CCOG Programs, Activities, or Services

According to the American Community Survey Five Year Estimates (2009-2013), the largest group of LEP individuals in Calaveras County is Spanish-speaking. This population is approximately seven percent (7%) of the population over 5 years of age, or an estimated population of 3,029. Those that speak English less than “very well” are two percent (2%) of the population or 878 people. Through a verbal survey of CCOG staff, CCOG has assessed the frequency at which staff has or could possibly have contact with LEP persons; finding no interactions with Spanish or non-English speakers.

3. Nature and Importance of the Programs, Activities or Services Provided by CCOG to the Population

All CCOG activities and programs are likely to affect some LEP individuals in Calaveras County.

4. Resources Available to CCOG for LEP Outreach, as well as the Costs Associated with that Outreach.

CCOG has assessed its available resources that could be used for providing LEP assistance. The CCOG is limited in staffing resources and therefore has no in-house support for LEP assistance; however, CCOG will make accommodations for translation or interpretation at transportation needs workshops when such services are requested. Please see Language Assistance Services below for more information.

Language Assistance Services

A person who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English may be a Limited English Proficient person and may be entitled to language assistance with respect to CCOG's services. Language assistance can include interpretation, which means oral or spoken transfer of a message from one language into another language and/or translation, which means the written transfer of a message from one language into another language.

Although there are a low percentage of LEP individuals within CCOG's service area and CCOG does not meet the threshold for vital documents, in an effort to accommodate limited English speakers who speak Spanish as their primary language we have translated the Nondiscrimination Policy and Notice to the Public to Spanish. These notices are posted at the CCOG office and on the CCOG's website at www.calacog.org.

In addition, the CCOG coordinates with the Calaveras County Health and Social Services to provide translation services to accommodate calls from limited English speakers who speak Spanish.

Monitoring & Updating

Calaveras COG's Limited English Proficiency Plan is designed to be easily updated. At a minimum, CCOG will follow the Title VI Program update schedule of submission every three years.

Each update of the LEP Plan will examine plan components including, but not limited to:

- The number of documented LEP person contacts encountered annually.
- How the needs of LEP persons have been addressed.
- Determination of the current LEP population in the service area.
- Determine whether local language assistance programs have been effective and sufficient to meet the need.
- Determine whether CCOG fully complies with the goals of this LEP Plan.
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals.

Staff Training

Calaveras COG staff receives training when updates are made to the Title VI program or LEP Plan, or when there is a new hire. The following is covered during these trainings:

- Information on CCOG Title VI Policies and Procedures, and LEP responsibilities.
- Documentation of language assistance requests.
- How to handle a Title VI/LEP complaint.

Appendix D - Table Depicting Minority Representation on Committees and Councils Selected by CCOG

This is a required table depicting racial breakdown of transit-related, non-electing planning boards, advisory council or committees. Also a description of efforts made to encourage minority participation.

Social Services Transportation Advisory Council (SSTAC)

Body	Race						
	White	Black or African American	or American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific	Other	Including two or more races
County Population*	Total	91.5%	0.9%	1.0%	1.3%	0.0%	5.4%
SSTAC		60.0%					40.0%
Language Group		English	Spanish	Asian Pacific	Indo/European		Other
Total Population*		93.0%	3.9%	0.6%	2.0%		0.5%
SSTAC		100.0%					

**American Community Survey (ACS) Five-Year Estimates (2009-2013)*

CCOG welcomes all who are interested in serving on the SSTAC who meet the mandates of the TDA. CCOG has appointed all members seeking to participate and will continue to do so. Outreach efforts are focused on the primary intent of the SSTAC, which is to meet the mandates of the TDA. The Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act (SB 498 1987). The SSTAC serves as an advisory body to the Calaveras Council of Governments (CCOG) regarding the transit needs of transit dependent and transit disadvantaged persons, including older adults, persons with disabilities, and persons of limited means.

SSTAC PURPOSE AND DUTIES

1. To advise CCOG on the transit needs of transit dependent and transit disadvantaged persons, including older adults, persons with disabilities, and persons of limited means including, but not limited to, recipients of the CalWORKS program.
2. To annually participate in the identification of unmet transit needs that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services by expanding existing services.
3. To annually review and recommend action to be taken by CCOG which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet. This process is required if funds are to be used for streets and roads.
4. To advise CCOG on any other major transportation issues, including the coordination and consolidation of specialized transportation services.

SSTAC MEMBERSHIP

(a) CCOG shall appoint SSTAC members in the following categories as established in Section 99238 of TDA statues, and who are residents of Calaveras County:

- (1) At least one representative of potential transit users who is 60 years of age or older.
- (2) At least one representative of potential transit users who are persons with disabilities.
- (3) At least two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- (4) At least two representatives of local social service providers for persons with disabilities, including one representative of a social service transportation provider, if one exists.
- (5) At least one representative of a local social service provider for persons of limited means.
- (6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.
- (7) One member at-large position. In appointing council members, CCOG shall strive to attain geographic and minority representation among council members.

Appendix E - Constructed Facilities

No facilities are being constructed by the Calaveras Council of Governments that require a Title VI equity analysis.



CALAVERAS
COUNCIL of
GOVERNMENTS

August 25, 2016

Alpine County Local Transportation Commission
Attn: Brian Peters, Executive Secretary
50 Diamond Valley Rd
Markleeville, CA 96120

Re: Calaveras County Regional Transportation Plan 2037

The Calaveras Council of Governments (CCOG) is in the process of developing a new Regional Transportation Plan for the 2017 – 2037 planning horizon. We are pleased to have Green DOT Transportation Solutions on the project team assisting with this important process.

Early coordination and consultation with adjoining MPOs/RTPAs is recommended by the California Transportation Commission's Regional Transportation Plan Guidelines and CCOG recognizes the value in this. Our project team is soliciting any potential collaborative projects, and any comments your agency may have for inclusion in the Calaveras County 2037 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.calaverasrtp.com.

If you have any questions or would like additional information, feel free to contact myself or Jeff Schwein using the contact information below.

Sincerely,

Amber Collins, Transportation Planner
Calaveras Council of Governments
209-754-2094 ext. 102
acollins@calacog.org

Jeff Schwein, AICP CTP
Green DOT Transportation Solutions
530-8956-1109
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San Andreas CA 95249

209 754-2094

209 754-2096 (fax)

www.calacog.org



CALAVERAS
COUNCIL of
GOVERNMENTS

August 25, 2016

Amador County Transportation Commission
117 Valley View Way
Sutter Creek, CA 95685

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CALAVERAS
COUNCIL of
GOVERNMENTS

August 25, 2016

San Joaquin Council of Governments
555 E. Weber Ave.
Stockton, CA 95202

Re: Calaveras County Regional Transportation Plan 2037

The Calaveras Council of Governments (CCOG) is in the process of developing a new Regional Transportation Plan for the 2017 – 2037 planning horizon. We are pleased to have Green DOT Transportation Solutions on the project team assisting with this important process.

Early coordination and consultation with adjoining MPOs/RTPAs is recommended by the California Transportation Commission's Regional Transportation Plan Guidelines and CCOG recognizes the value in this. Our project team is soliciting any potential collaborative projects, and any comments your agency may have for inclusion in the Calaveras County 2037 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.calaverasrtp.com.

If you have any questions or would like additional information, feel free to contact myself or Jeff Schwein using the contact information below.

Sincerely,

Amber Collins, Transportation Planner
Calaveras Council of Governments
209-754-2094 ext. 102
acollins@calacog.org

Jeff Schwein, AICP CTP
Green DOT Transportation Solutions
530-8956-1109
jeff@greendottransportation.com
www.greendottransportation.com

444 E. St. Charles, Suite A

P.O. Box 280

San Andreas CA 95249

209 754-2094

209 754-2096 (fax)

www.calacog.org



CALAVERAS
COUNCIL of
GOVERNMENTS

August 25, 2016

Stanislaus Council of Governments
1111 I Street
Suite 308
Modesto, CA 95354

Re: Calaveras County Regional Transportation Plan 2037

The Calaveras Council of Governments (CCOG) is in the process of developing a new Regional Transportation Plan for the 2017 – 2037 planning horizon. We are pleased to have Green DOT Transportation Solutions on the project team assisting with this important process.

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CALAVERAS
COUNCIL of
GOVERNMENTS

August 25, 2016

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

Re: Calaveras County Regional Transportation Plan 2037

The Calaveras Council of Governments (CCOG) is in the process of developing a new Regional Transportation Plan for the 2017 – 2037 planning horizon. We are pleased to have Green DOT Transportation Solutions on the project team assisting with this important process.

Early coordination and consultation with adjoining MPOs/RTPAs is recommended by the California Transportation Commission's Regional Transportation Plan Guidelines and CCOG recognizes the value in this. Our project team is soliciting any potential collaborative projects, and any comments your agency may have for inclusion in the Calaveras County 2037 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.calaverasrtp.com.

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CALAVERAS
COUNCIL of
GOVERNMENTS

August 25, 2016

Michael Mirelez, Cultural Resource Coordinator
Torres Martinez Desert Cahuilla Indians
PO Box 1160
Thermal, CA 92274

Re: Calaveras County Regional Transportation Plan 2037

The Calaveras Council of Governments (CCOG) is in the process of developing a new Regional Transportation Plan for the 2017 – 2037 planning horizon. We are pleased to have Green DOT Transportation Solutions on the project team assisting with this important process. For more information about the regional planning process please visit the Caltrans Regional Transportation Plan Liaison Branch: <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/>.

Coordination and consultation with tribal entities remains a priority for the Calaveras Council of Governments. Therefore, we are soliciting your input and comments in regards to the Calaveras County RTP and any potential collaborative projects you are aware of. If one is available, we would also like a copy of your most recent Tribal Transportation Plan. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. Input methods and information can be found at www.calaverasrtp.com.

If you have any questions or would like additional information, feel free to contact myself or Jeff Schwein using the contact information below.

Sincerely,

Amber Collins, Transportation Planner
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San Andreas CA 95249
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CALAVERAS
COUNCIL of
GOVERNMENTS

August 25, 2016

California Department of Transportation
District 10
Attn: Carl Baker, Chief, Office of Rural Planning
1976 East Dr. Martin Luther King Jr. Boulevard
Stockton, CA 95205

RE: CALAVERAS COUNTY REGIONAL TRANSPORTATION PLAN 2037

The Calaveras Council of Governments (CCOG) is in the process of developing a new Regional Transportation Plan for the 2017 – 2037 planning horizon. We are pleased to have Green DOT Transportation Solutions on the project team assisting with this important process.

We understand and appreciate the role that Caltrans will be playing in this process and look forward to working with you as a partner. Our project team is soliciting any projects the State wishes to be included in the Calaveras County 2037 Regional Transportation Plan. The project schedule and updates on the development of the RTP and the CEQA process will be posted on www.calaverasrtp.com.

If you have any questions or would like additional information, feel free to contact myself or Jeff Schwein using the contact information below.

Sincerely,

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www.calacog.org



CALAVERAS
COUNCIL of
GOVERNMENTS

August 25, 2016

California Valley Miwok Tribe, California
2140 Shattuck Ave. #602
Berkeley, CA 94704

Re: Calaveras County Regional Transportation Plan 2037

The Calaveras Council of Governments (CCOG) is in the process of developing a new Regional Transportation Plan for the 2017 – 2037 planning horizon. We are pleased to have Green DOT Transportation Solutions on the project team assisting with this important process. For more information about the regional planning process please visit the Caltrans Regional Transportation Plan Liaison Branch: <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/>.

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CALAVERAS
COUNCIL of
GOVERNMENTS

August 25, 2016

Ione Band of Miwok Indians
California Valley Miwok Tribe, California
14 West Main Street
Ione, CA 95640

Re: Calaveras County Regional Transportation Plan 2037

The Calaveras Council of Governments (CCOG) is in the process of developing a new Regional Transportation Plan for the 2017 – 2037 planning horizon. We are pleased to have Green DOT Transportation Solutions on the project team assisting with this important process. For more information about the regional planning process please visit the Caltrans Regional Transportation Plan Liaison Branch: <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/>.

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CALAVERAS COUNCIL
of GOVERNMENTS

2016 REGIONAL TRANSPORTATION PLAN FACT SHEET

WHAT IS A REGIONAL TRANSPORTATION PLAN?

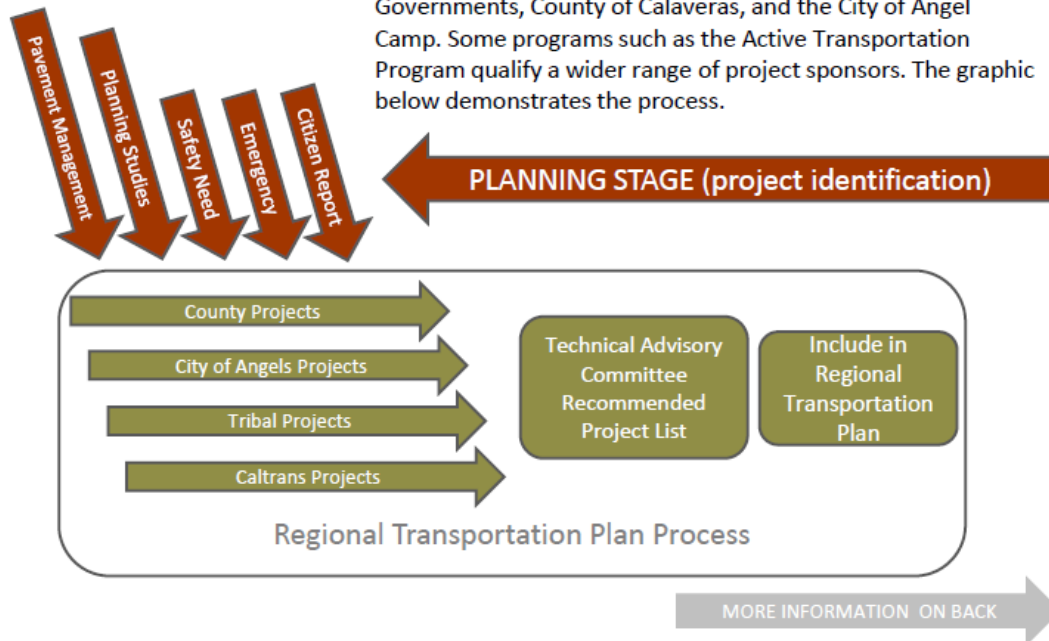
A regional transportation plan is the mechanism used by Regional Transportation Planning Agencies (Calaveras Council of Governments) to conduct long term (20-year) planning in the region. The purpose of the plan is to establish regional goals, identify present and future needs, deficiencies and constraints, analyze potential solutions, estimate available funding, and propose investments. This is accomplished through a collaborative process that includes members of the community, local agencies, Caltrans, tribal governments, and key stakeholders. The Regional Transportation Plan works in concert with local planning efforts to cooperatively implement the state and federal mobility goals and greenhouse gas emissions reduction goals.

HOW DO PROJECTS GET INTO THE PLAN?

Projects are identified through the following methods:

- *Public Works capital improvement program methods (such as a pavement management system)*
- *Community input and planning projects (such as general plan updates, active transportation plans, corridor studies, blueprint plans and other transportation plans)*
- *Safety and emergency needs*
- *Mobility analysis (such as transit development plans)*
- *Tribal transportation plans*

Once a project is identified, a qualified project sponsor will foster that project through the process of development to construction. Qualified project sponsors in Calaveras County include Federally recognized tribal entities, the California Department of Transportation, the Calaveras Council of Governments, County of Calaveras, and the City of Angel Camp. Some programs such as the Active Transportation Program qualify a wider range of project sponsors. The graphic below demonstrates the process.





CALAVERAS COUNCIL
of GOVERNMENTS

2016 REGIONAL TRANSPORTATION PLAN

FACT SHEET

WHAT IS THE ROLE OF PROJECT SPONSORS?

The general role of the project sponsor is to bring forth projects that have been vetted through their own planning and procedural processes. This includes acceptance of project lists by the County Board of Supervisors, Angels Camp City Council, and governing tribal bodies. Caltrans brings forth projects adopted in the State Highway Operations and Protection Program.

WHAT TYPES OF PROJECTS ARE INCLUDED?

- ❖ Local roads
- ❖ State highways
- ❖ Bridges
- ❖ Bicycle facilities
- ❖ Pedestrian facilities
- ❖ Transit
- ❖ Airports (regional)

WHAT IS THE PROJECT SCHEDULE?

Existing and Future Conditions	September 2016
Stakeholder Outreach	August-March
Community Workshop #1	October 4, 2016
Financial Element	November 2016
Policy Development	December 2016
Project Development	December 2016
Community Workshop #2	January 2017
Draft Regional Transportation Plan	March 2017
Environmental Document	March 2017
Final Regional Transportation Plan	April 2017



HOW DO I GET INVOLVED?

- ❖ Come to a workshop (October 4)
- ❖ Complete a survey
- ❖ Connect through social media
- ❖ Contact us directly

Find everything on the web:

www.calaverasrtp.com

<https://www.surveymonkey.com/r/CalaverasRTP>

<https://www.facebook.com/CalaverasCOG>

FOR MORE INFORMATION:

Contact:

Calaveras Council of Governments

Amber Collins, Project Manager

209-754-2094

acollis@calacog.org

www.calaverasrtp.com

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Move Calaveras!

Calaveras County Regional Transportation Plan

CalaverasRTP.com



CALAVERAS COUNCIL
of GOVERNMENTS



**follow project updates
and take the survey!**

Learn about & participate in the transportation
future of Calaveras! We are listening!



**follow us on
Facebook!**

presented by CCOG in consultation
with Green DOT Transportation Solutions



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CALAVERAS COUNTY RTP

KICK-OFF MEETING SUMMARY

DATE: MAY 11, 2016
TIME: 1:00 PM
LOCATION: CALAVERAS COUNCIL OF GOVERNMENTS
444 E. SAINT CHARLES STREET
SAN ANDREAS, CA 95249

COMMUNITY OUTREACH

Meeting Dates

- Monthly project team meetings will be held the first Wednesday of the month during the development of the RTP (subsequently starting in August), or as needed.
- Three community workshops will be held in total. The first community workshop, intended to introduce the RTP to the community, will be held in San Andreas at the Town Hall. The second community workshop will present the draft RTP to the public, complete with updated project lists and goals. The second workshop will be held both in San Andreas, at the Town Hall, and in Angel's Camp at Bret Harte High School.
- Community outreach will take place sometime during the 8-week period from late September through early November allowing time to develop the existing conditions, traffic modeling, travel behavior analysis and demographic analysis.

Stakeholders

- CCOG will prepare a draft list of stakeholders for the next project team meeting. Likely stakeholders will include Tribal governments, emergency responders, CHP, schools, medical centers, advocate groups, seniors and trucking companies in the area.

Other Notes

- Advertisement will be completed through e-mail blasts sent to an approved list of stakeholders, as well as through general methods that will reach a larger audience. Flyers will be posted in the Pinetree and Enterprise newspaper, as well as in key locations around San Andreas and Angels Camp.

AVAILABLE INFORMATION

Old RTP files

- It has been determined that there is no real need for old RTP files; the consultant will be creating a new document.

GIS

CALAVERAS COUNTY RTP

- Most of the GIS data that will be needed for RTP maps currently exists in the consultant's data library. An improved local roads layer could be helpful if it aligns with aerial images better than TIGER's local road shapefile.

Other Data Needs

- Is there any existing AADT data for county/city roads? Caltrans will look into state highways and the County will look for data as well.
- Relevant planning documents – General Plan, Housing Element and Circulation Element; transit plans; airport plans, bicycle and pedestrian or Safe Routes to School plans; Public Participation Plan.
- Any existing questionnaire results from earlier transportation planning efforts that may be useful.
- Most recent transit performance indicators
- We discussed the PPP and CCOG will look over the existing PPP used in the 2012 RTP process to confirm using it for this effort.

FUTURE PROJECTS

- The consultant will prepare a matrix of criteria to send to agencies asking for new project lists. The criteria will include statements to the effect of only projects listed in the CIP and an adopted planning document will be listed in the RTP. Criteria will be presented at the next project team meeting (in August) for any adjustments and approval.

DISCUSS NEXT STEPS

Environmental Document

- The type of environmental to be document to de developed needs to be further examined.

New funding/resource management strategies

- The project team is interested in exploring new funding sources and resource management strategies.
- The formation of an Enhanced Financial District may be an option for new funding opportunities.

LOS v. VMT

- The metric to be used in this RTP will be consistent with the General Plan and RTPs in neighboring counties.

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

jeff@greendottransportation.com

CALAVERAS COUNTY REGIONAL TRANSPORTATION PLAN

COMMUNITY WORKSHOP MEETING AGENDA

DATE: OCTOBER 4, 2016
TIME: 5:30 PM
LOCATION: SAN ANDREAS TOWN HALL

I. INTRODUCTION TO THE RTP

II. EXISTING CONDITIONS

A. ROADWAY (PAVEMENT)

B. BRIDGES

C. OTHER

III. FUTURE CONDITIONS

IV. POLICY EXERCISE

V. POLLING EXERCISE

VI. MAP EXERCISE

VII. DISCUSS NEXT STEPS

VIII. ADJOURN

For information regarding this meeting, please contact Amber Collins at 209-754-2074 or acollins@calacog.org.

Move Calaveras!

Calaveras County Regional Transportation Plan

Community Workshop

Tuesday, October 4th
Doors open - 5:30 PM

Learn about & participate in the transportation
future of Calaveras! We are listening!



San Andreas Town Hall

24 Church Hill Road

San Andreas



follow us on
Facebook!



CALAVERAS COUNCIL
of GOVERNMENTS

follow project updates and take the survey!

CalaverasRTP.com

presented by CCOG in consultation
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GREEN DOT
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Calaveras County Regional Transportation Plan
Community Workshop
Tuesday, October 4th
Doors open - 5:30 PM

San Andreas Town Hall
24 Church Hill Road
San Andreas

Join us!

Reminder! Come meet with staff and community members to kickoff the 2017 Calaveras Regional Transportation Plan! Learn what the Regional Transportation Plan means to you. We want to hear what is important to you.

Calaveras RTP Community Workshop #1
Tuesday, October 4th 2016
San Andreas Town Hall
[24 Church Street, San Andreas](#)
6:00-7:30 PM
Doors open at 5:30 PM



Join Workshop Facebook Event



Visit Project Website



Take the Online Survey



Green DOT Transportation Solutions is contracted to coordinate the 2017 Regional Transportation Plan in partnership with Calaveras Council of Governments



Green DOT mailing address is:
Green DOT Transportation Solutions
117 Meyers Street #120



Join us!

Reminder! Come meet with staff and community members to kickoff the 2017 Calaveras Regional Transportation Plan! Learn what the Regional Transportation Plan means to you. We want to hear what is important to you.

Calaveras RTP Community Workshop #1

Tuesday, October 4th 2016

San Andreas Town Hall

[24 Church Street, San Andreas](#)

6:00-7:30 PM

Doors open at 5:30 PM

CALAVERAS COUNTY 2017 REGIONAL TRANSPORTATION PLAN

COMMUNITY WORKSHOP MEETING AGENDA

DATE: JANUARY 31, 2017
TIME: 6:00 PM
LOCATION: BRET HARTE HIGH SCHOOL
MULTI-PURPOSE ROOM

DATE: FEBRUARY 2, 2017
TIME: 6:00 PM
LOCATION: SAN ANDREAS TOWN HALL

- I. INTRODUCTION TO THE RTP**
- II. BASING FUTURE CONDITIONS**
- III. FINANCIAL ELEMENT (PROJECTED REVENUE)**
- IV. ACTION ELEMENT (PROJECT LISTS)**
- V. POLICY ELEMENT (GOALS, OBJECTIVES AND POLICIES)**
- VI. TRANSPORTATION FUNDING**
- VII. NEXT STEPS**

For information regarding this meeting, please contact Project Manager Jeff Schwein at:

530-781-2499

Move Calaveras!

Calaveras County Regional Transportation Plan Community Workshops

Tuesday, January 31st
Doors open at 6:00pm

Bret Harte High School
Multipurpose Room
323 South Main Street
Angels Camp

Thursday, February 2nd
Doors open at 6:00pm

San Andreas Town Hall
24 Church Hill Road
San Andreas



Presenting draft project lists, policies, and revenue projections
for the next 10 and 20 year periods.

What are your priorities for Transportation?

Please note the meetings held in Angels Camp on January 31st and San Andreas on
February 2nd will review the same content and topics of discussion.



CALAVERAS COUNCIL
of GOVERNMENTS

follow project updates and take the survey!

CalaverasRTP.com



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Facebook

Presented by CCOG in consultation
with Green DOT Transportation
Solutions

GREEN DOT
transportation solutions



2017 REGIONAL TRANSPORTATION PLAN

CALAVERAS COUNCIL
of GOVERNMENTS

FACT SHEET

REQUIRED ELEMENTS OF A REGIONAL TRANSPORTATION PLAN

POLICY Goals, Objectives and Policies	ACTION Project Lists	FINANCIAL Revenue Projections
---	--------------------------------	---

FACTS:

Guides Regionally Significant Investments in Transportation

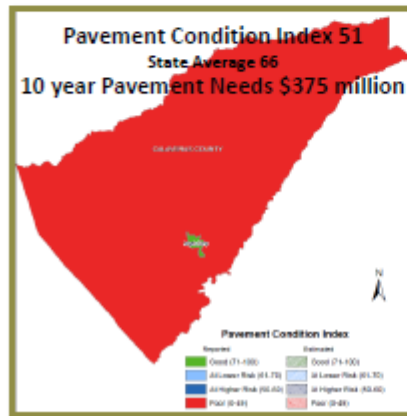
Updated every 5 years

Includes:

- ❖ Local roads
- ❖ State highways
- ❖ Bridges
- ❖ Bicycle facilities
- ❖ Pedestrian facilities
- ❖ Transit
- ❖ Airports (regional)

PROJECT SCHEDULE

Existing and Future Conditions	September 2016
Stakeholder Outreach	August-March
Community Workshop #1	October 4, 2016
Financial Element	November 2016
Policy Development	December 2016
Project Development	December 2016
Community Workshop #2-Angels Camp	January 31, 2017
Community Workshop #2-San Andreas	February 2, 2017
Draft Regional Transportation Plan	March 2017
Environmental Document	March 2017
Final Regional Transportation Plan	April 2017



IDENTIFIED NEEDS:

Roadway Projects \$500 million
Bike and Pedestrian Projects \$21 million
Transit Projects \$2.5 million

PROJECT DEVELOPMENT
AND GETTING INVOLVED

ON BACK

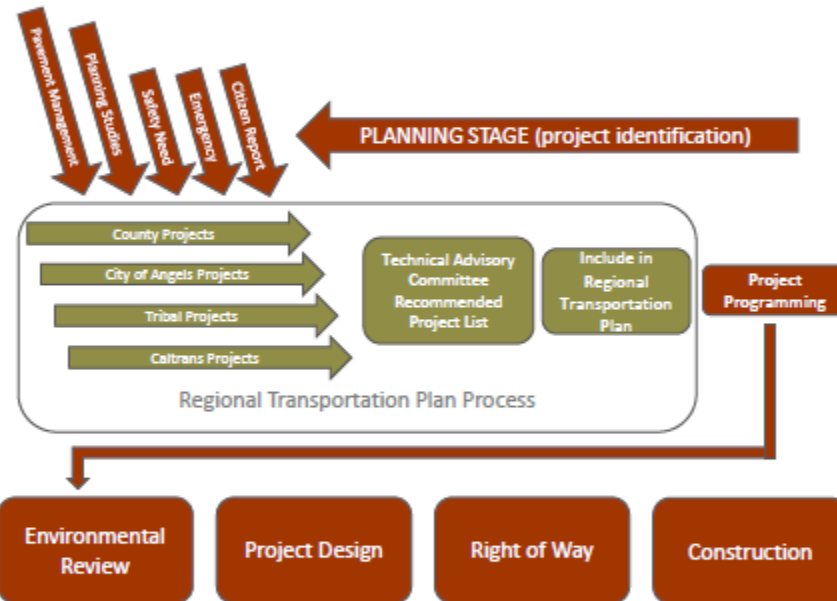


2017 REGIONAL TRANSPORTATION PLAN

CALAVERAS COUNCIL
of GOVERNMENTS

FACT SHEET

HOW DO PROJECTS GET INTO THE REGIONAL TRANSPORTATION PLAN?



HOW TO GET INVOLVED

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- ❖ Complete a survey
- ❖ Connect through social media
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FOR MORE INFORMATION:

Contact:

Calaveras Council of Governments

Amber Collins, Project Manager

209-754-2094

acollis@calacog.org

www.calaverasrtp.com



<https://www.facebook.com/CalaverasCOG>

Move Calaveras!

Calaveras County 2017 Regional Transportation Plan

Community Meeting #2
January 2017


Presented by:
Calaveras Council of Governments and
Green DOT Transportation Solutions

Regional Planning

Identify future regional transportation needs and plan how these needs can and will be met.

- ❖ 26 Rural Transportation Planning Agencies
- ❖ 23 Metropolitan Planning Organizations
- ❖ Overall Work Program-Annual
- ❖ Regional Transportation Plan-4 or 5 years



Statutes and Guidance

Federal Transportation Funding=
RTPAs MUST prepare a Regional Transportation Plan

- ❖ 2015 Regional Planning Handbook
- ❖ 2016 Regional Transportation Plan Guidelines
- ❖ California Transportation Plan
- ❖ Senate Bill 45-Local Control
- ❖ Assembly Bill 32-Global Warming Solutions Act
- ❖ SB 375-Sustainable Communities Act
- ❖ State Implementation Plan (non-attainment areas)

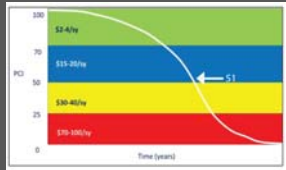
REGIONAL TRANSPORTATION PLAN

- ❖ Must be updated every 4 years
- ❖ Guides transportation investments – 20 year plan
- ❖ Includes many project types and modes of transport
 - ❖ Local Roadways
 - ❖ County & Cities
 - ❖ State Highways
 - ❖ Bridges
 - ❖ Bicycle and Pedestrian
 - ❖ Transit
 - ❖ Airports

PAVEMENT NEEDS

Pavement

- ❖ 717 Lane Miles
- ❖ Avg. PCI = 51 (2014)
- ❖ Pavement Cost
 - ❖ \$2,751-\$4,901/ lane mile
 - ❖ \$374 Million Need – 10 year



Essential Components

- ❖ \$981-\$3,525/ lane mile
- ❖ \$7 Million Need – 10 year

Classification	Unit Costs (\$/square yard)			
	Preventive Maintenance	Thin AC Overlay	Thick AC Overlay	Reconstruction
Major Roads	\$4.85	\$18.82	\$29.73	\$68.48
Local Roads	\$4.61	\$18.04	\$28.44	\$60.31

BRIDGE NEEDS

- ❖ 67 Bridges
 - ❖ Average Sufficiency Rating = 76
 - ❖ 27 Bridges <80
 - ❖ 9 Bridges <50
 - ❖ \$11 Million Rehabilitation Needs



MULTI-MODAL NEEDS

- ❖ Bicycle and Pedestrian Improvements
 - ❖ \$41 Million
- ❖ Aviation Projects
 - ❖ Short-Range - \$8.1 Million
 - ❖ Long-Range - \$18 Million
- ❖ Transit Improvements
 - ❖ \$34 Million



FUTURE CONDITIONS

	Population 2010	Population 2017	Population 2027	Population 2037	Annual Percent Change (2017-2037)
Angel's Camp	3,790 ¹	4,090 ²	-	-	-
Unincorporated Area	41,788 ¹	40,993 ²	-	-	-
Total County Population	45,654 ³	45,762 ³	49,940 ³	53,955 ³	0.90%

Sources: (1) - 2010-2014 American Community Survey Population Estimates
 (2) - California Department of Finance Table E-1 City/County Population Estimates
 (3) - California Department of Finance Table P-1 State/County Population Projections

FUTURE CONDITIONS

	2010	2020	2030	2040
65+ Population	21,234	29,314	34,276	35,456

Source: State of California Department of Planning, 2010

	2017	2022	2027	2031	2037	Average Annual % Change
Population	46,026	47,886	49,232	50,589	51,601	0.61%
Households	19,408	20,314	21,140	21,816	22,391	0.77%

Source: California 2015 California County-Level Forecast

	2017	2022	2027	2032	2037	Average Annual % Change
Total Employment	8,990	9,320	9,470	9,710	9,950	0.53%
Per Capita Income	\$51,100	\$64,500	\$77,500	\$90,700	\$106,800	5.50%

Source: California 2015 California County-Level Forecast

FINANCIAL ELEMENT-6.1

- ❖ \$171 Million-Short Range
- ❖ \$166 Million-Long Range

Revenue/Expense	Short Range	Long Range	Total
Proposed Revenue	\$171,000,000	\$166,000,000	\$337,000,000
Proposed Revenue - State	\$171,000,000	\$166,000,000	\$337,000,000
Proposed Revenue - Local	\$0	\$0	\$0
Proposed Revenue - Federal	\$0	\$0	\$0
Proposed Revenue - Other	\$0	\$0	\$0
Proposed Expenses	\$171,000,000	\$166,000,000	\$337,000,000
Proposed Expenses - State	\$171,000,000	\$166,000,000	\$337,000,000
Proposed Expenses - Local	\$0	\$0	\$0
Proposed Expenses - Federal	\$0	\$0	\$0
Proposed Expenses - Other	\$0	\$0	\$0

FINANCIAL ELEMENT-6.2

Mode	Funding Source	Proposed Revenue by Mode		Proposed Cost by Mode		Revenue Minus Costs by Mode	
		Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Roadway Capital	HSP, ASPI, CMAQ, SRS, SPOFF, STP, BR, LTP, LAR	\$ 87,823,885	\$ 87,823,885	\$ 89,748,538	\$ 14,888,094	\$ 176,129	\$ 72,935,791
Roadway State	SPOFF	\$ 18,715,000	\$ 18,715,000	\$ 18,715,000	\$ 18,715,000	\$ 0	\$ 0
Roadway Maintenance	MUTA, RSM	\$ 29,408,712	\$ 29,408,712	\$ 29,899,939	\$ 149,800,148	\$2,506,789	(\$149,899,127)
Roadway Maintenance-Angels	MUTA, TIF	\$ 1,341,387	\$ 1,341,680	\$ 0	\$ 0	\$1,341,387	\$1,342,680
Bridges	HSP	\$ 80,270,179	\$ 80,270,179	\$ 80,270,179	\$ 80,270,179	\$ 0	\$ 0
Transit Operating	FTA, CTOS, LCTOP, JTP, JAMESON	\$ 14,848,518	\$ 14,813,912	\$ 4,938,790	\$ 4,938,790	\$ 9,909,728	\$ 9,875,122
Transit Capital	CTOS, LCTOP, Advertising	\$ 736,487	\$ 736,487	\$ 7,625,689	\$ 7,625,689	(\$6,889,202)	\$736,487
Bicycle and Pedestrian	ATP, LTP, 2%	\$ 10,824,225	\$ 0	\$ 10,824,225	\$ 23,176,029	\$ 0	(\$12,351,804)
Airport Capital	ATP	\$ 100,000,000	\$ 100,000,000	\$ 0	\$ 0	\$ 100,000,000	\$ 100,000,000
Total		\$ 249,211,816	\$ 223,408,887	\$ 234,584,148	\$ 276,229,811	\$ 14,627,668	\$ 107,455,976

❖ RTP must be "constrained"

ACTION ELEMENT

- ❖ Over 300 projects identified in the RTP (see project lists)
- ❖ \$500 Million worth of projects
- ❖ Project Categories
 - Roadway Capital
 - Roadway Maintenance
 - Bridge
 - Transit Capital
 - Transit Operating
 - Bicycle and Pedestrian
 - Airport Capital

POLICY ELEMENT-1

- Goals-general intention or direction (not necessarily measurable)
- Objectives-specific targets to strive for
- Policy-method to reach the target
- Review existing policies
- Other regional policies

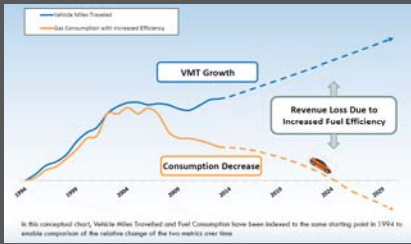
Plan	Document
Calaveras County	
1. General Plan	C.C. 1996 General Plan, Sec. 41
2. Air Quality SP	C.C. 1996 General Plan, Sec. 41, P.A. 8.0
3. Short & Long Range Transit Plans	Calaveras County Reg. Transportation Plan 2011, 4.0
4. National Conservation Plans	Not applicable
5. Urban Water Management Plans	Not applicable
6. SMART Calaveras County General Plan	C.C. 2017 General Plan
City of Angels	
1. General Plan	Angels Camp 2000 General Plan, 3.0
2. Air Quality SP	Angels Camp 2000 General Plan, 3.0
3. Short & Long Range Transit Plans	Calaveras County Reg. Transportation Plan 2011, 4.0
4. National Conservation Plans	Not applicable
5. Urban Water Management Plans	Not applicable

POLICY ELEMENT-2

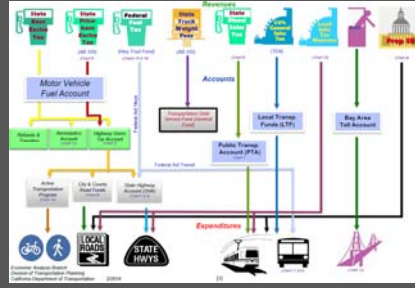
- Regional Goals:**
- Regional Goal 1: Provide a high degree of mobility for people, goods and services in Calaveras County.
 - Regional Goal 2: Meet the needs of all system users.
 - Regional Goal 3: Include best practices in environmental stewardship and regional compliance with environmental laws in transportation decision making processes.
 - Regional Goal 4: Promote healthy economic conditions for the region when planning and developing transportation infrastructure and consider complete streets projects when feasible.
- Local Resolving System:**
- Goal 5: Maintain a local road system to serve the public's need for mobility and access and enhance local circulation.
 - Goal 6: Maintain local roadways in a safe, efficient and operable condition.
 - Goal 7: Improve multi-modal travel and safety for all users on the State Highway system.
- Public Transit:**
- Goal 8: Provide effective public transit for residents and visitors of Calaveras County.
 - Goal 9: Enhance public transportation with improvements for transit capital projects and marketing programs.
 - Goal 10: Enhance, maintain and improve the Calaveras County Airport in order to support general aviation and emergency services.
 - Goal 11: Include goods movement as a major component in land use and transportation decision making.
- Active Transportation:**
- Goal 12: Provide an efficient network of bicycle and pedestrian facilities throughout Calaveras County.
 - Goal 13: Increase the number of commuters, recreation and utilitarian bicycle and walking trips in Calaveras County.
 - Goal 14: Secure funding for efficient and safe travel for bicyclists and pedestrians on existing and planned roadways in Calaveras County.
- Environmental Stewardship:**
- Goal 15: Maximize the region's share of transportation funds.
 - Goal 16: Include climate change strategies in transportation investment decisions.

THE CHALLENGE-FUNDING

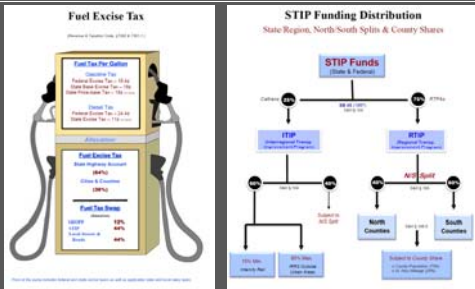
- \$200 million unfunded need to get roadways in "good" condition.
- \$250 million unfunded capital project needs.



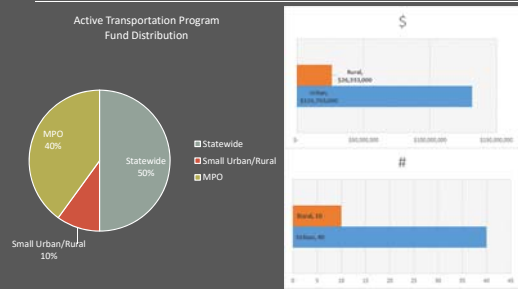
THE CHALLENGE-FUNDING



THE CHALLENGE-FUNDING



THE CHALLENGE-FUNDING



THE CHALLENGE-FUNDING

- ❖ Self Help
- ❖ 19 Counties
- ❖ \$3.5 billion annually



Logos for Calaveras Regional Transportation Plan and Greendot Transportation are visible in the bottom right corner.

THE CHALLENGE-FUNDING

- ❖ Initiatives
 - ❖ California Road Charge Program
 - ❖ AB 1 (Frazier)-Assembly Transportation Committee
 - ❖ SB 1 (Beall)
- ❖ Competitive Grant Programs
 - ❖ Active Transportation Program
 - ❖ Strategic Growth Council
 - ❖ Low/No Emissions Grants
- ❖ Federal Highways Administration Grants
 - ❖ HSIP
 - ❖ TIGER
 - ❖ FASTLANE
 - ❖ Infrastructure (DEMO)

Logos for Calaveras Regional Transportation Plan and Greendot Transportation are visible in the bottom right corner.

NEXT

- ❖ Community workshop #3 (March 2017)
- ❖ Prepare draft Regional Transportation Plan (March 2017)
- ❖ Prepare environmental document (March/April 2017)
- ❖ Prepare final Regional Transportation Plan (May 2017)

Logos for Calaveras Regional Transportation Plan and Greendot Transportation are visible in the bottom right corner.

Questions/Comments?

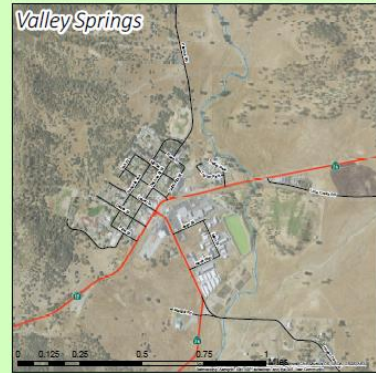
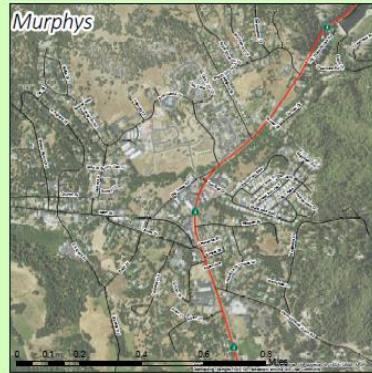
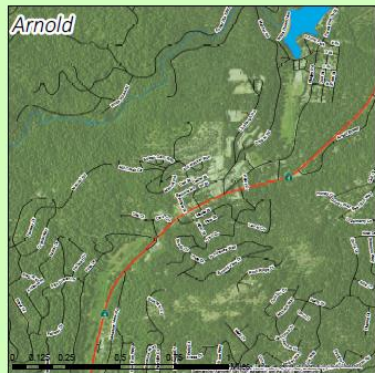
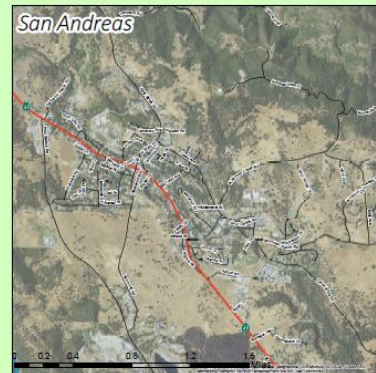
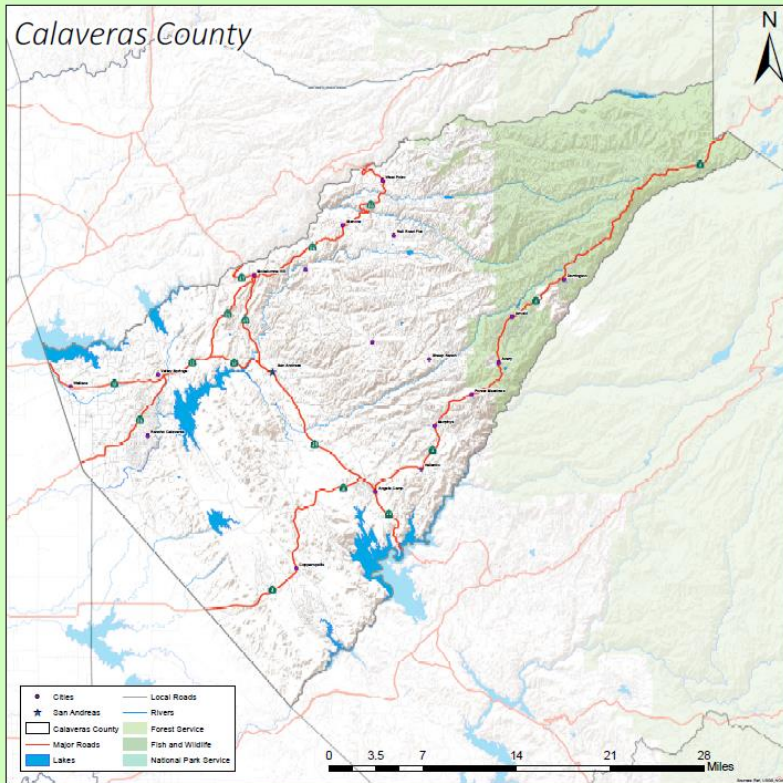
www.calaverasrtp.com

Amber Collins
209-754-2074
acollins@calacog.org

Contact Jeff Schwein
530-781-2499
jeff@greendottransportation.com

Logos for Calaveras Regional Transportation Plan and Greendot Transportation are visible in the bottom right corner.

TRANSPORTATION IDEA BOARD



Calaveras Regional Transportation Plan Survey

Thank you for taking the time to complete this survey about transportation in Calaveras County!

1. Which general area do you live or travel FROM most often?

- Angels Camp
- Arnold
- Calaveritas
- Copperopolis
- Dorrington/ Camp Connell
- Forest Meadows
- Mokelumne Hill
- Murphys
- Rancho Calaveras
- San Andreas
- Vallecito
- Valley Springs
- Wallace
- West Point
- I live in some other place in Calaveras County (please specify below)
- I don't live in Calaveras County (please specify other)

Other (please specify)

2. Please tell us if you live in Calaveras County full-time part time or live outside the County

- I live full time in Calaveras County
- I live part time in Calaveras County
- I don't live in Calaveras County, but I work here
- I don't live in Calaveras County but visit for other reasons

Other (please specify)

3. How long have you lived in Calaveras County?

- 5 years or less
- 6-10 years
- 11-20 years
- 21-30
- 30 or more years
- I don't live in Calaveras County

4. How many people live in your household?

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10+

5. What is your age group?

- Under 18
- 18-29
- 30-39
- 40-49
- 50-59
- 60-64
- 65-74
- 75+

6. How often do you drive a vehicle on average?

- 7 days a week
- 5-6 days a week
- 3-4 days a week
- 1-2 days a week
- a few times a month
- a few times a year
- I do not drive

7. How often do you take public transit in Calaveras County on average?

- 5 days a week
- 3-4 days a week
- 1-2 days a week
- a few times a month
- a few times a year
- I do not take public transit in Calaveras County

8. How often do you ride a bicycle on average? (This includes recreation rides and utilitarian trips.)

- 7 days a week
- 5-6 days a week
- 3-4 days a week
- 1-2 days a week
- a few times a month
- once a month
- a few times a year
- I do not ride a bicycle

9. How often do you walk on average? (This includes recreational walking or utilitarian trips.)

- 7 days a week
- 5-6 days a week
- 3-4 days a week
- 1-2 days a week
- a few times a month
- once a month
- a few times a year
- I do not go for walks

10. How far do you commute to work or school or other destinations you travel to most frequently?

- less than one mile
- 1-2 miles
- 2-5 miles
- 6-15 miles
- 16-30
- 30-50
- 50-100+
- 100+

11. If you have school-aged children, how far do they commute to school?

- I do not have school aged children living in my household
- less than one mile
- 1-2 miles
- 2-5 miles
- 6-15 miles
- 16-30
- 30-50
- 50-100+
- 100+

12. Which general area do you work or travel TO most often?

- Angels Camp
- Arnold
- Calaveritas
- Copperopolis
- Dorrington/ Camp Connell
- Forest Meadows
- Mokelumne Hill
- Murphys
- Rancho Calaveras
- San Andreas
- Vallecito
- Valley Springs
- Wallace
- West Point

Other (please specify)

13. How often do you leave Calaveras County?

- Most days
- A few times a week
- A few times a month
- Once a month
- A few times a year
- I rarely or never leave the county

Other (please specify)

14. Why do you leave Calaveras County? Check all that apply.

- Shopping
- Work
- Education
- Health Services
- Social/Recreational
- Other (please specify)

15. What are your top out-of county destinations? Check all that apply.

- Jackson
- Sacramento Region
- San Fransisco/ Bay Area
- Sonora
- Stockon Area
- I don't leave the County often
- Other (please specify one or more locations)

16. What concerns do you have with the transportation network in Calaveras County? (check all that apply)

- Potholes/Road Condition
- Lack of Transit Service
- Lack of Access to Areas Outside of Calaveras County
- Reckless/Inattentive Driving
- Speeding
- Lack of Warning Signs, Guardrails, Etc.
- Lack of Bicycle and Pedestrian Facilities
- Other (please specify one or more additional general concerns)

17. Would you like to see more...

- Bike Lanes
- Bike Paths
- Bike Racks
- Crosswalks
- Passing Lanes
- Pedestrian Paths
- More Walking and Biking Connections
- Sidewalks & Curb Ramps
- Transit Stops
- Transit Service
- Wide Shoulders

Other (please specify)

18. What areas need more bicycle and pedestrian facilities?

Bicycle

Pedestrian

Other

19. What areas need better transit service or facilities?

Service

Shelters

Other

20. Please rank the following transportation needs in order of priority (1 is your highest priority and 5 is least)

<input type="text"/>	Invest in road maintenance
<input type="text"/>	Invest in transit options
<input type="text"/>	Invest in walking and bicycle options
<input type="text"/>	Improve roadway safety
<input type="text"/>	Decrease traffic congestion
<input type="text"/>	Improve traffic flow by allowing more traffic on roadway

21. Here is a list of issues facing your community. Please tell us whether you consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem or a not too serious problem for people who live in Calaveras County.

	Not Too Serious of a Problem	Somewhat of a Serious Problem	Serious Problem	Very Serious Problem	Extremely Serious Problem	Don't Know/ No Opinion
The economy and jobs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The cost of housing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deteriorating local streets and roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Too much growth and development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The amount you pay in local taxes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The cost of transportation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Narrow or deteriorating bridges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of sufficient emergency evacuation routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of affordable transportation to areas outside the county	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Potholes on local streets and roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Unsafe conditions for pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of safe facilities for bicyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Not enough public transit options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

22. Here are some statements about your local community. Please tell us if you agree or disagree.

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	N/A
Improving infrastructure like streets and roads helps to create jobs and make the economy stronger	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If buses were faster or came more regularly, I would be more likely to use them rather than a car to get around	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I generally feel safe walking or riding my bike in Calaveras County	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The County should focus on maintaining existing roads, trails and sidewalks before building any new ones.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The County should expand its existing network of walking and biking trails.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Funding for local streets and roads comes mostly from federal and state government.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Calaveras County needs a stable source of local funding for transportation projects	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

23. Here is a list of specific projects, recognizing that there is not enough funding for all such projects, please tell us how important it is to you that each project be undertaken. Would you say it is extremely important, very important, somewhat important, or not important?

	Extremely Important	Very Important	Somewhat Important	Not Important	Do Not Know/ No Opinion
Operational & circulation improvements to local streets and roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fixing potholes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving bus stops and bus shelters	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Repairing deteriorating bridges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Extremely Important	Very Important	Somewhat Important	Not Important	Do Not Know/ No Opinion
Reducing local traffic congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
County should make efforts to be more competitive for transportation funding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Repairing and maintaining storm drains along local streets and roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintaining local streets and roads to reduce the need for future repairs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Widening narrow bridges to allow space for bicycles and pedestrians	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Building sidewalks and trails to improve pedestrian safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Repaving local streets and roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing the frequency of local bus service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanding regional public transit options	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Constructing bike lanes and bike paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Maintaining and expanding Airport facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanding the County's regional trails network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

24.

Describe one project proposal here.

For example, any needed improvement to the roadways, intersections, public transit services, sidewalks, bike paths or any other aspect of the transportation network in Calaveras County.

A large, empty rectangular box with a thin black border, intended for the user to describe a project proposal. It occupies the left side of the page below the introductory text.

25. The project just described would achieve the following (check all that apply)

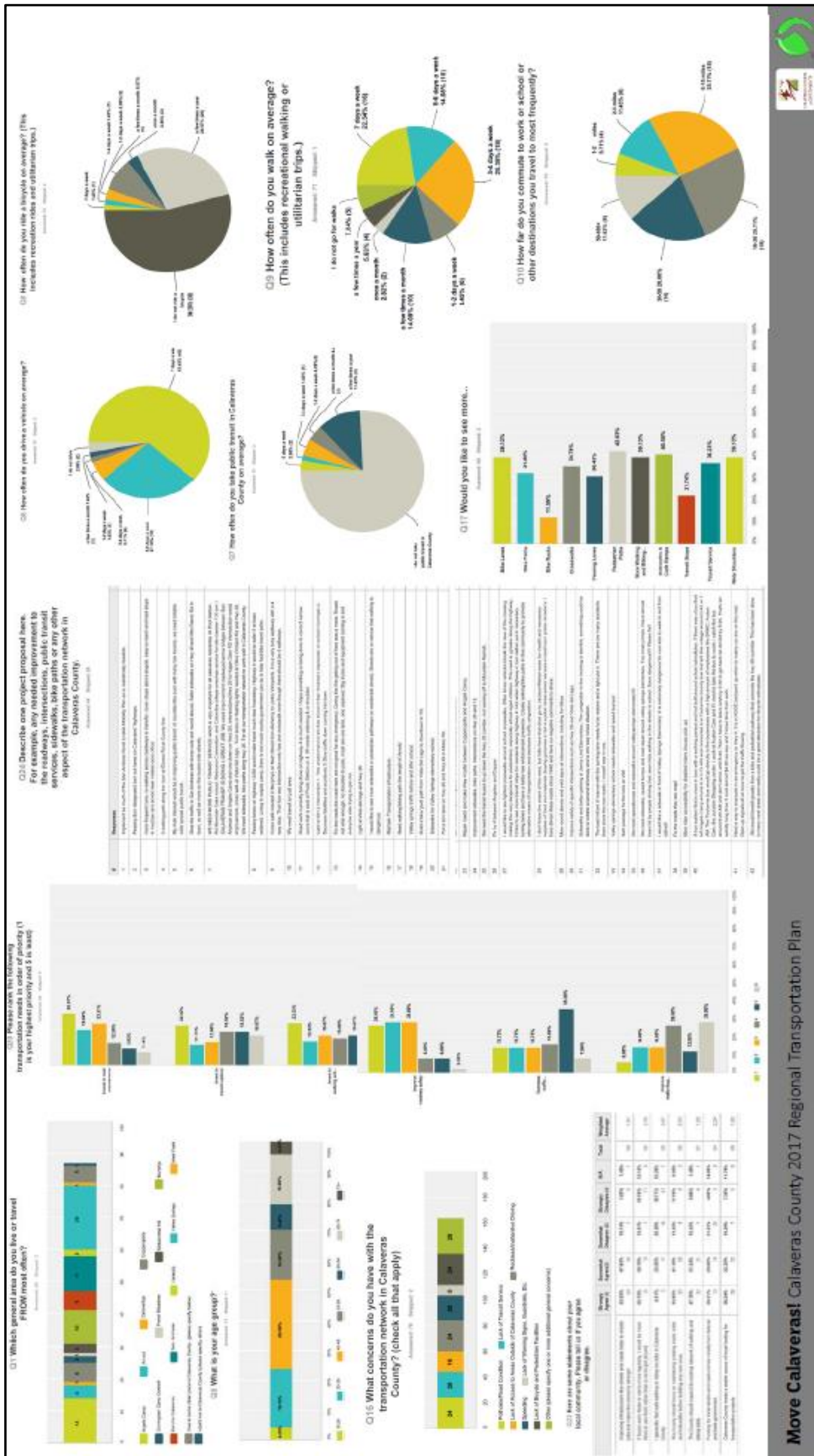
- Increases Vehicular Safety
- Increases Vulnerable Road Users Safety (people walking and biking)
- Decreases Congestion
- Encourages other modes of transportation
- Improves Traffic Flow
- Increase the Livability of Quality of Life of Calaveras County
- Increase Accessibility
- Increase Connectivity
- Promote Equity of Access to the Transportation System for all Residents
- Promotes Sustainability
- Enhances Community Character
- Promotes Desirability of the Region
- Enhances Local Circulation off Main Arterials
- Provides affordable Transportation Options

Other (please specify)

26. Do you have any other concerns with the transportation network in Calaveras County?

- Yes
- No

Explain?



Appendix C

Species of Greatest Conservation Need, Key Pressures, and Recommended Conservation Strategies

Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets ¹																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada			Sacramento HUC 1802	Central Lahontan HUC 1605		San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803			
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Invertebrates																		
California floater mussel	<i>Anodonta californiensis</i>														X	X		
Western pearlshell mussel	<i>Margaritifera falcata</i>														X	X	X	X
Valley elderberry longhorn beetle*	<i>Desmocerus californicus dimorphus</i>	X																
Fishes																		
Pacific lamprey*	<i>Entosphenus tridentatus</i>																X	
Goose Lake lamprey*	<i>Entosphenus tridentatus</i> ssp. ¹																	
Pit-Klamath brook lamprey	<i>Lampetra lethophaga</i>																	
Green sturgeon*	<i>Acipenser medirostris</i>																X	
Lahontan cutthroat trout*	<i>Oncorhynchus clarkii henshawi</i>														X	X	X	
Paiute cutthroat trout*	<i>Oncorhynchus clarkii seleniris</i>														X		X	
Rainbow trout	<i>Oncorhynchus mykiss</i>												X				X	
California golden trout*	<i>Oncorhynchus mykiss aguabonita</i>																	X
Kern River rainbow trout*	<i>Oncorhynchus mykiss gilberti</i>																	X
Goose Lake redband trout*	<i>Oncorhynchus mykiss</i> ssp. ¹																	
Little Kern golden trout*	<i>Oncorhynchus mykiss whitei</i>																	X
Mountain whitefish	<i>Prosopium williamsoni</i>													X	X			
Hitch	<i>Lavinia exilicauda chi</i>																X	
Clear Lake hitch	<i>Lavinia exilicauda chi</i>												X					
California roach	<i>Lavinia symmetricus</i>												X				X	
Pit roach*	<i>Lavinia symmetricus mitrulus</i>																	
Hardhead*	<i>Mylopharodon conocephalus</i>																X	X
Sacramento blackfish	<i>Orthodon microlepidotus</i>												X				X	
Sacramento pickeminnow	<i>Ptychocheilus grandis</i>												X				X	
Lahontan redbside	<i>Richardsonius egregius</i>													X	X			
Speckled dace	<i>Rhinichthys osculus</i>													X	X			
Lahontan Lake tui chub*	<i>Siphateles bicolor pectiniifer</i>													X				
Lahontan Creek tui chub	<i>Siphateles bicolor obesa</i>													X	X			
Goose Lake tui chub*	<i>Siphateles bicolor thalassina</i>																	
Sacramento sucker	<i>Catostomus occidentalis lacusanserinus</i>												X				X	X
Goose Lake sucker*	<i>Catostomus occidentalis lacusanserinus</i>																	
Mountain sucker*	<i>Catostomus platyrhynchus</i>													X	X			
Tahoe sucker	<i>Catostomus tahoensis</i>													X	X			
Unarmored threespine	<i>Gasterosteus aculeatus</i>												X					

Table 5.4-3 Focal Species of Conservation Strategies Developed for Conservation Targets – Central Valley and Sierra Nevada Province

Common Name	Scientific Name	Conservation Units and Targets ¹																
		Great Valley		Sierra Nevada Foothills				Sierra Nevada			Sacramento HUC 1802	Central Lahontan HUC 1605	San Joaquin HUC 1804	Tulare-Buena Vista HUC 1803				
		American Southwest Riparian Forest and Woodland	Freshwater Marsh	Chaparral	California Foothill and Coastal Rock Outcrop Vegetation	California Foothill and Valley Forests and Woodlands	Desert Transition Chaparral	Montane Chaparral	North Coastal Mixed Evergreen and Montane Conifer Forests	Alpine Vegetation	Pacific Northwest Subalpine Forest	Wet Mountain Meadow	Western Upland Grasslands	Clear Lake Native Fish Assemblage	Carson River Native Fish Assemblage	Walker River Native Fish Assemblage	San Joaquin Native Aquatic Species	Upper Kern River Native Fish Assemblage
Fresno kangaroo rat*	<i>Dipodomys nitratoides exilis</i>			X	X		X	X										
San Joaquin pocket mouse*	<i>Perognathus inornatus inornatus</i>	X		X	X	X	X											
Dusky-footed woodrat	<i>Neotoma fuscipes</i>			X	X		X	X	X			X	X					
Riparian (=San Joaquin Valley) woodrat*	<i>Neotoma fuscipes riparia</i>	X																
Large-eared woodrat	<i>Neotoma macrotis</i>			X	X		X	X										
Deer mouse	<i>Peromyscus spp.</i>	X		X	X		X	X	X									
Porcupine*	<i>Erethizon dorsatum</i>					X			X	X								
Gray wolf*	<i>Canis lupus</i>								X									
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>									X								
Ringtail*	<i>Bassariscus astutus</i>	X		X	X	X	X	X				X	X					
California wolverine*	<i>Gulo gulo</i>								X	X	X							
Northern river otter	<i>Lontra canadensis</i>	X	X			X												
Pacific marten*	<i>Martes caurina [=americana]</i>								X	X	X							
Fisher - West Coast DPS*	<i>Pekania [=Martes pennanti]</i>								X	X	X							
American badger*	<i>Taxidea taxus</i>	X		X	X	X	X	X	X			X	X					
Western spotted skunk	<i>Spilogale gracilis</i>	X		X	X	X	X	X										
Tule elk*	<i>Cervus elaphus nannodes</i>	X																
Sierra Nevada bighorn sheep	<i>Ovis canadensis sierrae</i>								X	X								

¹ A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.

Conservation Strategy 1 (Land Acquisition/Easement/Lease): Acquire property and/or easements, including protection of land or water real property or rights through conservation easement.

Objective(s):

- Increase the acreage of valley riparian habitat protected through fee title or conservation easement.
- Protect high quality valley riparian habitat through fee title or conservation easement.

Targeted pressure(s): Annual and perennial non-timber crops; housing and urban areas; invasive plants/animals; livestock, farming, and ranching.

Conservation Strategy 2 (Land Acquisition/Easement/Lease): Acquire water rights focused on improving in-stream flow for fish and riparian habitat.

Objective(s):

- Water rights are acquired by CDFW to improve in-stream flow for fish and riparian habitat.

Targeted pressure(s): Dams and water management/use.

Conservation action(s):

- Identify priorities for acquisition.
- Coordinate with refuge water working groups.
- Advocate for "water for wildlife."
- Review existing in stream flow requirements.

Conservation Strategy 3 (Data Collection and Analysis): Conduct research focused on informing the development of new or updating of existing best management practices (BMPs) for invasive species, grazing, and water flow.

Objective(s):

- Collect and analyze adequate data to inform the development of new or updating existing invasive species BMPs.
- Collect and analyze adequate data to inform the development of new or updating of existing grazing BMPs.
- Collect and analyze adequate data to inform the development of new or updating of existing water flow BMPs.

Targeted pressure(s): Livestock, farming, and ranching; invasive plants/animals; dams and water management/use.

Conservation action(s):

- Identify study questions.
- Develop study design.

- ▲ Coordinate with experts.
- ▲ Conduct literature review.

Conservation Strategy 4 (Outreach and Education): Provide education and outreach for the conservation of natural resources.

Objective(s):

- ▲ Private landowners have increased knowledge in the identification and management of invasive species compared to 2015 levels.
- ▲ Public awareness and knowledge of the values of riparian habitats is increased from 2015 levels.
- ▲ The public is participating in monitoring invasive species and rapid response.
- ▲ The public has increased knowledge of grazing BMPs.
- ▲ The public has increased knowledge of wildlife-friendly land use policy compared to 2015 levels.

Targeted pressure(s): Livestock, farming, and ranching; invasive plants/animals; annual and perennial non-timber crops.

Conservation Strategy 5 (Law and Policy): Improve effective law enforcement focused on: complying with water rights and Section 1600 agreements, eliminating illegal water diversions, and increasing Law Enforcement Division (LED) staffing levels.

Objective(s):

- ▲ There is 100 percent compliance with water rights.
- ▲ There is 100 percent compliance with Section 1600 agreements.
- ▲ Illegal water diversions are reduced by 100 percent.
- ▲ LED staffing levels are increased by 50 percent.

Targeted pressure(s): Recreational activities; dams and water management/use.

Conservation action(s):

- ▲ Include BMPs as enforceable condition of Lake and Streambed Alteration Agreements.
- ▲ Include BMPs as enforceable condition of water right permit/license.
- ▲ Coordinate with LED.
- ▲ Advocate for opportunities to improve prosecutions of environmental laws and illegal diversions.
- ▲ Identify partners to improve enforcement capabilities.
- ▲ Evaluate and increase LED staffing levels.

Conservation Strategy 6 (Direct Management): Manage invasive species.

Objective(s):

- ▲ Develop and implement BMPs to control or eradicate invasive species.

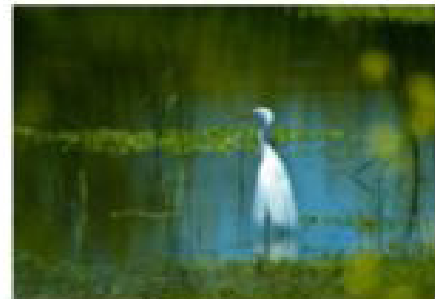
Conservation action(s):

- Conduct assessment of the distribution and type of invasive species.
- Coordinate with National Resources Conservation Service (NRCS) and other agencies.
- Identify existing invasive species management plans and ongoing activities.
- Support existing efforts or develop and implement invasive species control management plan.
- Treat invasive species for removal.

Conservation Strategy 7 (Direct Management): Manage water flows.

Objective(s):

- Allow more flows to support riparian habitat.
- Restore critical flow dynamics to benefit riparian ecosystem functions, and incorporate climate considerations into water flow management practices.



Bob Sahara, CDFW

Targeted pressure(s): Dams and water management/use.

Conservation action(s):

- Coordinate with State and Federal Water Projects, counties and local water districts.
- Coordinate with Floodsafe and local flood agencies.
- Identify and prioritize critical streams to restore flow dynamics.
- Assess opportunities for dam removal on smaller streams.
- Identify or create working groups focused on flow and ecological function.
- Identify and review existing local groundwater policies to inform future policy recommendations.
- Encourage setback levees to restore hydrological and geomorphic function.

Conservation Strategy 8 (Management Planning): Develop and implement Habitat Conservation Plans (HCPs) (Central Valley Flood Protection Plan, South Sacramento HCP, San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, Bay Delta Conservation Plan [BDCP], Yolo, Solano, Butte, and Yuba-Sutter HCPs).

Objective(s):

- Riparian habitats are included and conservation measures proposed in the development of valley floor HCPs.
- The FERC re-license process is streamlined to better incorporate riparian conservation actions.
- Projects identified in the HCPs/NCCPs are compatible with ecosystem conservation requirements.
- Climate change adaptation strategies are incorporated into the conservation planning documents and activities by local, state and federal agencies.
- Invasive species are eradicated or controlled in riparian habitat areas.
- Riparian habitat is addressed and conservation measures are included in the Bay Delta Conservation Plan.

Targeted pressure(s): Housing and urban areas; utility and service lines; roads and railroads; recreational activities.

Conservation Strategy 9 (Management Planning): Provide input on local planning. Lead or participate in land use planning for rural, urban, or agricultural lands (e.g., provide input on local land use plans; develop county-wide zoning plans; participate in workgroup regarding low impact development siting).

Objective(s):

- Staff from local-governments are informed and knowledgeable about important wildlife habitats (riparian).
- Local policies are in place that protect important wildlife (riparian) habitats.

Targeted pressure(s): Housing and urban areas; utility and service lines; roads and railroads; recreational activities; annual and perennial non-timber crops; invasive plants/animals.

Appendix D

Project Lists

Appendix D.1

Illustrative Roadway Capital Projects

Table 4.1b

Calaveras County Illustrative Projects

Project Number	Lead Agency	Funding Source	Project Type?	Bridge, Transit)	Road, Bike/Ped,	Location	Description	Cost	Construction Year
CO-R001	County	HPP, P.U.H. RP, FLAP		Road/Capital		SR 4 Wagon Trail-Phase 3-4	Realignment	\$ 17,525,183	2025
CO-R004	County	RSTP		Road/Capital		Obyrnes Ferry Road	Left Turn Pocket		2025*
CO-R005	County	RSTP, CMAQ		Road/Capital		SR 45/Mountain Ranch Rd.	Intersection Improvements		2025*
CO-R006	County	RIM		Road		Railroad Flat Road			2025*
CO-R007	County	RIM		Road		Ridge Road			2025*
CO-R008	County	RIM		Road		Sheep Ranch Rd (1)		\$ 12,341,000	2025*
CO-R009	County	RIM		Road		Sheep Ranch Rd (2)		\$ 27,324,000	2025*
CO-R010	County	RIM		Road		Scott's Junction	Intersection Improvements		2025*
CO-R011	County	RIM		Road		Gilliam Road	Stabilization		2025*
CO-R012	County	TBD		Road		Jesus Maria Rd	Reconstruct road SR 26 to Railroad Flat Rd. (12.9 miles)		2025*
CO-R013	County	TBD		Road		Alvise Serrano	Reconstruct 260 sq. ft. public restroom facilities and 3,000 sq. ft. of landscaping		2025*
CO-R014	County	TBD		Road		Avery Sheep Ranch Rd	Mitigate impacts of future growth; LOS, emergency response, collisions, air quality, economic development, quality of life		2025*
CO-R015	County	TBD		Road		Avery Sheep Ranch Rd	The proposed road re-aligning, design, and construction (improvement) is required to mitigate impacts of future growth. The goal is to maintain adequate LOS, facilitate emergency response, reduce collisions, improve air quality, foster economic development, and enhance quality of life for residents.		2025*
CO-R016	County	TBD		Road		Bald Mountain Rd	Upgrade to 24 ft. section (1.5 miles)		2025*
CO-R017	County	TBD		Road		Blue Mountain Rd	Mitigate impacts of future growth; LOS, emergency response, collisions, air quality, economic development, quality of life		2025*
CO-R018	County	TBD		Road		Burson Rd	Local Road 12/26 Bypass-Valley Springs		2025*
CO-R019	County	TBD		Road		12/26 Bypass-Valley Springs	Upgrade to 24 ft. section		2025*
CO-R020	County	TBD		Road		Copper Cove Dr	Upgrade to 24 ft. section (1.1 miles)		2025*
CO-R021	County	TBD		Road		Dogtown Rd	Upgrade to minimum road standards Lakeside Dr to San Domingo Cr Bridge		2025*
CO-R022	County	TBD		Road		Dogtown Rd	Upgrade to 24 ft. section (1.0 mile)		2025*
CO-R023	County	TBD		Road		Doster Rd.	Upgrade to 24 ft. section (2.39 miles)		2025*
CO-R024	County	TBD		Road		East Murray Creek	Construct Cosgrove Creek Bike Path	\$ 1,803,000	2025*
CO-R025	County	TBD		Road		French Gulch Rd	Upgrade to 24 ft. section (0.53 miles)		2025*
CO-R026	County	TBD		Road		Hunt Rd	Sealing (paving) of unpaved road	\$ 396,000	2025*
CO-R027	County	TBD		Road		Jenny Lind Rd	Mitigate impacts of future growth; LOS, emergency response, collisions, air quality, economic development, quality of life		2025*
CO-R028	County	TBD		Road		Little John Rd./Needs Turnpike	Construct traffic signal and add EBL (Total = EBL and EBL/7R), NB/7L, NBR (Remove NB/7/R)		2025*
CO-R029	County	TBD		Road		Main St./Needs Turnpike	Limit parking on Main Street to improve sight dist		2025*
CO-R030	County	TBD		Road		Mary Isambard Field	Add North Bound Lane (NBL)		2025*
CO-R031	County	TBD		Road		Merton Rd	Remodel administration building to comply with ADA requirements		2025*
CO-R032	County	TBD		Road		Murphy	Mitigate impacts of future growth; LOS, emergency response, collisions, air quality, economic development, quality of life		2025*
CO-R033	County	TBD		Road		Murphy	Mitigate impacts of future growth; LOS, emergency response, collisions, air quality, economic development, quality of life		2025*
CO-R034	County	TBD		Road		Murphy	Old Highway Schoolhouse restoration/Preservation		2025*
CO-R035	County	TBD		Road		Murphy	Tom Ball to Michelson Elementary		2025*
CO-R036	County	TBD		Road		North South Connector/SR 4	Construct traffic signal		2025*
CO-R037	County	TBD		Road		O'Byrnes Ferry Rd	Upgrade to Major Collector status		2025*
CO-R038	County	TBD		Road		O'Byrnes Ferry Rd./Commons Estate Dr	Construct NBL and SBR		2025*
CO-R039	County	TBD		Road		O'Byrnes Ferry Rd./Copper Cove Dr.	Construct traffic signal		2025*
CO-R040	County	TBD		Road		O'Byrnes Ferry Rd./Copper Cove Dr.	Construct SBL, NBR, and SBR		2025*
CO-R041	County	TBD		Road		O'Byrnes Ferry Rd./Copper Meadows Rd	Construct NBL and SBR		2025*
CO-R042	County	TBD		Road		O'Byrnes Ferry Rd./Duchess Dr.	Construct NBL and SBR		2025*
CO-R043	County	TBD		Road		O'Byrnes Ferry Rd./Joker Flat Rd.	Upgrade to Major Collector		2025*
CO-R044	County	TBD		Road		O'Byrnes Ferry Road in Calaveras			2025*
CO-R045	County	TBD		Road		Capital Rd	Upgrade to 24 ft. section full length		2025*
CO-R046	County	TBD		Road					2025*

Calaveras County Illustrative Projects (Cont.)									
Project Number	Lead Agency	Funding Source	Project Type?	Location	Description	Cost	Construction Year		
				(Road, Bike/Ped, Bridge, Transit)					
CO-R037	County	TBD	Road	Paloma Rd	Mitigate impacts of future growth; LOS, emergency response, collisions, air quality, economic development, quality of life		2025+		
CO-R038	County	TBD	Road	Pennsylvania Gulch Rd	Upgrade to 24 ft. section (4.3 miles)		2025+		
CO-R039	County	TBD	Road	Railroad Flat Rd	Mitigate impacts of future growth; LOS, emergency response, collisions, air quality, economic development, quality of life		2025+		
CO-R040	County	TBD	Road	Rock Creek Rd	Mitigate impacts of future growth; LOS, emergency response, collisions, air quality, economic development, quality of life		2025+		
CO-R041	County	TBD	Road	Rock Creek Rd	Construct EB Ramp		2025+		
CO-R042	County	TBD	Road	Rock Creek Rd /Main Street/SR 4	San Andreas to Angel Camp		2025+		
CO-R043	County	TBD	Road	San Andreas - SR 49 (9.3 miles)	Upgrade to 24 ft. section		2025+		
CO-R044	County	TBD	Road	Silver Rapids Rd	Upgrade to 24 ft. section (1.0 mile)		2025+		
CO-R045	County	TBD	Road	Six Mile Rd.	Route Adoption Study		2025+		
CO-R046	County	TBD	Road	SR 12 Widening	Two-way left-turn pocket		2025+		
CO-R047	County	TBD	Road	SR 12/26 Bypass	Murphy's Grade Rd. to Biglen Rd.		2025+		
CO-R048	County	TBD	Road	SR 26@Olive Orchard Rd./Garner place	New signal includes bridge construction		2025+		
CO-R049	County	TBD	Road	SR 4 (12.1 miles)	Mitigate impacts of future growth; LOS, emergency response, collisions, air quality, economic development, quality of life		2025+		
CO-R050	County	TBD	Road	SR 4 (W) Angel Oaks Dr.	Widen to 4 Lanes		2025+		
CO-R051	County	TBD	Road	SR 4 Passing Lanes	Construct traffic signal		2025+		
CO-R052	County	TBD	Road	SR 4 through Study Area	Upgrade to 24 ft. section (1.0 mile)		2025+		
CO-R053	County	TBD	Road	SR 4/rock Creek Rd./Main Street	Intermodal Transit Facility		2025+		
CO-R054	County	TBD	Road	Swiss Ranch Rd.	Upgrade to 24 ft. section		2025+		
CO-R055	County	TBD	Road	TBD	Class 1 South Petersburg Rd. to Silver Springs Rapid Rd		2025+		
CO-R056	County	TBD	Road	Valley Springs - Cosgrove SR 26 Spur (1.4 miles)	Upgrade to 24 ft. section		2025+		
CO-R057	County	TBD	Road	Vista del Lago	Upgrade to 24 ft. section (4.9 mile)		2025+		
CO-R058	County	TBD	Road	Whiskey Slide Rd.	Meadowcroft Gateway Project, preferred treatment includes construction of roundabout	\$ 243,750	2025+		
CO-R059	County	TBD, BVV Impact Fee	Road	Arnold, SR 4 and Fir Drive	Eastern Gateway traffic calming project, includes raised intersection	\$ 243,750	2025+		
CO-R060	County	TBD, BVV Impact Fee	Road	Arnold, eastern portion, SR 4 and Arnold Byway	Intersection improvements	\$ 1,650,388	2025+		
CO-R061	County	TBD, BVV Impact Fee	Road	Arnold, SR 4/Biglen Rd./Dunbar Rd./Henry St.	Meadowcroft Gateway Project, includes constructing raised roadway medians, sidewalks, striped crosswalks, and curb enhancements	\$ 1,478,658	2025+		
CO-R062	County	TBD, BVV Impact Fee	Road/Bike/Ped	Arnold, SR 4 between Fir Drive and Country Club Drive	SR 4 Sidewalk Implementation Project, includes constructing sidewalks along the eastbound travel lane of SR 4	\$ 73,125	2025+		
CO-R063	County	TBD, BVV Impact Fee	Pedestrian	Arnold, SR 4 between Country Club Drive and Sierra Pine Way	SR 4 Infrastructure Improvements Project, includes various roadway infrastructure improvements such as raised medians, sidewalks, and striped crosswalks.	\$ 2,883,075	2025+		
CO-R064	County	TBD, BVV Impact Fee	Road/Bike/Ped	Arnold, SR 4 between Applewood Center and the eastern intersection of SR 4/Meadowview Rd.	SR 4 Infrastructure Improvements Project, includes raised medians, curb extensions, sidewalks, and striped crosswalks.	\$ 2,688,482	2025+		
CO-R065	County	TBD, BVV Impact Fee	Road/Bike/Ped	Arnold, SR 4 between Meadowview Rd. and Manual Road	SR 4 Infrastructure Improvement Project, includes striped crosswalks, sidewalks, raised medians, and curb extensions	\$ 2,362,880	2025+		
CO-R066	County	TBD, BVV Impact Fee	Road/Bike/Ped	Arnold, SR 4 between Pine Drive and Lila Drive	SR 4 Infrastructure Improvements Project, includes striped crosswalks, sidewalks, raised medians, and curb extensions	\$ 1,374,750	2025+		
CO-R067	County	TBD, BVV Impact Fee	Road/Bike/Ped	Arnold, SR 4 between Manual Rd. and Henry St.	Widen and restripes, SR 4 to provide a three lane cross-section, providing for a two-way left hand turn lane	\$ 845,000	2025+		
CO-R068	County	TBD, BVV Impact Fee	Road	Murphys, SR 4 between Pennsylvania Gulch Rd. and Apple Blossom Dr.	Intersection improvement and realignment of Angelle Road	\$ 3,000,000	2025		
CO-R069	County	TBD	Road	San Andreas, SR 49/Airport Road	Intersection improvements	\$ 2,500,000	2025		
CO-R070	County	TBD	Road	San Andreas, SR 49/Pool Station Road	Intersection improvements	\$ 750,000	2025		
CO-R071	County	TBD	Road	San Andreas, SR 49/Court St/Adams Ave.	Intersection improvements	\$ 750,000	2025		
CO-R072	County	TBD	Road	San Andreas, SR 49/High School Street	Intersection improvements	\$ 750,000	2025		
CO-R073	County	TBD	Road	San Andreas, SR 49/Treat Ave.	Intersection improvements	\$ 750,000	2025		
CO-R074	County	TBD	Road	San Andreas, Adams Ave. & Church Hill	Circulation improvements	\$ 45,000,000	2025		
CO-R075	County	TBD	Road	San Andreas, Adams Ave. & Church Hill	Bridge Replacement	\$ 130,356,940	2025		
CO-R076	County	TBD	Bridge	Odynes Ferry Road (move to unconstrained list)					
Total						\$	2025		

City of Angels Illustrative Projects

Project Number	Lead Agency	Funding Source	Project Type?	Bridge, Transit	(Road, Bike/Ped,	Location	Description	Cost	Construction Year
A-R003	City of Angels	Local	Road-Capital	Road-Capital	Citywide	Dogtown Rd (Phase 1)	Install traffic signals at major intersections	\$ 1,504,110	by 2025
A-R006	City of Angels	Local	Road-Capital	Road-Capital	Finnegan Lane	Finnegan Lane	Realign (preliminary Engineering)	\$ 667,890	by 2025
A-R007	City of Angels	HSP/Local	Road-Capital	Road-Capital	Bennet St	Bennet St	Construct 60 ft of retaining wall	\$ 180,276	by 2025
A-R008	City of Angels	TBD	Road-Capital	Road-Capital	Kurt Dr	Kurt Dr	Extend Bennett St. through to the North as development requires	\$ 1,096,860	by 2025
A-R009	City of Angels	HSP/Local	Road-Capital	Road-Capital	Finnegan Lane	Finnegan Lane	Realign intersection, relocate Post Office	\$ 4,123,500	by 2025
A-R010	City of Angels	HSP/Local	Road-Capital	Road-Capital	Foundry Lane	Foundry Lane	Construct new 2-lane roadway from Purdy Rd. to Angels Oaks Dr.	\$ 1,863,000	by 2025
A-R011	City of Angels	TBD	Road-Capital	Road-Capital	Purdy Rd	Purdy Rd	Construct new 2-lane roadway connecting Greenhorn Rd. to Gold Cliff Rd.	\$ 1,916,880	by 2025
A-R012	City of Angels	TBD	Road-Capital	Road-Capital	Gold Cliff Rd	Gold Cliff Rd	Construct new 2-lane roadway connecting Greenhorn Rd. to Tublime Ave.	\$ 1,916,880	by 2025
A-R013	City of Angels	TBD	Road-Capital	Road-Capital	Sierra Ave	Sierra Ave	Construct new 2-lane roadway connecting Greenhorn Rd. to Gold Cliff Rd.	\$ 1,916,880	by 2025
A-R014	City of Angels	TBD	Road-Capital	Road-Capital	SR 49@Capello Drive	SR 49@Capello Drive	Construct new 2-lane roadway connecting Greenhorn Rd. to Gold Cliff Rd.	\$ 1,916,880	by 2025
A-R015	City of Angels	TBD	Road-Capital	Road-Capital	Kurt Dr./Murphy's Grade Rd.	Kurt Dr./Murphy's Grade Rd.	Construct new 2-lane roadway connecting Greenhorn Rd. to Gold Cliff Rd.	\$ 1,916,880	by 2025
A-R016	City of Angels	TBD	Road-Capital	Road-Capital	Sonora St	Sonora St	Construct new 2-lane roadway connecting Greenhorn Rd. to Gold Cliff Rd.	\$ 1,916,880	by 2025
A-R017	City of Angels	HSP/Local	Road-Capital	Road-Capital	SR 49/Bret Harte Rd.	SR 49/Bret Harte Rd.	Construct new 2-lane roadway connecting Greenhorn Rd. to Gold Cliff Rd.	\$ 1,916,880	by 2025
A-R018	City of Angels	TBD	Road-Capital	Road-Capital	SR 4 Bypass @ SR 4	SR 4 Bypass @ SR 4	Construct new 2-lane roadway connecting Greenhorn Rd. to Gold Cliff Rd.	\$ 1,916,880	by 2025
A-R019	City of Angels	RIP/Local	Road-Capital	Road-Capital	Finnegan Lane	Finnegan Lane	Construct 2.275 ft. of retaining wall and install 300 feet of guardrail from Marina St to 300' north	\$ 759,114	by 2025
A-R020	City of Angels	TBD	Road-Capital	Road-Capital	SR 49/Dogtown Road/Frog Jump Plaza/Street A	SR 49/Dogtown Road/Frog Jump Plaza/Street A	Improve intersection with grade separation instead of "T"	\$ 420,000	by 2025
A-R021	City of Angels	Local	Road-Capital	Road-Capital	Stockton Rd/Demerest Rd Extension	Stockton Rd/Demerest Rd Extension	Widen roadway from Spreadboroughs south to future pump house; construct rock wall for flood control; install two-way traffic and parking control; install SR 49 from SR 4 to Street A; concept includes Michigan U-Turn on SR 49	\$ 1,188,684	by 2025
A-R022	City of Angels	Local	Road-Capital	Road-Capital	Stockton Rd/Demerest Rd Extension	Stockton Rd/Demerest Rd Extension	Construct new 2-lane roadway extension Demarest St. to Stockton Rd.; improve Stockton Rd. into a multi-modal street corridor	\$ 4,800,000	by 2025
A-R023	City of Angels	Local	Road-Capital	Road-Capital	Monte Verde Street Extension	Monte Verde Street Extension	Construct new two-lane roadway extension from Monte Verde Street to Foundry Ln	\$ 1,600,000	by 2025
A-R024	City of Angels	Local	Road-Capital	Road-Capital	Angels Oaks Drive Extension	Angels Oaks Drive Extension	Alternative 2 - Construct new intersection improvement/roundabout at Angels Oaks/SR 4, construct new two-lane multi-modal street corridor from SR 4 to SR 49	\$ 16,900,000	by 2025
A-R025	City of Angels	CMAQ, RSTP, LTF	Road-Capital	Road-Capital	Murphy's Grade Road	Murphy's Grade Road	Overlaid, sidewalks, intersection from City Limits to Demarest	\$ 955,618	by 2025
A-R026	City of Angels	TBD	Other	Other	Finnegan Lane	Finnegan Lane	Widen roadway from Spreadboroughs south to future pump house; construct rock wall for flood control; install two-way traffic and parking control; install two-way traffic and parking; construct foot bridge over creek and restore old mill	\$ 1,188,684	2025+
A-R027	City of Angels	Local	Road-Capital	Road-Capital	Foundry Lane Extension	Foundry Lane Extension	Alternative 1 - includes Roundabout/intersection improvement at 4/49, new intersection/roundabout at Foundry Lane and SR 4, new intersection improvement/roundabout at Angels Oaks Dr., construction of new two-lane multi-modal street corridor from SR 4 to SR 49	\$ 13,500,000	2025+
A-R028	City of Angels	TBD	Road-Capital	Road-Capital	SR 49/Angel Oaks Dr. Extension	SR 49/Angel Oaks Dr. Extension	New signal	\$ 2025+	2025+
A-R029	City of Angels	TBD	Road-Capital	Road-Capital	SR 49/Bret Harte Rd.	SR 49/Bret Harte Rd.	New signal	\$ 2025+	2025+
A-R030	City of Angels	TBD	Road-Capital	Road-Capital	SR 49/Capello Drive	SR 49/Capello Drive	New signal	\$ 2025+	2025+
A-R031	City of Angels	TBD	Road-Capital	Road-Capital	SR 49/Vallejo Rd.	SR 49/Vallejo Rd.	New signal includes bridge construction	\$ 2025+	2025+
A-R032	City of Angels	TBD	Road-Capital	Road-Capital	Stockton Rd	Stockton Rd	Widen Stockton Rd	\$ 2025+	2025+
Total								\$ 62,069,728	

Appendix D.2

Illustrative Roadway Maintenance Projects

**Table 4.1d
Calaveras County Roadway Maintenance Projects**

Project Number	Lead Agency	Funding Source	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year
CO-M001	County	RIM	Road-Maintenance	Murphys Grade Rd (Phase 1)	Phase 1	\$ 1,657,000	2025
CO-M002	County	RIM	Road-Maintenance	Murphys Grade Rd (Phase 2)	Phase 2	\$ 2,486,000	2025
CO-M003	County	RIM	Road-Maintenance	Pool Station Rd (Phase 1)	Phase 1	\$ 683,000	2025
CO-M004	County	RIM	Road-Maintenance	Pool Station Rd (Phase 2)	Phase 2	\$ 1,024,000	2025
CO-M005	County	RIM	Road-Maintenance	Mountain Ranch Rd (Phase 1)	Phase 1	\$ 2,583,000	2025
CO-M006	County	RIM	Road-Maintenance	Mountain Ranch Rd (Phase 2)		\$ 3,874,000	2025
CO-M007	County	RIM	Road-Maintenance	Avery Sheep Ranch Rd		\$ 10,460,760	2025
CO-M008	County	RIM	Road-Maintenance	Mountain Ranch Rd			2025
CO-M009	County	RIM	Road-Maintenance	Paloma Road			2025
CO-M010	County	RIM	Road-Maintenance	Burson Road			2025
CO-M011	County	RIM	Road-Maintenance	Jenny Lind Road		\$ 4,132,169	2025
CO-M012	County	RIM	Road-Maintenance	Milton Road			2025
CO-M013	County	RIM	Road-Maintenance	Moran Road			2025
CO-M014	County	RIM	Road-Maintenance	Murphys Grade Road			2025
CO-M015	County	RIM	Road-Maintenance	Pool Station Road			2025
CO-M016	County	RIM	Road-Maintenance	Mountain Ranch Rd		\$ 29,822,920	2025
CO-M017	County	RIM	Road-Maintenance	Paloma Road		\$ 16,619,193	2025
CO-M018	County	RIM	Road-Maintenance	Burson Road		\$ 11,925,778	2025
CO-M019	County	RIM	Road-Maintenance	Milton Road		\$ 17,211,972	2025
CO-M020	County	RIM	Road-Maintenance	Moran Road		\$ 22,054,517	2025
CO-M021	County	RIM	Road-Maintenance	Murphys Grade Road		\$ 21,276,939	2025
CO-M022	County	RIM	Road-Maintenance	Pool Station Road		\$ 26,888,830	2025
Total						\$ 172,700,078	

City of Angels Roadway Maintenance Projects

Project Number	Lead Agency	Funding Source	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year
62_001	City of Angels	N/A	Road-Maintenance	Myrtle Street	Harris St. to end of pavement	\$ 732	2017
370_001	City of Angels	N/A	Road-Maintenance	Stockton RD	Gate to Angel Oaks Dr	\$ 75,284	2017
450_010	City of Angels	N/A	Road-Maintenance	Angel Oak Dr	Stockton Rd to Live Oak Dr S	\$ 72,468	2017
450_060	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	McCauley to Begin Island	\$ 8,173	2017
450_062	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	Changed width to Smith Flat RD	\$ 11,583	2017
450_074	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	McCauley to Selkirk Ranch	\$ 5,698	2017
450_050	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	Selkirk Ranch to McCauley	\$ 43,637	2018
450_061	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	Begin Island to Change Width	\$ 21,692	2018
450_063	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	Smith Flat Rd to End Of	\$ 12,936	2018
450_070	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	Smith Flat Rd to End Island	\$ 27,687	2018
450_071	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	End Island to McCauley	\$ 19,162	2018
450_072	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	McCauley to Selkirk Ranch	\$ 44,902	2018
870_010	City of Angels	N/A	Road-Maintenance	Gardner Ln	Casey Ln to Easy St (North)	\$ 3,652	2018
450_075	City of Angels	N/A	Road-Maintenance	Greenhorn Creek Rd	Selkirk Ranch to End Island	\$ 17,000	2019
870_001	City of Angels	N/A	Road-Maintenance	Gardner Ln	Dogtown rd to Casey St	\$ 42,126	2019
35_001	City of Angels	N/A	Road-Maintenance	Park Av	Main St to Mayo Rd	\$ 11,328	2019
41_001	City of Angels	N/A	Road-Maintenance	Finnegan Ct	Finnegan Ln to End of pavement	\$ 8,064	2019
110_010	City of Angels	N/A	Road-Maintenance	Utica La	Being Old to End	\$ 20,196	2019
120_001	City of Angels	N/A	Road-Maintenance	Fairview Dr	Mark Twain Rd to Fairview Ct	\$ 25,560	2019
120_010	City of Angels	N/A	Road-Maintenance	Fairview Dr	Fairview Ct to Mark Rwain RD	\$ 17,640	2019
373_030	City of Angels	N/A	Road-Maintenance	Live Oak Dr N	Unit 1 to Angel Oaks Dr	\$ 22,464	2019
1120_001	City of Angels	N/A	Road-Maintenance	Rock Forge Loop	Selkirk Ranch to End of Pavment	\$ 9,276	2019
150_001	City of Angels	N/A	Road-Maintenance	Mark Twain Rd	Main St to Pacific Av	\$ 22,932	2020
150_010	City of Angels	N/A	Road-Maintenance	Mark Twain Rd	Pacific Av to Hillcrest St	\$ 32,364	2020
150-030	City of Angels	N/A	Road-Maintenance	Mark Twain Rd	Fairview Dr to Fairview Dr	\$ 34,133	2020
160_030	City of Angels	N/A	Road-Maintenance	Minna St	Echo St to Bush St	\$ 5,040	2020
170_001	City of Angels	N/A	Road-Maintenance	Echo St	Bush St to Minna St	\$ 4,800	2020
170_010	City of Angels	N/A	Road-Maintenance	Echo St	Mark Twain Rd to Minna St	\$ 9,312	2020
210_001	City of Angels	N/A	Road-Maintenance	Oak Pl	Fairview Dr to End	\$ 11,088	2020
220_001	City of Angels	N/A	Road-Maintenance	Oak Circle	Fairview Dr to End	\$ 6,264	2020
230-010	City of Angels	N/A	Road-Maintenance	Hillcrest St	Right"Y" to Gold Cliff rd	\$ 6,912	2020
230_020	City of Angels	N/A	Road-Maintenance	Hillcrest St	"Left "y" to gold cliff Rd	\$ 5,040	2020
270_001	City of Angels	N/A	Road-Maintenance	Pacific Av	Mark Twain Rd to Stanisluas Av	\$ 16,752	2020
280_010	City of Angels	N/A	Road-Maintenance	Oneida St	Stanislaus Av to Pavement	\$ 8,100	2020
280_010	City of Angels	N/A	Road-Maintenance	Oneida St	Apvement to Pacific Av	\$ 8,940	2020
510_010	City of Angels	N/A	Road-Maintenance	Sonora St	Mountain View to Main St	\$ 3,396	2020
280_020	City of Angels	N/A	Road-Maintenance	Oneida St	Pacific Av to Gold Cliff Rd	\$ 11,904	2021
340_020	City of Angels	N/A	Road-Maintenance	Sierra St	Gate to Greenhorn	\$ 7,728	2021
371_001	City of Angels	N/A	Road-Maintenance	Acorn Dr	Angel Oaks Dr to Angel Aoks Dr	\$ 58,968	2021
373_010	City of Angels	N/A	Road-Maintenance	Live Oak Dr S	Unit 2 to Live Oak Ct	\$ 87,576	2021
540_001	City of Angels	N/A	Road-Maintenance	Tryon rd	SH 4 to Gate	\$ 5,700	2021
373_020	City of Angels	N/A	Road-Maintenance	Live Oak Dr N	Live Oak Ct to Unit 1	\$ 34,800	2022
374_001	City of Angels	N/A	Road-Maintenance	Live Oak Ct	Live Oak Dr to end	\$ 24,408	2022
375_001	City of Angels	N/A	Road-Maintenance	Rocky ridge Ln	Live Oak Dr to Thistle Way	\$ 29,652	2022
376_001	City of Angels	N/A	Road-Maintenance	Rocky Ridge Ct	Rocky Ridge Ln to end	\$ 12,900	2022
377_001	City of Angels	N/A	Road-Maintenance	Thistle Way	Rocky Ridge Ln to Mistletoe Ln	\$ 11,412	2022
378_001	City of Angels	N/A	Road-Maintenance	Mistletoe Ln	Live Oak Dr to thistle way	\$ 21,852	2022
378_010	City of Angels	N/A	Road-Maintenance	Mistletoe Ln	Thistle Way to enf	\$ 25,224	2022
379_001	City of Angels	N/A	Road-Maintenance	Lakeview CT	Live Oak Dr S to end	\$ 11,364	2022
560_020	City of Angels	N/A	Road-Maintenance	Depot Rd "Y"	Depot Rd S to Depot rd N		2022
410_001	City of Angels	N/A	Road-Maintenance	Bennett St	End to Wilson St	\$ 25,024	2023
420_001	City of Angels	N/A	Road-Maintenance	Wilson St	Bennett St to End	\$ 22,287	2023
430_001	City of Angels	N/A	Road-Maintenance	North Baker St	Francis St to Main St	\$ 17,051	2023
510_001	City of Angels	N/A	Road-Maintenance	Sonora St	martina St to Mountain View	\$ 17,034	2023
700_010	City of Angels	N/A	Road-Maintenance	Bird's Way	Changed Width to Main St	\$ 10,506	2023
710_001	City of Angels	N/A	Road-Maintenance	Raspberry In	end to S Summint rd	\$ 8,109	2023
710_010	City of Angels	N/A	Road-Maintenance	Raspberry In	S Summit Rd to Slate Circle	\$ 4,080	2023
920_001	City of Angels	N/A	Road-Maintenance	Dogtwn Rd	City Limits to Main St	\$ 69,139	2023
10_010	City of Angels	N/A	Road-Maintenance	Cetennial Rd	Changed Width to Corp YD Gate	\$ 1,752	2023
60_001	City of Angels	N/A	Road-Maintenance	Harris St	Sycamore St to Myrtle St	\$ 644	2023
650_010	City of Angels	N/A	Road-Maintenance	Annalee Dr	Changed Width to "Y"	\$ 636	2023
560_010	City of Angels	N/A	Road-Maintenance	Depot Rd N	Moose Trail to SH 4	\$ 34,102	2024
750_010	City of Angels	N/A	Road-Maintenance	Bragg St	Bret Harte Rd to 1/2 of Bragg St	\$ 10,370	2024
750_020	City of Angels	N/A	Road-Maintenance	Bragg St	1/2 of Bragg St to Bret Harte Rd	\$ 13,872	2024
790_001	City of Angels	N/A	Road-Maintenance	Purdy Rd	End to Dad's Rd	\$ 12,716	2024
790_010	City of Angels	N/A	Road-Maintenance	Purdy Rd	Dad's Rd to S Baker Rd	\$ 17,476	2024
794_001	City of Angels	N/A	Road-Maintenance	Unnamed Rd	Bret Harte Rd to Purdy Rd	\$ 3,247	2024
1140_004	City of Angels	N/A	Road-Maintenance	Smith Flat RD	Miwuk Way East to Greenhorn	\$ 80,818	2024
70_001	City of Angels	N/A	Road-Maintenance	Hardscrabble	Mark Twain Rd to Bush St	\$ 1,196	2024
790_020	City of Angels	N/A	Road-Maintenance	Purdy Rd	S Baker Rd to Bret Harte Rd	\$ 20,247	2025
795_001	City of Angels	N/A	Road-Maintenance	Henry Pl	Bret Harte Rd to end	\$ 6,154	2025

810_001	City of Angels	N/A	Road-Maintenance	S Baker rd	Bret Harte Rd to Purdy Rd	\$	15,096	2025
820-001	City of Angels	N/A	Road-Maintenance	Stork Rd	Bret Harte Rd to Baker Rd	\$	19,720	2025
1280_001	City of Angels	N/A	Road-Maintenance	Pointe Dr	Smith Flat Rd to End	\$	20,859	2025
1290_002	City of Angels	N/A	Road-Maintenance	Blair mine Rd	Mill Rd North to Smith Flat RD	\$	86,972	2025
70_020	City of Angels	N/A	Road-Maintenance	Hardscrabble "y"	Bush St to Hardscrabble	\$	756	2025
1040_001	City of Angels	N/A	Road-Maintenance	Madison Ct	Greenstone to End	\$	636	2025
150_040	City of Angels	N/A	Road-Maintenance	Mark Twain Rd	Fairview Dr to Bush St	\$	3,663	2025
80_010	City of Angels	N/A	Road-Maintenance	Bush St	Minna Sr to Utica "Y"	\$	6,086	2026
900_010	City of Angels	N/A	Road-Maintenance	Easy St	Kirby St to Kirby St	\$	23,324	2026
900_020	City of Angels	N/A	Road-Maintenance	Easy St	Kirby St to Gardner Ln	\$	7,038	2026
1025_002	City of Angels	N/A	Road-Maintenance	Selkirk Ranch Rd	McCauley to Rock Forge	\$	85,680	2026
1330_001	City of Angels	N/A	Road-Maintenance	Mill Ct	Blair Mine Rd to End	\$	12,988	2026
1350_001	City of Angels	N/A	Road-Maintenance	Corral Loop	Blair Mine Rd to Blair Mine Rd	\$	25,466	2026
70_010	City of Angels	N/A	Road-Maintenance	Hardscrabble	Bush St to Main St	\$	1,708	2026
80_040	City of Angels	N/A	Road-Maintenance	Bush St	Hardscrabble to Bush St "Y"	\$	1,128	2026
81_001	City of Angels	N/A	Road-Maintenance	Bush St "Y"	Hardscrabble to Bush St	\$	996	2026
880_001	City of Angels	N/A	Road-Maintenance	Holly St	Gardner Lan to End	\$	9,312	2026
1025_001	City of Angels	N/A	Road-Maintenance	Selkirk Ranch Rd	Smith Flat RD to McCauley	\$	59,891	2027
1140_003	City of Angels	N/A	Road-Maintenance	Smith Flat Rd	Boundary of to Miwuk Way East	\$	85,153	2027
80_020	City of Angels	N/A	Road-Maintenance	Bush St	Utica In "Y"	\$	3,316	2027
1060_001	City of Angels	N/A	Road-Maintenance	Pilot Knob CT	Greenstone to end	\$	772	2027
440_001	City of Angels	N/A	Road-Maintenance	Copello Dr	End to Main St	\$	25,176	2027
850_001	City of Angels	Unknown	Road-Maintenance	Murphy's Grade Rd	City limits to Main St.	\$	96,713	2028
20_001	City of Angels	Unknown	Road-Maintenance	Ramorini Lane	Main St. to end	\$	4,976	2028
110_001	City of Angels	Unknown	Road-Maintenance	Utica Lane	Bush St. to beginning of new pavement	\$	1,760	2028
40_001	City of Angels	Unknown	Road-Maintenance	Finnegan Lane	Main St. to Sycamore St	\$	25,663	2028
40_010	City of Angels	Unknown	Road-Maintenance	Finnegan Lane	Sycamore St. to Gold Cliff Rd.	\$	12,089	2028
40_020	City of Angels	Unknown	Road-Maintenance	Finnegan Lane	Gold Cliff Rd. to White Gate	\$	32,813	2028
600_001	City of Angels	Unknown	Road-Maintenance	Kurt Drive	SH 4 to Suzanne Dr	\$	16,813	2029
600_010	City of Angels	Unknown	Road-Maintenance	Kurt Drive	Suzanne Dr. to end	\$	38,624	2029
1140_001	City of Angels	Unknown	Road-Maintenance	Smith Flat Road	Selkirk Ranch to Mary Belle Way	\$	113,696	2029
80_001	City of Angels	Unknown	Road-Maintenance	Bush Street	Crystal St. to Minna Street	\$	4,568	2029
370_020	City of Angels	Unknown	Road-Maintenance	Stockton Road	Changed width to Main Street	\$	19,499	2030
1140_002	City of Angels	Unknown	Road-Maintenance	Smith Flat Road	Mary Belle Way to Boundary	\$	79,628	2030
860_001	City of Angels	Unknown	Road-Maintenance	Roller Bypass	Murphys Grade to City Limits	\$	26,983	2030
1147_001	City of Angels	Unknown	Road-Maintenance	Catalpa Lane	Smith Flat Rd to Smith Flat Road	\$	48,000	2030
370_010	City of Angels	Unknown	Road-Maintenance	Stockton Road	Angel Oaks Dr. to changed width	\$	93,874	2031
250_020	City of Angels	Unknown	Road-Maintenance	Gold Cliff Road	Tuolumne Ave to Oneida St	\$	11,429	2031
250_030	City of Angels	Unknown	Road-Maintenance	Gold Cliff Road	Oneida St. to Pacific Ave	\$	12,023	2031
450_001	City of Angels	Unknown	Road-Maintenance	Angel Oaks Dr.	SH 4 to Stockton Rd	\$	5,049	2031
870_020	City of Angels	Unknown	Road-Maintenance	Gardner Lane	Easy Street to Easy Street	\$	9,316	2031
870_030	City of Angels	Unknown	Road-Maintenance	Gardner Lane	Easy Street to Holly Street	\$	13,376	2031
1020_001	City of Angels	Unknown	Road-Maintenance	McCauley Ranch Rd.	Greenhorn to Selkirk Ranch	\$	30,184	2031
10_001	City of Angels	Unknown	Road-Maintenance	Centennial Road	Main St. to changed width	\$	8,828	2032
80_030	City of Angels	Unknown	Road-Maintenance	Bush Street	Pine Street to Hardscrabble	\$	4,408	2032
80_050	City of Angels	Unknown	Road-Maintenance	Bush Street	Buch St. "Y" to Mark Twain Rd	\$	4,076	2032
80_060	City of Angels	Unknown	Road-Maintenance	Bush Street	Mark Twain Rd to Finnegan Lane	\$	2,936	2032
110_020	City of Angels	Unknown	Road-Maintenance	Utica Lane "Y"	Bush Street to Utica Lane	\$	1,120	2032
140_001	City of Angels	Unknown	Road-Maintenance	Love Street	Mark Twain Road to pavement	\$	1,440	2032
140_010	City of Angels	Unknown	Road-Maintenance	Love Street	Pavement to Mark Twain Road	\$	1,468	2032
155_001	City of Angels	Unknown	Road-Maintenance	Minnard Street	Bush Street to end	\$	1,116	2032
190_001	City of Angels	Unknown	Road-Maintenance	Highland Ave	Crystal St. to beginning of new pavement	\$	2,400	2032
190_010	City of Angels	Unknown	Road-Maintenance	Highland Ave	Beginning of new pavement to Echo street	\$	904	2032
200_001	City of Angels	Unknown	Road-Maintenance	Crsytal Street	Bush Street to Mark Twain Rd.	\$	8,748	2032
285_001	City of Angels	Unknown	Road-Maintenance	Oneida Alley	Gold Cliff Rd to Pacific Ave	\$	2,956	2032
285_010	City of Angels	Unknown	Road-Maintenance	Oneida Alley	Pacific Ave to Oneida Street	\$	1,908	2032
290_001	City of Angels	Unknown	Road-Maintenance	Tuolumne Ave	Amador Ave to Placer Street	\$	7,412	2032
290_010	City of Angels	Unknown	Road-Maintenance	Tuolumne Ave	Placer St to Amador Ave	\$	11,468	2032
290_020	City of Angels	Unknown	Road-Maintenance	Tuolumne Ave	Amador Ave to Gold Cliff Road	\$	9,456	2032
300_001	City of Angels	Unknown	Road-Maintenance	Alpine Ave	San Joaquin Ave to Tuolumne Ave	\$	17,908	2032
310_001	City of Angels	Unknown	Road-Maintenance	Amador Ave	Tuolumne Ave to San Joaquin Ave	\$	15,268	2032
315_001	City of Angels	Unknown	Road-Maintenance	Avey Place	Amador Ave to end	\$	1,436	2032
320_001	City of Angels	Unknown	Road-Maintenance	Hillside Court	Tuolumne Ave to end	\$	2,776	2032
330_001	City of Angels	Unknown	Road-Maintenance	Placer Street	Tuolumne Ave to end	\$	4,308	2032
350_001	City of Angels	Unknown	Road-Maintenance	San Joaquin Ave	Stanislaus Ave to Big Horn MH	\$	10,668	2032
380_001	City of Angels	Unknown	Road-Maintenance	Monte Verde Street	Stockton Road to changed width	\$	6,840	2032
380_010	City of Angels	Unknown	Road-Maintenance	Monte Verde Street	Changed width to Main Street	\$	7,840	2032
380_020	City of Angels	Unknown	Road-Maintenance	Monte Verde Street "Y"	Stockton Road to Monte Verde Street	\$	1,040	2032
500_001	City of Angels	Unknown	Road-Maintenance	Martina Street	Main Street to Sonora Street	\$	1,548	2032
520_001	City of Angels	Unknown	Road-Maintenance	Mountain View Street	Martina Street to Sonora Street	\$	4,320	2032
550_001	City of Angels	Unknown	Road-Maintenance	Moose Trail	Depot Road "Y" to end	\$	6,248	2032
560_001	City of Angels	Unknown	Road-Maintenance	Depot Road S	Moose Trail to SH 4	\$	7,036	2032
565_001	City of Angels	Unknown	Road-Maintenance	Old Vallecito Road	Depot Road S to end	\$	4,208	2032
570_001	City of Angels	Unknown	Road-Maintenance	Tryon Court	Depot Road S to end	\$	6,900	2032
610_020	City of Angels	Unknown	Road-Maintenance	Suzanne Drive	Annalee Drive to cul-de-sac	\$	3,632	2032
650_020	City of Angels	Unknown	Road-Maintenance	Annalee Court	"Y" to end	\$	1,136	2032
Total						\$	2,782,849	

Appendix D.3

Illustrative Bicycle and Pedestrian Projects

Table 4.3b
Calaveras County Bike/Ped Projects-Illustrative

Project Number	Lead Agency	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year
CO-BP005	County	Bike	Angels Camp, Dogtown Rd	Class III bike route, North Community Boundary to Gardner Ln	\$ 26,900	2025+
CO-BP006	County	Bike	Angels Camp, Hwy 4	Class III bike route, City of Angels City Limit to West Community Boundary	\$ 16,900	2025+
CO-BP007	County	Bike	Angels Camp, Hwy 49	Class III bike route, City of Angels City Limit to South County Boundary	\$ 15,300	2025+
CO-BP008	County	Bike	Angels Camp, Hwy 49	Share the Road Signage, North Community Boundary to Brunner Hill Dr	\$ 9,100	2025+
CO-BP009	County	Bike	Angels Camp, Murphys Grade Rd	Share the Road Signage, East Community Boundary to Rollieri Bypass Rd	\$ 5,500	2025+
CO-BP010	County	Bike	Angels Camp, Pool Station Rd	Class III bike route, North Community Boundary to South Community Boundary	\$ 20,900	2025+
CO-BP011	County	Bike	Angels Camp, Rollieri Bypass Rd	Class III bike route, Murphys Grade Rd to Vallecito Rd	\$ 2,600	2025+
CO-BP012	County	Bike	Angels Camp, Whittle Rd	Class III bike route, Hwy 49 to Campground	\$ 15,300	2025+
CO-BP013	County	Pedestrian	Arnold, B St & Blagen Rd	Pedestrian Crossing Signs	\$ 300	2025+
CO-BP014	County	Pedestrian	Arnold, Blagen Rd & C St	Yellow high visibility crosswalk and yield lines	\$ 2,325	2025+
CO-BP015	County	Pedestrian	Arnold, Blagen Rd & D St	Yield Lines	\$ 300	2025+
CO-BP016	County	Pedestrian	Arnold, Blagen Rd & Dunbar	Crosswalks - Yellow High Visibility	\$ 3,450	2025+
CO-BP017	County	Pedestrian	Arnold, Dunbar Rd & Blagen Rd	Yield Lines	\$ 300	2025+
CO-BP018	County	Pedestrian	Arnold, E St & Main St	Pedestrian Crossing Signs	\$ 600	2025+
CO-BP019	County	Bike	Arnold, Henry St	Class III bike route, Hwy 4 to Hwy 4	\$ 200	2025+
CO-BP020	County	Bike	Arnold, Hwy 4	Class III bike route, East Community Boundary to South Community Boundary	\$ 13,900	2025+
CO-BP021	County	Pedestrian	Arnold, Hwy 4	Sidewalk, Manuel Rd to Henry St	\$ 129,000	2025+
CO-BP022	County	Pedestrian	Arnold, Hwy 4 & Arnold Byway	Gateway Treatment	\$ 350,000	2025+
CO-BP023	County	Pedestrian	Arnold, Hwy 4 & Cedar Lane	Gateway Treatment	\$ 350,000	2025+
CO-BP024	County	Pedestrian	Arnold, Manuel Rd & Hwy 4	Pedestrian Improvement Intersection Study	\$ 10,000	2025+
CO-BP025	County	Bike/Ped	Arnold, Multi-use Path (0.1 miles)	Multi-use path Willow St to Oak Circle	\$ 113,000	2025+
CO-BP026	County	Bike/Ped	Arnold, Multi-use Path (0.3 miles)	Multi-use path Green Meadow Ct to cedar Lane	\$ 338,000	2025+
CO-BP027	County	Bike/Ped	Arnold, Multi-use Path (0.6 miles)	Multi-use path Henry St to Vallecito Day School	\$ 677,000	2025+
CO-BP028	County	Bike/Ped	Arnold, SR 4 (1.2 miles)	Multi-use path sidepath along SR 4 Blagen Rd to Country Club Dr	\$ 1,155,000	2025+
CO-BP029	County	Pedestrian	Avery, Hwy 4 & Avery Hotel Rd	Pedestrian Improvement Intersection Study	\$ 10,000	2025+
CO-BP030	County	Bike	Avery, Avery Hotel Rd	Class III bike route, Hwy 4 to Moran Rd	\$ 400	2025+
CO-BP031	County	Pedestrian	Avery, Avery Hotel Rd & Hwy 4	Crosswalk - Yellow High Visibility	\$ 1,725	2025+
CO-BP032	County	Pedestrian	Avery, Avery Hotel Rd & Moran Rd	Crosswalk - Yellow High Visibility	\$ 1,725	2025+
CO-BP033	County	Bike	Avery, Hwy 4	Class III bike route, Rancho Paradiso to South Community Boundary	\$ 5,600	2025+
CO-BP034	County	Pedestrian	Avery, Hwy 4 & Avery Hotel Rd	Yield Lines	\$ 300	2025+
CO-BP035	County	Bike	Avery, Moran Rd	Class III bike route, Segale Rd to Avery Hotel Rd	\$ 300	2025+
CO-BP036	County	Pedestrian	Avery, Moran Rd & Sanders Ln	Crosswalk - Yellow High Visibility	\$ 1,725	2025+
CO-BP037	County	Bike	Burson, Burson Rd	Class III bike route, Comanche Parkway South to Sheri Pl	\$ 18,600	2025+
CO-BP038	County	Bike	Burson, Hwy 12	Share the Road Signage, Evans Rd to West Community Boundary	\$ 8,900	2025+
CO-BP039	County	Bike	Burson/Wallace, Camanche Parkway South	Class III bike route, Burson North Community Boundary to Hwy 12	\$ 25,200	2025+
CO-BP040	County	Bike	Camp Connell, Hwy 4	Class III bike route, North Community Boundary to South Community Boundary	\$ 32,400	2025+
CO-BP041	County	Bike	Copperopolis, Copper Cove Dr	Share the Road Signage, O'Byrnes Ferry Rd to Little John Rd	\$ 7,500	2025+
CO-BP042	County	Bike/Ped	Copperopolis, Copper Cove Drive (0.9 miles)	Multi-use path Black Creek Dr to O'Byrnes Ferry Rd	\$ 835,000	2025+
CO-BP043	County	Bike	Copperopolis, Hwy 4	Class III bike route, Pool Station Rd to West County Boundary	\$ 38,700	2025+
CO-BP044	County	Bike	Copperopolis, Little John Rd	Class II bike lane, Oxyoke Lane to Quiver St	\$ 110,500	2025+
CO-BP045	County	Bike	Copperopolis, Little John Rd	Share the Road Signage, Hwy 4 to Oxyoke Ln	\$ 1,300	2025+
CO-BP046	County	Bike	Copperopolis, Little John Rd	Share the Road Signage, Quiver St to Kiva Pl	\$ 7,700	2025+

Calaveras County Bike/Ped Projects-Unconstrained (Continued)

Project Number	Lead Agency	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year
CO-BP047	County	Pedestrian	Copperopolis, Main St	Sidewalk, School St to Reeds Turnpike	\$ 475,000	2025+
CO-BP048	County	Pedestrian	Copperopolis, Main St & Mineral St	Crosswalk - Yellow High Visibility, yield lines	\$ 2,325	2025+
CO-BP049	County	Bike/Ped	Copperopolis, Multi-use pathway (0.6 miles)	Class I Steeplechase Rd. to O'Byrnes Ferry Rd.	\$ 1,423,000	2025+
CO-BP050	County	Pedestrian	Copperopolis, O'Byrnes Ferry Rd & Spangler Ln	Pedestrian Improvement Intersection Study	\$ 10,000	2025+
CO-BP051	County	Bike	Copperopolis, O'Byrnes Ferry Rd	Share the Road Signage, Hwy 4 to O'Byrnes Ferry Bridge	\$ 23,600	2025+
CO-BP052	County	Pedestrian	Copperopolis, O'Byrnes Ferry Rd	Sidewalk, Spangler Ln to Cosmic Ct	\$ 113,500	2025+
CO-BP053	County	Bike/Ped	Copperopolis, O'Byrnes Ferry Rd (.2 miles)	Multi-use path Copper Cove Dr. to Spangler lane	\$ 225,000	2025+
CO-BP054	County	Pedestrian	Copperopolis, School St & Main St	Crosswalk - Yellow High Visibility, yield lines	\$ 2,325	2025+
CO-BP055	County	Pedestrian	Copperopolis, Spangler Ln & O'Byrnes Ferry Rd	Crosswalk- White High Visibility	\$ 1,725	2025+
CO-BP056	County	Bike	Dorrington, Hwy 4	Class III bike route, North Community Boundary to East Community Boundary	\$ 11,800	2025+
CO-BP057	County	Bike	Douglas Flat, Hwy 4	Class III bike route, North Community Boundary to South Community Boundary	\$ 3,800	2025+
CO-BP058	County	Bike	Hathaway Pines, Hwy 4	Class III bike route, North Community Boundary to Crescent Cove (Southern Intersection)	\$ 4,900	2025+
CO-BP059	County	Bike/Ped	Jenny Lind, Access to Jenny Lind Phase II	Construct bike/ped improvements to major access route to Jenny Lind Elementary	\$ 1,000,000	2025+
CO-BP060	County	Bike	Jenny Lind, Burson Rd	Class III bike route, Sheri Pl to Hwy 26	\$ 1,600	2025+
CO-BP061	County	Bike/Ped	Jenny Lind, Elementary SRTS	Safe Routes to School	\$ 1,081,535	2025+
CO-BP062	County	Bike	Jenny Lind, Jenny Lind Rd	Class III bike route, Hwy 26 to Milton Rd	\$ 5,000	2025+
CO-BP063	County	Bike	Jenny Lind, Milton Rd	Class III bike route, Jenny Lind Rd to Hwy 26	\$ 6,700	2025+
CO-BP064	County	Bike	Jenny Lind, Milton Rd	Class III bike route, Mann St to South Community Boundary	\$ 5,000	2025+
CO-BP065	County	Bike	Milton, Milton Rd	Class III bike route, North Community Boundary to South Community Boundary	\$ 16,600	2025+
CO-BP066	County	Bike	Mokelumne Hill, Hwy 26	Class III bike route, Hwy 49 to Jesus Maria Rd	\$ 5,100	2025+
CO-BP067	County	Bike	Mokelumne Hill, Hwy 49	Share the Road Signage, North Community Boundary to Hwy 26	\$ 9,700	2025+
CO-BP068	County	Pedestrian	Mountain Ranch, Mountain Ranch Rd & Blacksmith Ave	Crosswalk- White High Visibility, Yield Lines	\$ 2,325	2025+
CO-BP069	County	Pedestrian	Mountain Ranch, Whiskey Slide Rd & Mountain Ranch Rd	Pedestrian Crossing Signs	\$ 300	2025+
CO-BP070	County	Bike	Murphys, Algiers St	Share the Road Signage, Sheep Ranch Rd to Scott St	\$ 2,600	2025+
CO-BP071	County	Pedestrian	Murphys, Big Trees Rd	Sidewalk, Creekview Dr to Bret Harte Dr	\$ 127,600	2025+
CO-BP072	County	Pedestrian	Murphys, Big Trees Rd	Sidewalk, Jones St to Hwy 4	\$ 411,200	2025+
CO-BP073	County	Bike	Murphys, Hwy 4	Share the Road Signage, Tom Bell Rd to South Community Boundary	\$ 4,000	2025+
CO-BP074	County	Bike	Murphys, Hwy 4	Class III bike route, Crescent Cove to Tom Bell Dr	\$ 17,100	2025+
CO-BP075	County	Pedestrian	Murphys, Hwy 4 & Tom Bell Rd	Crosswalk- White High Visibility	\$ 1,725	2025+
CO-BP076	County	Bike	Murphys, Main St	Share the Road Signage, Murphys Grade Rd to Hwy 4	\$ 2,100	2025+
CO-BP077	County	Pedestrian	Murphys, Main St	Sidewalk, Jones St to Scott St	\$ 211,700	2025+
CO-BP078	County	Pedestrian	Murphys, Main St	Sidewalk, Scott St to Jones St	\$ 288,000	2025+
CO-BP079	County	Pedestrian	Murphys, Main St & Algiers St	Crosswalk- White High Visibility	\$ 1,725	2025+
CO-BP080	County	Pedestrian	Murphys, Main St & Scott St	Crosswalk- White High Visibility	\$ 1,725	2025+
CO-BP081	County	Bike	Murphys, Murphys Grade Road	Share the Road Signage, French Gulch Rd to East Community Boundary	\$ 10,900	2025+
CO-BP082	County	Bike	Murphys, Scott St	Share the Road Signage, Main St to Six Mile Rd	\$ 800	2025+
CO-BP083	County	Bike	Murphys, Six Mile Rd	Class III bike route, Algiers St to Vallecito Bluffs Rd	\$ 5,600	2025+
CO-BP084	County	Bike	Rancho Calaveras/Jenny Lind, Hwy 26	Class III bike route, Jenny Lind Rd to West Community Boundary	\$ 13,700	2025+
CO-BP085	County	Pedestrian	San Andreas, E St. Charles St/Hwy 49	Sidewalk, Pool Station Rd to Angels Rd	\$ 2,521,500	2025+
CO-BP086	County	Pedestrian	San Andreas, W St. Charles St/Hwy 49	Sidewalk, High School St to Court St	\$ 321,700	2025+
CO-BP087	County	Pedestrian	San Andreas, W St. Charles St/Hwy 49	Sidewalk, SE Gold Oak Rd to Russell Rd	\$ 48,700	2025+
CO-BP088	County	Pedestrian	San Andreas, Angels Rd & Hwy 49	Gateway Treatment	\$ 350,000	2025+
CO-BP089	County	Bike	San Andreas, Calaveritas Rd	Class III bike route, Government Center to South Community Boundary	\$ 16,900	2025+
CO-BP090	County	Bike	San Andreas, California St	Class III bike route, Lewis Ave to Nielson Park	\$ 400	2025+
CO-BP091	County	Pedestrian	San Andreas, California St & St Charles	Yield Lines	\$ 300	2025+
CO-BP092	County	Pedestrian	San Andreas, Church Hill Rd & St Charles	Yield Lines	\$ 300	2025+
CO-BP093	County	Pedestrian	San Andreas, Church Hill Rd & St Charles	Crosswalk- White High Visibility	\$ 1,725	2025+
CO-BP094	County	Pedestrian	San Andreas, Garabaldi Ranch Rd & St Charles	Gateway Treatment	\$ 350,000	2025+
CO-BP095	County	Pedestrian	San Andreas, Gatewood Ave & St Charles	Yield Lines	\$ 300	2025+
CO-BP096	County	Bike	San Andreas, Government Center Dr	Class II bike lane, Mountain Ranch Rd to Government Center Rd	\$ 6,100	2025+
CO-BP097	County	Pedestrian	San Andreas, Government Center Dr	Sidewalk, Government Center Rd to Mountain Ranch Rd	\$ 40,750	2025+
CO-BP098	County	Bike	San Andreas, Hwy 12	Share the Road Signage, West community boundary to Pool Station Rd	\$ 12,500	2025+
CO-BP099	County	Bike	San Andreas, Hwy 49	Class II bike lane, Pool Station Rd to Angels Rd	\$ 67,900	2025+
CO-BP100	County	Bike	San Andreas, Hwy 49	Share the Road Signage, Angels Rd to South Community Boundary	\$ 18,000	2025+
CO-BP101	County	Bike/Ped	San Andreas, San Andreas Elementary Path	Class I multi-use pathway, Gold Hunter Rd to E End Existing Path	\$ 20,700	2025+
CO-BP102	County	Bike	San Andreas, Main St	Class III bike route, Hwy 12 to Nielson Park	\$ 300	2025+
CO-BP103	County	Bike	San Andreas, Mountain Ranch Rd	Class III bike route, Pope St to Hwy 49	\$ 1,200	2025+
CO-BP104	County	Pedestrian	San Andreas, Mountain Ranch Rd	Sidewalk, Hwy 49 to Government Center Dr	\$ 371,625	2025+
CO-BP105	County	Bike	San Andreas, Nielson Park	Class III bike route, Main St to California St	\$ 200	2025+
CO-BP106	County	Bike	San Andreas, Pool Station Rd	Class III bike route, Hwy 49 to South Community Boundary	\$ 16,300	2025+
CO-BP107	County	Bike	San Andreas, Pope St	Class III bike route, California St to Lewis Ave	\$ 1,100	2025+
CO-BP108	County	Pedestrian	San Andreas, Russell Rd & St Charles	Yield Lines	\$ 600	2025+
CO-BP109	County	Pedestrian	Murphys, Algiers St	Sidewalk from Main Street to Walking Bridge	Unknown	2025+
CO-BP110	County	Pedestrian	Murphys, Algiers St	Sidewalk from Walking Bridge to Black Bart Playhouse	Unknown	2025+
CO-BP111	County	Pedestrian	Murphys, Angels Creek	Multi-use trail along creek	Unknown	2025+

Calaveras County Bike/Ped Projects-Unconstrained (Continued)

Project Number	Lead Agency	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year
CO-BP109	County	Pedestrian	San Andreas, Russell Rd & St Charles	Crosswalk- White High Visibility	\$ 1,725	2025+
CO-BP110	County	Pedestrian	San Andreas, Snyder Ct & St Charles	Yield Lines	\$ 300	2025+
CO-BP111	County	Pedestrian	San Andreas, Snyder Ct & St Charles	Crosswalk - Yellow High Visibility	\$ 1,725	2025+
CO-BP112	County	Pedestrian	San Andreas, Treat Ave & St Charles	Crosswalk- White High Visibility	\$ 1,725	2025+
CO-BP113	County	Bike	San Andreas/Mokelumne Hill, Hwy 49	Class III bike route, Hwy 26 to Hwy 12	\$ 21,300	2025+
CO-BP114	County	Bike	Tamarack, Hwy 4	Class III bike route, East Community Boundary to South Community Boundary	\$ 22,200	2025+
CO-BP115	County	Bike	Vallecito, Hwy 4	Class III bike route, North Community Boundary to Vallecito Rd	\$ 13,500	2025+
CO-BP116	County	Bike	Vallecito, Vallecito Rd	Class III bike route, Hwy 4 to West Community Boundary	\$ 1,100	2025+
CO-BP117	County	Bike	Valley Springs, Baldwin St	Class II bike lane, Hwy 26 to Milton Rd	\$ 189,100	2025+
CO-BP118	County	Pedestrian	Valley Springs, Driver Rd/Hwy 26	Sidewalk, Jenny Lind Elementary to Baldwin St	\$ 751,000	2025+
CO-BP119	County	Bike	Valley Springs, Garner Pl	Class II bike lane, Hwy 26 to Baldwin St	\$ 50,700	2025+
CO-BP120	County	Bike	Valley Springs, Hartvickson Ln	Class II bike lane, Vista Del Lago Dr to Baldwin St	\$ 123,000	2025+
CO-BP121	County	Bike	Valley Springs, Hogan Dam Rd	Share the Road Signage, Hwy 26 to Hogan Reservoir Recreation Area	\$ 7,500	2025+
CO-BP122	County	Bike	Valley Springs, Hwy 12	Share the Road Signage, Lime Creek Rd to East Community Boundary	\$ 11,800	2025+
CO-BP123	County	Bike	Valley Springs, Hwy 12	Share the Road Signage, West Community Boundary to Pine St	\$ 7,400	2025+
CO-BP124	County	Bike	Valley Springs, Hwy 12	Class II bike lane, Pine St to Lime Creek Rd	\$ 27,900	2025+
CO-BP125	County	Bike	Valley Springs, Hwy 26	Share the Road Signage, Hogan Dam Rd to Baldwin St	\$ 11,500	2025+
CO-BP126	County	Bike	Valley Springs, Hwy 26	Class II bike lane, Hwy 12 to Hogan Dam Rd	\$ 21,900	2025+
CO-BP127	County	Bike	Valley Springs, Hwy 26	Class III bike route, Baldwin St to Garner Pl	\$ 2,800	2025+
CO-BP128	County	Bike	Valley Springs, Hwy 26	Class III bike route, Garner Pl to Jenny Lind Rd	\$ 1,700	2025+
CO-BP129	County	Pedestrian	Valley Springs, Hwy 26	Sidewalk, Hwy 12 to Jean St	\$ 191,300	2025+
CO-BP130	County	Pedestrian	Valley Springs, Hwy 26	Sidewalk, Hwy 12 to Jean St	\$ 185,600	2025+
CO-BP131	County	Pedestrian	Valley Springs, Laurel St & Hwy 26	Crosswalk- White High Visibility	\$ 1,725	2025+
CO-BP132	County	Bike	Valley Springs, Silver Rapids Rd	Class III bike route, Hartvickson Ln to Hogan Dam Rd	\$ 3,100	2025+
CO-BP133	County	Bike	Valley Springs, Vista Del Lago Dr	Share the Road Signage, Hwy 26 to Hogan Dam Rd	\$ 4,200	2025+
CO-BP134	County	Bike	Valley Springs/Paloma, Paloma Rd	Share the Road Signage, Hwy 26 to Rose St	\$ 23,200	2025+
CO-BP135	County	Bike	Wallace, Hwy 12	Share the Road Signage, East Community Boundary to West Community Boundary	\$ 12,900	2025+
CO-BP136	County	Pedestrian	West Point, Bald Mtn Rd/Pine St	Sidewalk, Main St to West Point Elementary School	\$ 344,400	2025+
CO-BP137	County	Pedestrian	West Point, Bouvard St & Pine St	Crosswalk - Yellow High Visibility	\$ 1,725	2025+
CO-BP138	County	Bike	West Point, Hwy 26	Class III bike route, North Community Boundary to South Community Boundary	\$ 24,400	2025+
CO-BP139	County	Pedestrian	West Point, Hwy 26 & Main St	School Speed Limit Signs	\$ 800	2025+
CO-BP140	County	Pedestrian	West Point, Hwy 26 & Pine St	School Crossing Stencils	\$ 1,600	2025+
CO-BP141	County	Pedestrian	West Point, Hwy 26 & Pine St	School Speed Limit Signs	\$ 800	2025+
CO-BP142	County	Bike	West Point, Main St	Class III bike route, Pine St to Hwy 26	\$ 1,200	2025+
CO-BP143	County	Bike	West Point, Main St/Pine St	Class III bike route, West Point Pioneer Rd to Hwy 26	\$ 1,300	2025+
CO-BP144	County	Bike/Ped	West Point, Pine Street	Bike Path	\$ 2,081,283	2025+
CO-BP145	County	Pedestrian	West Point, Spink Rd & Main St	Crosswalk - White Transverse	\$ 1,725	2025+
Subtotal					\$ 18,214,993	

City of Angels Bike/Ped Projects-Unconstrained						
Project Number	Lead Agency	Project Type? (Road, Bike/Ped, Bridge, Transit)	Location	Description	Cost	Construction Year
A-BP015	City of Angels	Pedestrian	SR 49	Rehabilitate old rock walkway and upgrade existing walkway	\$ 1,109,892	2025+
A-BP016	City of Angels	Bike	Demarest St	Class I multi-use pathway, Stockton Rd to Big Horn Mobile Home Park	\$ 112,500	2025+
A-BP017	City of Angels	Bike	Dogtown Rd	Class III Bike Route, Gardner Ln to Hwy 49	\$ 1,000	2025+
A-BP018	City of Angels	Bike	Gardner Ln	Class II Bike Lane, Holly St to Murphys Grade Rd (Bret Harte Union High Sch)	\$ 4,700	2025+
A-BP019	City of Angels	Bike	Gold Cliff Rd	Class III Bike Route, Stanislaus Ave to Finnegan Lane	\$ 2,400	2025+
A-BP020	City of Angels	Bike	Greenhorn Creek Rd	Class II Bike Route, Hwy 4 to Smithflat Rd	\$ 4,200	2025+
A-BP021	City of Angels	Bike	Hwy 4	Class III Bike Route, Hwy 49 to West City Limits	\$ 2,200	2025+
A-BP022	City of Angels	Bike	Hwy 49	Class II Bike Lane, Dogtown Rd to Mark Twain Rd	\$ 33,700	2025+
A-BP023	City of Angels	Bike	Hwy 49	Class III Bike Route, Bret Harte Rd to South City Limits	\$ 3,200	2025+
A-BP024	City of Angels	Bike	Hwy 49	Class II Bike Lane, Gold Country Inn Angels Camp to Bret Harte Dr (South Intersection)	\$ 15,400	2025+
A-BP025	City of Angels	Bike	Mccauley Ranch Rd	Class I multi-use pathway, Greenhorn Creek Rd to Gold Cliff Rd	\$ 123,600	2025+
A-BP026	City of Angels	Bike	Sierra Drive	Class I multi-use pathway, Angels Oaks Rd to Tuolumne Ave	\$ 137,200	2025+
A-BP027	City of Angels	Bike	Stanislaus Ave	Class II Bike Lane, Hwy 49 to San Joaquin Ave	\$ 4,900	2025+
A-BP028	City of Angels	Bike	Stanislaus Ave	Class III Bike Route, San Joaquin Ave to Gold Cliff Rd	\$ 700	2025+
A-BP029	City of Angels	Bike	Vallecito Rd	Class III Bike Route, North Community Boundary to Hwy 49	\$ 2,300	2025+
A-BP030	City of Angels	Pedestrian	Bret Harte Rd & Main St	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP031	City of Angels	Pedestrian	Hardscrabble	Sidewalk, Main St to Mark Twain Rd	\$ 146,600	2025+
A-BP032	City of Angels	Pedestrian	Hwy 4 & Main St	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP033	City of Angels	Pedestrian	Lee Ln & Main St	Yield Lines	\$ 600	2025+
A-BP034	City of Angels	Pedestrian	Main St	Gateway Treatment	\$ 350,000	2025+
A-BP035	City of Angels	Pedestrian	Main St	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP036	City of Angels	Pedestrian	Main St & Birds Way	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP037	City of Angels	Pedestrian	Main St & Bret Harte Rd	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP038	City of Angels	Pedestrian	Main St & Finnegan Lane	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP039	City of Angels	Pedestrian	Main St & Hwy 4	Gateway Treatment	\$ 350,000	2025+
A-BP040	City of Angels	Pedestrian	Main St & Monte Verde St	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP041	City of Angels	Pedestrian	Main St & Murphys Grade Rd	Crosswalk - Yellow High Visibility	\$ 1,725	2025+
A-BP042	City of Angels	Pedestrian	Main St & Pine St	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP043	City of Angels	Pedestrian	Main St, north of Bragg St	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP044	City of Angels	Pedestrian	Raspberry Ln & Main St	Crosswalk- White High Visibility	\$ 1,725	2025+
A-BP045	City of Angels	Pedestrian	S Main St/Hwy 49	Sidewalk, Stanislaus Ave to Mark Twain Rd	\$ 120,900	2025+
A-BP046	City of Angels	Pedestrian	S Main St/Hwy 49	Sidewalk, Demarest St to Stanislaus Ave	\$ 410,800	2025+
A-BP047	City of Angels	Pedestrian	S Main St/Hwy 49	Sidewalk, Dogtown Rd to Demarest St	\$ 586,600	2025+
A-BP048	City of Angels	Pedestrian	S Main St/Hwy 49	Sidewalk, Sultana Ln to Mark Twain Rd	\$ 233,900	2025+
A-BP049	City of Angels	Pedestrian	S Main St/Hwy 49	Sidewalk, Bret Harte Rd (N) to Bret Harte Rd (S)	\$ 106,100	2025+
A-BP050	City of Angels	Pedestrian	S Main St/Hwy 49	Sidewalk, Stork Rd to Bret Harte Rd (N)	\$ 178,000	2025+
A-BP051	City of Angels	Pedestrian	S Main St/Hwy 49	Sidewalk, Stork Rd to Pine St	\$ 519,500	2025+
A-BP052	City of Angels	Pedestrian	Stanislaus Ave & Main St	Crosswalk- White High Visibility, Yield Lines	\$ 4,044	2025+
A-BP053	City of Angels	Pedestrian	Stanislaus Ave & Oneida St	Crosswalk- White High Visibility, Yield Lines	\$ 2,025	2025+
A-BP054	City of Angels	Pedestrian	Stanislaus Ave & San Joaquin	Pedestrian Crossing Signs	\$ 600	2025+
A-BP055	City of Angels	Pedestrian	Vallecito Rd	Sidewalk, Depot Rd to Birds Way	\$ 374,500	2025+
Subtotal					\$ 4,961,036	
Total					\$ 23,176,029	