

Appendix A: Agency Notification List

APPENDIX A: Agency Notification List

Agency /Group	Contact Person	Email	Address	Phone Number
Tuolumne County Transportation Council	Darin Grossi, Exec Director	dgrossi@co.tuolumne.ca.us	2 S. Green St, Sonora CA 95370	(209) 533-5603
Amador County Transportation Commission	John Gedney, Exec Director	john@actc-amador.org	117 Valley View Way, Sutter Creek, CA 95685	(209)267-2282
Alpine County Local Transportation Commission	Brian Peters	bpeters@alpinecountyca.gov		
Amador County Transportation Commission	John Gedney	john@actc-amador.org		
Stanislaus Council of Governments	Rose de Leon Park, Exec Director	rpar@stancog.org		
San Joaquin County	Andrew Chesley, Kim Anderson	chesley@sjcog.org, kanderson@rgs.ca.gov	555 East Weber Avenue, Stockton, CA 95202	
Native American Heritage Commission	-	nahc@nahc.ca.gov	915 Capitol Mall, Room 364, Sacramento, CA 95814	-
Calaveras County Air Pollution Control District	Doug Carson	dcarson@co.calaveras.ca.us	Government Center 891 Mountain Ranch Rd. San Andreas, CA 95249-9709	(209) 754-6399
California Department of Fish and Wildlife: North Central Region 2	Kevin Thomas		1701 Nimbus Road, Rancho Cordova, CA 95670	(916) 358-2900
Sierra Nevada Conservancy	Tristyn Armstrong	Tristyn.armstrong@sierranevada.ca.gov	11521 Blocker Drive, #205, Auburn, CA 95603	(530) 823-4670
Caltrans	Kevin Schroder	Kevin.Schroder@dot.ca.gov	1976 East Dr. Martin Luther King Jr. Blvd., Stockton, CA 95205	(209) 948-7543
Stanislaus National Forest - calaveras district		sm.fs.stanislausnf@usda.gov	5519 Highway 4, PO Box 500, Hathaway Pines, CA 95233	(209) 272 5455
Central Valley Water Quality Control Board				(209) 754 3543
Calaveras Big Trees State Park	Calaveras Big Trees Ranger Station			(209) 795 8907
Central Valley District, CA Dept of Parks and Recreation	Columbia Ranger Station			(209) 229 5625
Calaveras Band of Mi-Wuk	Gloria Grimes	calaverasband.miwukindians@gmail.com	P.O. Box 899 West Point, CA, 95255	209) 419 - 5675
Ione Band of Miwok	Sara Setchwaelo	sara@ionemiwok.net	9252 Bush Street, Suite 2 Plymouth, CA, 95669	(209) 245 - 5800
Chicken Ranch Rancheria of Me-Wuk Indians	Baily Hunter	bhunter@crtribal.com	PO Box 1159, Jamestown, CA 95327	209-984-9096

Appendix B: Correspondence



**TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

May 22, 2020

Calaveras County Air Pollution Control District
Government Center
891 Mountain Ranch Rd.
San Andreas, CA 95249-9709

Dear Mr. Carson,

The Calaveras Council of Governments (CCOG) is conducting a 2021 update of the Calaveras County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Calaveras County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Calaveras County. We would appreciate receiving your written, verbal or electronic response to the following questions by June 19th.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. We would appreciate any input Calaveras County Air Pollution Control District may have regarding the effect of any type of transportation improvement such as roadway improvements, airport improvements, new transit facilities, bicycle path construction may have on air quality in Calaveras County.

The current 2017 RTP can be downloaded here: https://calacog.org/wp-content/uploads/tom-pdf-manager/870_Calaveras-2017-Regional-Transportation-Plan-1.pdf. Once the Public Draft 2021 Calaveras County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Justine Marmesh

Justine Marmesh, Transportation Planner
justine@lsctahoe.com
LSC Transportation Consultants, Inc.





**TRANSPORTATION PLANNING &
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

May 20, 2020

Alpine County Local Transportation Commission

Re: Calaveras County 2021 Regional Transportation Plan

Dear Mr. Peters,

LSC Transportation Consultants, Inc. has been retained by the Calaveras Council of Governments (CCOG) to prepare the Calaveras County 2021 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Calaveras County 2021 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions by June 19th.

1. How would you characterize transportation conditions in Calaveras County as they impact Alpine County?
2. What do you see as the major economic and demographic factors in Alpine County that can be expected to impact transportation demands in Calaveras County over the next 20 years?
3. How can the Calaveras County RTP enhance mobility in Alpine County?
4. What transportation-related projects and proposals does Alpine County have that the CCOG should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Alpine County and Calaveras County? If so, please describe.
6. Please include any other input you might have for the Calaveras County RTP.

Thank you for your time and consideration. Your participation in the Calaveras County RTP development process is greatly appreciated.

Sincerely,

Justine Marmesh

Justine Marmesh, Transportation Planner
justine@lsctahoe.com
LSC Transportation Consultants, Inc.





**TRANSPORTATION PLANNING &
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

May 20, 2020

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

Re: Calaveras County 2021 Regional Transportation Plan

Dear Mr. Gedney:

LSC Transportation Consultants, Inc. has been retained by the Calaveras Council of Governments (CCOG) to prepare the Calaveras County 2021 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Calaveras County 2021 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions by June 19th.

1. How would you characterize transportation conditions in Calaveras County as they impact Amador County?
2. What do you see as the major economic and demographic factors in Amador County that can be expected to impact transportation demands in Calaveras County over the next 20 years?
3. How can the Calaveras County RTP enhance mobility in Amador County?
4. What transportation-related projects and proposals does Amador County have that the CCOG should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Amador County and Calaveras County? If so, please describe.
6. Please include any other input you might have for the Calaveras County RTP.

Thank you for your time and consideration. Your participation in the Calaveras County RTP development process is greatly appreciated.

Sincerely,

Justine Marmesh

Justine Marmesh Transportation Planner
justine@lsctahoe.com
LSC Transportation Consultants, Inc.





**TRANSPORTATION PLANNING &
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

May 20, 2020

San Joaquin Council of Governments
Andrew T. Chesley, Executive Director
555 East Weber Avenue
Stockton, CA 95202

Re: Calaveras County 2021 Regional Transportation Plan

Dear Mr. Chesley

LSC Transportation Consultants, Inc. has been retained by the Calaveras Council of Governments (CCOG) to prepare the Calaveras County 2021 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Calaveras County 2021 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions by June 19th.

1. How would you characterize transportation conditions in Calaveras County as they impact San Joaquin County?
2. What do you see as the major economic and demographic factors in San Joaquin County that can be expected to impact transportation demands in Calaveras County over the next 20 years?
3. How can the Calaveras County RTP enhance mobility in San Joaquin County?
4. What transportation-related projects and proposals does San Joaquin County have that the CCOG should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between San Joaquin County and Calaveras County? If so, please describe.
6. Please include any other input you might have for the Calaveras County RTP.

Thank you for your time and consideration. Your participation in the Calaveras County RTP development process is greatly appreciated.

Sincerely,

Justine Marmesh

Justine Marmesh, Transportation Planner
justine@lscstahoe.com
LSC Transportation Consultants, Inc.





**TRANSPORTATION PLANNING
& TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

May 20, 2020

Sierra Nevada Conservancy
11521 Blocker Drive, #205
Auburn, CA 95603

Dear Ms. Armstrong,

The Calaveras Council of Governments (CCOG) is conducting a 2021 update of the Calaveras County Regional Transportation Plan (RTP) with assistance from LSC Transportation Consultants, Inc. The Calaveras County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements and policies needed to efficiently move goods and people within Calaveras County.

Current federal regulations require Regional Transportation Planning Agencies (RTPAs) to consult with resource agencies early in the regional transportation planning process. Therefore, we would appreciate any input your agency has with respect to transportation issues in Calaveras County. Also, we would appreciate if you would be able to send us copies (electronic or otherwise) of any plans, maps or data that might pertain to transportation in Calaveras County.

The current 2017 RTP can be downloaded here: https://calacog.org/wp-content/uploads/tom-pdf-manager/870_Calaveras-2017-Regional-Transportation-Plan-1.pdf. Once the Public Draft 2021 Calaveras County Regional Transportation Plan is completed, we will notify you and provide you with instructions on how to view the document electronically. Thank you in advance for your input and consideration.

Sincerely,

Justine Marmesh

Justine Marmesh, Transportation Planner
justine@lsctahoe.com
LSC Transportation Consultants, Inc.





**TRANSPORTATION PLANNING &
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

May 20, 2020

Stanislaus Council of Governments
Rosa De Leon Park, Executive Director
1111 I Street, Suite 308
Modesto, CA 95354

Re: Calaveras County 2021 Regional Transportation Plan

Dear Ms. De Leon Park,

LSC Transportation Consultants, Inc. has been retained by the Calaveras Council of Governments (CCOG) to prepare the Calaveras County 2021 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Calaveras County 2021 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions by June 19th.

1. How would you characterize transportation conditions in Calaveras County as they impact Stanislaus County?
2. What do you see as the major economic and demographic factors in Stanislaus County that can be expected to impact transportation demands in Calaveras County over the next 20 years?
3. How can the Calaveras County RTP enhance mobility in Stanislaus County?
4. What transportation-related projects and proposals does Stanislaus County have that CCOG should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Stanislaus County and Calaveras County? If so, please describe.
6. Please include any other input you might have for the Calaveras County RTP.

Thank you for your time and consideration. Your participation in the Calaveras County RTP development process is greatly appreciated.

Sincerely,

Justine Marmesh

Justine Marmesh, Transportation Planner
justine@lsctahoe.com
LSC Transportation Consultants, Inc.





**TRANSPORTATION PLANNING &
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145

May 20, 2020

Tuolumne County Transportation Council
2 S. Green St, Sonora CA 95370

Re: Calaveras County 2021 Regional Transportation Plan

Dear Mr. Grossi:

LSC Transportation Consultants, Inc. has been retained by the Calaveras Council of Governments (COG) to prepare the Calaveras County 2021 Regional Transportation Plan (RTP) update. An important element of the RTP process (and as required by State guidelines) is coordination with adjacent counties. To accomplish this, we are seeking your input with regard to the Calaveras County 2021 RTP. We would appreciate receiving your written, verbal or electronic response to the following questions by June 19th.

1. How would you characterize transportation conditions in Calaveras County as they impact Tuolumne County?
2. What do you see as the major economic and demographic factors in Tuolumne County that can be expected to impact transportation demands in Calaveras County over the next 20 years?
3. How can the Calaveras County RTP enhance mobility in Tuolumne County?
4. What transportation-related projects and proposals does Tuolumne County have that the SCTC should be aware of in developing their RTP?
5. Are there potential transportation-related improvement projects that you believe can be jointly pursued between Tuolumne County and Calaveras County? If so, please describe.
6. Please include any other input you might have for the Calaveras County RTP.

Thank you for your time and consideration. Your participation in the Calaveras County RTP development process is greatly appreciated.

Sincerely,

Justine Marmesh

Justine Marmesh, Transportation Planner
justine@lsc Tahoe.com
LSC Transportation Consultants, Inc.





**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

May 22, 2020

Calaveras Band of Mi-Wuk

Gloria Grimes, Chairperson
PO Box 899
West Point, CA 95255

Re: Calaveras County 2021 Regional Transportation Plan Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Calaveras Council of Governments (CCOG) to prepare the Calaveras County 2021 Regional Transportation Plan (RTP) update. The CCOG is the Regional Transportation Planning Agency (RTPA) for the Calaveras County region. The RTP is a federally required long-range transportation-planning document for the region within geographic Calaveras County, and is updated every five years. The Calaveras County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Calaveras County. The current 2017 Calaveras County RTP can be viewed at: https://calacog.org/wp-content/uploads/tom-pdf-manager/870_Calaveras-2017-Regional-Transportation-Plan-1.pdf.

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Calaveras County region. This letter serves as formal request for AB 52 consultation. If you wish to conduct formal tribal consultation please contact within 30 days:

Amber Collins, Executive Director
Calaveras Council of Governments
Telephone: 209.754.2094
Email: acollins@calacog.org

Additionally, I would be happy to arrange a more informal discussion of transportation improvement needs for the Calaveras Band of Mi-Wuk with you and/or other tribal members. Further, we would appreciate it you could send us electronic copies of any recent transportation related plans for the tribe so that we can ensure tribal transportation needs and projects are included in the RTP.

Sincerely,

Justine Marmesh

Justine Marmesh, Transportation Planner
justine@lsctahoe.com
LSC Transportation Consultants, Inc.



Local Government Tribal Consultation List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

CEQA Tribal Consultation List (AB 52) – Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2

General Plan (SB 18) - Per Government Code § 65352.3.

Local Action Type:

- General Plan General Plan Element General Plan Amendment
 Specific Plan Specific Plan Amendment Pre-planning Outreach Activity

Required Information

Project Title: 2021 Calaveras County Regional Transportation Plan

Local Government/Lead Agency: Calaveras Council of Governments

Contact Person: Genevieve Evans

Street Address: 2690 Lake Forest Road, Suite C

City: Tahoe City Zip: 96140

Phone: 530 583 4053 Fax: _____

Email: genevieve@lscatahoe.com

Specific Area Subject to Proposed Action

County: Calaveras County City/Community: _____

Project Description:

LSC Transportation Consultants is currently working to update the existing 2017 Calaveras County Regional Transportation Plan for the Calaveras Council of Governments.

Additional Request

Sacred Lands File Search - Required Information:

USGS Quadrangle Name(s): _____

Township: _____ Range: _____ Section(s): _____





**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

September 10, 2020

Chicken Ranch Rancheria of Me-Wuk Indians of California

Bailey Hunter
Environmental and Natural Resources Manager
PO Box 1159
Jamestown, CA 95327
209-984-9066

Re: Calaveras County 2021 Regional Transportation Plan Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Calaveras Council of Governments (CCOG) to prepare the Calaveras County 2021 Regional Transportation Plan (RTP) update. The CCOG is the Regional Transportation Planning Agency (RTPA) for the Calaveras County region. The RTP is a federally required long-range transportation-planning document for the region within geographic Calaveras County, and is updated every five years. The Calaveras County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Calaveras County. The current 2017 Calaveras County RTP can be viewed at: <https://calacog.org/project/rtp-update/>

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Calaveras County region. This letter serves as formal request for AB 52 consultation. If you wish to conduct formal tribal consultation please contact within 30 days:

Amber Collins, Executive Director
Calaveras Council of Governments
Telephone: 209.754.2094
Email: acollins@calacog.org

Additionally, I would be happy to arrange a more informal discussion of transportation improvement needs for the Chicken Ranch Rancheria Me-Wuk Indians with you and/or other tribal members. Further, we would appreciate it you could send us electronic copies of any recent transportation related plans for the tribe so that we can ensure tribal transportation needs and projects are included in the RTP.

Sincerely,

A handwritten signature in black ink, appearing to read 'Genevieve Evans', is written over a light blue horizontal line.

Genevieve Evans, Transportation Planner
genevieve@lsctahoe.com
LSC Transportation Consultants, Inc.





**TRANSPORTATION PLANNING AND
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C
Post Office Box 5875
Tahoe City, California 96145
(530) 583-4053 FAX: (530) 583-5966
info@lsctahoe.com

May 22, 2020

Lone Band of Miwok

Sara Setchwaelo, Chairperson
9252 Bush Street, Suite 2
Plymouth, CA 95669

Re: Calaveras County 2021 Regional Transportation Plan Update

LSC Transportation Consultants, Inc. (LSC) has been retained by the Calaveras Council of Governments (CCOG) to prepare the Calaveras County 2021 Regional Transportation Plan (RTP) update. The CCOG is the Regional Transportation Planning Agency (RTPA) for the Calaveras County region. The RTP is a federally required long-range transportation-planning document for the region within geographic Calaveras County, and is updated every five years. The Calaveras County RTP provides a coordinated 20-year vision of the regionally significant transportation improvements (street rehabilitation, bike path construction, public transit facilities, airport improvements, etc.) and policies needed to efficiently move goods and people within Calaveras County. The current 2017 Calaveras County RTP can be viewed at: https://calacog.org/wp-content/uploads/tom-pdf-manager/870_Calaveras-2017-Regional-Transportation-Plan-1.pdf.

The RTPA is committed to developing Government-to-Government relationships with the Tribal Governments within the Calaveras County region. This letter serves as formal request for AB 52 consultation. If you wish to conduct formal tribal consultation please contact within 30 days:

Amber Collins, Executive Director
Calaveras Council of Governments
Telephone: 209.754.2094
Email: acollins@calacog.org

Additionally, I would be happy to arrange a more informal discussion of transportation improvement needs for the Lone Band of Miwok with you and/or other tribal members. Further, we would appreciate it you could send us electronic copies of any recent transportation related plans for the tribe so that we can ensure tribal transportation needs and projects are included in the RTP.

Sincerely,

Justine Marmesh

Justine Marmesh, Transportation Planner
justine@lsctahoe.com
LSC Transportation Consultants, Inc.



Comments on Draft RTP

California Department of Transportation

OFFICE OF THE DISTRICT 10 PLANNING
P.O. BOX 2048 | STOCKTON, CA 95201
(209) 948-7325 | FAX (209) 948-7164 TTY 711
www.dot.ca.gov



September 20, 2021

Mrs. Amber Collins
Executive Director
Calaveras County
Council of Governments
444 E. Saint Charles Street
San Andreas, CA 95249

**Calaveras Council of
Governments (CCOG)
Regional Transportation Plan
(RTP) 2021 Update
Initial Study Mitigated
Negative Declaration (IS-MND)
SCH 2021080389**

Dear Mrs. Collins,

Thank you for the opportunity to review and provide comments on the Calaveras County Council of Governments (CCOG) Regional Transportation Plan (RTP) 2021 update. The CCOG RTP 2021 update presents a 20-year vision for all types of transportation capital improvement projects in Calaveras County. The plan identifies transportation related issues, outlines goals, policies and objectives and includes a list of future transportation projects to address the issues. Based on our review of the Draft RTP and IS-MND, the Department would like to provide the following comments, suggestions, and questions for your consideration.

The Calaveras County Council of Governments is commended for:

- Developing a 2021 RTP that is very clear, interesting to read, well supported with a documented public involvement process, and rich with graphics and illustrations.
- Developing well-rounded Regional Transportation Goals that include seven goals for the 2021 RTP.
- The significance of the RTP as it pertains to the state's California Transportation Plan (CTP) 2050 and the interrelationship between the region's transportation goals and how they align with the state's long-range transportation policies and objectives.

Introduction, Executive Summary, Demographics and Economics

- Page 1: "1.1 decrease" in the last paragraph on the page should say "1.1 percent decrease...".

Ch 2: Existing Conditions, Residents and Workforce

- Page 30: There wasn't any chart or visual map that represented the land use types and adjacent highway connectors and arterial facilities that would support this statement. This section could be broken up and placed under Goal 7 - economic vitality and support economic resiliency. The modal discussion topic could also clearly state the other main modes of goods movement or lack thereof. A suggestion would be to reference the California Rail Plan (2018) and identify any opportunity to incorporate transit lines running directly to-and-from the High-Speed Rail stop in Stockton and any associated points of interest. This project is currently in Phase 2 and a discussion of the anticipated increase in travel and tourism to the area would align nicely with the overall transportation improvement concepts in the RTP.

Ch 3: Planning Documents

- Page 38-39: Systematic Safety Analysis Report (2018) states, "Recommendations to mitigate collision rates along these segments included high friction surface treatments, updated guardrail installation, restriping and reflective pavement markers, rumble strips, street lighting, and the posting of radar speed feedback signs."
 - Per the items mentioned above, all safety improvements must be concurred by the District Traffic Safety Engineer. Please ensure the District Traffic Safety Engineer is contacted in regard to when these improvements will be implemented so that the District Traffic Safety Team is aware of the work in the area.
- Page 44: As referenced in the Air Quality section, a majority of air pollution problems (non-attainment of PM10 standards due to fugitive dust particles and ozone non-attainment due to drift winds from San Joaquin Valley), a further detailed description on the strategic planning policy efforts could be included. An example would involve working with the regions on negotiating a carbon trade agreement to offset the fugitive emissions that have altered the attainment zones of Calaveras County. An example would be receiving funding support from adjacent jurisdictions to develop GHG mitigation banks which sequester carbon through selected native plants and other crops to offset mobile source emissions from outside the county.

Ch 4: Modal Discussion

- Page 47: State Route 49's functional classification in Calaveras County is principal arterial, not minor arterial.

- Page 61: Amtrak section where the RTP states that the San Joaquin route runs seven round trips a day, seven days a week: This Amtrak service was reduced during COVID.
 - The plan for Amtrak is to return to pre-COVID levels and then increase from there. Since it's a moving target, we would suggest that CCOG modify the wording to identify "existing (pre-COVID) service levels."
 - Please consider including something on Valley Rail since it will run to Modesto and Ceres, which is the closest rail connection to Calaveras County (https://acerail.com/valley_rail/)
- Page 71: "Typical goods movement issues in rural counties include potential conflicts between truck, recreational vehicle traffic and 40-foot tour buses on the County's narrow two-lane highways are an issue." Highway Traffic related crashes, fatalities, and injuries shown on page 69 depict the concentration along the principle arterials, where the highest concentration of goods movement activity is. The Final RTP may want to incorporate plans to improve and expand the shoulders adjacent to these critical facilities to mitigate for safety improvements along State Routes (SR) 49, SR 4, and SR 26 and Valley Springs in particular. The California Freight Mobility Plan (CFMP) 2020 project list incorporates some projects priorities, but there are no listings of shoulder widening projects on SR 26. There are also no projects of this sort listed in Appendix H of the RTP.

Ch 5: Policy Element

- Page 78: Policy 2.3 states the need to work with local partners to develop a strategy to identify the necessary infrastructure to support electrical vehicle charging integration. There could also be consideration for the adoption of Zero Emission Freight Vehicle recharging and truck parking facilities projects. This would not only apply to ZEV re-charging station sites, but also the incorporation of projects that would utilize biobased fuels (biomass) from woody remains of forest fires, the planting of woody plants (where feasible) for the adoption of feedstock fuel supply for alternative Hydrogen and Electric Vehicle refueling stations, the processing of industrial wastes and landfill gases for treatment and re-use to be transmitted and dispensed at ZEV re-charging stations. There could also be consideration for further coordination with the Calaveras County Airport and the integration of alternative fueling facilities for backup generation, development of alternative jet fuel production on or near site, and also incorporation of cargo operations for emergency events, such as earthquakes, flooding, and brush/forest fires.

Ch 6: Action Element

- Page 85: There may be further considerations pertaining to planning assumptions for the impacts of increased travel and tourism to the area and associated truck traffic, outside of overall population growth. Likewise, there may be further consideration for the demographics of tourists utilizing transit services for recreational purposes within the region.
- Page 89: Performance Measures states; "With diminishing transportation funding at the state level." Please clarify if transportation funding is actually decreasing on the state level.

Ch 7: Financial Element

- Page 107: There are additional funding programs that could be mentioned for alternative corridor project investment categories, such as the California Clean Energy Commission (CEC) Clean Transportation Program, and Federal Aviation Administration (FAA) Continuous Lower Energy, Emissions, and Noise (CLEEN) program.
- Page 119: Table 22 RTP Forecast Revenue Summary shows funding levels to be higher; is this due to the budget revise? This is vaguely addressed on page 120. Can you provide source for revenue summary?

General Comments

- Will the CCOG Regional Travel Demand Model (TDM) be updated as part of the RTP? Caltrans recommends adding a section in the RTP to discuss TDM and projected traffic growth for future years.
- Please ensure that any projects associated with RTP implementation are routed to District 10 Freeway and Highway Operations Branch so impacts to the highway system can be assessed.
- Please identify which projects outlined in the constrained project list is regionally significant.

RTP Checklist Comments

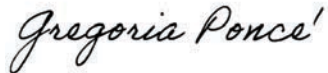
General

1. Caltrans could not identify the long-range and short-range strategies/action as indicated on page 81 of the RTP checklist.
2. Caltrans could not identify the Project Intent i.e. Plan Level Purpose and Needs Statement as indicated on page 87 of the RTP checklist.

Mrs. Collins, Executive Director
September 20, 2021
Page 5

Please do not hesitate to contact Michael Casas at (209) 986-9830 (email: Michael.Casas@dot.ca.gov) or me at (209) 483-7234 (email: Gregoria.Ponce@dot.ca.gov) if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Gregoria Ponce". The signature is written in a cursive, flowing style.

Gregoria Ponce, Chief
Office of Rural Planning

c: State Clearinghouse

Marlon Regisford, Deputy District Director, Caltrans District 10

Gilbert Valencia, Associate Transportation Planner, Office of Regional and
Community Planning, Division of Transportation Planning

Gregoria Ponce, Office Chief, District 10 Office of Rural Planning

Central Valley Regional Water Quality Control Board

20 September 2021

Amber Collins
Calaveras Council of Government
444 St. Charles Street
San Andreas, CA 95249
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COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, CALAVERAS COUNTY 2021 REGIONAL TRANSPORTATION PLAN PROJECT, SCH#2021080389, CALAVERAS COUNTY

Pursuant to the State Clearinghouse's 20 August 2021 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Calaveras County 2021 Regional Transportation Plan Project, located in Calaveras County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental

Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:

https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_2018_05.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Certification, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:

https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: <https://www.waterboards.ca.gov/centralvalley/help/permit/>

If you have questions regarding these comments, please contact me at (916) 464-4856 or Nicholas.White@waterboards.ca.gov.



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Calaveras 2021 Regional Transportation Plan Update and Initial Study Mitigated Negative Declaration Response to Comments

Response to Comments: Caltrans District 10, Office of Rural Planning

Comment: Introduction, Executive Summary, Demographics and Economics

- Page 1: “1.1 decrease” in the last paragraph on the page should say “1.1 percent decrease...”.

Response: Document revised as suggested.

Comment: Ch 2: Existing Conditions, Residents and Workforce

- Page 30: One of the stated points was to encourage tourism and provide safe and efficient travel routes for agricultural goods movement. There wasn't any chart or visual map that represented the land use types and adjacent highway connectors and arterial facilities that would support this statement. This section could be broken up and placed under Goal 7 - economic vitality and support economic resiliency.

Response: No changes recommended. This statement was simply making a connection between economic conditions in Calaveras County and how that might influence transportation decisions down the road. The fact that Calaveras County has a high level of tourism indicates that non-motorized improvements in tourist towns to increase safety and walkability are relevant. Projects which improve the safety of goods movement would make for more efficient transport of agricultural goods. At this point in the document no specific projects are proposed.

Comment: The modal discussion topic could also clearly state the other main modes of goods movement or lack thereof. A suggestion would be to reference the California Rail Plan (2018) and identify any opportunity to incorporate transit lines running directly to-and-from the High-Speed Rail stop in Stockton and any associated points of interest. This project is currently in Phase 2 and a discussion of the anticipated increase in travel and tourism to the area would align nicely with the overall transportation improvement concepts in the RTP.

Response: Noted that Calaveras County goods movement modes does not include rail. Added reference to reviewing intercity transit to Stockton in light of California Rail Plan. It was also noted that intercity service to Stockton was implemented a few years ago but did not carry enough ridership to justify the cost.

Comment: Ch 3: Planning Documents

- Page 38-39: Systematic Safety Analysis Report (2018) states, “Recommendations to mitigate collision rates along these segments included high friction surface treatments, updated guardrail installation, restriping and reflective pavement markers, rumble strips, street lighting, and the posting of radar speed feedback signs.”
- Per the items mentioned above, all safety improvements must be concurred by the District Traffic Safety Engineer. Please ensure the District Traffic Safety Engineer is contacted in regard to when these improvements will be implemented so that the District Traffic Safety Team is aware of the work in the area.

Response: No changes recommended. CCOG and local agencies will work with the Caltrans District Traffic Safety Engineer prior to implementing improvements from the Systematic Safety Analysis Report.

Comment: Page 44: As referenced in the Air Quality section, a majority of air pollution problems (non-attainment of PM10 standards due to fugitive dust particles and ozone non-attainment due to drift winds from San Joaquin Valley), a further detailed description on the strategic planning policy efforts could be included. An example would involve working with the regions on negotiating a carbon trade agreement to offset the fugitive emissions that have altered the attainment zones of Calaveras County. An example would be receiving funding support from adjacent jurisdictions to develop GHG mitigation banks which sequester carbon through selected native plants and other crops to offset mobile source emissions from outside the county.

Response: Policy efforts such as carbon trade agreements is outside the scope of the RTP and the purview of the CCOG as a Regional Transportation Planning Agency. The RTP does recommend projects with the goal of improving air quality such as construction of non-motorized facilities. A policy was added to the document which further promotes coordination with other jurisdictions to implement projects which offset GHG emissions.

Comment: Ch 4: Modal Discussion

- Page 47: State Route 49's functional classification in Calaveras County is principal arterial, not minor arterial.

Response: Document revised as suggested.

Comment: Page 61: Amtrak section where the RTP states that the San Joaquin route runs seven round trips a day, seven days a week: This Amtrak service was reduced during COVID.

- The plan for Amtrak is to return to pre-COVID levels and then increase from there. Since it's a moving target, we would suggest that CCOG modify the wording to identify "existing (pre-COVID) service levels."
- Please consider including something on Valley Rail since it will run to Modesto and Ceres, which is the closest rail connection to Calaveras County (https://acerail.com/valley_rail/)

Response: Document revised to add this information.

Comment: Page 71: "Typical goods movement issues in rural counties include potential conflicts between truck, recreational vehicle traffic and 40-foot tour buses on the County's narrow two-lane highways are an issue." Highway Traffic related crashes, fatalities, and injuries shown on page 69 depict the concentration along the principal arterials, where the highest concentration of goods movement activity is. The Final RTP may want to incorporate plans to improve and expand the shoulders adjacent to these critical facilities to mitigate for safety improvements along State Routes (SR) 49, SR 4, and SR 26 and Valley Springs in particular. The California Freight Mobility Plan (CFMP) 2020 project list incorporates some projects priorities, but there are no listings of shoulder widening projects on SR 26. There are also no projects of this sort listed in Appendix H of the RTP.

Response: A policy was added to the document to continue to evaluate crash data and work with Caltrans on planning for shoulder improvements. One of the concerns with respect to goods movement is conflicts with other vehicles while trying to pass bicyclists. There are many non-motorized improvements in the RTP which address creating a safer space for bicyclists on state highways.

Comment: Ch 5: Policy Element

- Page 78: Policy 2.3 states the need to work with local partners to develop a strategy to identify the necessary infrastructure to support electrical vehicle charging integration. There could also be consideration for the adoption of Zero Emission Freight Vehicle recharging and truck parking facilities projects. This would not only apply to ZEV re-charging station sites, but also the incorporation of projects that would utilize biobased fuels (biomass) from woody remains of forest fires, the planting of woody plants (where feasible) for the adoption of feedstock fuel supply for alternative Hydrogen and Electric Vehicle refueling stations, the processing of industrial wastes and landfill gases for treatment and re-use to be transmitted and dispensed at ZEV re-charging stations. There could also be consideration for further coordination with the Calaveras County Airport and the integration of alternative fueling facilities for backup generation, development of alternative jet fuel production on or near site, and also incorporation of cargo operations for emergency events, such as earthquakes, flooding, and brush/forest fires.

Response: Noted and document revised to add “and other alternative fuel sources” into Policy 2.3

Comment: Ch 6: Action Element

- Page 85: There may be further considerations pertaining to planning assumptions for the impacts of increased travel and tourism to the area and associated truck traffic, outside of overall population growth. Likewise, there may be further consideration for the demographics of tourists utilizing transit services for recreational purposes within the region.

Response: Noted and document revised to add Language to planning assumptions section.

Comment: • Page 89: Performance Measures states; “With diminishing transportation funding at the state level.” Please clarify if transportation funding is actually decreasing on the state level.

Response: Document revised to clarify statement to say “As available regional transportation funding is not sufficient to cover all project costs, it is important to establish a method of comparing the benefits of various transportation projects...”

Comment: Ch 7: Financial Element

- Page 107: There are additional funding programs that could be mentioned for alternative corridor project investment categories, such as the California Clean Energy Commission (CEC) Clean Transportation Program, and Federal Aviation Administration (FAA) Continuous Lower Energy, Emissions, and Noise (CLEEN) program.

Response: No changes recommended. The CEC program is mentioned in the RTP. The CLEEN Program does not seem relevant to CCOG.

Comment: Page 119: Table 22 RTP Forecast Revenue Summary shows funding levels to be higher; is this due to the budget revise? This is vaguely addressed on page 120. Can you provide source for revenue summary?

Response: No changes recommended. The footnotes section of Table 22 and page 32 explain how transportation revenue forecasts were developed. Generally, the most recent guidance for each funding program was reviewed and increased for inflation or population growth, depending on the funding source.

General Comments

Comment: Will the CCOG Regional Travel Demand Model (TDM) be updated as part of the RTP? Caltrans recommends adding a section in the RTP to discuss TDM and projected traffic growth for future years.

Response: According to Section 3.2 of the 2017 RTP Guidelines for RTPAs, a TDM is not required. The Travel Demand Model will not be updated as part of this RTP update. The model was recently updated as part of the General Plan process. That information was used to update the RTP. Table 9 and Appendix E discuss future traffic volumes and LOS.

Comment: Please ensure that any projects associated with RTP implementation are routed to District 10 Freeway and Highway Operations Branch so impacts to the highway system can be assessed.

Response: Noted, no changes recommended.

Comment: Please identify which projects outlined in the constrained project list is regionally significant.

Response: The SR 4 Wagon Trail Realignment project has been prioritized for Regional Transportation Improvement Program (RTIP) funds and as such is a regionally significant project. Page 95 states “the region’s top priority project is construction of the Westerly Segment of the SR 4 Wagon Trail Project...”

Comment: Caltrans could not identify the long-range and short-range strategies/action as indicated on page 81 of the RTP checklist.

Response: No changes recommended. Tables 17 and 18 list short-term strategies and Appendix H lists long-term strategies.

Comment: Caltrans could not identify the Project Intent i.e., Plan Level Purpose and Needs Statement as indicated on page 87 of the RTP checklist.

Response: Added subheading so that this section was easier to identify.

Response to Comments: Central Valley Water Quality Control Board

The Water Quality Control Board provided a comprehensive list of requirements and best practices when a project may impact surface water and groundwater. CCOG and the implementing agency for RTP projects will follow these requirements if it is determined through each individual environmental

process that a project will have a significant impact on surface water and ground water. The best practices are also referenced in the Environmental Mitigation section of the RTP.

Appendix C: Public Participation Plan

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.

Appendix D: Community Input

Calaveras County Regional Transportation Plan Online Community Survey Analysis

SURVEY METHODOLOGY

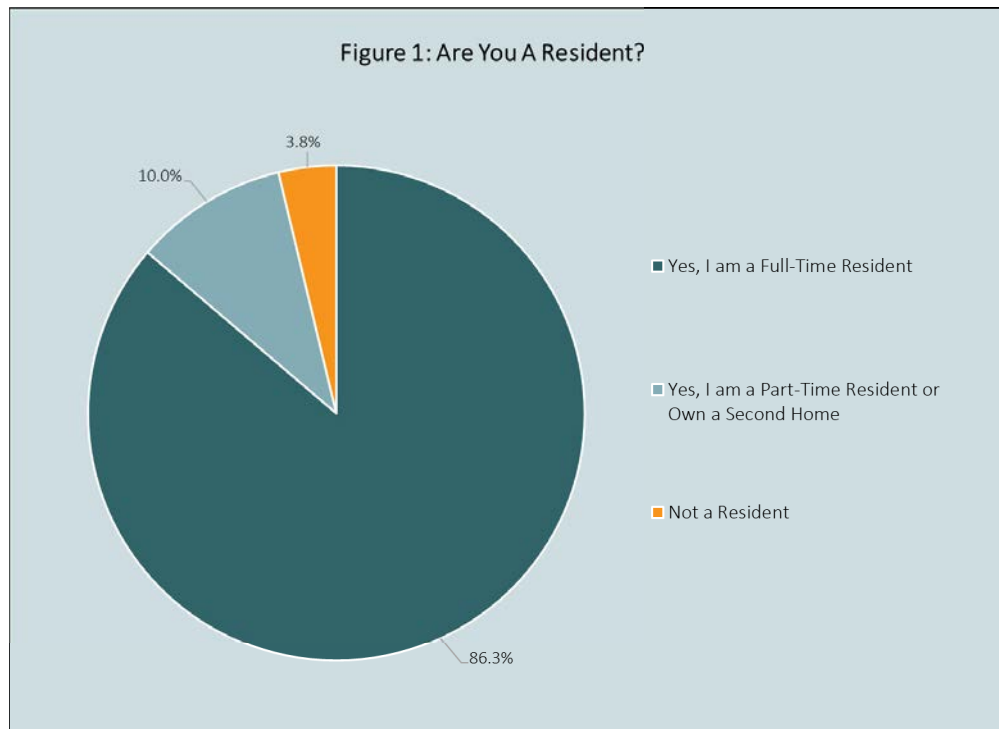
As part of an effort to obtain input from Calaveras County residents and stakeholders, an online community survey was developed with input from the Calaveras Council of Governments (CCOG) staff. Links to the survey were distributed to stakeholders, advertised in local newspapers (both print and digital) and posted on the CCOG website. The survey asked respondents to answer a series of questions about their personal and household transportation needs and experiences. The survey was available online for the months of July and August 2020. A copy of the survey included at the end of this appendix.

SURVEY ANALYSIS

A total of 113 survey responses were received and the results are discussed in detail below.

Are You a Resident?

Respondents were asked whether they are a full or part time resident. As shown in Figure 1, the majority of those who took the survey were full-time residents (86.3 percent). Part-time residents and/or second homeowners made up 10 percent of those surveyed, followed by 3.8 percent who indicated that they were neither a full-time or part-time resident.



Where Do you Live and Work?

Table 1 indicates where respondents live and work. As shown, 30.4 percent who took the survey live in Murphys, followed by 29.1 percent living in Arnold. Of those taking the survey, 12.7 percent lived outside of Calaveras County. Roughly 43 percent of survey respondents are not currently working (retired or

unemployed), followed by 22.2 percent working outside of Calaveras County. About 15.3 percent currently work in Murphys followed by 6.9 percent working in Arnold and 4.2 percent working in Stockton.

Calaveras County Communities	Where Do You Live?		Where Do You Work?	
	#	%	#	%
San Andreas	2	2.5%	2	2.8%
Angels Camp	7	8.9%	1	1.4%
Valley Springs	5	6.3%	0	0.0%
Murphys	24	30.4%	11	15.3%
Arnold	23	29.1%	5	6.9%
Avery	3	3.8%	1	1.4%
Copperopolis	1	1.3%	0	0.0%
Mokelumne Hill	0	0.0%	-	-
Mountain Ranch	0	0.0%	-	-
West Point	1	1.3%	-	-
Stockton	-	-	3	4.2%
Sonora	-	-	1	1.4%
Sacramento	-	-	1	1.4%
I live/work outside of Calaveras County	10	12.7%	16	22.2%
I do not live in Calaveras County	3	3.8%	-	-
I am not working in any community	-	-	31	43.1%

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Commute Patterns

Table 2 shows commute patterns of the 79 respondents who noted both where they live and work. Of those who responded, 44.6 percent do not currently work and another 21.5 percent of people either work outside of Calaveras County, or in a community not listed in the survey. Of those who do commute to and from work, many commute to work in the same community that they live within, primarily Murphys, followed by Arnold, and Avery.

Where do you live?	Where do you work?									
	Angels Camp	Arnold	Avery	Copperopolis	Murphys	San Andreas	Valley Springs	West Point	I Work in a Another Community	I am currently not working
Angels Camp	1	0	0	0	0	0	0	0	0	0
Arnold	0	5	1	0	1	0	0	0	0	0
Avery	0	0	2	0	0	0	0	0	0	0
Copperopolis	0	0	0	0	0	0	0	0	1	0
Murphys	0	0	0	0	9	1	0	0	0	0
San Andreas	0	0	0	0	1	0	0	0	1	0
Valley Springs	0	0	0	0	0	0	0	0	0	3
West Point	0	0	0	0	0	1	0	0	0	0
I do not live in Calaveras County	0	0	0	0	0	0	0	0	0	0

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Commute Length

When asked how long it takes to drive to work, 31.8 percent of respondents stated that their commute takes less than 15 minutes (Table 3). Another 31.8 percent of those surveyed indicated that their commute takes between 16 and 30 minutes, with 20.6 percent stating that their commute takes between 31 and 45 minutes. The longest commute time was two hours, of which only 2.8 percent of respondents currently commute. The average commute time among the survey respondents was approximately 30 minutes.

Table 3: How Long is Your Commute?

Commute Length	Responses	
	#	%
Less than 15 minutes	34	31.8%
16 - 30 minutes	34	31.8%
31 - 45 minutes	22	20.6%
46 - 60 minutes	8	7.5%
1hr - 1 hr 15 minutes	1	0.9%
1hr 16 minutes - 1hr 30 minutes	3	2.8%
1hr 31 minutes - 1hr 45 minutes	1	0.9%
1hr 46 minutes - 2 hours	1	0.9%
Over 2 hours	3	2.8%

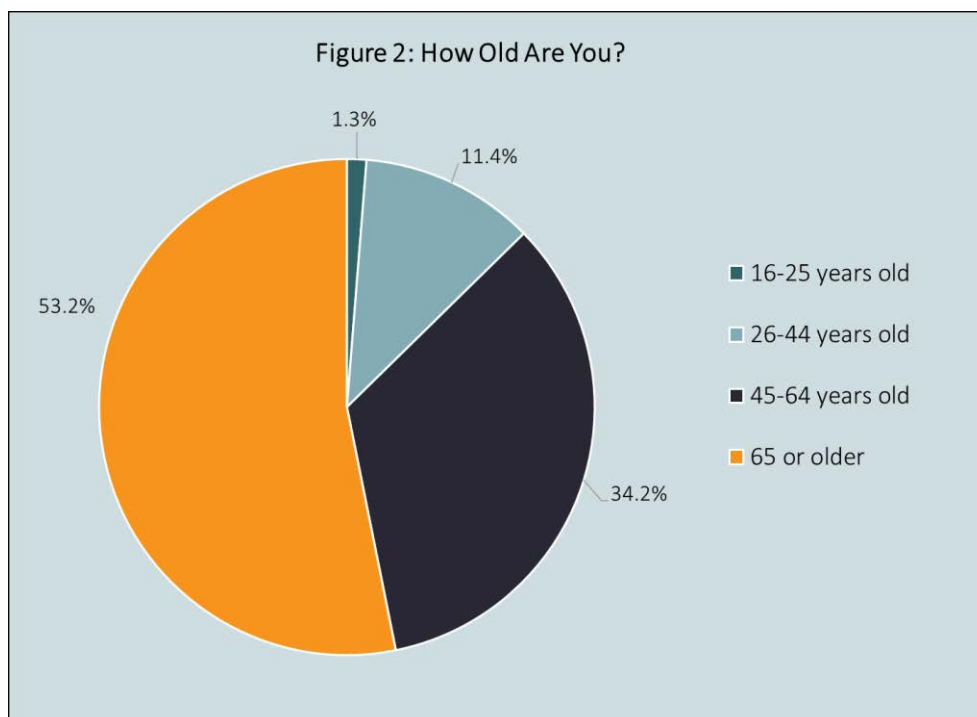
Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Household Demographics

The following questions were asked to get a better idea of who was taking the survey and what their household characteristics are.

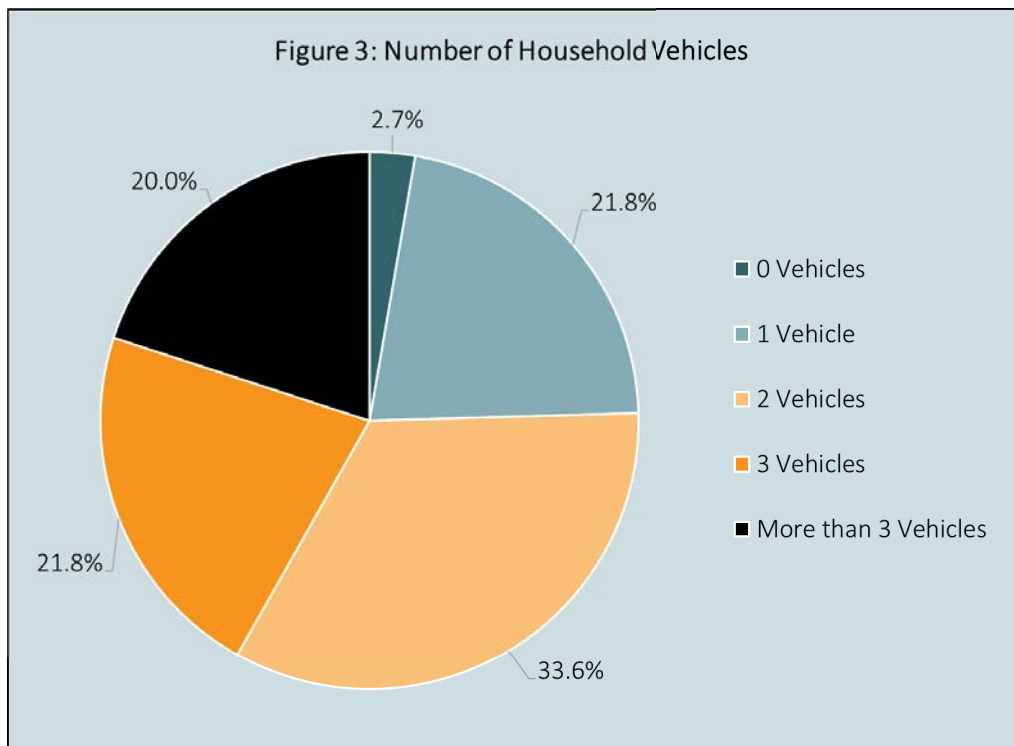
How Old Are You?

When asked how old respondents were, 53.2 percent were age 65 or older, followed by 34.2 percent between the ages of 45 and 64 years old and 11.4 percent between the ages of 26 and 44 years (Figure 2). Only 1.3 percent of those taking the survey were between 16 and 25 years old and no respondents were under the age of 16. As Census data indicates that 26 percent of Calaveras County residents are 65 years of age or older, this indicates that the survey respondents are over-represented among the elderly.



Number of Household Vehicles

Household number of vehicles are shown in Figure 3. Roughly 33.6 percent respondents who indicated that they had two vehicles in their household, followed by 21.8 percent had 3 vehicles and 20 percent had more than three vehicles in their household. Of those surveyed, 2.7 percent had no vehicle access in their household. This indicates that the vast majority of respondents are not dependent on public transit or non-motorized transportation.



How Easy or Difficult is it For You to Get Around without a Car?

More than half (51.9 percent) of those surveyed indicated that it can be very difficult to get around Calaveras County without a car, as shown in Table 4. Another 22.5 percent stated that it is somewhat difficult. A total of 15.7 percent of respondents mentioned it was somewhat easy and very easy for them to get around Calaveras County.

Experience	Responses	
	#	%
Very easy	4	4.5%
Somewhat easy	10	11.2%
Neither easy nor difficult	6	6.7%
Somewhat difficult	20	22.5%
Very difficult	46	51.7%
Don't know/Not sure	3	3.4%

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Why Do You Drive?

Table 5 summarizes reasons behind respondents driving behavior. As shown, 17 percent indicated that their destination is too far away making taking alternative forms of transportation too inconvenient. Another 14.3 percent stated that the lack of pedestrian and bicycle facilities is their reasoning for driving. Other reasons included busy roads (12.3 percent), hills and terrain (12 percent), driver behaviors (10 percent), and the need for personal vehicles for shopping and dropping off children (9.3 percent).

Reasons	Responses	
	#	%
My destination is too far away/I do not have time/inconvenient	51	17.0%
Scarce bicycle or pedestrian facilities (bike lanes, trails, or sidewalks)	43	14.3%
Roads are too busy/too much traffic	37	12.3%
Hills and terrain	36	12.0%
Driver behaviors (speeding, unsafe driving, etc.)	30	10.0%
I need a car for other reasons (shopping, drop off child, etc.)	28	9.3%
Transit is not convenient enough	24	8.0%
Health issues	14	4.7%
Bad weather	12	4.0%
I don't own a bike	10	3.3%
Unsafe neighborhood/safety/poor lighting	8	2.7%
Lack of amenities (restroom, shower, bike rack, etc.)	7	2.3%

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Transportation by Mode

Respondents were asked how often they use each transportation mode (personal vehicle, bicycle, walking, or carpooling). Their answers are summarized in Table 6. As shown, 87.7 percent indicated that they never use public transit, followed by 76.1 percent who indicated that they never carpool. Roughly 50 percent indicated a private vehicle as their mode of transportation 100 percent of the time. This data also indicates that of the 12.3 percent that use public transit, most use it for 5 to 30 percent of all their trips. A majority (62.2 percent) of respondents walk for at least some of their trips, while 31.9 percent bicycle for at least some of their trips.

	%	Personal Vehicle			Public	
		Walked	Bicycled	Transit	Carpooled	
0%	2.0%	37.8%	68.1%	87.7%	76.1%	
5%	3.0%	17.6%	7.2%	1.5%	10.4%	
10%	0.0%	23.0%	5.8%	1.5%	1.5%	
15%	0.0%	2.7%	1.4%	0.0%	3.0%	
20%	2.0%	4.1%	5.8%	3.1%	3.0%	
25%	3.0%	5.4%	2.9%	3.1%	0.0%	
30%	1.0%	0.0%	2.9%	1.5%	1.5%	
35%	0.0%	2.7%	1.4%	0.0%	0.0%	
40%	1.0%	1.4%	0.0%	0.0%	1.5%	
45%	0.0%	0.0%	0.0%	0.0%	0.0%	
50%	2.0%	0.0%	4.3%	0.0%	3.0%	
55%	0.0%	0.0%	0.0%	0.0%	0.0%	
60%	1.0%	0.0%	0.0%	0.0%	0.0%	
65%	0.0%	1.4%	0.0%	0.0%	0.0%	
70%	4.0%	0.0%	0.0%	0.0%	0.0%	
75%	5.0%	1.4%	0.0%	0.0%	0.0%	
80%	7.0%	0.0%	0.0%	0.0%	0.0%	
85%	3.0%	0.0%	0.0%	0.0%	0.0%	
90%	13.0%	1.4%	0.0%	1.5%	0.0%	
95%	3.0%	1.4%	0.0%	0.0%	0.0%	
100%	50.0%	0.0%	0.0%	0.0%	0.0%	

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

How Concerned are You About Transportation Issues?

Respondents were asked to rank how concerned they were about various transportation issues. The most concerning transportation issue indicated by survey respondents were conflicts between vehicles and bicycles along roadway shoulders (62.6 percent), as shown in Table 7. This was followed by there not being enough separated bicycle paths (53.8 percent), and lack of adequate pavement conditions on local roads (51.1 percent). The most “somewhat concerning” transportation issues included emergency evacuation options (40.4 percent), high vehicle speeds through communities (37.8 percent), and a lack of truck passing lanes (35.1 percent). In Table 7 below, red indicates the least amount of people rating a particular level of concern and the yellow indicates the most amount of people indicating a particular level of concern by transportation issue.

Table 7: What Transportation Issues Are Concerning to You?				
Transportation Issues	Very concerning	Somewhat concerning	Not very concerning	Not at all concerning
Not enough separated bicycle paths	53.8%	19.8%	12.1%	14.3%
Conflicts between vehicle and bicycles on roadways with shoulder	62.6%	24.2%	6.6%	6.6%
Unsafe conditions for children traveling to school	36.7%	34.4%	17.8%	11.1%
Discontinuous sidewalks	36.3%	28.6%	16.5%	18.7%
More crosswalks in communities	18.9%	30.0%	27.8%	23.3%
Not enough crosswalks in the communities	21.6%	25.0%	34.1%	19.3%
Insufficient wheelchair ramps and other ADA accessible facilities	17.0%	33.0%	25.0%	25.0%
Not enough public transit options	20.2%	31.9%	29.8%	18.1%
Sufficiency of walkways, pathways, etc. to transit stops	32.3%	22.6%	28.0%	17.2%
Seasonal traffic congestion on state highways	45.2%	30.1%	19.4%	5.4%
Not enough truck climbing lanes	37.2%	35.1%	19.1%	8.5%
Sufficient emergency evacuation options	45.7%	40.4%	9.6%	4.3%
Pavement conditions on local streets and roads	51.1%	32.6%	13.0%	3.3%
High vehicle speeds through communities	41.1%	37.8%	15.6%	5.6%

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

What One Transportation Problem Would You Fix?

Respondents were asked to identify their top priority transportation issue in Calaveras County. A list of responses is included as an attachment to this memo. When asked which one transportation issue respondents would fix if they could, 41.2 percent stated that they would increase the amount of bicycle and pedestrian paths throughout the county. While most respondents generally requested more bicycle and pedestrian facilities, others mentioned specific areas that would benefit from increase bicycle and pedestrian activities. These areas include communities such as Arnold, Dorrington, and Murphys as well as along Highway 4 and Highway 26. Another transportation issue residents thought of as high priority is the implementation of the Wagon Trail Project (17 percent), followed by lowering and enforcing lower speed limits (11.8 percent). Others suggested actions such as increasing the number of passing lanes, improving parking signage, widening road shoulders, and expanding public parking in downtown areas.

What Transportation Barriers Do You Experience in your Community?

Respondents were asked what transportation barriers they encounter in their community. Complete answers to this question are included at the end of this memo. Similar to the question related to fixing transportation problems above, 54.5 percent indicated a lack of pedestrian and bicycle paths, followed by the poor state of roads needing repair (12.1 percent), and a lack of access to transit stops and services (12.1 percent).

Others responded that high speeds along major roadways (6.1 percent), poorly maintained sidewalks (3 percent) and a lack of access to the planning process (3 percent) were all major barriers to transportation within Calaveras County. Another 6.1 percent mentioned that they currently have no barriers to transportation.

Prioritizing Improvements

Each respondent was asked how they would spend \$100 on various types of transportation improvements. As shown in Table 6, on average respondents would spend around \$33 on fixing existing roads, followed by \$15 on widening highway shoulders for bicycles, and \$11 on increasing the number of lanes on state highways. The least amount of money was budgeted towards improving the overall transit system (\$6), building new roads (\$4), or improving airport facilities (\$2).

Improvement	Avg. Dollars Spent
Fix existing roads	\$33
Widen shoulders on highways for bicycles	\$15
More lanes on state highways	\$11
Improve pedestrian facilities	\$10
Improve separated bicycle facilities	\$10
More guardrails, striping, signage etc.	\$6
Improve overall transit system	\$6
Build new local roads	\$4
Improve local airport facilities	\$2

Source: LSC Transportation Consultants, Calaveras County Survey, 2020

Locations of Recommended Improvements

Respondents were given the opportunity to use an online map to indicate specific locations where roadway and bicycle/pedestrian improvements or repairs were needed. Respondents were allowed to place as many markers as they wished. Figures 4 and 5 display the results for the east and west sides of the county, respectively. Along the SR 4 corridor in the eastern portion of the county, respondents indicated that Forest Meadows has a high need for wider shoulders. Many respondents would like to see a bike path between Arnold and Dorrington as well as in the Forest Meadows and Murphys areas. Pavement repairs have been noted along Sheep Ranch Road and Armstrong Road as well as on the local streets in Arnold.

In the western portion of the county, requests for a new roadway and passing lanes were indicated along Wagon Trail alignment of SR 4 between Copperopolis and Angels Camp. Stop signs or signals were also requested at multiple locations in San Andreas.



0 1.5 3 6 Miles

FIGURE 4
Desired Improvement Locations –
East County

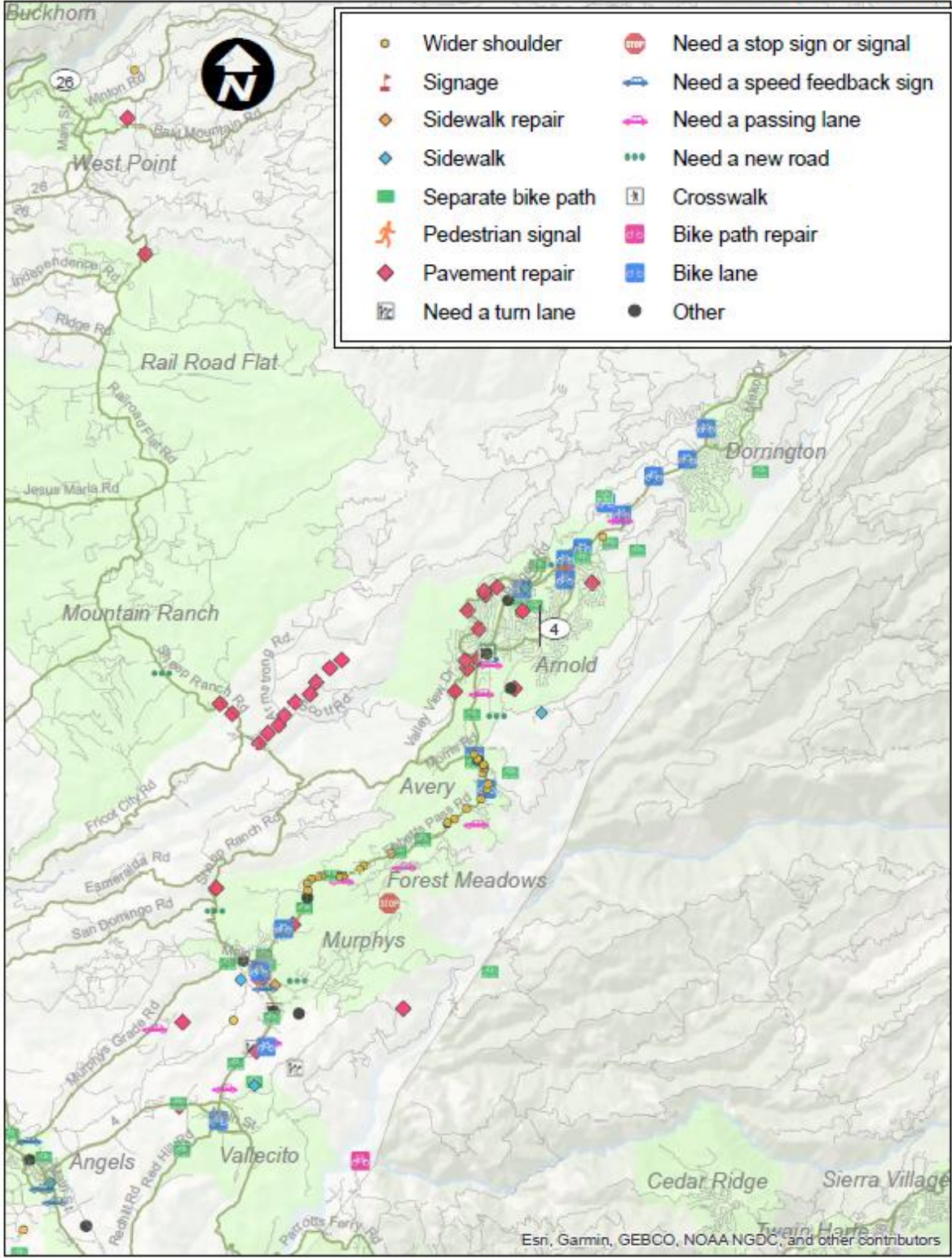
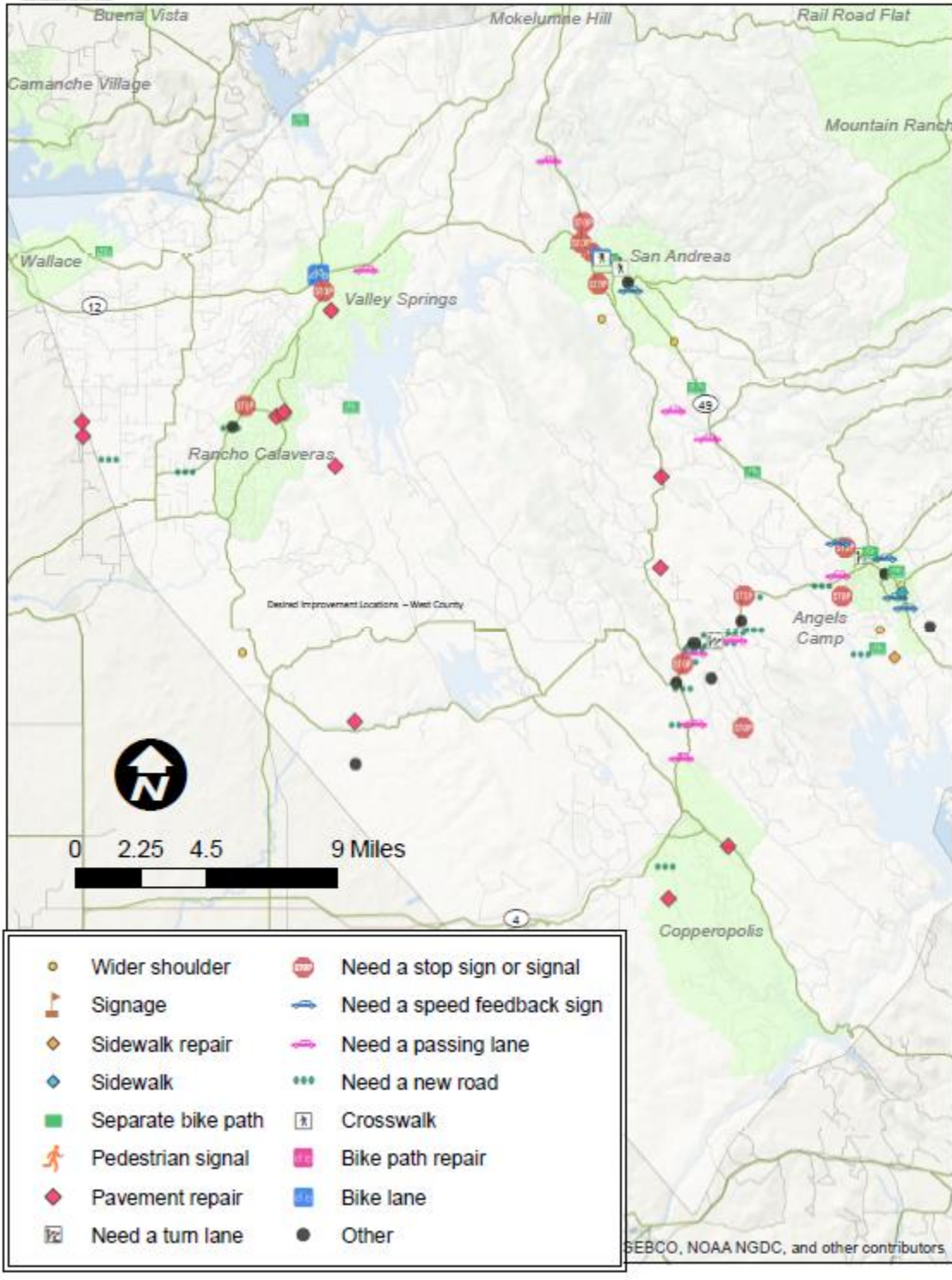




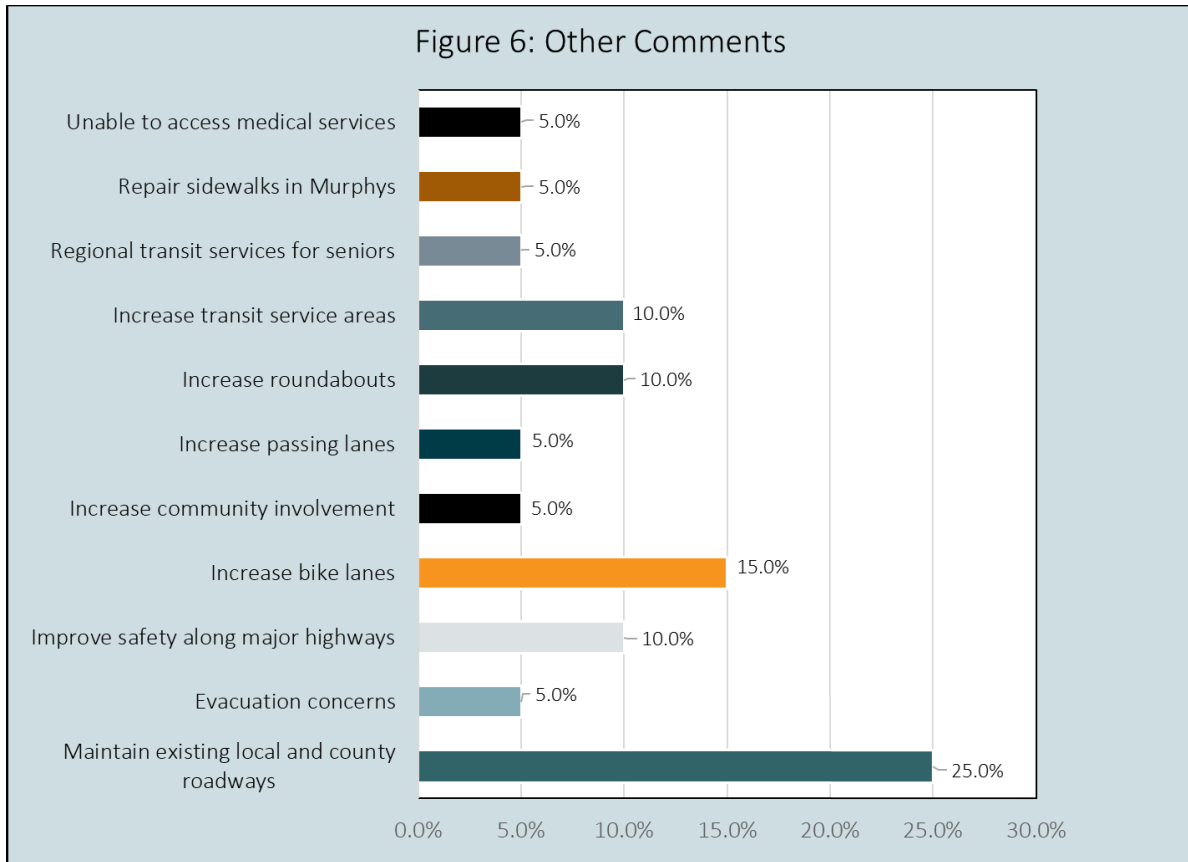
FIGURE 5

Desired Improvement Locations – West County



Is there anything else you would like to add?

Each respondent was asked whether they had additional input for consideration. Figure 6 summarizes these comments. Of the 30 responses, 25 percent indicated wanting more consistent maintenance of local and county roads. This was followed by increasing the amount of bicycle lanes (15 percent), improving safety along major highways (10 percent), increasing roundabouts (10 percent), and increasing transit services (10 percent). Respondents were also interested in increasing community involvement, passing lanes, roundabouts, and transit service areas.



ATTACHMENT A: PUBLIC COMMENTS

If you could fix one transportation problem in Calaveras County, what would it be?

Earlier buses in the mornings especially connections with the Columbia bus and people who have to get to work earlier in Sonora. I noticed that there are some people who really need that.

Speed and not enough transit choices

Turn lane at Hwy 4 and Live oak Dr.

Re-lay asphalt on roads in subdivisions in Arnold, not just patch here and there - the roads are horrible and have been neglected for 40 years.

Lack of bicycle lane between Arnold & Dorrington.

Roads are beat up

Fix the streets

Stop cars from passing on the right side of a car making a left hand turn. Especially Murphys. Too many times near accidents involving children with bikes crossing in front of a stopped car signaling a left turn being passed by speeding cars to the right almost crashing into the kids.

Slow the speed down and ticket those who don't obey them especially weekenders.

Adequate roadway shoulders for safe bicycle travel.

Better public transportation options.

Straighten 4 between Copperopolis and Angels Camp

Straighten Route 4 between Copperopolis and Angels Camp. Every time I use it, I feel unsafe, and fear an accident caused by oncoming traffic.

Crowned roads with no shoulder

Quicker pothole repairs

Make bicycle lanes or walking/cycling paths. If the option was available, more people would use it.

Widen hwy 49 between Angles and San Andreas and shoulders and turn out lanes.

Get all the old people off the road, they either need to do the speed limit, move over, or stay home!

Speeding through neighborhoods

Lack of bike/hiking paths

Reduce the speed limit on HWY4 through Arnold. Speeding Logging trucks are a problem.

More public transit

Potholes

Hello, wagon wheel. Hwy 4 How many more have to die?

Commercial Air Service

Promote bicycle traffic by building linked bike paths, especially within the town of Murphys.
More bike paths.

More passing lanes. I hate being stuck behind slow trucks for 10-20 minutes.

The turn lane in Arnold that goes onto Blagen Road. People take the Dunbar exit onto Blagen Road. I almost got hit when I turned onto Blagen Rd by someone who used the exit from Dunbar Rd. I reported to CHP they suggested I contact the County Supervisor Callaway.

More bike lanes

More bike lanes

More passing lanes on Highway 4 between Murphys and Arnold. Better road (less curves) west of Angles Camp.

Widening 4 or putting in additional 'slow vehicle lanes' between Angels Camp and Camp Connell.

Wagon Trail project on highway 4 between Copperopolis and Angels Camp.

More paved bike/walking paths. Pattern our community bike paths like Davis, California.

I would make Murphys more pedestrian friendly. Sidewalks in town are either dangerous or non-existent. Many residents are forced to walk along Hwy 4 to get to town (a cut-through from Williams to town is needed). A pathway is also needed on 6-mile to Ironstone. Residents need a safe place to walk for exercise. Fixing the problem should not be hap-hazard. There must be a plan!

Put a stop light on Highway 4 and the Penn Gulch intersection by Michelson Elementary school. The intersection is very dangerous. Kids and parents are going to the school in the morning. Cars are speeding down 4. It is very hard to make a left turn to get on the highway, I have seen some very close calls here, lot of Seniors, are pressured here. Do something here soon!

Traffic on Rock creek road up to salt springs reservoir has increased quite a bit. The road is rough and only one lane with a blind corner and a cliff Also many vehicles are over the bridge weight limits of the old bridges.

Speeding

I would realign Hwy 4 between Angels Camp and Copper.

Bus from Camp Connell to Government Center in San Andreas

More designated walking bike trails.

Flatlanders parking where they should not - not enough enforcement.

I would love to see a bike trail go from one end of Arnold to the other. I think it would be great if we encourage physical activity. People like to go to the store and to cedar center. It would be nice to bike. If it extended all the way up to Blue Lake Springs and even into White Pines that would be wonderful. I see kids riding down the highways and it is not safe. We need to encourage more bicycles especially for children. Arnold would embrace the idea!

Lower speed limits enforced

Clearing the overgrowth from the sides of the roads. It is so overgrown that oncoming cars do not know you are there. It is also a major hazard if a fire is anywhere in the area as fire trucks cannot get in safely

Lack of biking lanes

Realignment of Hwy 4 between Copperopolis & Angels Camp.

Access to Sacramento airport.

Pavement conditions on local roads

More pull out lanes for trucks on HWY 4

More pathways to walk safely.

No emergency exit routes in case of fire

Four lanes for Hwy 26 all the way out of town, past Rancho towards Stockton

Fix the Copperopolis to Angels Camp, highway 4, sub-standard road route. I have lived here for 30 years and it remains a true hazard to drive. For senior drivers, highway 4 is test of driving abilities (just follow one either way, mostly 30-35mph). For flatlanders it is not much better. For the motorcyclists it is "see how fast you can take the curves". Each year it is high on the list but has the least attention. How many lives, broken bones does it take to really do something???

Please install Bike path and sidewalk from La Contenta to Marval Parking lot. I cannot even count how many people young to old I have seen walk down the side of highway 26 and are at risk of being hit! I think it would be a great option for people to safely get from their homes to the grocery store in a safe manner who do not have a vehicle. Not to mention it would be great for our community. How about an evening bike ride to the ice cream shop :)

Public Transportation would not be shut down on every conceivable holiday in the world. People have to work on most of these "holidays". There is only one or two that are expected to be closed on, Christmas Day and possibly Thanksgiving.

By-pass Hwy 49 around (or under) Angels Camp and San Andreas.

The amount of big truck traffic on the roads. Causing traffic congestion because they can't/won't pull over and destroy delicate pavement that cannot handle the weight

Continuous sidewalk from Big Trees Market to Sarafinis restaurant.

Stoplights at high fatality intersections like Pool Station Rd in San Andreas and Avery Middle School Moran Rd

Continual sidewalks on Main St Murphys. Vehicles speeding on Main St Murphys, especially near the west end

More bicycle paths

HWY 4 road straightening from Angels Camp to 5 miles east of Copperopolis turn-off.

Paving older roads.

Much better sidewalks and walking options. Especially in Murphys, CA

Bike lanes

Paved the roads

Available transportation for the elderly and home bound.

The number of tourists coming up during the current health crisis. They do not wear masks, for the most part, and empty our grocery store of food that the community could use, as well as probably infect the locals.

Potholes in the subdivisions, especially in Lake Mont Pines.

35mph thru Murphys to the bottom of Utica Grade with the addition of better patrol presence as well as some way to slow traffic. Change the traffic light to a round-about and most of the speeding issues will be solved no matter the time of year or time of day or night.

A walking path paralleling Hwy 4 in Arnold from Cedar Creek Realty to Snowshoe Brewery. Lots of people walk the shoulder of the highway here and the speed limit is 45 mph. Not ideal.

Not county maintained roads - why? and potholes (main st and hospital- vs)
Pothole repairs on rural roads.

More passing lanes

More public parking in busy downtown areas

A closer bus stop by my house in Valley Springs...I think the nearest stop is across from the Mobil gas station? It is about 2-12 miles to walk each way. I am 70 and that is a tad too far, and too scary to walk highway 26. I would like to be able to get to my Mark Twain Doctor's office

Popular bicycle routes need pavement improvements

Bicycle lane between Arnold and Dorrington.

Roads with wide shoulder

Improve road surfaces and passing lanes.

More bike lanes

1) Aggressive motor vehicle drivers who are unwilling to share the available road and have no respect for cyclists or pedestrians. 2) Better road surfaces on small rural roads to allow less interaction with aggressive drivers.

The infrastructure, improve road conditions for autos and bicycles

Is there anything you would like to tell us to help us understand the transportation barriers you experience in your community?

We personally have no barriers.

We would like more walking bike paths.

People driving too fast through Murphys and passing illegally because they are in such a hurry

More cyclists would shop and visit if shopping districts were visibly cycle friendly

Potholes not repaired quickly. Many roads dangerously narrow (e.g., Moran road between Avery and Pinebrook)

If bike lanes were available, people would use them.

You need to have public meeting. This survey has a vent that is looking for a certain type of transportation fix. Our county needs to update our road system. We live in a rural area and not in a developed area. Point, look at highway 4 between Angles and Copper and number of accidents on that

Old people...

Resort area - weekender traffic

I would use a bike much more often, but almost everywhere I need to go, I have to use Highway 4 for some of the trip, and Highway is a dangerous place for bikes, with very narrow shoulders.

Outside of Valley Springs. No bike paths or safe space on roadways to ride to town.

I walk a few miles each day; however, there is nothing within walking distance so all errands require a car.

Snow. I wish the bus went to towns in the winter but because of snow conditions they don't.

We own a home in Arnold, and a home in Belmont. No other way to get back and forth on a bike, or bus, or train, so we drive.

We need more paved bike paths and transportation to and from airports

Bicycling in Murphys - There are not enough options. Traffic is heavy and bike lanes are non-existent.

Walking in Murphys - More pathways needed!

We live in the country on a ranch. No transit available. Even the school bus is 7 miles away.

Streets don't have sidewalks. No designated walking trails for daily use or recreation. No designated spots for dog walking. We have "country roads" for a community with heavy traffic and tourism, and it doesn't work. We need to upgrade!

More children could ride bikes home from school if there was a safe path. Kids are out of school more now. Let's give them something healthy to do.

The potholes and overgrowth are very dangerous. It has been 5 years or more since any clearing was done on the roads off the main thruways

Roads not wide enough and/or no shoulders or sidewalks for walking or cycling in my neighborhood.

Aggressive drivers add to problem.

Not much can be done with the terrain. A bike lane might help but probably not as it would need to be EV equipped for the hill and they are expensive. Maybe a voucher to get an EV bike but still need bike lanes into town for all the shopping. Always sounds neat to bicycle but not really convenient; more for recreation.

No sidewalks to keep kids and pedestrians safer from drivers

The bus system is simply not well done. People need to be able to get to Jackson and Stockton/Lodi. The public transportation should serve the needs of the public.

Link rolling hills. Bus stops too far from the house for mom to use bus. Dial a Ride stops at main road not the house - too far for mom to walk.

Outdoor walking and bicycling needs to be encouraged. More paths for would promote safe outdoor trips for pedestrians and bicyclists, especially between Murphys and Angels Camp.

Need more turnout locations along Hwy 4 and 49.

Roads suck

I've seen numerous people fall on the uneven sidewalks and pavement in and around Murphys. My father fell due to tripping over uneven pavement because there was no sidewalk for him to walk on in town. He was injured.

More buses

No

The intersection at Hwy 4 and Lake Mont Drive is especially concerning. People drive so fast on the passing lane just before that intersection and often come around the curve at about 60 mph. I don't feel safe in my car, much less a bicycle.

We should be pedestrian and cycle friendly. Communities are pretty car-locked driven. It would be nice to create more connections within each community as well as between communities.

For Arnold in the snow, walking and cycling are most difficult because most roads are only cleared for vehicle traffic; there are no cleared paths along the roadways for cyclists or pedestrians, and the existing shortcuts become largely inaccessible too.

Is there transportation close enough for me to walk to? I've lived here for 5 years...I drive as I don't know any other way to get to the Mark Twain hospital doctors. thank you

I live in Hathaway Pines, and there is little to no bicycle shoulder between home and Avery. Roads need improvement.

Even if 90% of a route from A-B is safe the 10% (death trap) with no shoulders and intolerant drivers is not worth the risk.

Is there anything else you would like to add?

Transit services for seniors for out of county appointments

We have lived here full time for 33 years and most of the county roads in Meadowmont are horrible and need new layers of asphalt.

Avid bicyclist. Seasonal FT work at Bear Valley Mtn. Resort Second home in Bear Valley.
Thanks

Please provide a bike lane between Arnold and Dorrington.

I would like to be involved in this project. I have worked in the transportation industry for most of my life as a manager. I believe I could add a lot to this project with my vast expertise of truck routing.

I wish there were more passing lanes. Traffic is rarely a problem. I left the Bay Area and now I get anxious and stressed when I need to travel back to the Bay Area. Overall, I am happy with Calaveras Counties Traffic.

I worry about fire exit roads... what to do if a fire closes Highway 4? Is there a fire plan? Is there a radio frequency drivers can listen to for evacuation advice? How to avoid a Paradise disaster? In a fire, how do I know it drive west or east to avoid getting trapped?

I would be happy to volunteer to make Murphys more pedestrian and bicycle friendly.

I can no longer drive, have cancer and need to get to the hospital weekly. We live on a ranch. Transportation does not come out anywhere close to us. Wish that transit came to Milton.

Safety first. We need less sharp curves on Hwy.4, a wider Hwy. 49 between Angels Camp and San Andreas, and safer ways to bike and walk in Arnold. Enforce lower speed limits.

Please think about more designated walking and hiking trails in the area.

There needs to be a bike trail extending from Dorrington down to Arnold. People riding bikes are endangering their lives daily along highway 4 especially on the stretch from Dorrington to Arnold

Thank you.

Please consider doing aggressive clearing of brush alongside the roads. There is extremely limited access to roads in the event of a fire. In some cases, only one way out, which will be life threatening to those trapped if that path is closed.

We live in Stockton in the winter and Camp Connell in the summer. We are retired.

thanks for the opportunity to comment.

Some stop lights would slow the traffic on Hwy 26. Rigs and towing vehicles just haul. They will get used to them just like everything else. If not stop light, then speeding simply continues. Not a sign and they get disobeyed more than a light. The light at Vista Del Lago became accepted as would a light at Baldwin and 26. I have commuted on Hwy 26 almost 25 years and have seen the speeding crashes, life flights, illegal passing which is increasing and just carelessness.

Do what the Calaveras County residents have been asking for, for at least the 30 years I have lived here. What is a life worth? Can you look a family member in the eye and honestly say "I'm sorry". Can you live with a clear mind, no guilt, when a family is ruined by hospital bills caused by sub-standard roads? Maybe you need to go and talk with those affected by an accident attributed to bad roads. The local Highway Patrol or Sheriffs Dept can provide a lot of information.

Just that the Public Transportation system is really very poor.

I think Calaveras County has done a remarkable job with the funds that we have. I think: 1st - The local streets are going to need some maintenance. 2nd - Our 2 major highways need to be widened. 3rd - Take Hwy traffic out of Angels Camp and San Andreas.

The sidewalks on Main St Murphys are nonexistent or cracked and waiting for someone to trip.

Add only Roundabouts. No need for traffic signals

A round-about instead of a traffic light would be a huge improvement to overall traffic flow as well as excessive speeding that occurs north of the light on a daily if not hourly basis (mostly by locals)

Bear Valley is the community I work in.

Why are roads "not county maintained?" how do you change this?

I work in Alpine County

We bring a major bicycle event into Calaveras and Amador County each year with over 1500 riders plus volunteers. Road conditions and bike lanes are critical.

Calaveras County is a beautiful place to pedal a bicycle, but many roads are in disrepair and too narrow to share with vehicles.



The Calaveras Council of Governments is updating the Calaveras County Regional Transportation Plan. This plan outlines transportation improvement projects and funding for the next 20 years. We need the community's input to identify needs and priorities for all modes including automobile, bicycles, pedestrians, transit, aviation, and trucks.

What do you think are the most needed transportation improvements in Calaveras County?



Let us know by taking a short online survey

Go to:
<https://calacog.org/project/rtp-update/>

Please provide input by August 20, 2020



CALAVERAS COUNCIL
of GOVERNMENTS

Alternative ways to provide input...

Please Contact:
Genevieve Evans
LSC Transportation Consultants, Inc.
genevieve@lscstahoe.com • 530.583.4053



**Round 2 Public Input
April 2021**



CALAVERAS COUNCIL
of GOVERNMENTS

Calaveras Regional Transportation Plan Public Outreach Project List /Virtual Workshop Survey

The Calaveras Council of Governments is updating the Regional Transportation Plan (RTP) for Calaveras County. The purpose of the RTP is to identify all types of transportation improvements needed to keep people and goods moving efficiently and safely over the next 20 years. Modes of transportation covered in the RTP include: roadways, bridges, bicycle paths/lanes, sidewalks, crosswalks, bus stops, airports and goods movement (trucking). This 5 minute survey will help guide decision- makers when prioritizing transportation investments.

1. What community do you live in? _____

2. If you had \$100 for transportation, how would you spend it among the following types of projects?
(Dollars may be split between as many choices as you like)

- Improve overall public transit system \$ _____
- Maintain/fix existing streets and roads \$ _____
- Improve/expand bicycle routes and paths \$ _____
- Widen the state highway for safer bicycle travel \$ _____
- Improve/expand sidewalks, crosswalks and other pedestrian facilities \$ _____
- Add travel lanes or passing lanes to the state highways \$ _____
- Build new local roads \$ _____
- Improve local airport facilities \$ _____
- Add safety features or devices such as signage, striping, guardrails, etc. \$ _____
- Roadway improvements which would improve fire safety? \$ _____

3. If you could fix one road or intersection in Calaveras County, which one would it be and what would you do?

Turn Page Over

Here are some of the planned improvements in your region:

- Mountain Ranch Rd – Reconstruct roadway from SR 49 to Sheep Ranch Road
- Mountain Ranch Rd & Blacksmith Ave – Crosswalk
- Mountain Ranch Rd & Whiskey Slide Rd – Pedestrian crossing signs
- Ridge Road – Upgrade to County standard width
- Sheep Ranch Road – Upgrade to County standard width
- West Point – Sidewalk from Main St. to West Point Elementary School
- West Point, Bouvard St & Pine St – Crosswalk
- West Point, Hwy 26 and Main St – School speed limit signs
- West Point Hwy 26 and Pine St – School speed limit signs and school crossing stencils
- West Point, Spink Rd & Main St - Crosswalk
- Railroad Flat Road – Upgrade to minimum county standard width

Tell us if you see anything missing? What other transportation related improvements are needed in your community?

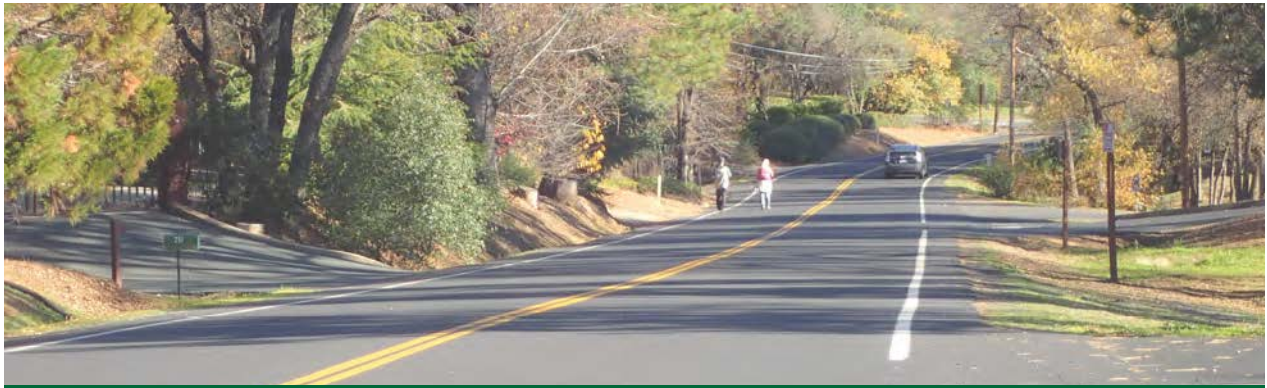
4. Other input?

Please return survey to:

Calaveras Council of Governments
Attention: Erin Kelly
P. O. Box 280
444 E. Saint Charles Street/Highway 49
San Andreas, CA 95249

Or

Email: genevieve@lsctahoe.com



Calaveras Regional Transportation Plan 2021 Update Virtual Workshop and Survey

The Calaveras Council of Governments is updating the Calaveras County Regional Transportation Plan. This plan outlines transportation improvement projects and funding for the next 20 years. We need the community's input to identify needs and priorities for all modes including automobile, bicycles, pedestrians, transit, aviation, and trucks.

What do you think are the most needed transportation improvements in Calaveras County?



Go to:

<https://calacog.org/project/rtp-update/>

Or scan the QR Code below



Let us know by listening to a Virtual Workshop and taking a short survey

Please provide input by April 16, 2021



Alternative ways to provide input...

Please Contact:
Genevieve Evans
LSC Transportation Consultants, Inc.
genevieve@lsctahoe.com

**Open-ended Responses to Calaveras RTP On-line
Community Survey (Round 2)**

**Do these projects address all transportation related issues in your community?
What other improvement projects do you think should be planned in your
community over the next 20 years?**

Road Repair/Maintenance

- Pavement repair on various county roads (e.g., Big Trees Village)
- Fix sub-division roads.
- Repave some of the "not so main roads". They have been terribly neglected. I've lived in Kenny Ranch, off Penn Gulch, for 42 years and nothing done to the roads. They need maintenance!!
- Some side roads off the highway need help
- Improve roads, repave, more roads out/fire access
- Widen all two lane roads where possible
- No. I think more guidance should come from the Pavement Management System.
- No. Annual drainage ditch maintenance. More road repair, maintenance, and re-paving.
- Left turn lanes
- Given the uniqueness of our rural roads, pedestrian/bike paths along roads would be nice, but the general condition of our existing roads need attention!

Pedestrian improvements

- Road paving residential streets Arnold & passing lanes, sidewalks for walk ability in town.
- Sidewalks from the library to the elementary school it's ridiculous the children cannot walk safely.
- Recreational pathways with parking lots by Calaveras River
- Yes, we need them. Especially sidewalks
- Sidewalks along HWY 4 in Murphys would help in slowing traffic through town.
- The bike and pedestrian plans should be funded by ATP
- Connect Arnold business with walking paths

Cycling

- Pool Station Rd. maintenance and bike lane improvement.
- Remove bike lanes from dangerous Hwy 4 spots (Big Trees Park and other rural windy roads)
- Improve/widen Hwy 26 from Paloma Rd to Moke hill turnpike to improve cycling access for areas around Moke Hill
- It's a waste money for all these bike projects.

Transit

- This address the majority of issues in my town, but I would like to see on overall improvement in public transportation in the tri-county area.
- Public transportation should be free, we have been waiting for the sidewalk on the southwest part of Mountain Ranch Rd for years
- More frequent bus service
- More buses

Speed Limits

- Please lower the in town speed limits.
- Adjustments of speed limits
- Slow down traffic through San Andreas. PROVEN DEADLY.
- Stop lights, or stop signs.

ROW maintenance/improvements

- No, they do not address hardly any needs of our community. You also need to reclaim the county road easements in all the subdivisions. They are overgrown and choked with vegetation.
- Planted medians and trees through HWY 49 in San Andreas
- Medians in center of Hwy 49 in some areas in town

Wagon Trail

- Hwy 4 between AC and Copper
- None of the above projects affect me. I'm sure they're important to the people living on the streets being affected. I also don't consider bicyclists as high a priority. I prefer that Hwy 4 get improvements if possible.
- Fix Wagon trail on Hwy 4

Roundabouts

- Roundabout on Hwy 4 to slow down traffic entering Arnold (gateway project is this the same?) Also 2030+ is too long since these were formally proposed in 2007 so by 2027 at latest please.
- Round About at intersection of 49 and Vallecito Road
- Traffic roundabouts wherever possible saving us from more pollution from idling, driving time, electric usage and it would beautify the county if planted and maybe an historical relic or two in the middle.

Main Street Murphys

- Cease traffic on main St., outdoor dining has created a serious public safety and traffic concern.
- Make Murphys Main St one-way for several blocks to make room for outdoor dining and strolling space, outdoor events. Includes improved traffic routing in this district.

Snow Removal

- SNOW PLOWING AND REMOVAL. DORRINGTON/CAMP CONNELL ARE PART OF THE COUNTY.
- Increase budget for snow removal equipment.

Other specific projects

- No -replace Peppermint Creek Bridge on Skunk Ranch Road
- The intersection of highway 4 and Dunbar is unsafe and at times unmanageable
- No. Widen and straighten Highway 26 through the South Fork and North Fork canyons
- Repave Ospital Road
- 1) Road improvement on Mountain Ranch Rd, from the old Golden Spur Market location to Manitowoc. This part of Mountain Ranch Rd should be brought up to the same level as the rest of Mountain Ranch Rd. 2) Continue the Internet Fiber installed on Jesus Maria Rd in Moke Hill to continue along the entire length of Jesus Maria Rd. This would not only improve the internet, but this would give you the opportunity to straighten/improve Jesus Maria Rd (or trail as we call it as it's barely qualifies as a road)
- No-Angels Camp should plan for a Hwy 49 Bypass of Downtown Angels Camp, take off Hwy 4 thru Tryon property to rejoin 49 at Gun Club.

No specific transportation improvement mentioned

- Combine transportation enhancements with local job creation to keep people more local.
- Pretty well. Can't think of anything else that would be a feasible option.
- For heaven's sake, it would take me a really long time weed through this webpage.
- Probably not, but it sure would improve ours and others lives.
- More law enforcement, medical access, internet
- Overkill on projects in 2030
- Yes, but the timeline is too long
- Nothing
- No.
- Not sure
- Yes
- Yes

If you could fix one road or intersection in Calaveras County, which one would it be? Please name the two streets.

Highway Intersections

- Highway 12 and 49
- Highway 49 & 12
- Highway 49 and Hwy 12

Highway 4

- Pennsylvania Gulch and Hwy 4
- Highway 4/Penn Gulch
- Highway 4 and Pennsylvania Gulch
- Pine Dr Arnold and Hwy 4
- Highway 4 and 49 - Roundabout
- Highway 4 and 49 in Angels Camp
- Highway 4 and Avery Hotel Road
- Highway 4 and Dunbar
- Highway 4 and Main Street (Murphys)
- Highway 4 and Ponderosa Rd in Vallecito
- Highway 4 and Poole Station. Too many accidents
- Pool Station & Hunt Road on Hwy 4 the Wagon Trail
- Pool station and Hwy 4
- Highway 4 at Williams and Bret Harte - thru traffic is too fast (and visibility from the side streets can be blocked)
- Highway 4 between AC and Copper
- Highway 4 between Hathaway Pines and Dorrington - Improving fire safety by widening
- Highway 4 near Vallecito or somewhere prior to Murphys - I wish there were a passing lane

Highway 12

- Burson and 12
- Burson at Hwy 12

Highway 26

- Highway 26 from Highway 88 to Glencoe
- Silver Rapids and Hwy 26

Highway 49

- Highway 49 and Vallecito road
- Highway 49 and Belleview in San Andreas - needs sidewalk
- Highway 49 and Mountain Ranch Rd has no safe crossing for pedestrians
- Highway 49 and Mountain Ranch Rd in San Andreas.
- Highway 49 and Mt ranch road.
- Highway 49 and Mtn ranch road
- Mountain Ranch Rd and Hwy 49
- Mountain Ranch Road and Highway 49
- Mountain Ranch Road and Hwy 49
- Traffic light at Hwy 49 and Mountain Ranch Road
- Highway 49 @ MT RANCH ROAD SAN ANDREAS
- Intersection at St. Charles and Mtn. Ranch, needs stop sign
- Highway 12(ST. Charles) and Treat Avenue
- Highway 49 and Pool Station
- Pool Station and Highway 49
- Highway 49 going through San Andreas, pedestrian stop signs or light
- Toyanza Drive and Highway 49 (people come into town too fast around the bend)
- Treat Avenue and Hwy 49(Saint Charles Street) San Andreas

Non-highway

- Calaveritas Road, San Andreas to Angels Camp
- Chevron Murphys and Pennsylvania Gulch!
- Comanche Rd/Rawhide/El Dorado, Meadowmont Subdivision
- Dogtown Road
- French gulch
- Gwin Mine Rd
- Gwin Mine Rd. between Paloma and the Middle Bar bridge – Re-surface
- Mountain Ranch Rd, from the old Golden Spur Market location to Manitowoc.
- Mountain Ranch Road and Michel Road
- Lakemont Drive and Valley View Drive
- Meadowmont subdivision
- O'Byrnes Ferry Road and the Tulloch Lake Bridge
- Pine Drive by Ace Hardware. Also the entrance to Rancho Paradiso. It's dangerous!
- Placer Blvd and Fume Ct
- Pope St., San Andreas needs a sidewalk to the elementary school for the children safety not to mention their happiness.
- Pope Street
- Pope Street
- Pope Street and Lewis Ave

- Quail oaks rd. In valley springs.
- Railroad flat road from Jesus Maria to Mtn Ranch
- Sheep Ranch Rd
- Sheep Ranch Road near Avery where it is very steep. Large ruts can cause hazards.
- Sheep Ranch Road, between Murphys and Sheep Ranch.
- Snowshoe Thompson Trail; Black Bart Boulevard.
- Upper Moran Rd, Arnold
- Watertown and Sandretto

No specific road mentioned

- Lighted pedestrian crossing alerts
- More trees in San Andreas
- Most all roads are bumpy, cracked up and falling apart. They need to be paved and the side easements cleared for fire escape and view
- No preference
- None
- None
- Not sure
- Actually pretty happy with all the intersections

Is there anything else you would like to share with us today?

Road Maintenance & Repair

- The maintenance of the roads in the Meadowmont subdivision of Arnold is atrocious! This will cost the county substantially in the long run.
- Our road in Valley Springs has been designated a private road with public access, why aren't we entitled the same county funds for road repairs and upkeep when we a forced to allow unlimited public traffic in our sub-division?
- I also own a home in Arnold, roads are horrible in Meadowmont opposite of Snowshoe Brewery. See Deer Run at Fern Way.
- Ospital Road is in extremely poor condition and is heavily used between Hwy 4 and Hwy 12.
- By my recollection the last time that the drainage ditches and culverts in Snowshoe Springs subdivision were maintained was 35 years ago.
- I am a 6th generation Calaveras County Native and am disgusted with the state of the County. Everything seems to be falling apart. County roads for whatever reason do not keep brush cut back from roads or thin the trees. Many intersecting roads have unsafe line of view of oncoming vehicles because the easements are not thinned of trees and brush. AND all the trash and dumping should be weekly dealt with. The dead animals left to carpet the road is unacceptable. Many agencies, offices, sheriff etc. just drive by

or over the dead animals and do nothing about it. Every county employee should be reporting it or removing it as was done before. Highway Patrol or Sheriff would at least move it to the side of the road in the past, now they all just drive over it.

- Our county sucks. I cannot believe you would add bike lanes when the subdivision roads are in such a state of neglect and disrepair.

Cycling

- More roads need at least shoulders, if not full bike lanes. Rumble strips need breaks in them and should only be on roads with at least a 6 foot shoulder. Many roads in the county don't meet those standards and it is unsafe for cyclists.
- Stop pushing the bike paths - residents are just not going to start riding bicycles, geezees this stupid stuff real gets old - Tesla's are the environmental solution, add 12 super-charging stations in Murphys.
- Thank you for your attention to bike travel.
- I like seeing the plans for more bike and walking sections. Safety for pedestrian s in towns. Mtn Ranch bike trail needs patching

Pedestrian access / Safety

- San Andreas is not safe for our children to walk to the park or the elementary school. Pope Street is dangerous.
- San Andreas has been mainly ignored in traffic improvement projects for many years. Just recently Pope and Mtn Ranch Rd were fixed. Thank you. But the Safe Sidewalk to Schools project has been limping along. Meanwhile, the VS and Murphys projects are further along than the SA one started years earlier. Our population and traffic flows grow immensely during the workday. Please give our safety issues high priority. Thank you for listening.
- I attended lots of the Pope Street planning meetings and hope that that walking path project can be completed soon!
- Continue question 5. With the Fitness Club on the corner of Ponderosa Rd- turning left if traveling east on Hwy 4 is very very dangerous. Lets not wait for a death!

Speed Limits

- The speed limit on Hwy 26, form Higdon Road to the town of West Point, should be no more than 45 mph. There are many driveways and side streets, and it is difficult to get onto the highway safely at times.
- Reduce speed limit on Hwy 4 in Arnold. Logging trucks and autos drive too fast
- A review of speed limits, particularly on Parrots Ferry from Moaning Caverns to Highway 4.

Timeliness / Proactivity

- There is a great deal of apathy in Arnold that any projects will be completed given its been 14 years since the last plan formally proposed at great cost, it shouldn't be another 19+ years for at least sidewalks, and safer pedestrian pathways to be made available or better yet a roundabout to slow down through traffic.
- There needs to be greater attention by Board of Supervisors to provide funds to public works departments so they can be proactive with projects instead of reactive to problems as they occur.
- Please stop talking about it and actually do something.

Snow removal

- SNOW REMOVAL IN DORRINGTON AND CAMP CONNELL IS LACKING. MAYBE OUTSOURCE A CONTRACT TO LOCAL BUSINESSES WHO KNOW THE AREA. I HAVE BEEN STUCK IN MY HOUSE MORE THAN ONCE BECAUSE THE COUNTY ROADS WERRE NOT PLOWED AND THE LOCAL CONTRACTOR COULD NOT ACCESS MY AREA.
- Better snow removal during heavy storms (or at least the one storm we get per year)

General Comments

- Fire is our main constant worry - do anything possible to toward fire prevention and ways to deal with fire and get it under control when we DO have fires.
- As a nearly lifelong resident, I am concerned that the needs of the tourists have outweighed the needs for the locals. Eg. if new bike lanes are put in, they should be to help locals to get around, not simply for the joy of visitors. Sometimes new bike lanes cause problems because bicyclists hog the roads and create danger for drivers. However, I am not for widening highways to solve this. Taking down trees in pristine areas just for the joy of tourists should not be a priority in this county. There are already plenty of tourist places, many being exploited and abused by transient visitors.
- Hope this does some good
- Better communication from the Board of Supervisors.
- I feel that San Andreas is overlooked because we are not considered a town and have no government to speak out for our town.
- I do not support the realignment of State Routes or County roads to eliminate curves, sharp turns, or hairpins, nor do I support adding guardrails where roads are currently unprotected.
- We need these repairs/improvements
- Dignity health medical center is a bad joke
- Plan for the future and stop relying on the past as your model. 1) Mass transit: Bus systems are expensive and out of date. There is a far better, more efficient solution, far more useful, far more user friendly, and probably a far cheaper option that you should be planning and building for now, but you're not. 2) The United States is horrible when it comes to taking care of its People. Why not be the model of how a County, with lots of rural residents, takes care of it's People. Lots of Calaveras County residents live in

rural areas. Having to drive an ambulance out to a person and back to the hospital is ridiculous. In an emergency minutes count and some of these people it would take 45 minutes just to get to them. So for starters, every hospital in Calaveras County should have a Heli Pad. Secondly, work with some of your rural residents. A lot of us have open areas a helicopter could land, wouldn't take that much to make a few meeting point heli-pads in the county to speed up emergency medical response times. Note, since you're planning for 20 years in the future, within possibly 5 years a far better option will be available that will replace the helicopter and pilot combo. Thirdly, work with the Helicopter companies to stop gouging the people. I've heard of bills in the range of \$33,000 for a 1 way trip, that's ridiculous and borders as a criminal act, in my opinion. Try being a solution for the People, as opposed to what government usually is, another problem with a band-aid to go on top of the original problem.

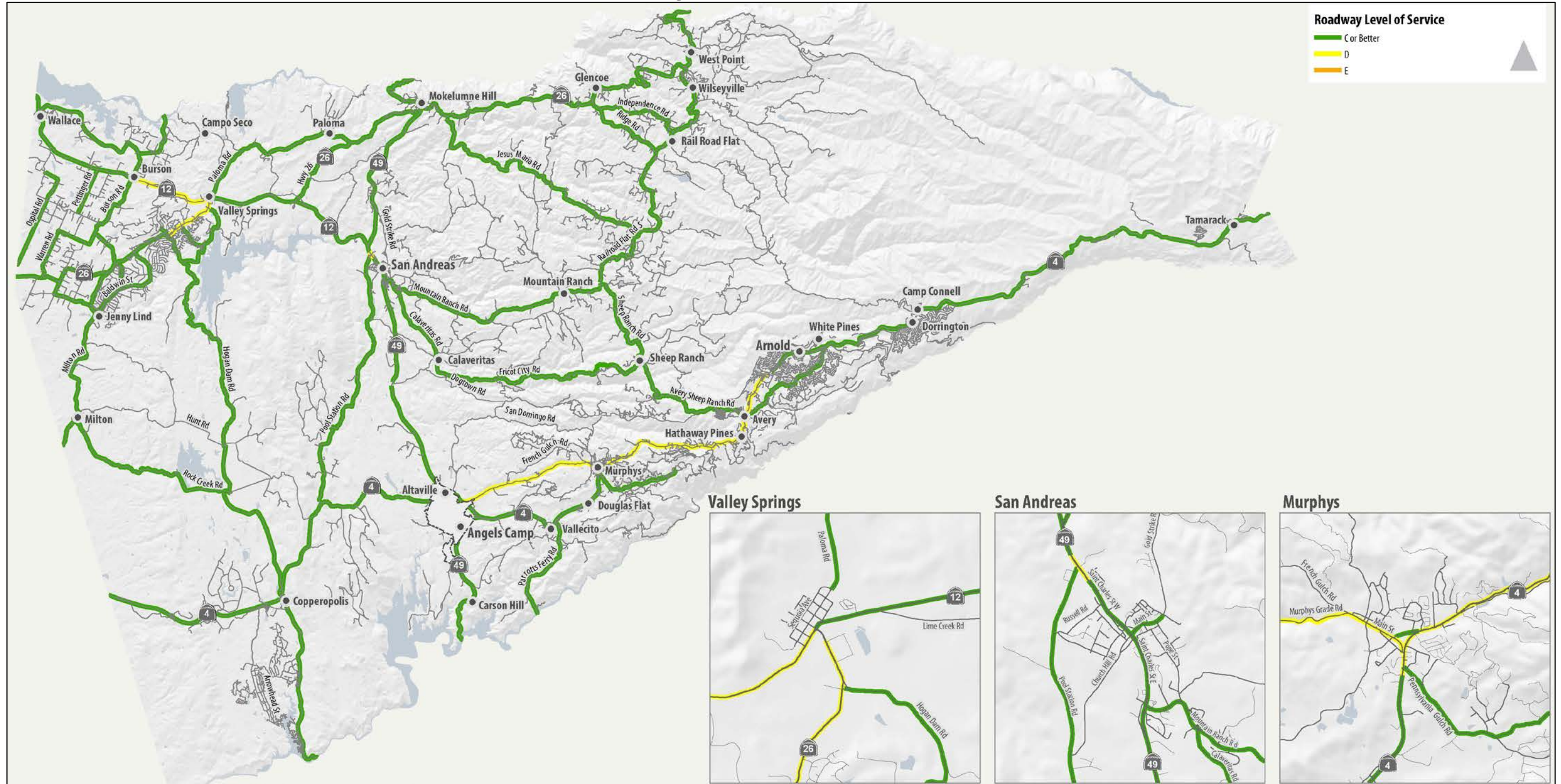
- Overall, I'm happy with the transportation in general.
- How about spelling out RTP so I know what it is?? How about requesting input on traffic enforcement priorities?
- Decorative lighting in Murphys should be dropped from list. Safety issues should hold priority; be addressed equally throughout county. Angels Camp seems to be the darling of the CCOG, what's up with that? we do not want stop lights or roundabouts.
- Calaveras County roads are surprisingly good compared to Bay Area counties. You're doing it RIGHT! Thank you for that.

No input

- Nope
- No
- No
- n/a
- no
- No
- No
- No
- No
- No
- No
- no
- No
- No thank you
- No

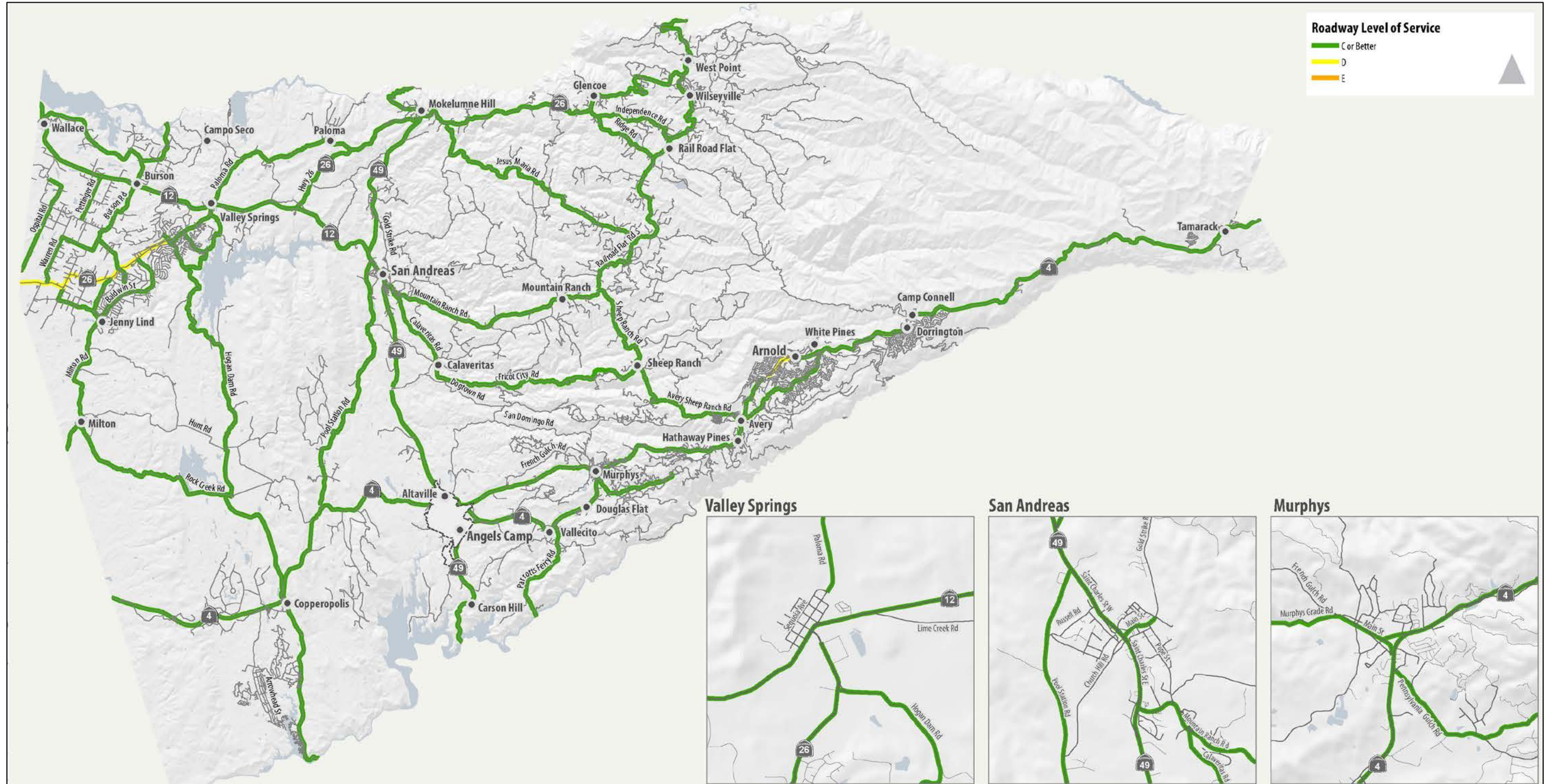
Appendix E: General Plan LOS

Figure 4.13-2
 Existing Conditions – PM Peak Hour LOS



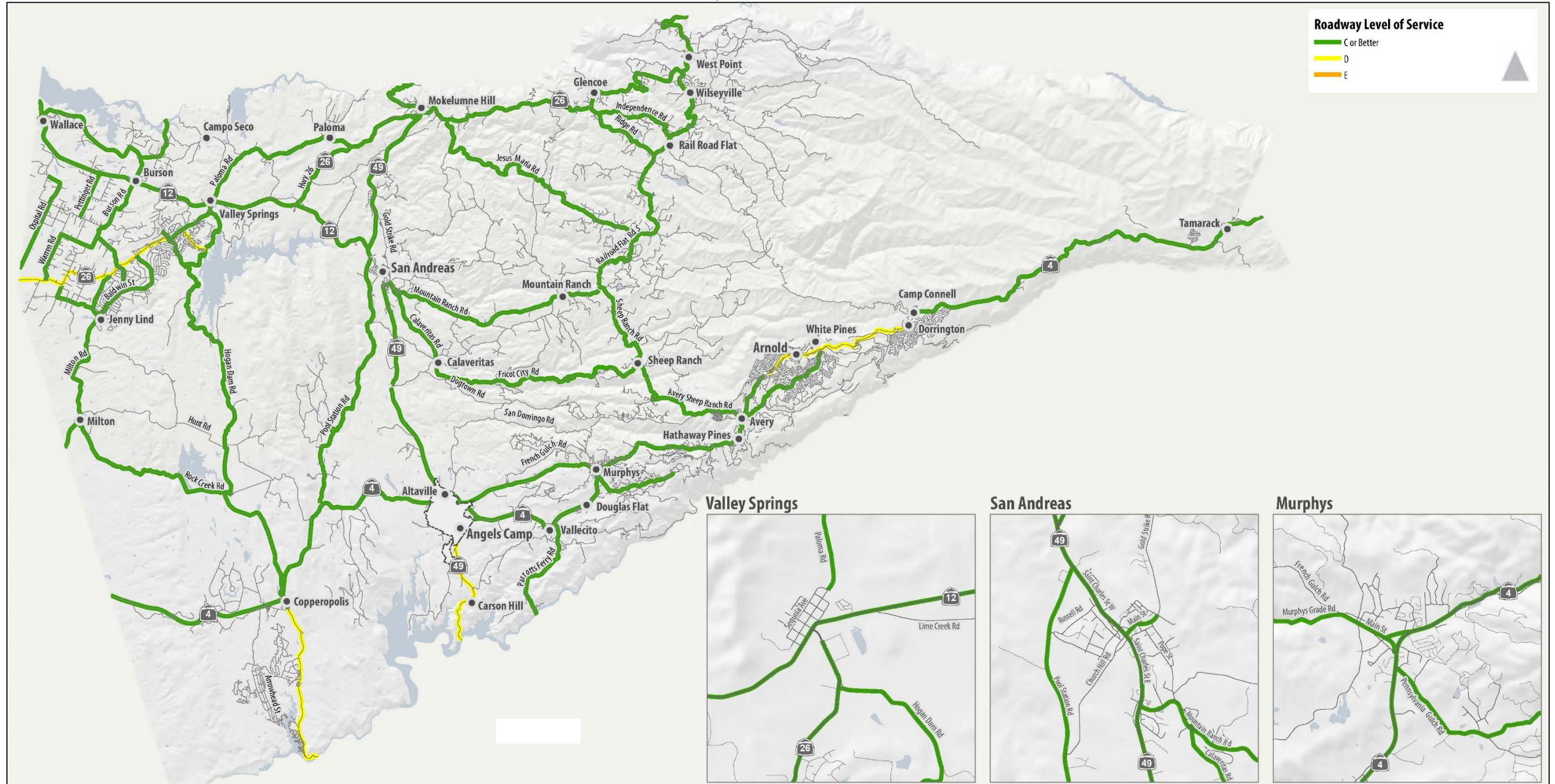
Source: Fehr & Peers, 2017.

Figure 4.13-5
 Market-Level Year 2035 Growth Scenario – PM Peak Hour LOS



Source: Fehr & Peers, 2017.

Figure 4.13-6
General Plan Buildout (Growth Beyond 2035) Growth Scenario – PM Peak Hour LOS



Source: Fehr & Peers, 2017.

Appendix F: Pavement Management Reports



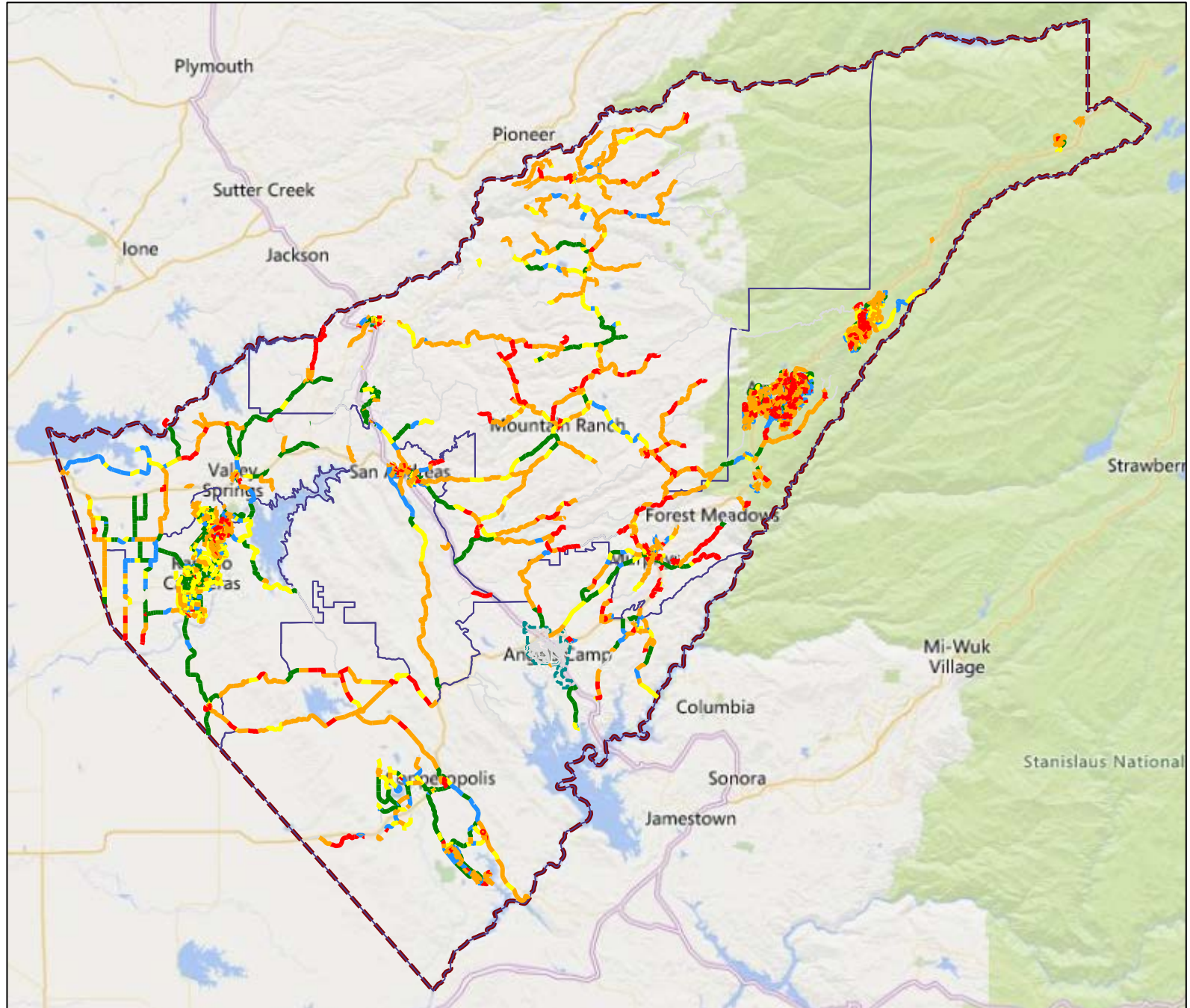
Calaveras County

Current PCI Condition

Printed: 11/8/2019

Feature Legend

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- Category III - Good (Load)
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- Category V - Very Poor



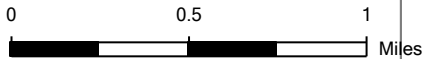
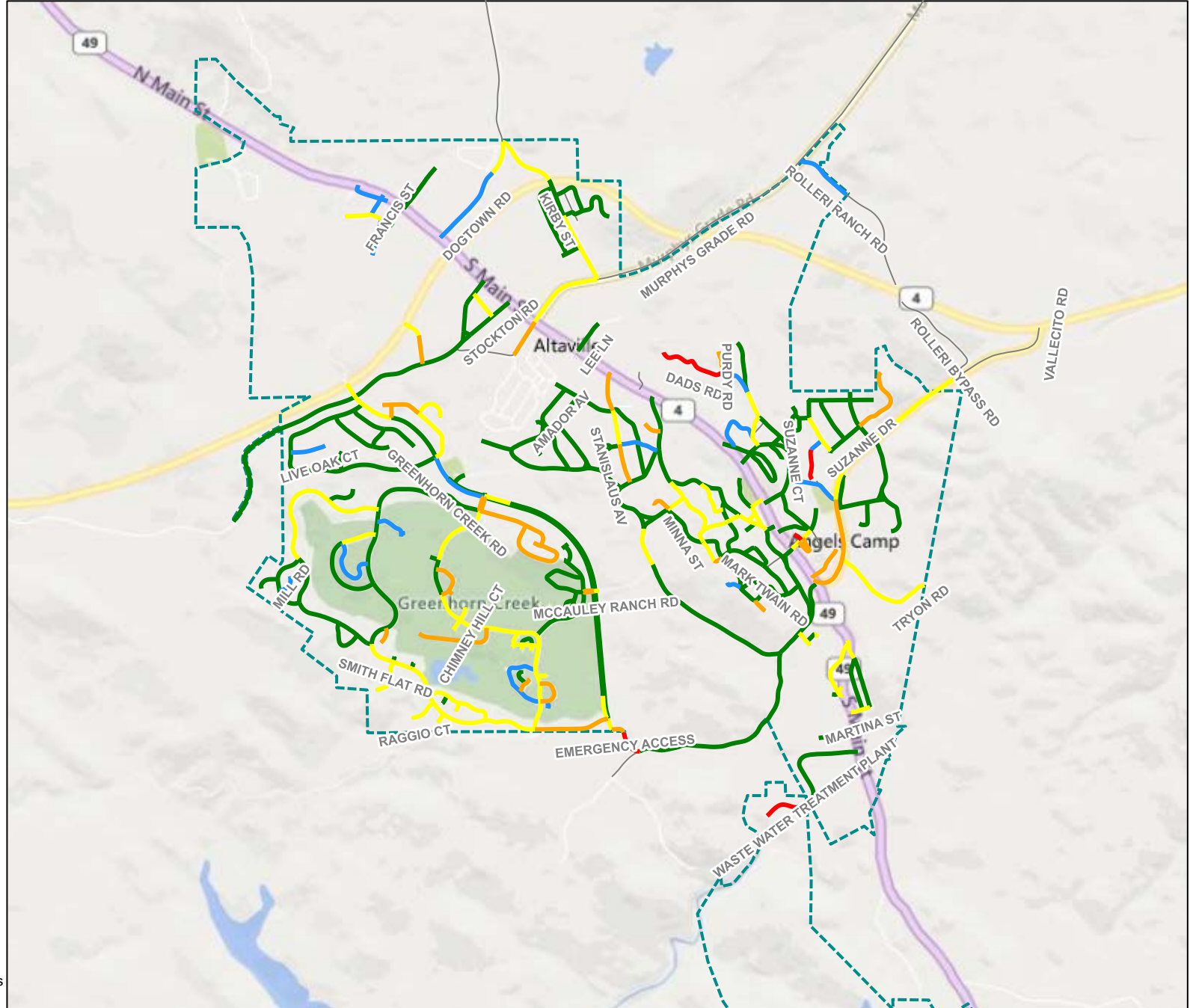


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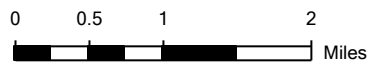
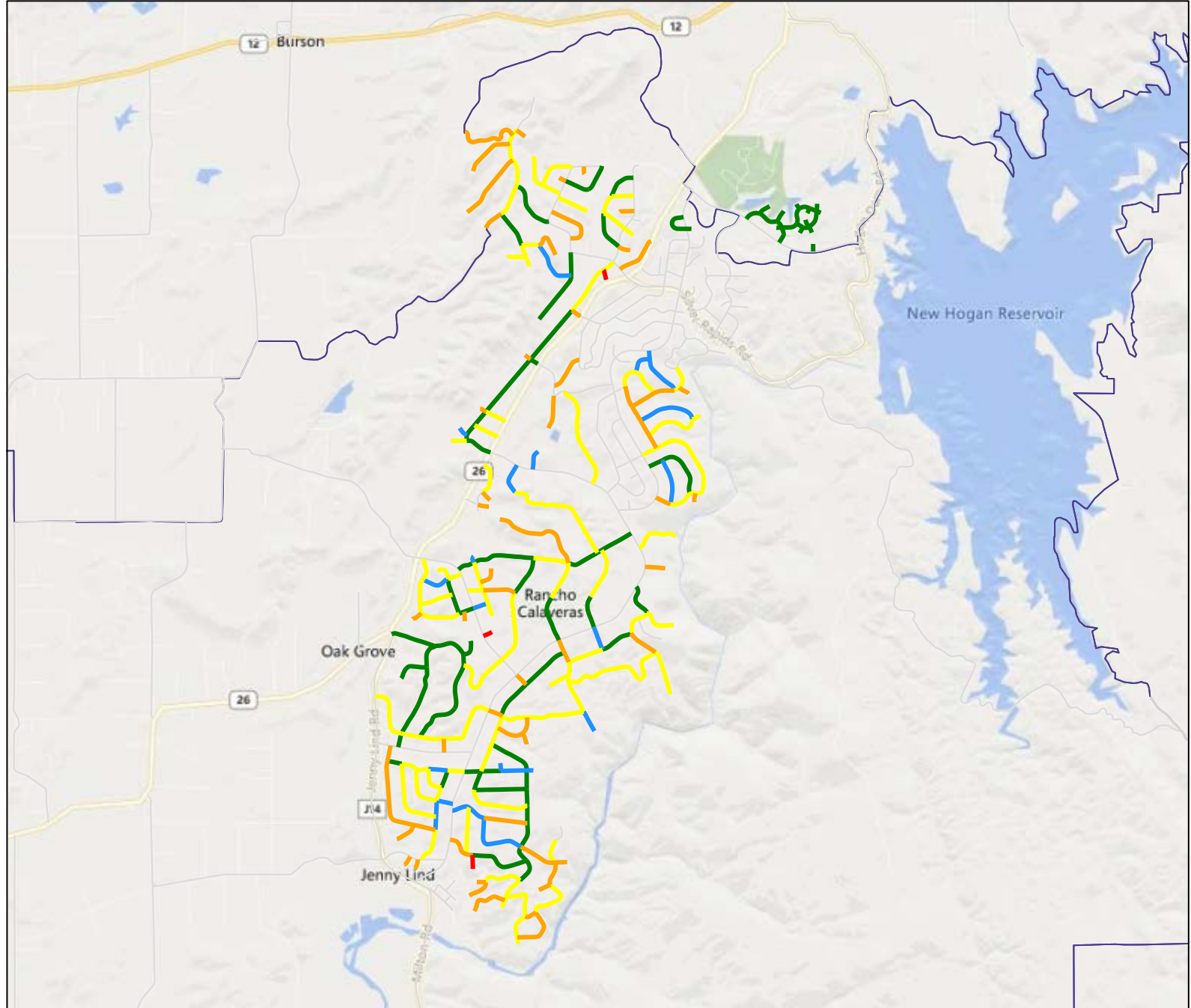
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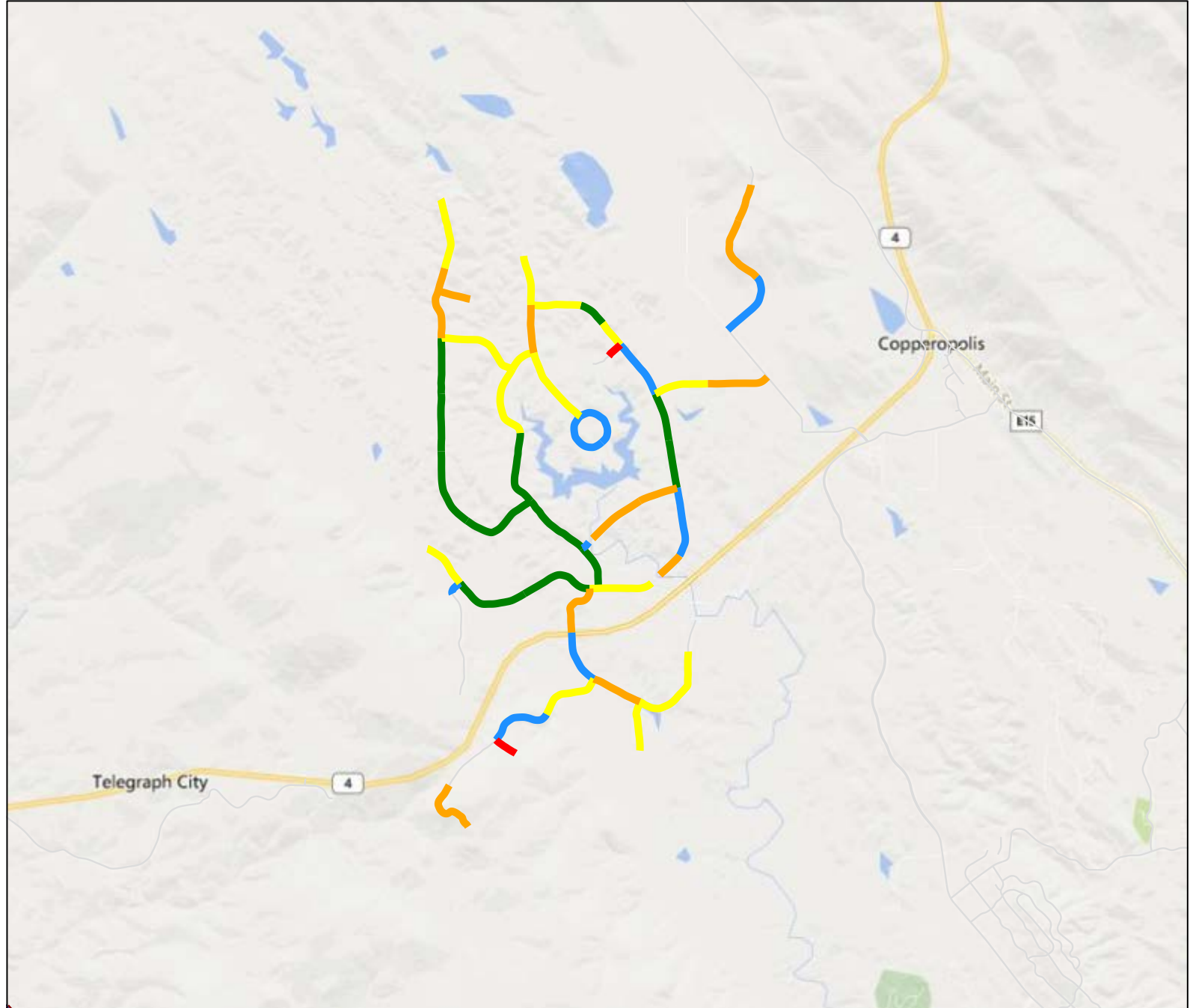
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Current PCI Condition

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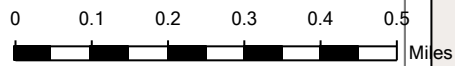
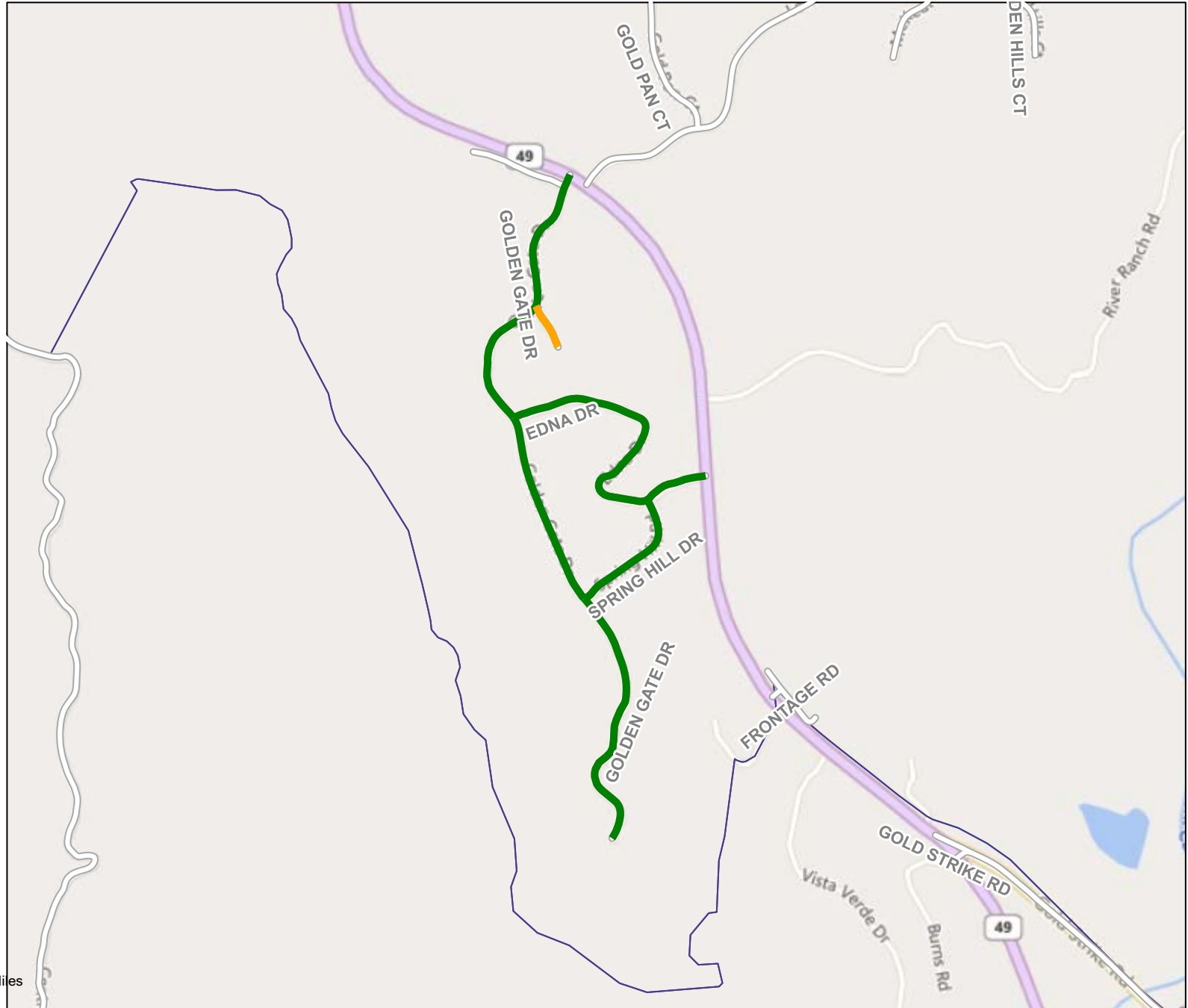
Calaveras County

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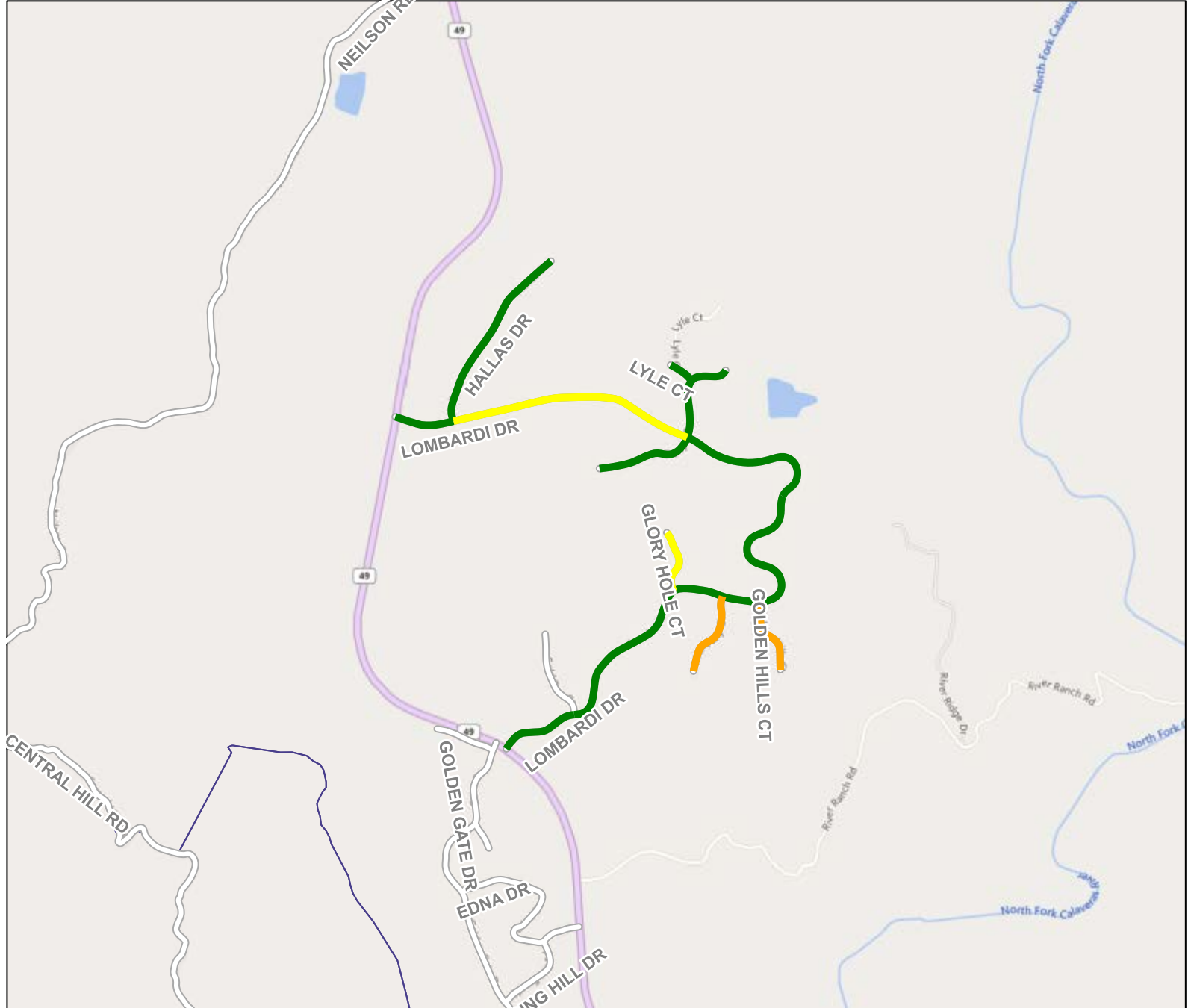
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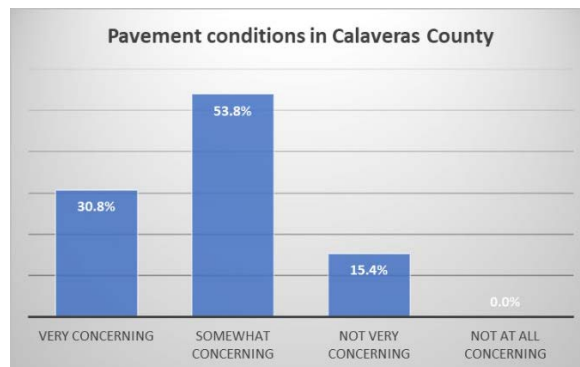
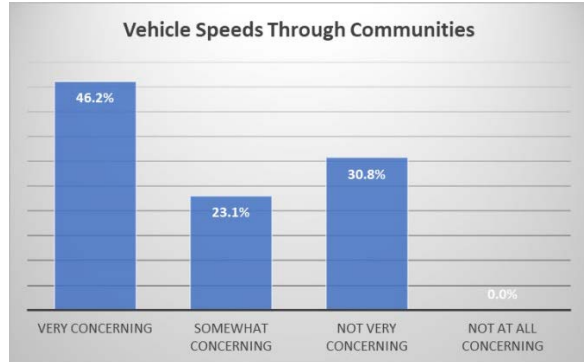
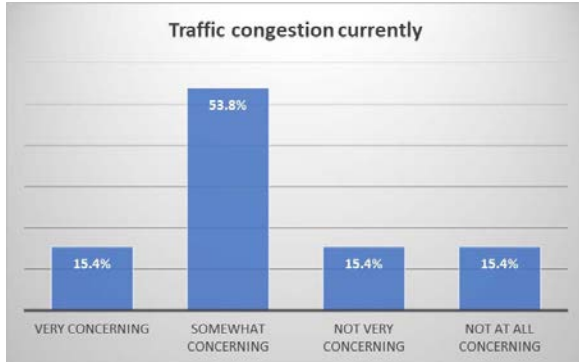
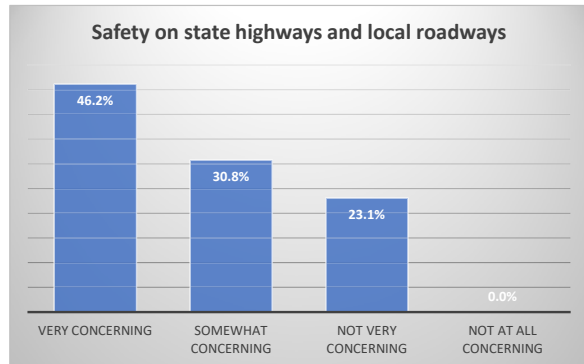
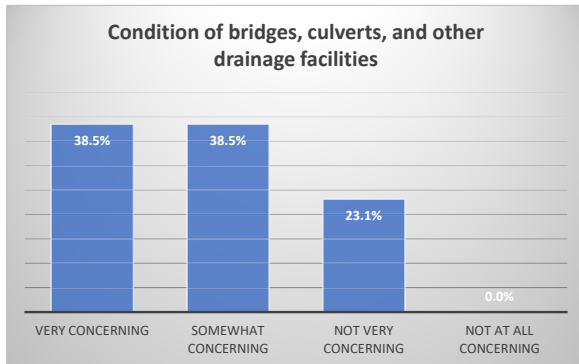
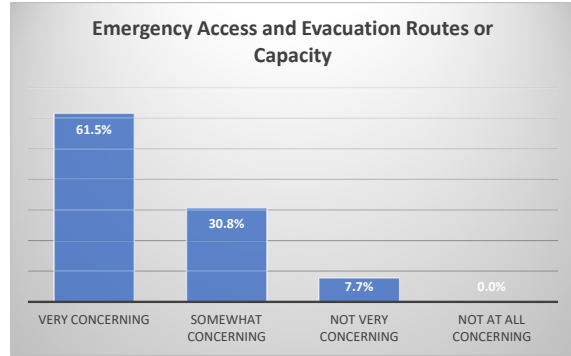
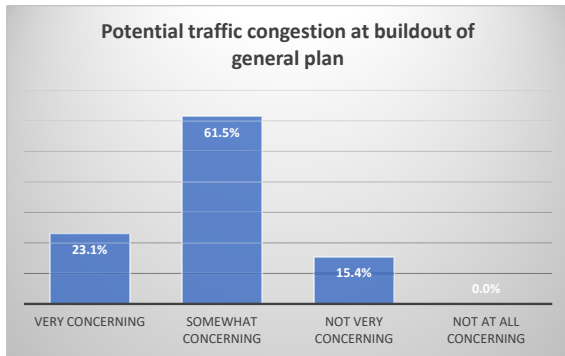
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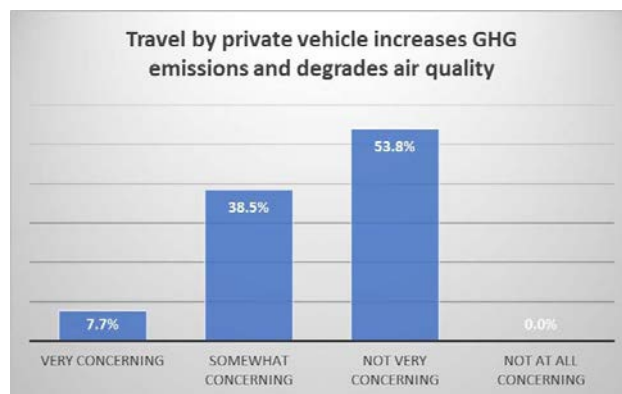
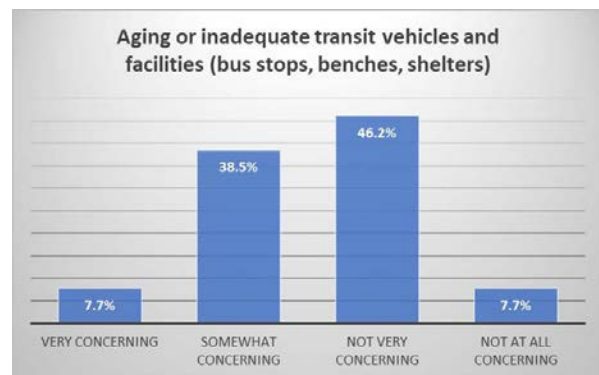
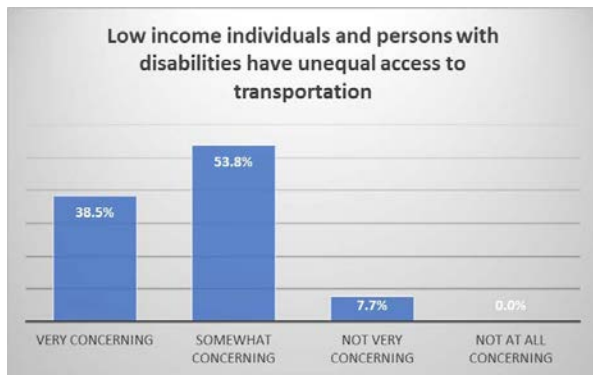
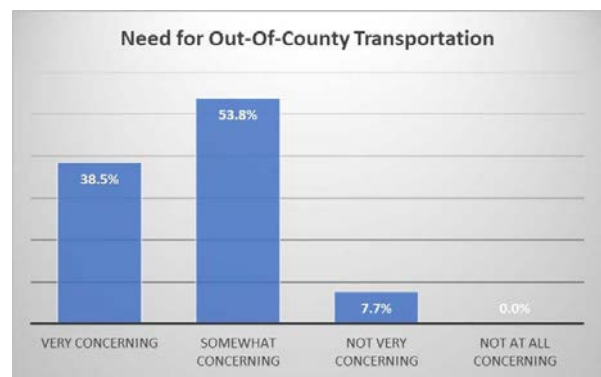
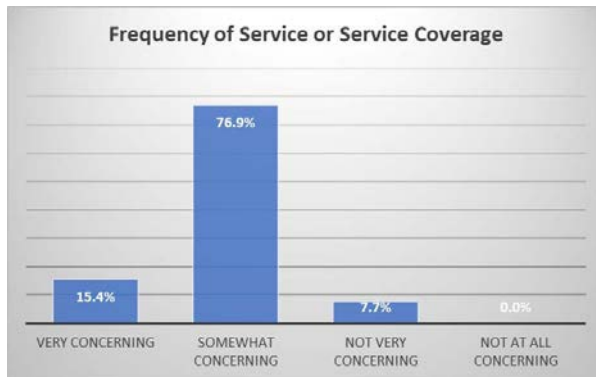
Appendix G: CCOG Board Workshops

Policy Workshop Polling Results – February 3, 2021

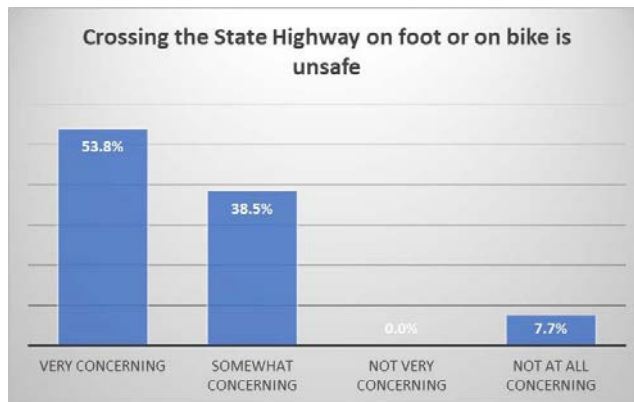
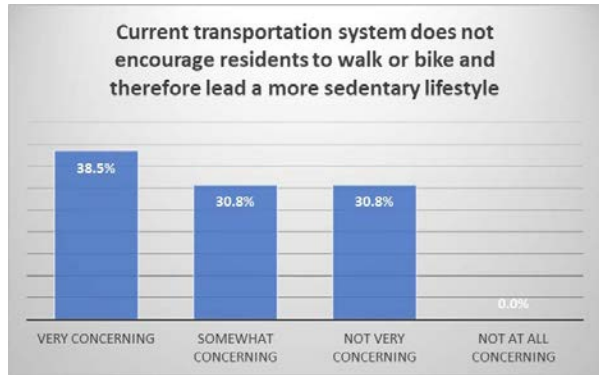
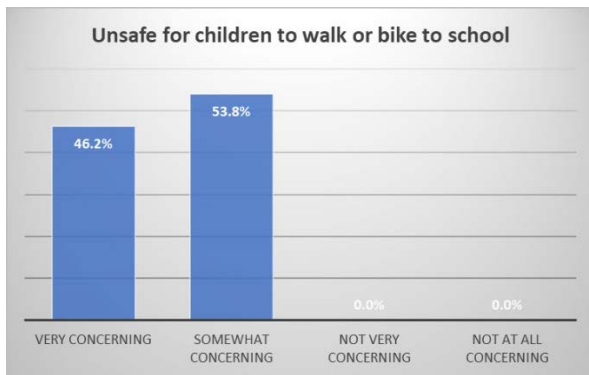
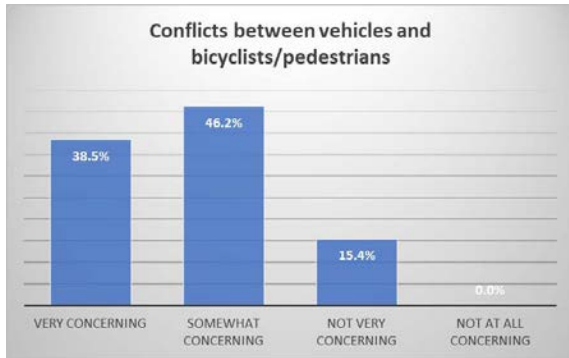
Roadways



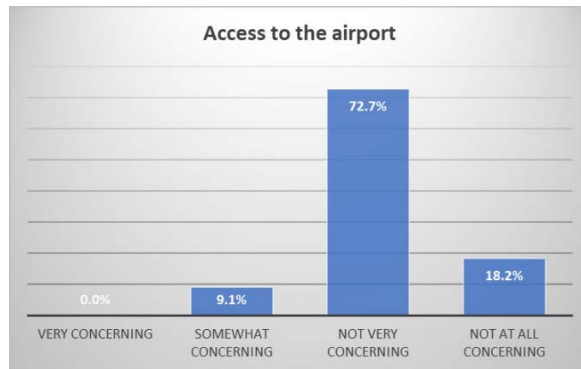
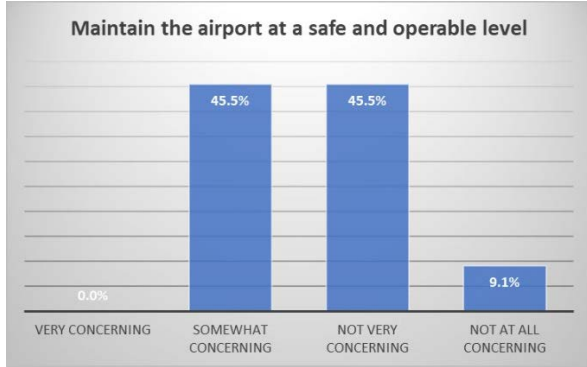
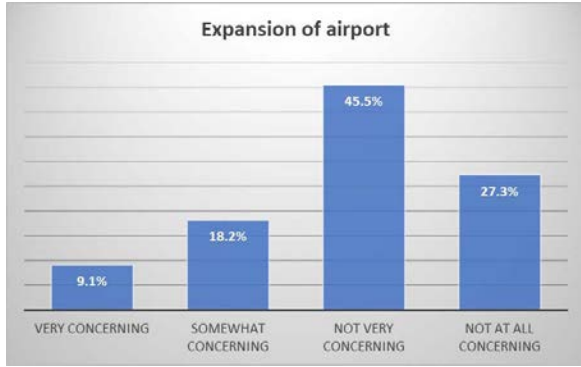
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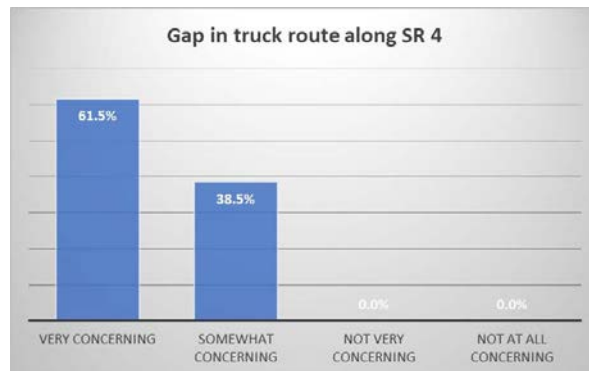
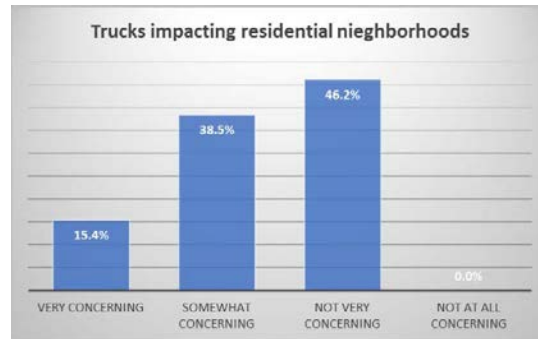
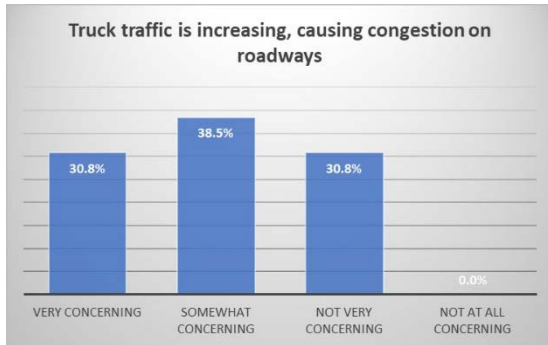
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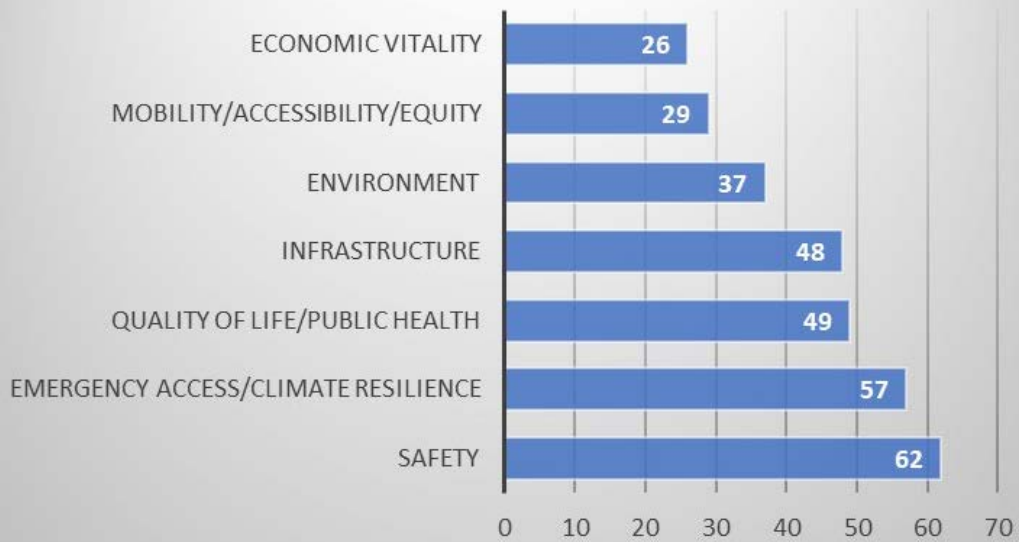
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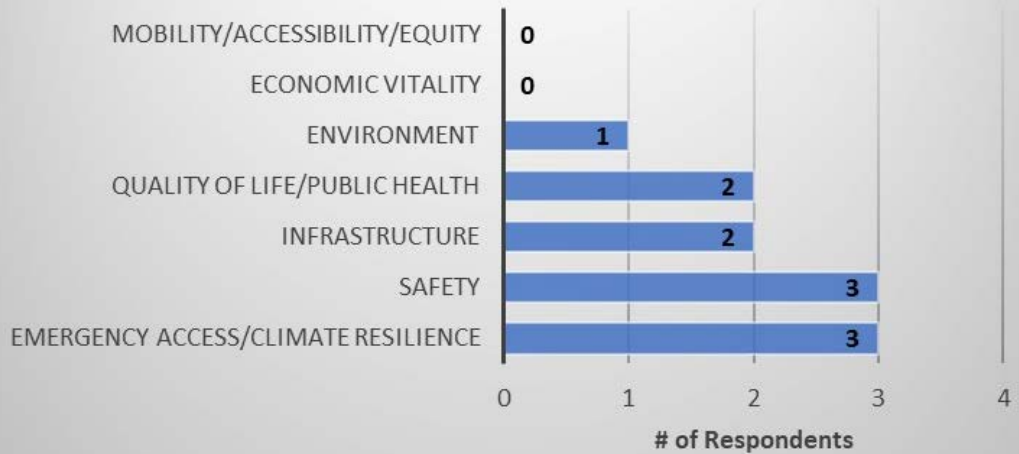
Goods Movement



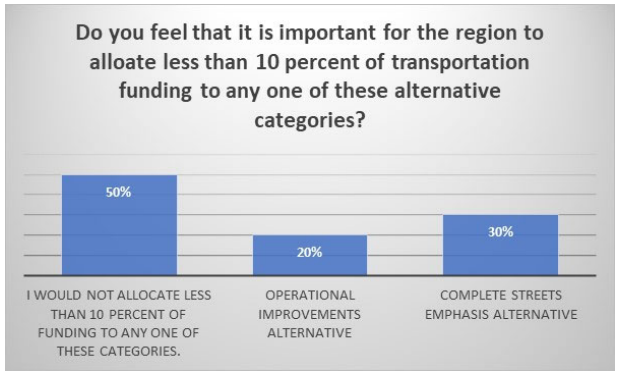
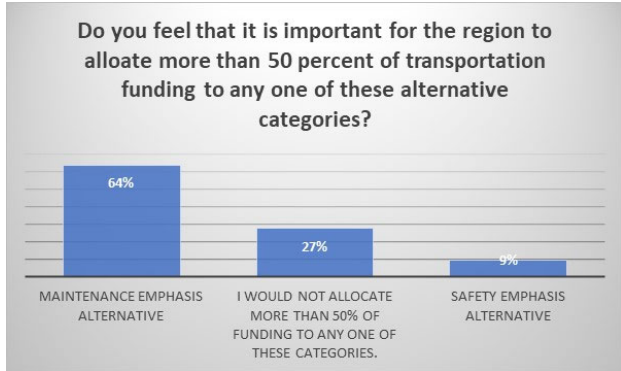
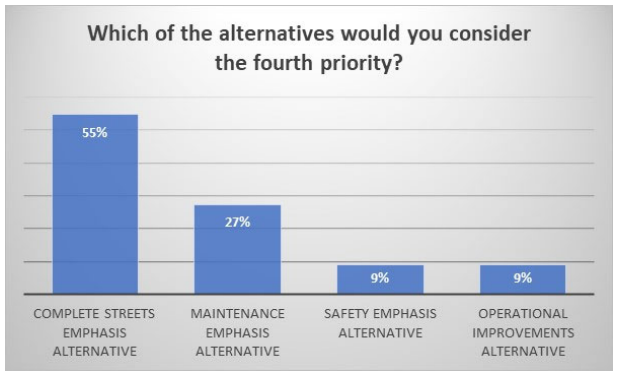
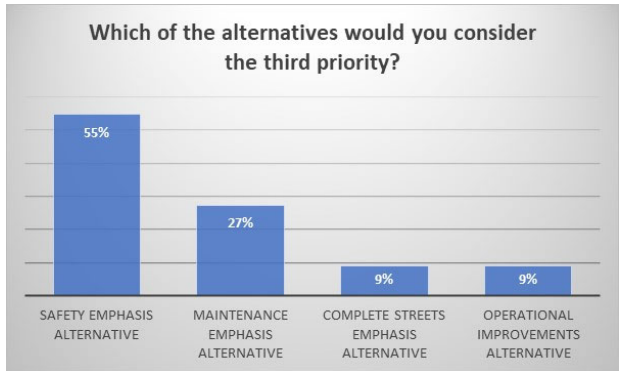
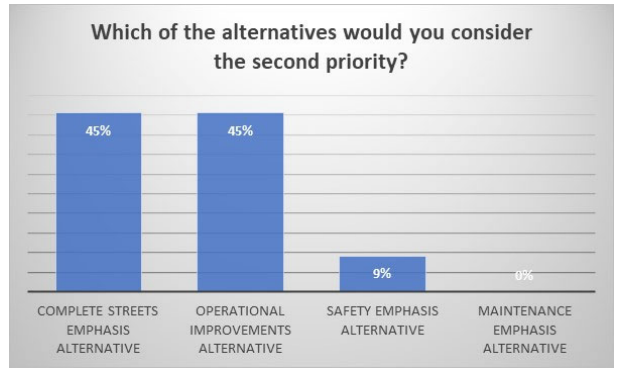
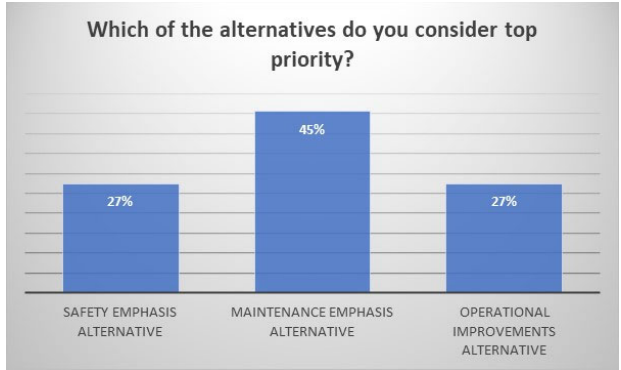
Total Combined Goal Weighting



Calaveras RTP #1 Priority Ranking Poll



Project List Workshop Polling Results – May 5, 2021



Appendix H: Unfunded Project Lists

Calaveras 2021 Unfunded RTP Project Lists

Calaveras RTP - City of Angels Camp Unfunded High Priority Projects

Lead Agency	Funding Source	Project Type	Location	Description	Cost (In \$1,000's)	Construction Year
Unfunded - High Priority						
City	Local	Road	SR 49/Dogtown Road/Frog Jump Plaza/Street A	Construct new two-lane roadway extension from Dogtown Road to SR 49 north of Clifton Ln.; project includes intersection and safety improvements along SR 49 from SR 4 to Street A; concept includes Michigan U-Turn on SR 49	\$3,864	2030+
City	CMAQ, TBD	Non-motorized	Angels Camp	Angels Trail Phase I -Construction bike/ped access from Stelte Park and Greenhorn Creek Subdivision to downtown corridor	\$5,837	2024
City	Local, SHOPP	Road	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	\$14,905	2030+
City	HSIP	Safety, Bike/Ped, Road	SR 49 and Bret Harte Dr	Reconstruct 2 driveways, install 2 curb ramps, sidewalk, Rectangular Rapid Flashing Beacons (RRFB), high visibility striping, pavement markings and signs	\$181	2030+
City	HSIP	Safety, Bike/Ped, Road	SR 49 and Pine St	Install 2 curb ramps, reconstruct 1 driveway, drainage modifications, pedestrian activated flashing beacons, high visibility striping, pavement markings and signs	\$223	2030+
City	HSIP	Safety, Bike/Ped, Road	SR 49 and Raspberry Ln	Install 3 curb ramps, 2 bulb-outs, drainage modification, install pedestrian activated flashing beacons, high visibility striping, pavement markings and signs	\$231	2030+
City	ATP/LTF	Bike/Ped	Angels Creek South Reach Preferred Alignment S1.2	Class I multi-use pathway, Finnegan Ln to Centennial Ln	\$184	2030+
City	ATP/LTF	Bike/Ped	Angels Creek South Reach Preferred Alignment S1.3	Class I multi-use pathway, Centennial Ln to New Melones Reservoir	\$1,370	2030+
City	TBD	Bike/Ped	SR 49 in Angels Camp from Utica Park to SR 49/Vallecito Rd intersection (Historic Downtown)	Multimodal improvements as identified in the Angels Camp Main Street Plan including: contiguous sidewalks with streetscape features and landscape buffer where feasible, bulbouts and enhanced crossings, bike connection from Utica Park to Angels Creek Trail, traffic calming features, parklets, and signage.	Unknown	2030+
City	TBD	Road	SR 49 and Bragg Street	Intersection improvements at Bragg St as identified in the Angels Camp Main Street Plan	Unknown	2030+
City	TBD	Road	SR 49 and Raspberry Lane	Intersection improvements as identified in Angels Camp Main Street Plan including: bulbouts, upgraded crosswalk, parking and wayfinding signage, and pedestrian signalization	Unknown	2030+
City	TBD	Road	SR 49 and Vallecito Road	Intersection enhancements as identified in the Angels Camp Main Street Plan including: gateway plaza and gateway signage, and pedestrian improvements.	Unknown	2030+
City	TBD	Road	SR 49 in Angels Camp	Wayfinding and Signage as identified in the Angels Camp Main Street Plan	NA	2030+
City	TBD	Road	SR 49 from Utica Park to Vallecito Road	Improvements to on- and off-street parking facilities from Utica Park to historic downtown, as identified in the Angels Camp Main Street Plan; and parking management strategies such as a transit shuttle	NA	2030+
Total					\$26,795	

Calaveras RTP - City of Angels Camp Unfunded Medium to Low Priority

Page 1

Lead Agency	Funding Source	Project Type	Location	Description	Cost (In \$1,000's)	Construction Year
Medium - Low Priority						
City	TBD	Road	Kurt Dr	Extend Kurt Drive to Murphys Grade Rd.	\$4,585	2030+
City	TBD	Road	Purdy Rd	Construct new 2-lane roadway from Purdy Rd. to Kurt Dr. and widen existing	\$2,204	2030+
City	TBD	Road	Gold Cliff Rd	Construct new 2-lane roadway connecting Greenhorn Creek Rd. to Gold Cliff Rd.	\$2,116	2030+
City	TBD	Road	Sierra Ave	Construct new 2-lane roadway connecting Greenhorn Rd. to Tuolumne Ave.	\$705	2030+
City	TBD	Road	SR 49@Copello Drive	New signal and intersection improvements	\$884	2030+
City	TBD	Road	Kurt Dr./Murphy's Grade Rd.	New signal	\$1,958	2030+
City	Local	Road	Stockton Rd/Demarest Rd Extension	Construct new 2-lane roadway extension Demarest St. to Stockton Rd.; improve Stockton Rd. into a multi-modal street corridor	\$5,300	2030+
City	Local	Road	Monte Verde Street Extension	Construct new two-lane roadway extension from Monte Verde Street to Foundry Ln	\$1,767	2030+
City	Local	Road	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	\$18,659	2030+
City	TBD	Road	SR 49/Bret Harte Rd.	New signal	\$464	2030+
City	TBD	Road	SR 49@Copello Drive	New signal and intersection improvements	\$464	2030+
City	TBD	Road	SR 49@Vallecito Rd.	New signal includes bridge construction	\$13,855	2030+
City	TBD	Road	Vallecito Rd/ SR 4 Bypass	Construct right turn bypass lane	\$831	
City	TBD	Road	SR 49 Bypass (Alt 3B)	Construct new 2-lane road	\$79,710	
City	TBD	Road	SR 49 Bypass (Alt 3B)/SR 49N	Install signal	\$464	
City	TBD	Road	SR 49 Bypass (Alt 3B)/SR 49W	Install signal	\$464	
City	TBD	Road	SR 49 Bypass (Alt 3B)/SR 49S	Install signal	\$464	
City	HSIP/Local	Road	Finnegan Lane	Construct 60 ft of retaining wall	\$199	2030+
City	TBD	Road	Bennet St	Extend Bennett St. through to the North as development requires	\$1,211	2030+
City	HSIP/Local	Road	Rollen Bypass Rd @ Murphys Grade Rd	Realign intersection, relocate PG&E driveway, install 450 ft of drain an resurface	\$468	2030+
City	HSIP/Local	Road	Sonora St	Construct 275 ft of retaining wall and install 300 feet of guardrail from Marina St to 300' north	\$838	2030+
City	TBD	Road	SR 4 Bypass @ SR 4	Preliminary engineering for grade separation instead of "T"	\$734	2030+
City	TBD	Road	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	\$1,312	2030+
City, CCOG	CMAQ, CTP	Other	Various locations	Electric Vehicle Charging Stations at commercial, lodging, parking, public institution and school facilities	\$397	2030+
City	HSIP	Safety, Bike/Ped, Road	SR 49 and Lee Ln	Install 1 curb ramp, RRFBs, high visibility striping, pavement markings and signs	\$119	2030+
City	HSIP	Safety, Bike/Ped, Road	SR 49 and Monte Verde St	Install 3 curb ramps, drainage modification, pedestrian activated flashing beacons, high visibility striping, pavement markings and signs	\$215	2030+
City	HSIP	Safety, Bike/Ped, Road	SR 49 and 350' N of Bragg St	Install 2 curb ramps, RRFBs, high visibility striping, pavement markings and signs	\$155	2030+

Calaveras RTP - City of Angels Camp Unfunded Medium to Low Priority

Page 2

Lead Agency	Funding Source	Project Type	Location	Description	Cost (In \$1,000's)	Construction Year
City	HSIP	Safety, Bike/Ped, Road	SR 49 and Birds Way/ Vallecito Rd	Eliminate crossings at Vallecito Rd. Install 2 bulb outs, 3 curb ramps, flashing beacons, and high visibility striping, pavement markings and signs	\$151	2030+
City	HSIP	Safety, Bike/Ped, Road	SR 49 between Raspberry Ln and Birds Wy	Install 2 curb ramps, drainage modification, flashing beacons, high visibility striping, pavement markings and signs	\$88	2030+
City	ATP/LTF	Bike/Ped	Angels Creek Path	Class I multi-use pathway, Hwy 49 to Finnegan Lane	\$394	2030+
City	ATP/LTF	Bike/Ped	Angels Creek Central Reach Alternate Alignment C2	Class I multi-use pathway, Vallecito Rd to Vallecito Rd	NA	2030+
City	ATP/LTF	Bike/Ped	Angels Creek Central Reach Preferred Alignment C1	Class I multi-use pathway, Rollerl Bypass Rd to Kurt Dr	\$653	2030+
City	ATP/LTF	Bike	Angels Camp - SR 49, Murphys Grade Rd, Dogtown Rd, Gold Cliff Rd, Greenhorn Creek Rd, SR 4, SR 49, Stanislaus Ave, Vallecito Rd	Class III Bike Routes and Share the Road Signage	\$23	2030+
City	ATP/LTF	Bike/Ped	Greenhorn Creek Subdivision to Finnigan Lane	Bikeway	NA	2030+
City	ATP/LTF	Bike/Ped	Angels Creek North Reach Alternate Alignment N2	Class I multi-use pathway, Hwy 4 Bypass Bridge to Vallecito Rd	NA	2030+
City	ATP/LTF	Bike/Ped	Angels Creek North Reach Preferred Alignment N1	Class I multi-use pathway, Bret Harte High School to Rollerl Bypass Rd	\$1,029	2030+
City	ATP/LTF	Bike/Ped	Angels Creek South Reach Alternate Alignment S2	Class I multi-use pathway, Preferred South Reach Alignment to Preferred South Reach Alignment	NA	2030+
City	ATP/LTF	Bike/Ped	Angels Creek South Reach Preferred Alignment S1.1	Class I multi-use pathway, Main St to Finnegan Ln	\$376	2030+
City	ATP/LTF	Bike/Ped	Angels Creek South Reach Preferred Alignment S1.4	Class I multi-use pathway, Finnegan Ln to Greenhorn Creek Rd	\$646	2030+
City	ATP/LTF	Ped	S Main St/Hwy 49	Sidewalk, Dogtown Rd to Demarest St	\$712	2030+
City	ATP	Other	Tryon Park	Construct 260 sq ft public restroom facilities and 5000 sq ft of landscaping	\$149	2030+
City	ATP	Ped	SR 49	Rehabilitate old rock walkway and upgrade existing walkway	\$1,225	2030+
City	ATP	Bike	Demarest St	Class I multi-use pathway, Stockton Rd to Big Horn Mobile Home Park	\$124	2030+
City	ATP	Bike	Gardner Ln	Class II Bike Lane, Holly St to Murphys Grade Rd (Bret Harte Union High Schl)	\$5	2030+
City	ATP	Bike	McCauley Ranch Rd	Class I multi-use pathway, Greenhorn Creek Rd to Gold Cliff Rd	\$136	2030+
City	ATP	Bike	Sierra Drive	Class I multi-use pathway, Angels Oaks Rd to Tuolumne Ave	\$151	2030+
City	ATP	Bike	Stanislaus Ave	Class II Bike Lane, Hwy 49 to San Joaquin Ave	\$5	2030+
City	ATP	Ped	Hardscrabble	Sidewalk, Main St to Mark Twain Rd	\$162	2030+
City	ATP	Ped	Stanislaus Ave & Oneida St	Crosswalk- White High Visibility, Yield Lines	\$2	2030+
City	ATP	Ped	Stanislaus Ave & San Joaquin	Pedestrian Crossing Signs	\$1	2030+
City	ATP	Ped	Vallecito Rd	Sidewalk, Depot Rd to Birds Way	\$413	2030+
City	UNK	Road	Moxie Connector	New roadway from Greenhorn Creek Road to Gold Cliff	NA	2030+
City	UNK	Road	Sierra Connector	New roadway from Greenhorn Creek Road to older existing subdivision	NA	2030+
City	General Fund	Maintenance	Various	Roadway Maintenance	\$2,241	2021+
Total					\$149,229	

Calaveras RTP County Unfunded Projects

Arnold, Avery, Camp Connell, Dorrington, Hathaway Pines, Tamarack

Lead Agency	Funding Source	Project Type	Location	Description	Cost (In 1,000's)	Construction Year
County	RIM, Other	Road	Moran Rd	Upgrade to minimum county standard (24-foot section for 5.402 mi)	\$3,298	2030+
County	ATP	Bike/Ped	Arnold - Various Locations	Multi-modal Improvements -Pedestrian Crossing Signs, Yield Lines, Yellow High Visibility Crosswalks, Sidewalks, Calls III Bike Route	\$183	2030+
County	ATP	Pedestrian	Arnold, Hwy 4 & Arnold Byway	Gateway Treatment	\$427	2030+
County	ATP	Pedestrian	Arnold, Hwy 4 & Cedar Lane	Gateway Treatment	\$427	2030+
County	ATP	Pedestrian	Arnold, Manuel Rd & Hwy 4	Pedestrian Improvement Intersection Study	\$12	2030+
County	ATP	Bike/Ped	Arnold, Multi-use Path (0.1 miles)	Multi-use path Willow St to Oak Circle	\$138	2030+
County	ATP	Bike/Ped	Arnold, Multi-use Path (0.3 miles)	Multi-use path Green Meadow Ct to cedar Lane	\$412	2030+
County	ATP	Bike/Ped	Arnold, Multi-use Path (0.6 miles)	Multi-use path Henry St to Vallacito Day School	\$825	2030+
County	ATP	Bike/Ped	Arnold, SR 4 (1.2 miles)	Multi-use path sidepath along SR 4 Blagen Rd to Country Club Dr	\$1,408	2030+
County	ATP, LTF	Bike/Ped	Avery - Various Locations	Multi-modal Improvements -Pedestrian Crossing Signs, Yield Lines, Yellow High Visibility Crosswalks, Sidewalks, Calls III Bike Route	\$27	2030+
County	RIM, Other	Road	Avery Sheep Ranch Rd	Reconstruct roadway for 4.75 miles - SR 4 to Sheep Ranch Road	\$4,481	2030+
County	ATP	Bike	Camp Connell - SR 4	Class III Bike Route	\$39	2030+
County	ATP	Bike	Dorrington - SR 4	Class III Bike Route	\$14	2030+
County	ATP	Bike	Hathaway Pines - SR 4	Class III Bike Route	\$6	2030+
County	ATP	Bike	Tamarack - SR 4	Class III Bike Route	\$27	2030+

Calaveras RTP - County Unfunded Projects

Copperopolis

Lead Agency	Funding Source	Project Type	Location	Description	Cost (In 1,000's)	Construction Year
County	STIP, SHOPP, SB 1	Road	SR 4 Wagon Trail- Phase 2 and 3, Middle and Eastern Segments	Design, Right-of-Way, and Construction from Appaloosa to Stockton Rd	\$50,000	2030+
County	Copper, Other	Road	Little John Rd South of Copper Cove Dr	Upgrade to Minor Collector (24 ft width)	\$3,977	2030+
County	Copper, Other	Road	Little John Rd North of Copper Cove Dr	Upgrade to Minor Collector (24 ft width)	\$5,016	2030+
County	Copper, Other	Road	Copper Cove Dr between O'Byrnes Ferry and Quail Hill Roads	Upgrade to Minor Collector (24 ft width)	\$3,927	2030+
County	Copper, Other	Road	North South Connector Between Little John Rd and SR 4	Full construction - minor collector 12' travel lands, 5' paved shoulder, 3' AB Shoulder	\$48,015	2030+
County	Copper, Other	Road	Reeds Turnpike	Upgrade to Minor Collector (24 ft width)	\$1,730	2030+
County	Copper, Other	Road	Little John Rd/SR 4	Construct Traffic Signal	\$360	2030+
County	Copper, Other	Road	Little John Rd./Reeds Turnpike	Construct traffic signal and add EBL (Total = EBL and EBL/T/R), NBT/L, NBR (Remove NBL/T/R)	\$780	2030+
County	Copper, Other	Road	Main Street/Reeds Turnpike	Add North Bound Lane (NBL)	\$417	2030+
County	Copper, Other	Road	O'Byrnes Ferry Rd	Upgrade to Minor Collector (24 ft width)	\$12,744	2030+
County	Copper, Other	Road	O'Byrnes Ferry Rd approaching Tulloch Reservoir Bridge	Straighten 25 mph curves	\$3,345	2030+
County	Copper, HBP	Bridge	O'Byrnes Ferry Rd Bridge	Bridge Reconstruction	\$482	2030+
County	HBP	Bridge	O'Byrnes Ferry Rd Bridge	Bridge Deck Repair	\$1,956	2025
County	Copper, Other	Road	North South Connector/SR 4	Construct traffic signal	\$1,148	2030+
County	Copper, Other	Road	O'Byrnes Ferry Rd./Connors Estate Dr	Construct NBL and SBR	\$98	2030+
County	Copper, Other	Road	Rock Creek Rd/Main St/SR 4	Construct EB RTL	\$414	2030+
County	Copper, Other	Road	SR 4/Rock Creek Rd./Main Street	Construct traffic signal	\$441	2030+
County	ATP	Bike/Ped	Copperopolis - Various Locations	Pedestrian Master Plan Multi-modal Improvements - Share the Road Signage, Class II Bike Lane, Class III Bike Route, Multi-use Path, Sidewalk, Crosswalk	\$3,995	2030+

Calaveras RTP County Unfunded Projects

Murphys, Vallecito

Lead Agency	Funding Source	Project Type	Location	Description	Cost (In 1,000's)	Construction Year
County	ATP	Bike	Murphys - SR 4, Algiers St, SR 4, Main St, Murphys Grade Rd, Scott St	Class III Bike Routes and Share the Road Signage	\$46	2030+
County	ATP, HSIP, Urban Greening	Bike/Ped, Safety	Murphys - SR 4 and Pennsylvania Gulch	Murphys SR 4 Complete Streets Plan Package A	\$1,385	2025
County	ATP, HSIP, Urban Greening	Bike/Ped, Safety	Murphys- SR 4, Pennsylvania Gulch; Main St./ SR 4 intersection, Main St./Jones St.	Murphys SR 4 Complete Streets Plan Package B	\$2,535	by 2026
County	ATP, HSIP, Urban Greening	Road/Bike/ Ped/ Safety	Murphys - SR 4 from Main St to Tom Bell	Murphys SR 4 Complete Streets Plan Package C	\$5,047	2030+
County	ATP, HSIP, Urban Greening	Road/Bike /Ped/ Safety	Murphys - Main St between Big Trees Rd and SR 4, Main St./Big Trees/Scott St. intersection	Murphys SR 4 Complete Streets Plan Package D	\$1,487	2030+
County	Private, Urban Greening	Other	Murphys	Murphys SR 4 Complete Streets Plan Package E - Gateway Signage	\$507	2030+
County	ATP, HSIP	Road/Bike /Ped/ Safety	Murphys - Bret Harte Dr and SR 4	Murphys SR 4 Complete Streets Plan Package F	\$1,060	2030+
County	HSIP, FTA, CMAQ	Road/Bike /Ped/ Safety	Murphys - SR 4	Murphys SR 4 Complete Streets Plan Package G	\$3,434	2030+
County	Development fees, County Road Fund	Road	Murphys - Pennsylvania Gulch Rd, Six Mile Rd, Jones St	Murphys SR 4 Complete Streets Plan Package H	\$205	by 2026
County	RIM, Other	Road	Murphys Grade Rd	Upgrade to minimum County standard	\$3,467	2030+
County	RIM, Other	Road	Murphys Grade Rd	Widen and realign roadway for 5 miles - SR 4 to French Gulch Road	\$8,777	2030+
County	ATP	Bike/Ped	Murphys, Ironstone Pathway (1.5 miles)	Multi-use path Main St to Ironstone Vineyards	\$2,063	2030+
County	ATP	Pedestrian	Murphys, Algiers St	Sidewalk from Main Street to Walking Bridge	NA	2030+
County	ATP	Pedestrian	Murphys, Algiers St	Sidewalk from Walking Bridge to Black Bart Playhouse	NA	2030+
County	ATP	Pedestrian	Murphys, Angels Creek	Multi-use trail along creek	NA	2030+
County	HSIP	Safety	SR 4 through Vallecito, near Vallecito Bypass Road	Street lighting	\$654	2030+
County	ATP	Bike	Vallecito - SR 4 and Vallecito Rd	Class III Bike Route	\$18	2030+

Calaveras RTP - County Unfunded Projects

San Andreas

Lead Agency	Funding Source	Project Type	Location	Description	Cost (In 1,000's)	Construction Year
County	STIP, ATP, Local, SHOPP	Bike/Ped	San Andreas SR 49 Corridor Segment 2 (St. Charles St from Gold Oak Rd to Court St)	Multi-modal improvements- sidewalks, bike lanes, bulb-outs, crosswalk	\$959	2030+
County	STIP, ATP, Local, SHOPP	Bike/Ped	San Andreas SR 49 Corridor Segment 3 (St. Charles St from Court St to Treat Av)	Multi-modal improvements- sidewalks, bike lanes, bulb-outs, crosswalk	\$432	2030+
County	STIP, ATP, Local, SHOPP	Bike/Ped	San Andreas SR 49 Corridor Segment 4 (St Charles St from Treat Av to Mountain Ranch Rd)	Multi-modal improvements- sidewalks, bike lanes, bulb-outs, crosswalk	\$505	2030+
County	STIP, ATP, Local, SHOPP	Bike/Ped	San Andreas SR 49 Corridor Segment 1 (St Charles St from SR 12 to Gold Oak Rd)	Multi-modal improvements- sidewalks, bike lanes, bulb-outs, crosswalk	\$413	2030+
County	STIP, ATP, Local, SHOPP	Bike/Ped	San Andreas SR 49 Corridor Southern Gateway Plan Area	Multi-modal improvements- sidewalks, bike lanes, bulb-outs, crosswalk	\$735	2030+
County	STIP, ATP, Local, SHOPP	Road	San Andreas SR 49 Corridor - SR 49/Mountain Ranch Rd	Intersection Control - Traffic Signal or Roundabout	\$987	2030+
County	STIP, ATP, Local, SHOPP	Road	San Andreas SR 49 Corridor - SR 49/High School St	Intersection Control - Traffic Signal or Roundabout	\$987	2030+
County	STIP, ATP, Local, SHOPP	Road	San Andreas SR 49 Corridor - SR 49/Court St/ Adams Av	Intersection Control - Traffic Signal or Roundabout	\$987	2030+
County	STIP, ATP, Local, SHOPP	Road	San Andreas SR 49 Corridor - SR 49/Treat Av	Intersection Control - Traffic Signal or Roundabout	\$987	2030+
County	STIP, ATP, Local, SHOPP	Road	San Andreas SR 49 Corridor - Airport Rd/ SR 49	Intersection Control - Traffic Signal or Roundabout, gateway features	\$3,291	2030+
County	STIP, ATP, Local, SHOPP	Road	San Andreas SR 49 Corridor - Pool Station Rd/ SR 49	Intersection Control - Traffic Signal or Roundabout, gateway features	\$3,950	2030+
County	ATP, STIP, TAP, BTA, SRTS, LTF	Road/Bike/Ped	San Andreas - Pope Street (between Gold Strike and Jeff Tuttle Dr.)	High visibility striping, retaining walls, curb ramp, and multiuse path	\$4,292	2030+
County	ATP	Bike	San Andreas- Calaveritas Rd, California St, Main St, Mountain Ranch Rd, Nielson Park, Pool Station Rd, Pope St, SR 49, SR 12	Class III Bike Routes and Share the Road Signage	\$108	2030+

Calaveras RTP County Unfunded Projects

Valley Springs, Rancho Calaveras, Burson, Jenny Lind, Wallace

Lead Agency	Funding Source	Project Type	Location	Description	Cost (In 1,000's)	Construction Year
County	RIM, Other	Road	Burson Rd	Upgrade to minimum county road standard	\$10,048	2030+
County	HSIP	Safety	Burson - SR 12 and Burson Rd	ADA Modifications, install RRFBs, new striping, pavement markings and signs	\$105	2030+
County	ATP	Bike	Burson - Burson Rd, Camanche Parkway South, SR 12	Class III Bike Routes and Share the Road Signage	\$64	2030+
County	ATP	Bike	Jenny Lind - Burson Rd, Jenny Lind Rd, Milton Rd	Class III Bike Route	\$22	2030+
County	ATP	Bike/Ped	Jenny Lind, Access to Jenny Lind Phase II	Construct bike/ped improvements to major access route to Jenny Lind Elementary	\$1,219	2030+
County	RIM, Other	Road	Jenny Lind Rd	Upgrade to minimum county standard	\$908	2030+
County	RIM, Other	Road	Milton Rd	Upgrade to minimum county standard	\$6,411	2030+
County	Valley Springs Benefit Basin	Study	SR 26/Olive Orchard/Garner Place in Valley Springs	Feasibility study for intersection improvements	\$350	by 2026
County	RIM, Other	Road	12/26 Bypass-Valley Springs	New bypass of Valley Springs	\$66,177	2030+
County	VS BB, Other	Road	SR 26@Olive Orchard Rd./Garner place	Two-way left-turn pocket	\$1,664	2030+
County	VS BB, Other	Road	SR 26 Corridor - Baldwin Lane/Baldwin St.	Two-way left-turn pocket	\$423	2030+
County	VS BB, Other	Road	SR 26 Corridor - Hogan Dam Road	Reconfigure intersection	\$1,622	2030+
County	VS BB, Other	Road	SR 26 Corridor - Burson Road	Reconfigure intersection and curve realignment	\$423	2030+
County	VS BB, Other	Road	SR 26 Corridor Milton Road	Reconfigure intersection and curve realignment	\$423	2030+
County	VS BB, Other	Road	SR 26 Corridor - Hagen Drive	1-way left turn pocket (close driver road)	\$296	2030+
County	VS BB, Other	Road	SR 26 Corridor - Farris Drive/Farris Lane	2-way left-turn pocket	\$423	2030+
County	VS BB, Other	Road	SR 12 Corridor - Pettinger Road	1-way left turn pocket	\$973	2030+
County	VS BB, Other	Road	SR 12 Corridor Burson Road	2-way left-turn pocket	\$1,622	2030+
County	VS BB, Other	Road	SR 12 Corridor Southworth Rd	2-way left-turn pocket	\$423	2030+
County	VS BB, Other	Road	SR 12 Corridor - Messing Road	1-way left-turn pocket	\$296	2030+
County	VS BB, Other	Road	Western Connector	ROW, construction, structures, design and environmental	\$27,478	2030+
County	ATP	Bike	Valley Springs - Hogan Dam Rd, SR 12, SR 26, Vista Del Lago Dr, Paloma Rd, Silver Rapids Rd	Class III Bike Routes and Share the Road Signage	\$89	2030+
County	ATP, TBD	Bike/Ped	Township West/Elementary School (Area One)	New sidewalks, shared paths, and crosswalks along Sequoia Ave. & Pine St.	\$1,501	2030+
County	ATP, TBD	Bike/Ped	Township East (Area Two)	Improved crossings at most intersections, new sidewalks on one side of each street, and shared use paths on California St, Daphne St, and Sequoia Ave.	\$1,170	2030+
County	ATP, TBD	Bike/Ped	Town Center(Area Three)	Improvements on Laurel St. from SR 12 to Daphne St., intersection crossings at 3 intersections along Daphne St., sidewalks and marked parking on Cedar St., Laurel St., and Chestnut St.	\$1,458	2030+
County	ATP, TBD	Bike/Ped	Highway 12 West (Area Four)	Addition of sidewalk to fill gaps along Highway 12 and on Pine St, improved crossings across Highway 12 and Pine St, and the addition of a buffered bike lane on the south side of Highway 12, and a bike lane with conflict markings on the north side.	\$368	2030+
County	ATP, TBD	Road/Bike/Ped	Highway 12 East (Area Five)	Shared use path with buffer on both sides of Highway 12, a new traffic signal at the entry to the Valley Oaks Shopping Center, and bicycle lanes with green conflict markings on the south side of Highway 12.	\$1,984	2030+
County	ATP, TBD	Bike/Ped	Highway 26 (Area Six)	New sidewalk to fill gaps on both sides of Highway 26, new/improved crossings at Highway 26 and Nove Way, and buffered bike lanes with green conflict markings on Highway 26.	\$1,314	2030+
County	ATP	Bike	Wallace - SR 12	Share the Road Signage	\$16	2030+

Calaveras RTP County Unfunded Projects

Other: Mokelumne Hill, Milton, Mountain Ranch, Rail Road Flat, Paloma, Sheep Ranch, West Point, Wilseyville, various locations

Lead Agency	Funding Source	Project Type	Location	Description	Cost (In 1,000's)	Construction Year	Community
County	RIM, Other	Road	SR 12	Widen roadway and add passing lanes from West Jct. SR 26 to SR 49	\$7,557	2030+	County - SR 12
County	RIM, Other	Road	SR 4 Passing Lanes	Construct passing lanes from the Stanislaus County Line to west of Reeds Turnpike	\$4,213	2030+	County - SR 4
County	ATP	Bike	Milton - Milton Rd	Class III Bike Route	\$20	2030+	Milton
County	ATP	Bike	Mokelumne Hill, Hwy 26 and SR 49	Class III Bike Routes and Share the Road Signage	\$18	2030+	Mokelumne Hill
County	RIM, Other	Road	Mountain Ranch Rd	Reconstruct roadway for 10.2 miles - SR 49 to Sheep Ranch Rd	\$6,958	2030+	Mountain Ranch
County	ATP	Pedestrian	Mountain Ranch, Mountain Ranch Rd & Blacksmith Ave	Crosswalk- White High Visibility, Yield Lines	\$3	2030+	Mountain Ranch
County	ATP	Pedestrian	Mountain Ranch, Whiskey Slide Rd & Mountain Ranch Rd	Pedestrian Crossing Signs	\$0	2030+	Mountain Ranch
County	RIM, Other	Road	Paloma Rd	Reconstruct roadway for 7.9 miles - SR 26 to Rose St.	\$1,675	2030+	Paloma
County	RIM, Other	Road	Paloma Rd	Upgrade to minimum county road standard	\$7,495	2030+	Paloma
County	RIM, Other	Road	Railroad Flat Road	Upgrade to minimum county road standard (Jesus Maria to Ridge Rd)	\$4,690	2030+	Rail Road Flat
County	RIM, Other	Road	Ridge Road	Upgrade to minimum county standard	\$1,141	2030+	Rail Road Flat
County	RIM, Other	Road	Sheep Ranch Rd (1)	Upgrade to minimum county standard (24 ft section for 3.5 miles)	\$2,138	2030+	Sheep Ranch
County	RIM, Other	Road	Sheep Ranch Rd (2)	Upgrade to minimum county standard (24 ft section for 3.5 miles)	\$6,045	2030+	Sheep Ranch
County	HUTA	Road	Various Locations	County Roadway Striping	\$1,000	2021 - 2025	Various
County	HSIP	Road	Various Locations	High Visibility Thermoplastic Striping	\$1,624	2022	Various
County	HSIP	Safety	Various Locations	Guardrail Upgrade Project	\$365	2021	Various
County	CMAQ, CTP	Other	Various locations at commercial, lodging, parking, public institution and public school facilities	Electric Vehicle Charging Stations as identified in the Central Sierra Zero Emission Vehicle Plan	\$2,000	2030+	Various
County	CMAQ, CTP	Other	Various locations at commercial, lodging, parking, public institution and public school facilities	DC Fast Charge Electric Vehicle Charging Stations as identified in the Central Sierra Zero Emission Vehicle Plan	\$700	2030+	Various
County	HSIP	Safety	Non-signalized intersections on state highways (SR 26 and SR 49, SR 12 and SR26N, SR 26 and Olive Orchard, SR 12 and SR 26 in Valley Springs, SR 12 and shopping center in Valley Springs)	Intersection Advance Warning Flashing Beacons	\$154	2030+	Various
County	SB-1, RMRA, CSA	Maintenance	Road Resurfacing and Paving Projects	Various Locations	\$18,852	2021+	Various
County	ATP	Pedestrian	West Point, Bald Mtn Rd/Pine St	Sidewalk, Main St to West Point Elementary School	\$420	2030+	West Point
County	ATP	Pedestrian	West Point, Bouvard St & Pine St	Crosswalk - Yellow High Visibility	\$2	2030+	West Point
County	ATP	Pedestrian	West Point, Hwy 26 & Main St	School Speed Limit Signs	\$1	2030+	West Point
County	ATP	Pedestrian	West Point, Hwy 26 & Pine St	School Crossing Stencils	\$2	2030+	West Point
County	ATP	Pedestrian	West Point, Hwy 26 & Pine St	School Speed Limit Signs	\$1	2030+	West Point
County	ATP	Pedestrian	West Point, Spink Rd & Main St	Crosswalk - White Transverse	\$2	2030+	West Point
County	RIM, Other	Road	Railroad Flat Road	Upgrade to minimum county road standard (Licking Fork Bridge to Blizzard Mine Rd)	\$1,783	2030+	Wilseyville
County	HBP	Maintenance	Bridge Preventative Maintenance	Various Locations	\$1,169	UNK	