

2025 CALAVERAS COUNTY REGIONAL TRANSPORTATION PLAN *APPENDICES*



Final Draft | November 2025

PRESENTED BY

Green DOT Transportation Solutions

APPENDIX A

STAKEHOLDER LIST

2025 Regional Transportation Plan Stakeholder List						
Type of Stakeholder	Name	Department/Org	Title	Email	Phone	Notes
Project Team						
Project Team	Erin Kelly	Calaveras Council of Governments	Assistant Transportation Planner	ekelly@calacog.org	209-754-2094	
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PAC	Bret Sampson	Calaveras County	Public Works	bsampson@calaverascounty.gov		
PAC	Aaron Brusatori	Angels Camp	City Engineer Consultant	abusatori@lumosinc.com	(209) 754-6394	
PAC	Pamela Caronongan	Angels Camp		pamelacaronongan@angelscamp.gov		
PAC	Amy Augustine	Angels Camp	Consultant	planning@angelscamp.gov		
PAC	Shiferaw Jemberie	Caltrans D10	Office of Rural Planning	shiferaw.jemberie@dot.ca.gov	209-941-1947	
Stakeholders						
BOS	Martin Huberty	Calaveras County Board of Supervisors		mhuberty@co.calaveras.ca.us	209-286-9007	
BOS	Gary Tofanelli	Calaveras County Board of Supervisors	District 1 Supervisor	GTofanelli@co.calaveras.ca.us	209-286-9002	
BOS	Amanda Folendorf	Calaveras County Board of Supervisors		afolendorf@co.calaveras.ca.us		
BOS	Autumn Andahl	Calaveras County Board of Supervisors		aandahl@calaverascounty.gov		
BOS	Benjamin Stopper	Calaveras County Board of Supervisors		bstopper@co.calaveras.ca.us		
CCOG Board	Scott Behiel	CCOG Board		scottbehiel@angelscamp.gov		
CCOG Board	Caroline Schirato	CCOG Board		carolineschirato@angelscamp.gov		
CCOG Board	Alvin Broglio	CCOG Board		alvinbroglio@angelscamp.gov		
CCOG Board	Trevor Wytke	CCOG Board		twytke.cco@gmail.com		
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Caltrans	Gregoria Ponce	Caltrans D10	Office of Rural Planning	gregoria.ponce@dot.ca.gov	209-948-7543	
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County Staff	County Planning		Bret Sampson	bsampson@calaverascounty.gov	ext 2850	
Community	Lynn Miller	49er Properties	Owner	l.miller@49erproperties.com	209-754-4962	
Community	Bob Doten, Realtor Associate	Barry Ward Realty		Bob@BarryWardRealty.com	209-795-6600	
Community	Andrea Young, Manager	Bear Valley Mountain Resort		andrea@bearvalley.com	209-795-3868	
Community	Black Bart Inn	Black Bart Inn	General Manager	blackbartinn@gmail.com	209-754-3808	
Community	MaryBeth Ospital, Community Outreach Coordinator	Cal Waste Recovery Systems		MaryBeth@cal-waste.com	209-912-9528	
Community	Alaina Belli, Airport Manager	Calaveras County Airport (Maury Rasmussen Field)		airport@co.calaveras.ca.us	(209) 736-2501	
Community	Kathy Mazzaferro	Calaveras County Arts Council	Executive Director	goldrusharts18@gmail.com	209-754-1774	
Community	Rachel Sparks	Calaveras County Chamber of Commerce	CEO		209-754-5400	
Community	Penny West	Calaveras County Historical Society	Executive Director	cchs@goldrush.com	209-754-1058	
Community	N/A	Calaveras County Veterans Services	N/A	calaverasseniorinc@att.net	209-754-4536	
Community	Ralph Aldredge	Calaveras Enterprise	Publisher	publisher@calaverasenterprise.com	209-754-3861	
Community	Anne Forrest, President/CEO	Destination Angels Camp (DAC)		anne.forrest.littlewoodranch@gmail.com	209-736-0088	
Community	Linda Armstead, HR Executive	Ironstone Vineyards		calaveraswines@att.net	209-772-0993	
Community	Bill Wennhold, Safety and Disaster Preparedness Coordinator	Mark Twain Health Care District		William.Wennhold@DignityHealth.org;	209-754-2961	
Community	Joyce Tschel, Community activist for Valley Springs	MyValleySprings.com		kennelnut@att.net	(209) 772-1463	
Community	Katie Murphy	N/A	N/A	kmurphy0516@gmail.com	530-409-9037	
Community	John Alfred	Outlet Tek	Chief Executive Officer	jalfred@outlettek.com	209-498-2274	
Community	Dale Pilgeram, President of Pinebrook HOA	Pinebrook HOA		pilgeram@sbcglobal.net	209 795-2824	
Community	Rob Williams	Rob Williams		rbwilliams72@gmail.com	209-786-2643	
Community	N/A	San Andreas Merchants Association	Team Member	donna@schantzads.com	209-754-0127	
Community	Donna Schantz	San Andreas Recreation and Park District	District Secretary	info@SanAndreasParks.org	209-754-0127	
Community	Jim Kavanagh	San Andreas Recreation and Park District		barjkavy@yahoo.com	209-728-1251	
Community	Ben Klorer	The Metropolitan	Owner	ben@4thwalltroupe.com	209-754-5555	
Community	The Volunteer Center of Calaveras County	The Volunteer Center of Calaveras County		calaverasvolunteer@sbcglobal.net	209-754-1699	
Community	Zerrall McDaniel	Zerrall McDaniel		zerrall@yahoo.com	209-736-9663	
Community	Rails Explorers	Rails Explorers		info@railexplorers.net		
Community	Terry Beaudoin	Business Owner		terry.beaudoin@comcast.net		
Community	Carol Ryder	MLBC		ryder21270@hotmail.com		
Community	Eric Olson	Mountain Pedaler Bike Store		mountainpedaler@yahoo.com		
Community	Bill Condrashoff	Foothill Cyclist		bcondra@volcano.net		
Community	Aaron Johnson	Bear Valley Adventure Co		aaronj@bvadventures.com		
Community	Don Stump	Murphys Business Association		donstump1@gmail.com		
Community	Michell Plotnik	Murphys Business Association		michelle@mpaia.com		
Community	Morgan Grace	Chamber of Commerce		chamber@calaveras.org		
Community	Don Urbanas	Business leader		risingsun@caltel.com		
Community	Doug Mewhinney	Former Judge		dougncathi71@gmail.com		
Community	Dale Allman	Ciclylists		aalman197373@yahoo.com		
Community	Dave Ritchie	DDS		ritchibv@att.net		
Community	Jan Olson	Mr Frogs Ride		olson@goldrush.com		
Community	Dusty N	National Rank Cyclist		dustyn0@comcast.net		
Community	John Adams	Highway 4 Cyclists		jadams655@att.net		
Community	Seana Hogan	Race Across America Champions		hogansk@hotmail.com		
Community	Keith Maurer	Mr Frogs Ride		kandsmaurer@goldrush.com		
Community	Terra	Blue Mountain Coalition		terra.bmcyfl@gmail.com	209293-4500	
Community	James Moreno - HOA manager for multiple HOAS	Gold Creek, La Contenta, St. Andrews HOAs	Manager	cs@managementtrust.com	209-425-3800	
Community	Marian Pricher	Army Corps		marian.e.picher@usace.army.mil	209-772-1343	
Community	Eli Martinez	Mountain Aloha Bear Valley Trail		eli.martinez@gmail.com	(650) 388-6645	
Community	Rob Houghton	ARIA		rob.houghton.ca@gmail.com	(209) 770-2424	
Community	Everett Cockshort	Mountain Aloha Bear Valley Trail		ridemountainaloha@gmail.com	(701) 830-9856	
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Community	Ben Coolt	Motherload Bike Coalition		benocoolt@gmail.com	(831) 345-0508	
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County Staff	Colleen H. Rodriguez	Public Health	Deputy Director	crodriguez@co.calaveras.ca.us	209-754-6460	
County Staff	Donna Leatherman	Public Utility District	District Manager	info@cpud.org	209-754-9442	
County Staff	Charles Palmer	Calaveras County Water District	District Engineer	administration@ccwd.org	(209) 642-3209	
County Staff	Kathryn Gallino	Economic Dev		kgallino@co.calaveras.ca.us		
Fed/State Agency	William Haigh	Bureau of Land Management		whaigh@blm.gov	209-753-2301	
Fed/State Agency	Tina Bartlett	CA Fish and Wildlife North Central (Region 2)	Regional Manager	R2Info@wildlife.ca.gov	(916) 941-3102	
Fed/State Agency	Antheney Alegre	Calaveras Big Trees State Park	Supervising Ranger	antheney.alegre@parks.ca.gov	(209) 795 8904	
Fed/State Agency		California Department of Fish and Wildlife: North Central Region 2			(916) 358-2900	
Fed/State Agency		Central Valley District, CA Dept of Parks and Recreation			(209) 229 5625	
Fed/State Agency	Casey Jardine	Stanislaus National Forest - Calaveras District		casey.jardine@usda.gov	(209) 283-4024	

2025 Regional Transportation Plan Stakeholder List

Type of Stakeholder	Name	Department/Org	Title	Email	Phone	Notes
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Fed/State Agency	Ray Cablayan	US Forest Service - Stanislaus National Forest		Rcablayan@FS.fed.us	209-754-3367	
Fed/State Agency	Lynn E. Praster	US Army Corps of Engineers	Park Ranger	lynn.e.praster@usace.army.mil	209-772-1343	
Fed/State Agency	Central Valley Water Quality Control Board	Central Valley Water Quality Control Board			(209) 754 3543	
Fed/State Agency	Tristyn Armstrong	Sierra Nevada Conservancy		Tristyn.armstrong@sierranevada.ca.gov	(530) 823-4670	
Fed/State Agency	Sierra Pacific Industries (SPI)	Sierra Pacific Industries (SPI)		sierra@spi-ind.com	(530) 378-8000	
Safety	Calaveras County Sheriff's Office	Calaveras County Sheriff's Office			209-754-6500	
Safety	Rachelle Whiting	Calaveras County Sheriff's Office	Sheriff	rwhiting@calaverascounty.gov	209-754-6500	
Safety	Dennis Lewis	Calaveras Emergency Response Team (CERT) and Citizen Corps		delewis63@yahoo.com	209.712.3120	CERT program manager & red cross volunteer mass care lead for Calaveras and Tuolumne
Safety	California Highway Patrol	California Highway Patrol			209-754-3541	
Safety	Fire Station 1 Headquarters	Central Calaveras Fire and Rescue Protection District			209-754-4330	
Safety	Don Young	San Andreas Fire Department	Fire Chief	safpd@goldrush.com	209-754-4693	
School District	Eric Griffin	Mark Twain Union Elementary School District	Superintendent	egriffin@mtwain.k12.ca.us	209-736-1855	
School District	Scott Nanik	Bret Harte Union High School District	Superintendent	snanik@bhuhsd.k12.ca.us	209-736-8340	
School District	Karen Vail	Calaveras County Office of Education	County Superintendent of Schools	kvail@ccoe.k12.ca.us	209-736-4662	
School District	Amy Hasselwander	Calaveras High School	Principal	ahasselwander@calaveras.k12.ca.us	209-754-1811 Ext. 5310	
School District	Mark Campbell	Calaveras Unified School District	Superintendent	mcampbell@calaveras.k12.ca.us	209-754-2300	
School District	Dan Mayers	San Andreas Elementary School	Principal	dmayers@calaveras.k12.ca.us	209-754-2365 Ext. 3450	
School District	Tom Hoskins	Vallecito Union Elementary School District	Superintendent	thoskins@vsd.k12.ca.us	209-795-8500	
School District	Gary Grace	Valley Springs Elementary	Principal	ggrace@calaveras.k12.ca.us	209-754-2141 ext 3202	
School District	Kassandra Domingo	Jenny Lind Elementary	Principal	kdomingo@calaveras.k12.ca.us	209-754-2350	
School District	Tracey Terry	Moke Hill Elementary	Principal	tterry@calaveras.k12.ca.us	209-754-2140	
School District	Katherine Hood	West Point Elementary	Principal	khood@calaveras.k12.ca.us	209-754-2255 ext 3650	
School District	Heather James	Toyon Middle School	Principal	hjames@calaveras.k12.ca.us	209-754-2137 ext 4236	
Tribe	Gloria Grimes	Calaveras Band of Mi-Wuk		calaverasband.miwukindians@gmail.com	(209) 419 - 5675	
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Tribe	Velma Whitebear, Executive Director	California Valley Miwok Tribe, California		administration@californiavalleymiwoktribe.com		
Tribe	Monica Fox	Chicken Ranch Rancheria of Me-Wuk Indians	Tribal Administrator	mfox@crtribal.com	(209) 984-9066	
Tribe	Stephanie Suess,	Chicken Ranch Rancheria of Me-Wuk Indians	Community & Resources Development Director	ssuess@crtribal.com	(209) 984-9066	
Tribe	Cynthia Reyes	Chicken Ranch Rancheria of Me-Wuk Indians	Cultural Manager	creyes@crtribal.com	(209) 984-9066	
Tribe	Lloyd Mathiesen	Chicken Ranch Rancheria of Me-Wuk Indians	Tribal Chairman	L.Mathiesen@crtribal.com	(209)-984-9096	
Tribe	Robert Stevens	Ione Band of Miwok Indians	Transportation	robert@ionemiwok.net	209.245.5800	
Tribe	Sara Setchwaelo	Ione Band of Miwok		sara@ionemiwok.net	(209) 245 - 5800	
Tribe	Michael Mirelez	Torres Martinez Desert Cahuilla Indians	Cultural Resource Coordinator	mmirelez@tmdci.org	760-397-0300 x1213	
Tribe	Jesse Galvan	Buena Vista Rancheria of Me-Wuk Indians	Tribal Historic Preservation Officer	1418 20th Street, Suite 200 Sacramento, CA, 9(916) 491-0011	(916) 491-0012	
Tribe	Neil Peyron	Tule River Indian Tribe - Yokut	Chairperson	P.O. Box 589 Porterville, CA, 93258	(559) 781-4610	neil.peyron@tulerivertribe-nsn.gov
Tribe (Not federally recognized)	Kenneth Woodrow	Wuksachi Indian Tribe/Eshom Valley Band	Chairperson	1179 Rock Haven Ct. Salinas, CA, 93906	(831) 443-9702	kwood8934@aol.com
Tribe	Rolland Fillmore	Jackson Rancheria Band of Miwok Indians	Cultural Preservation Representative	P.O. Box 1090 Jackson, CA, 95642	(209) 223-8370	
Tribe	Adam Dalton	Jackson Rancheria Band of Miwok Indians	Chairperson	P.O. Box 1090 Jackson, CA, 95642	(209) 223-8370	adalton@jacksoncasino.com
Tribe (Not federally recognized)	Leland Valdez	Nashville Enterprise Miwok-Maidu-Nishinam Tribe	Cultural Resource Coordinator	P.O. Box 580986 Elk Grove, CA, 95758-0017	(916) 396-1173	valdezcome@comcast.net

APPENDIX B

OUTREACH

OUTREACH SUMMARY

Calaveras County Regional Transportation Plan

Outreach Summary

Prepared by:

Green DOT Transportation Solutions

Prepared for:

Calaveras Council of Governments

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0 INTRODUCTION

Throughout the course of the Regional Transportation Plan (RTP) planning process, various outreach methods were utilized to ensure comprehensive community participation and input. The comments and feedback received were instrumental in shaping the Plan and a future of transportation in Calaveras County that is reflective of the community's needs and wants.

This attachment details the community outreach and engagement efforts undertaken by the RTP Project Team to actively engage local stakeholders and gather critical feedback. Table 0.1 presents a summary of the various outreach activities executed during the development of the plan.

Table 0-1: Summary of Engagement Activities

Community Outreach Events		
Event Type	Location	Date
Community Workshop #1	Angels Camp	September 18, 2024
Community Workshop #2	San Andreas	September 19, 2024
Pop-Up - Music in the Park	Murphy's	July 31, 2024
Pop-Up - Calaveras County Fair	Angels Camp	May 14-15, 2025
Pop-Up - Murphy's Farmers Market	Murphy's	May 23, 2025
Pop-Up - Angels Camp Farmers Market	Angels Camp	July 18, 2025
CCOG Presentation - Introductory	San Andreas	April 4, 2025
CCOG Presentation - Draft	San Andreas	September 3, 2025
CCOG Presentation - Adoption	San Andreas	November 11, 2025

1 MATERIALS AND NOTIFICATIONS

1.1. WEB-BASED OUTREACH

1.1.1. Project Website

A dedicated website was created to serve as a central hub for all information related to the Calaveras County Regional Transportation Plan (RTP). Hosted on Squarespace, the website features comprehensive details on the project's scope, the planning process, and timelines. It also provided information on community outreach meetings, featured an informative video of the Plan's purpose, contained an interactive comment map, project documents, and direct links to online surveys.

The website was updated throughout the development of the Plan to reflect the latest progress and to encourage continuous community engagement. Key features designed to facilitate public participation included a public survey, invitations to outreach events, and promoting alternative methods of providing input.

For further details the project website is accessible at: www.calaverasrtp.com



Figure 1-1: Project Website

1.1.2. Advertisement and Media

Social Media

The project team employed a multifaceted approach to disseminate information about the Calaveras County RTP, utilizing both digital and physical channels to maximize community engagement. Online, detailed graphics and updates were regularly posted to social media profiles on Facebook and Instagram. These platforms were strategically used to enhance the project's visibility by sharing content on community event pages, and by identifying and following key community stakeholder organizations to foster a robust online presence.



Figure 1-2: RTP Social Media Post

Email-Blasts

For any important Plan update and prior to any community workshop, an email was sent to the project's stakeholder list. This was an effective way of reaching a targeted audience and directly soliciting their feedback.



Figure 1-3: Stakeholder Email Blasts

Physical Flyering

In addition to the digital outreach, the team implemented a traditional engagement strategy through the distribution of physical flyers. These were strategically placed at prominent community locations several weeks prior to scheduled community meetings. The advanced distribution was designed to ensure that community members received timely information, allowing them ample opportunity to organize their schedules and participate effectively in the planning process.

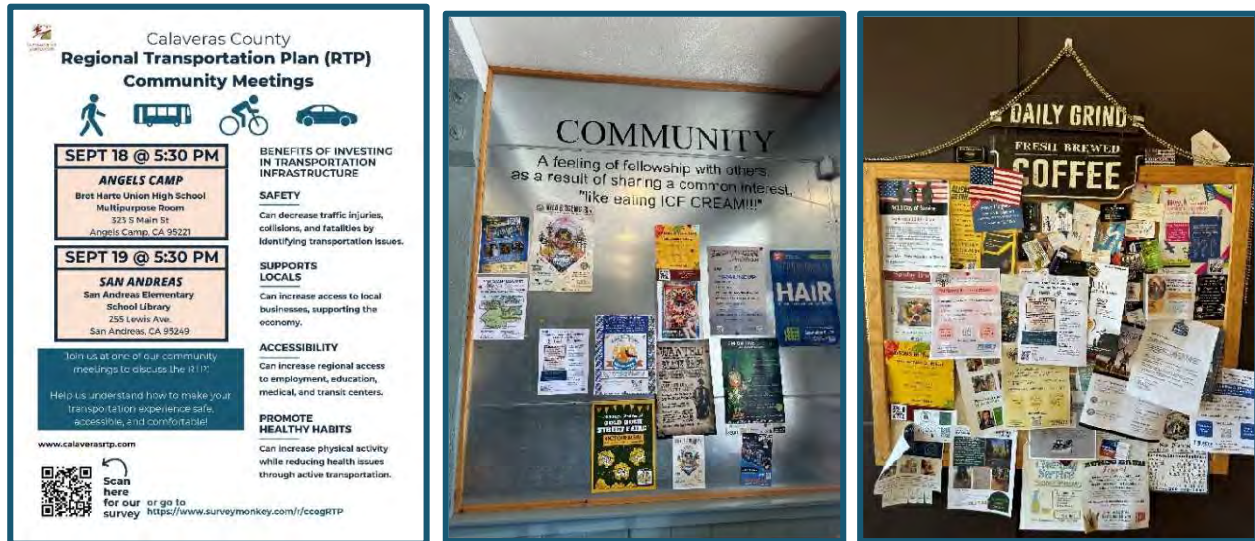


Figure 1-4: RTP Flyers

1.1.3. Survey

To enhance community engagement and gather valuable input from local stakeholders and the public in Calaveras County, a streamlined and user-friendly survey was developed. The primary objective of this survey was to capture the transportation-related concerns and suggestions from the community, thereby identifying key areas for potential improvements within the RTP.

The survey was crafted to be concise yet comprehensive, ensuring that participants could complete it within a short time frame, between three to five minutes. This brevity was intentional to encourage higher participation rates by respecting the time constraints of community members.

To facilitate easy access and participation, the survey was hosted online. The survey link was prominently posted on the project's official website and was also disseminated through various communication channels to reach a broad audience within the community. This strategic placement ensured optimal visibility and accessibility, inviting extensive community participation, and ensuring that a diverse range of voices was heard in the planning process.

The figure displays two screenshots of the 'Calaveras County Regional Transportation Plan Community Survey'. The left screenshot shows questions 1 through 9, and the right screenshot shows questions 1 through 4.

Calaveras County Regional Transportation Plan Community Survey
For more information visit our website: www.calaverasrtp.com

1. What community do you live in?
☐ Angels Camp
☒ Arnold
☐ Orinville Flat
☐ Murphy
☐ San Andreas
☐ Copperopolis
☐ Other (Please specify): _____

2. What are your most frequent out-of-county destinations? Check all that apply.
☐ Sacramento
☐ Modesto
☒ Stockton
☒ Lake Tahoe
☐ Other (Please specify): _____

3. How frequently do you travel out of county?
☐ Daily
☐ Weekly
☐ Monthly
☐ Rarely
☐ Never
☐ Other (Please specify): _____

4. How often do you drive a vehicle, on average?
☒ Daily
☐ Weekly
☐ Monthly
☐ Rarely
☐ Never
☐ Other (Please specify): _____

5. Approximately how often do you use public transit in Calaveras County?
☐ Daily
☐ Weekly
☐ Monthly
☐ Rarely
☐ Never
☐ Other (Please specify): _____

6. Approximately how often do you ride a bicycle in Calaveras County (including recreational or utilitarian)?
☒ Daily
☐ Weekly
☐ Monthly
☐ Rarely
☐ Never
☐ Other (Please specify): _____

7. Approximately how often do you walk in Calaveras County (including recreational or utilitarian)?
☒ Daily
☐ Weekly
☐ Monthly
☐ Rarely
☐ Never
☐ Other (Please specify): _____

8. How far do you commute to work or school?
☐ Less than 1 mile
☐ 1-5 miles
☐ 6-15 miles
☐ 16-30 miles
☐ 31+ miles
☐ Other (Please specify): _____

9. How far do you commute to other necessary destinations, such as the grocery store?
☐ Less than 1 mile
☐ 1-5 miles
☐ 6-15 miles
☐ 16-30 miles
☐ 31+ miles
☐ Other (Please specify): _____

Calaveras County Regional Transportation Plan Community Survey

1. What community do you live in?
☐ Angels Camp
☐ Arnold
☐ Orinville Flat
☐ Murphy
☐ San Andreas
☐ Copperopolis
☐ Other (Please specify): _____

2. What are your most frequent out-of-county destinations? Check all that apply.
☐ Sacramento
☐ Modesto
☐ Stockton
☐ Lake Tahoe
☐ Other (Please specify): _____

3. How frequently do you travel out-of-county?
☐ Daily
☐ Weekly
☐ Monthly
☐ Rarely
☐ Never
☐ Other (Please specify): _____

4. How often do you drive a vehicle, on average?
☐ Daily
☐ Weekly
☐ Monthly
☐ Rarely
☐ Never
☐ Other (Please specify): _____

Figure 1-5: RTP Survey

2 STAKEHOLDER ENGAGEMENT

At project initiation, a Project Advisory Committee (PAC) was established to provide a, advisory group of key stakeholders including representatives from local agencies and Caltrans. The PAC was critical during the project development phase and administrative draft review.

In addition to the PAC, a larger stakeholder body was included in all phases of outreach including invitations to community meetings, email blasts requesting review of the public draft RTP, and information on the adoption timeline. Distribution to this large stakeholder base ensured that far reaches of Calaveras County were included in all phases of the project development.

2.1. NEIGHBORING COUNTIES AND TRIBES' CONSULTATION LETTERS

Formal consultation letters were mailed to neighboring counties and tribes including Alpine County Local Transportation Commission (ACLTC), Amador County Transportation Commission (ACTC), California Valley Miwok Tribe, San Joaquin Council of Governments (SJCOG), Stanislaus Council of Governments, and Tuolumne County Transportation Council. The California Valley Miwok Tribe sent back a letter stating that they had no comments. There was no response for further consultation from any other entity that was contacted.

3 PUBLIC EVENTS

3.1. COMMUNITY WORKSHOPS

The RTP Project Team hosted two community meetings to introduce the RTP and collect feedback from the community. The locations were chosen as central hubs for the accessibility of community members across the County. The meetings were advertised and promoted to encourage community members to attend and provide input.

Each meeting included a presentation introducing the Plan, purpose of the Plan, outreach process, funding challenges and community needs. Throughout the presentation, attendees were given opportunities to voice any insights or concerns. In addition to verbal comments, sign-in sheets, maps, interactive exhibits, and comment cards were made available to obtain various types of community input.

3.1.1. *Angels Camp*

The meeting in Angels Camp was held at Bret Harte Union High School on September 18, 2024 from 5:30 pm to 7:30 pm. There were three community attendees.

3.1.2. *San Andreas*

The meeting in San Andreas was held at San Andreas Elementary School on September 19, 2024 from 5:30 pm to 7:30 pm. There were no attendees.

3.2. POP-UP EVENTS

The project team attended the following community events that were already scheduled:

- Music in the Park (July 31, 2024)

- Calaveras County Fair (May 14-15, 2025)
- Murphys Farmers Market (May 23, 2025)

The project team tabled on behalf of both the Regional Transportation Plan and the Active Transportation and Recreational Trails Plan, which were developed concurrently. Materials were present for both projects to maximize outreach opportunities while reducing outreach fatigue. A diverse group of community members attended each event which allowed the project team to interact with people who may not otherwise come to a project-specific community workshop. This was an effective method of gaining project exposure and additional community input.

3.3. EXHIBITS

3.3.1. Community Maps

At each community workshop, there were two maps provided, one displayed routes around the County (see below) and one displayed routes around the specific community. Attendees were able to write or draw on the map to provide location specific feedback. This exercise was intended to allow the attendees and the Project Team to collaborate on where potential improvements would be functional and practical based on the community's knowledge of the area.



Figure 3-1: Calaveras County-Wide Map Exhibit

4 DATA COLLECTION AND ANALYSIS

4.1. PUBLIC SURVEY

Extensive notes were taken at each community meeting to understand what factors are affecting the community and to record any relevant potential improvements. A record of community input is displayed below. A total of 36 survey responses were recorded; however, not all respondents answered every question. Quantitative and qualitative responses are summarized below.

Quantitative Analysis of feedback

Survey respondents were geographically distributed across the county, with approximately 26% living in Copperopolis, 22% in Arnold, and 15% in Valley Springs. Respondents indicated that they regularly travel out of the county, with Sonora, Sacramento, Stockton, and Modesto being the most common destinations. The majority of respondents (66.7%) reported making these out-of-county trips a few times per month.

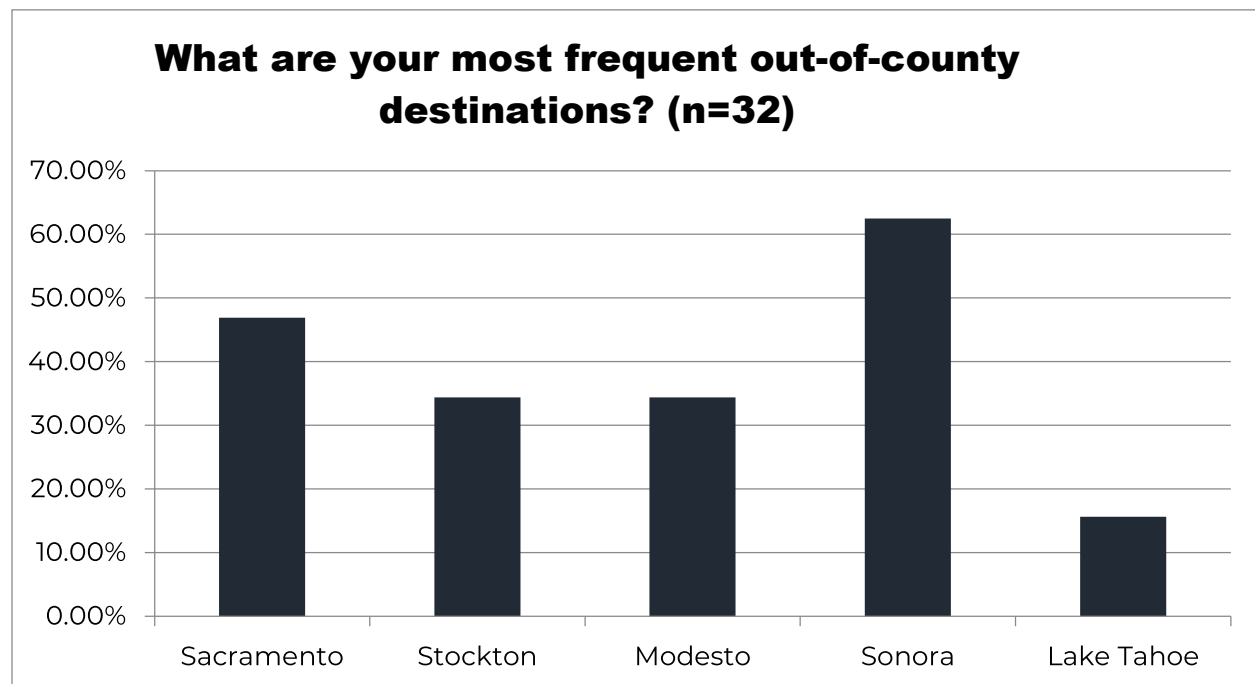


Figure 4-1: Survey Question 2

Transportation patterns revealed heavy reliance on personal vehicles, with approximately 2 out of 3 respondents driving daily and an additional 19.4% driving

several times per week. Public transit usage is minimal, as nearly 90% of respondents reported that they do not use public transit within Calaveras County. Bicycle usage was also low, with nearly 70% of respondents reporting not riding bicycles at all. Walking was more common, with 36% of respondents walking daily and an additional 31% of respondents walking a few times per week.

Commute distances varied significantly among residents. For work and school travel, 32% commute less than one mile while 28% commute 15-30 miles. Access to essential services and businesses, such as grocery stores, requires longer trips, with 41% of respondents traveling 15-30 miles for these necessities. Notably, 61% of survey participants do not have school-aged children in their households.

Respondents were asked to rank transportation priorities on a scale of 1-5 (with lower scores indicating higher priority). Respondents prioritized options in the following order, from most important to least important: increasing recreational opportunities first, investing in transit options, walking and bicycling infrastructure, roadway safety improvements, and road maintenance.

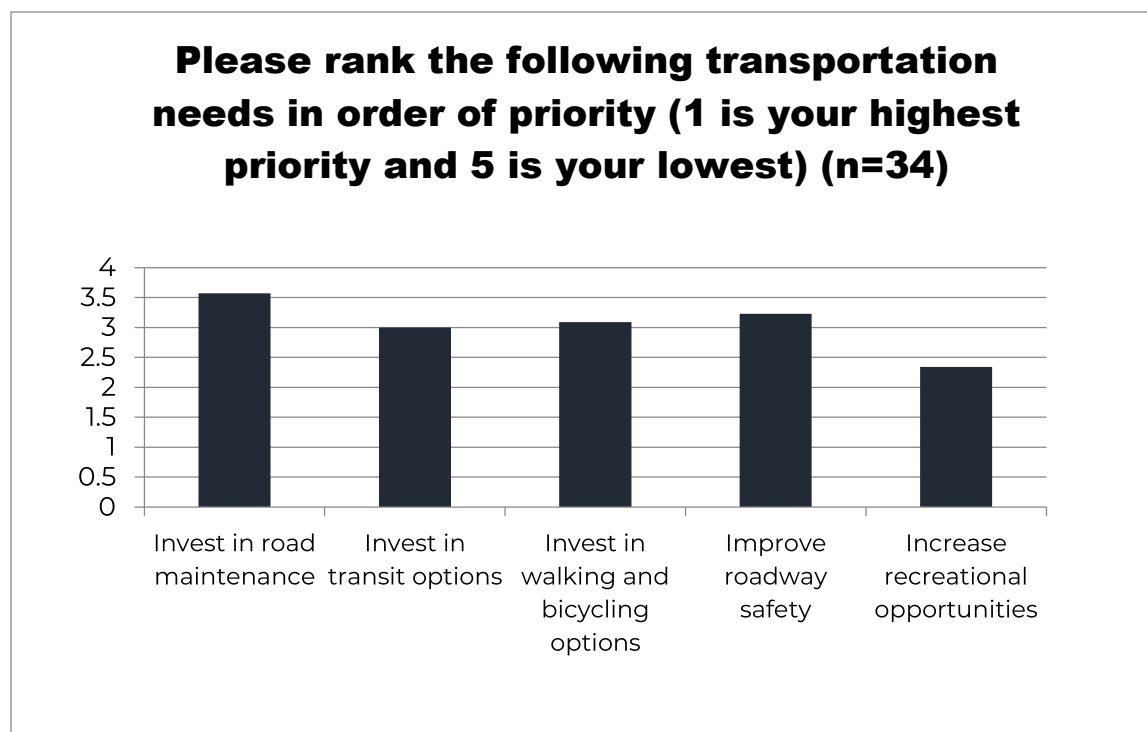


Figure 4-2: Survey Question 16

Qualitative Findings

Transportation concerns centered heavily around transit service gaps and safety issues. Nearly half of respondents identified the lack of transit service as a major concern, while approximately 43% of respondents cited both reckless or inattentive drivers and insufficient bicycle and pedestrian facilities. Road conditions (including potholes) and speeding drivers were noted as concerns for 40% of respondents, highlighting the needs for infrastructure maintenance and additional traffic safety measures.

Respondents expressed a strong desire for improved pedestrian infrastructure, with over 50% of respondents indicating a desire for more pedestrian paths and approximately 43% seeking additional sidewalks and curb ramps. Approximately 50% of respondents indicated that they want increased transit service frequency. Lastly, respondents identified road infrastructure needs, which included more passing lanes (43%) and crosswalks (37%), which reflects both safety and mobility concerns.

Overall, the survey identified that residents of Calaveras County are heavily dependent on personal vehicles. Survey respondents indicated a desire for more transportation options. Respondents prioritized recreational opportunities over increased infrastructure maintenance. Furthermore, concerns regarding safety emerged as a theme for respondents. They identified concerns related to both driver behavior as well as pedestrian infrastructure and the need for additional pedestrian safety improvements. The following tables identify general discussion points and suggestions from the outreach efforts.

Table 4-1: General Discussions and Suggestions - Bicycle / Pedestrian Infrastructure Needs

General Discussion and Suggestions
Arnold and Hwy 4 needs bike / ped improvements
ADA updates to sidewalks
Bike / pedestrian infrastructure around schools
Highway 26 in Valley Springs - needs bike / ped improvements
Murphys- needs bike / ped improvements
Angels Camp- needs bike / ped improvements
Copperopolis - needs bike / ped improvements

Table 4-2: General Discussions and Suggestions – Transit

General Discussion and Suggestions
Better, more reliable public transit throughout the County
Nighttime transit service to areas that are open passed 5
Need weekend service in the County
Out of county / long distance service
Service from areas around Copperpolis into Copperpolis
E-bike sharing program

Table 4-3: General Discussion and Suggestions - Other

General Discussion and Suggestions
More availability / capacity of on-demand transit
Hwy 26 and Quail Oaks Subdivision intersection safety improvements
Biking / walking connections to / from Quail Oaks Subdivision
Periodically making transit free to increase ridership
increased advertising / publicizing of transit

RTP SURVEY

Calaveras County Regional Transportation Plan Community Survey

For more information visit our website: www.calaverasrtp.com



1. What community do you live in?

- | | | |
|------------------------------------|------------------------------------|--|
| ☐ Angels Camp | ☐ Murphys | ☐ Valley Springs |
| ☐ Arnold | ☐ San Andreas | ☐ Rancho Calaveras |
| ☐ Douglas Flat | ☐ Copperopolis | ☐ Other (Please specify) _____ |

2. What are your most frequent out-of-county destinations? Check all that apply.

- | | | |
|-------------------------------------|----------------------------------|---|
| ☐ Sacramento | ☐ Modesto | ☐ Lake Tahoe |
| ☐ Stockton | ☐ Sonora | ☐ Other (Please specify) _____ |

3. How frequently do you travel out of county?

- | | | |
|------------------------------|------------------------------|--|
| ☐ Daily | ☐ Weekly | ☐ Monthly |
| ☐ Rarely | ☐ Never | ☐ Other (Please specify) _____ |

4. How often do you drive a vehicle, on average?

- | | | |
|------------------------------|------------------------------|--|
| ☐ Daily | ☐ Weekly | ☐ Monthly |
| ☐ Rarely | ☐ Never | ☐ Other (Please specify) _____ |

5. Approximately how often do you use public transit in Calaveras County?

- | | | |
|------------------------------|------------------------------|--|
| ☐ Daily | ☐ Weekly | ☐ Monthly |
| ☐ Rarely | ☐ Never | ☐ Other (Please specify) _____ |

6. Approximately how often do you ride a bicycle in Calaveras County (including recreational or utilitarian)?

- | | | |
|------------------------------|------------------------------|--|
| ☐ Daily | ☐ Weekly | ☐ Monthly |
| ☐ Rarely | ☐ Never | ☐ Other (Please specify) _____ |

7. Approximately how often do you walk in Calaveras County (including recreational or utilitarian)?

- | | | |
|------------------------------|------------------------------|--|
| ☐ Daily | ☐ Weekly | ☐ Monthly |
| ☐ Rarely | ☐ Never | ☐ Other (Please specify) _____ |

8. How far do you commute to work or school?

- | | | |
|--|-----------------------------------|--|
| ☐ Less than 1 mile | ☐ 6-15 miles | ☐ 51+ miles |
| ☐ 1-2 miles | ☐ 15-30 miles | ☐ Other (Please specify) _____ |
| ☐ 2-5 miles | ☐ 31-50 miles | |

9. How far do you commute to other necessary destinations, such as the grocery store?

- | | | |
|--|-----------------------------------|--|
| ☐ Less than 1 mile | ☐ 6-15 miles | ☐ 51+ miles |
| ☐ 1-2 miles | ☐ 15-30 miles | ☐ Other (Please specify) _____ |
| ☐ 2-5 miles | ☐ 31-50 miles | |

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

- | | | |
|--|-----------------------------------|--|
| ☐ Less than 1 mile | ☐ 6-15 miles | ☐ 51+ miles |
| ☐ 1-2 miles | ☐ 15-30 miles | ☐ Other (Please specify) _____ |
| ☐ 2-5 miles | ☐ 31-50 miles | |

11. Where do you work or travel to most?

- | | | |
|--|-----------------------------------|--------------------------------------|
| ☐ Murphys | ☐ Bear Valley | ☐ Valley Springs |
| ☐ Angels Camp | ☐ Arnold | ☐ San Andreas |
| ☐ Other (Please specify) _____ | | |

12. What concerns do you have with the transportation network in Calaveras County? Check all that apply.

- | | | |
|--|--|--|
| ☐ Potholes/road conditions | ☐ Reckless/inattentive drivers | ☐ Lack of bicycle and pedestrian facilities |
| ☐ Lack of transit service | ☐ Speeding drivers | ☐ Other (Please specify) _____ |
| ☐ Lack of access to areas outside of the County | ☐ Lack of warning signs, guardrails, etc. | |

13. Would you like to see more of the following? Check all that apply.

- | | | |
|---|---|---|
| ☐ Bike Lanes | ☐ Crosswalks | ☐ Turning Lanes |
| ☐ Bike Parking | ☐ Passing Lanes | ☐ Transit Service/Frequency |
| ☐ Pedestrian paths | ☐ Sidewalks / Curb Ramps | ☐ Other (Please specify) _____ |
| ☐ Wide Shoulders | ☐ Transit Stops | |

14. What areas need more bicycle and pedestrian facilities? (ex. communities, neighborhoods, specific streets, specific intersections, etc.)

15. What areas need better transit service or facilities? (ex. communities, neighborhoods, specific streets, specific intersections, etc.)

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

- | | |
|---|--|
| ☐ Invest in road maintenance | ☐ Improve roadway safety |
| ☐ Invest in transit options | ☐ Invest in walking and bicycling options |
| ☐ Increase recreational activities | |

17. Do you have any comments or suggestions regarding the transportation network in Calaveras County?

RTP EVENT FLYER

Calaveras County Regional Transportation Plan (RTP) Community Meetings



SEPT 18 @ 5:30 PM

ANGELS CAMP

**Bret Harte Union High School
Multipurpose Room
323 S Main St
Angels Camp, CA 95221**

SEPT 19 @ 5:30 PM

SAN ANDREAS

**San Andreas Elementary
School Library
255 Lewis Ave,
San Andreas, CA 95249**

Join us at one of our community
meetings to discuss the RTP!

Help us understand how to make your
transportation experience safe,
accessible, and comfortable!

www.calaverasrtp.com



**Scan
here
for our
survey**

or go to
<https://www.surveymonkey.com/r/ccogRTP>

BENEFITS OF INVESTING IN TRANSPORTATION INFRASTRUCTURE

SAFETY

Can decrease traffic injuries,
collisions, and fatalities by
identifying transportation issues.

SUPPORTS LOCALS

Can increase access to local
businesses, supporting the
economy.

ACCESSIBILITY

Can increase regional access
to employment, education,
medical, and transit centers.

PROMOTE HEALTHY HABITS

Can increase physical activity
while reducing health issues
through active transportation.

RTP EVENT MEDIA POST

Come talk about **biking**
and **walking improvements**
in Calaveras County

@

VALLEY SPRINGS FARMERS MARKET

When: Friday, May 23rd from 2 PM to 6 PM

Where: Motherlode Co - General Store
8 California Ave, Valley Springs, CA

www.walkandbikecalaveras.org



RTP COMMENT CARD

CALAVERAS COUNTY REGIONAL TRANSPORTATION PLAN



COMMENT FORM

NAME: _____

DATE: _____

CALAVERAS COUNTY REGIONAL TRANSPORTATION PLAN



COMMENT FORM

NAME: _____

DATE: _____

COMMENT TRACKING SPREADSHEET

Page #	Comment	Source	Addressed?	Methodology
1-2	Caltrans is pleased on the involvement and coordination of three Native American Tribes, namely: Calaveras Band of Miwuk, Lone Band of Miwok and the Chicken Ranch Rancheria of Me-Wuk Indians, on the development of the RTP. However, none of the feedback nor comments shared by any of the tribes is referenced in any part of the RTP. It is recommended to have this information added on the RTP particularly on how the consultation has affected the Tribal Transportation's goals and objectives as well as in developing the short-range and long-range roadway projects of the RTP.	Caltrans	Done	No tribes submitted comments on the RTP - therefore that was stated in the RTP.
N/A	If there are any construction related activities that will encroach into Caltrans Right of Way (ROW) as a result of the project, the project proponent must apply for an Encroachment Permit with the Caltrans District 10 Encroachment Permit Office. All California Environmental Quality Act (CEQA) documentation, with supporting technical studies, must be submitted with the Encroachment Permit Application. These studies may include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste/materials, scenic highways, and/or other environmental resources within Caltrans Right of Way, at the project site(s).	Caltrans	N/A	There are no projects that would potentially encroach into Caltrans ROW.
N/A	Caltrans commend CCOG in their broad and collaborative process of the RTP development that involves Native American Tribal Governments as well as Stakeholders from Government agencies, private business, advocacy groups, community - based organizations and the public. We acknowledge and support the coordination with Tribes and stakeholders to consider financial partnerships on projects and grants that serve Tribal lands and surrounding communities.	Caltrans	N/A	No action needed.
2-18	On Page 2-18, Table 2-13 - Vehicle Ownership for Occupied Housing Units, the RTP indicated that in Calaveras County, occupied housing units that have three or more vehicles are at 36 percent compared to the state of California of 25.5 percent, which is 41.2 percent above the average of the State of California.	Caltrans	N/A	No action needed.
2-19	On Page 2-19, Table 2-14 - Commuter Mode Share, commuters who drove alone are at 73.2 percent in Calaveras County compared to the State of California of 65.5 percent, which is higher by 12 percent compared to the overall state data.	Caltrans	N/A	No action needed.
2-20	On Page 2-20, Table 2-15 - Commuting Patterns, commuting that originates and remains within the Calaveras County accounts for the highest number of commuters in the County. This table signifies that short distance driving is prevalent in Calaveras County when short distance destination can easily be accessible by walking, biking, carpooling or transit.	Caltrans	N/A	No action needed.
Regarding the above three comments	The data from three tables can signify a high probability of households owning 3 or plus vehicles who can also be solo drivers originating and remaining within the Calaveras County. These are households that potentially can create high speed and traffic collision causing an increase in the fatality rates on highways and primary roadways. However, neither an assessment nor relational analysis of data in combination of or any of the tables was made. None of the three tables were referenced in any of the objectives or goals mentioned on the RTP as this data can play a significant role in addressing the overall safety in the region. If specific areas can be identified and associated with these three variables (three plus vehicle ownership, solo drivers and short distance driving), potential improvements projects and connections can be noted and made. However, no analysis was indicated.	Caltrans	Done	Added new policy: Policy 1.2.2 Identify and prioritize transportation projects in areas where high vehicle ownership, solo commuting, and short-distance travel overlap, to develop and implement complete streets improvements that enhance safety, reduce VMT, and support multimodal options. Data-informed analysis will guide investments that encourage mode shift and reduce localized congestion and collisions.

2-26	Page 2-26, Section 2.8.5, Traffic Volumes – please consider using a different growth projection model to forecast future Annual Average Daily Traffic (AADT) since the Department of Finance (DOF) projects population decline over the next 20 years. AADT forecasts should account for future changes in population.	Caltrans	Done	Consistent with the California Department of Finance's 2023 population projections, Calaveras County is expected to experience a net population decline through 2045. As a result, AADT forecasts used in this RTP have been adjusted to reflect this demographic trend. Forecasted AADT and projected growth rates for Calaveras County are delineated in Table 2.21. Because traffic has remained relatively steady in Calaveras County in recent years and a population decline is anticipated, traffic on most roadways is forecasted to remain unchanged.
57	Add paragraph regarding the City and County Climate Action Plans	PAC	Done	Section 2.1.5 "Climate Vulnerability and Mitigation" was added, with a subsection for climate planning both in Calaveras County and the City of Angels. These paragraphs were sent to the PAC for review before incorporating into the RTP.
Table 4.3a	Request to move Angels Creek Trail project into short-range active transportation project list.	Angels Camp PAC	Done	Project moved up to Table 4.3a - Short-Range Active Transportation Projects for City of Angels. Project information: Angels Creek Trail (along Angels Creek) - "Class III facility from SR 49 to Finnegan Lane at Finnegan Court. Class I or Class II facility from Finnegan Lane to Greenhorn Creek dead-end SR 49 Crosswalk, Class I Facility from SR 49 to new pedestrian bridge over Angels Creek; through City Parking lot along Angels Creek through Tryon Park and continuing along Angels Creek to the Kurt Drive/Vallecito Road bridge and intersection."□ Project cost: \$11,000,000 @ 2025, \$13,750,000 @ 2030
70, Tables 4-1 - 4.5	Add cost escalation factors to project costs and include explanatory narrative.	PAC	Done	New column added to all project cables for costs escalated to the year of construction. The following explanatory narrative was added to Section 4.8 on page 70: "All project costs were escalated by five percent per year to the year of construction. This is represented in the 2025 compared to Cost escalation column. It is important to note that not all long-range projects have prepared cost estimates and therefore, total costs of long-range projects may be deceiving."
Environmental Document	Inquired about the relevancy of conducting a programmatic EIR versus separate project-level reviews, and suggested changing the environmental approach to instead do a comparative analysis of the General Plan and EIR.	Calaveras County Planning Department	Done	Environmental Consultant Gallaway Enterprises provided a Justification Letter on the reasons for preparing a Negative Declaration as opposed to other alternatives. See letter in Appendix B.
Various	There are a few places both in the RTP and maybe in the outreach summary that state that consultation letters went out to Tribes. Do a quick scan for where those sections are and add a statement saying that the California Valley Miwok Tribe sent back a letter stating that they had no comments.	CCOG	Done	Statement added in sections 1.3.7 and 1.3.8.
Outreach Summary	"Community" is spelled wrong in an outreach summary table. Fix typo and re-export.	CCOG	Done	Fixed and re-exported the table.
Section 1.3.3	Include Pope Street Study and ATRTP (In progress) in the list of coordination with other plans and studies in section 1.3.3 (and do a quick search to ensure that no others are left out). Make sure to use the full correct plan names. We completed Pope St and date of completion should be on the report in DB	CCOG	Done	Added San Andreas Pope Street and Safe Routes to School Gap Fill Plan (2020) to the list in section 1.3.3. The ATRTP was already listed. Conducted a quick search and found no others.
Policy Element - Goals intro section	Include statement of how we prepared the goals - They were built off of the previous Calaveras RTP and adjusted based on state guidelines that have been published since. (But state more eloquently)	CCOG	Done	Added the statement "The goals outlined in this Plan were developed from those listed in previous version of the Calaveras County RTP and adjusted based on state guidelines that have since been published." in section 3.2.
Policy Element - Goals intro section	Add a brief description on the difference between goals, objectives and policies.	CCOG	Done	Added the sentence "In this Plan, the goals outline a long-term vision, the objectives serve as statements of purpose or intent, and the policies are the actions and day-to-day guidelines for implementation. " in section 3.2.

Policy Element	Add revised goals below into the intro chapter and anywhere else they may be listed in the RTP. They have already been tweaked in the Policy chapter. Goal 1: Provide and maintain a safe, efficient, and convenient regional roadway system for people and goods in Calaveras County, using multimodal solutions to preserve the rural character of the region. Goal 2: Promote walking, biking and other modes of active travel in Calaveras County to improve mobility and quality of life for all residents and visitors. Goal 5: Provide a reliable, accessible, and efficient public transit system that connects residents to jobs, schools, medical services, and community destinations, while supporting equitable mobility and preserving the rural character of the region.	CCOG	Done	Updated in Word doc and InDesign.
Policy Element	On page 2 of the Draft RTP, we'd like the word "ordered" removed in reference to Goals (1st paragraph) - I don't understand the list of Goals to be in a particular order?	CCOG	Done	Updated in Word doc and InDesign.

JUSTIFICATION MEMO

July 22, 2025

Melissa Raggio
Calaveras Council of Governments
444 East St. Charles St./Highway 49
P.O. Box 280
San Andreas, CA 95249

**RE: Negative Declaration in Support of CEQA Review for the Calaveras Council of Governments
Regional Transportation Plan**

Ms. Raggio,

The intent of this memo is to provide a discussion regarding the applicability and justification of a negative declaration (ND) for CEQA compliance regarding the 2025 Regional Transportation Plan (RTP) under development.

The projects identified within the action element of the RTP generally involve maintenance and rehabilitation of existing facilities, improving bicycle and pedestrian facilities, and transit improvements. Most of these projects at the time of implementation would be considered categorically exempt from CEQA. There are a few projects that could have the potential to effect environmental resources, but due to the unknown nature of the conceptual projects contained within the RTP, any analysis of environmental impacts would be speculative. Section 15145 of the CEQA Guidelines allows Lead Agencies to determine that if an impact is too speculative for evaluation, the agency should terminate further discussion of the impact. The Guideline's discussion states *"This section is necessary to relieve the Lead Agency from a requirement to engage in idle speculation."*

Counter to the allowance to terminate further discussion of potential impacts due to speculation in the CEQA document is the "substantial evidence" test. If there is substantial evidence, in light of the whole record before the lead agency, that the project may have a significant effect on the environment, mitigation measures must be provided to reduce the potential impact to a less than significant level or an environmental impact report shall be prepared (PRC §21080 and CEQA Guidelines §15070). Substantial evidence includes fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact. Substantial evidence is not argument, speculation, unsubstantiated opinion or narrative, evidence that is clearly inaccurate or erroneous, or evidence of social or economic impacts that do not contribute to, or are not caused by, physical impacts on the environment.

As stated throughout the proposed Negative Declaration prepared for the Calaveras RTP, the RTP is a planning document and the projects listed within the RTP will be reviewed under CEQA on a project-by-project basis, when and if they are implemented. There are no specifics to the projects proposed within the RTP that can reasonably be analyzed in detail in order to formulate mitigation measures that are not already mandated by local, state and federal legal requirements. Therefore, the adoption of the RTP will result in either less than significant impacts or no impacts to the environmental resources analyzed.

The use of ND level CEQA documents for RTPs in rural Regional Transportation Planning Agency (RTPA) jurisdictions is an accepted practice that has been applied for many RTPAs in the State. Alpine, Siskiyou, and Glenn RTPAs are examples of such. The development of a Mitigated Negative Declaration (MND) provides no additional protection from challenges to the adoption of the CEQA document than a ND level document. In fact it exposes the lead agency to challenges on the topics of deferred mitigation, selective detailed analysis of certain topic and not others, and unfeasible mitigation. The use of an Environmental Impact Report (EIR) provides a high level of protection from legal challenges and the ability for subsequent implementation of projects contained within the RTP to be tiered from the EIRs analysis, but is often prohibitively expensive for RTPAs to pursue.

Sincerely,

A handwritten signature in cursive script, appearing to read "Kevin Sevier".

Kevin Sevier
Senior Planner
Gallaway Enterprises
530-332-9909
kevin@gallawayenterprises.com

APPENDIX C

STATE WILDLIFE ACTION PLAN

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*				
Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Great Valley Ecoregion	Contains the alluvial plains of the Sacramento and San Joaquin Valleys. Summers are hot and dry and winters are mild. Oceanic influence on climate is slight in the middle of the Great Valley, which receives some marine air through the Carquinez Strait, but becomes negligible at the north and south ends of the Valley. Predominant vegetation includes annual grassland, cheatgrass, valley oak, vernal pools and wetland communities, blue oak, allscale and saltgrass. Elevation range: 0 to 2,000	American Southwest Riparian Forest and Woodland	Diagnostic species include Fremont cottonwood, black and red willow, California sycamore, California wild grape, arroyo willow, narrow-leaf willow, button-bush, and spice bush. Most stands are found in permanently moist settings or riparian settings where sub-surface water is available year-round.	Valley Foothill Riparian
		Freshwater Marsh	This vegetation type consists of freshwater emergent marshes and coastal/tidal marshes and meadows. It can be found surrounding streams, rivers, lakes and wet meadows. These habitats occur on virtually all exposures and slopes, provided a basin or depression is saturated or at least periodically flooded. Dominant species are generally perennial monocots including graminoids such as rushes, reeds, grasses and sedges. Dominant species include: common reeds, hardstem bulrush, small-fruited bulrush, water parsley, slough sedge, soft rush, salt rush, and pacific silverweed.	Fresh Emergent Wetland
Sierra Nevada Foothills Ecoregion	Includes the hot foothills of the Sierra Nevada, and the southwestern end of the Cascade Ranges, adjacent to the Great Valley. Predominant vegetation communities include blue oak, broom, cheatgrass, chamise, mixed chaparral, foothill pine, and valley oak. Elevation range: 200 to 5,000	Chaparral	Represented by a wide variety of floristic alliances, but in general can be grouped into coastal (maritime), xeric (dry, sunny slopes), mesic (cooler, shady slopes), and lower montane (somewhat frost sensitive) types. All of these groupings have different characteristic species and fire regimes. The core diagnostic species are shrubs with evergreen thickened leaves including many species of manzanita, <i>Ceanothus</i> , scrub oaks, and other characteristic shrubs: toyon, chamise, flannel-bush, silk-tassel bush, and many others. Many shrubs tend to break down into their fire responses, including obligate-seeding and resprouting strategies.	Mixed Chaparral; Chamise-Redshanks Chaparral
		California Foothill and Coastal Rock Outcrop Vegetation	Vegetative cover is generally < 2%. Cliffs and outcrops west of the deserts and inland from the immediate coast, south of central California. Rock surfaces or rapidly eroding unstable slopes are characteristic. Stands do not include alpine or subalpine sparse, rocky vegetation, and also do not include the sparsely vegetated portions of the warm and cold deserts. Target is poorly understood floristically; includes coastal succulents (e.g., <i>Dudleya</i> and <i>Coreopsis gigantea</i>).	Barren

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Sierra Nevada Foothills Ecoregion (continued)		Desert Transition Chaparral	These chaparral stands occur in the “rain shadow” of the mountains. Compared to the target “Chaparral,” the stands are less dense, contain a mix of other non-chaparral shrubs with desert affinities, and tend to have less frequent and less intense fires. This target contains the desert margin scrub oaks <i>Quercus john-tuckeri</i> , <i>Q. turbinella</i> , and <i>Q. cornelius mulleri</i> , also sugar-bush, red-shank, Silk-tassel bush, and cup-leaf ceanothus. Understory short shrubs include golden-bush, California buckwheat, and matchweed. Prickly-pear, cholla, jojoba, nolina, and other desert perennials and annuals are also common associates in many of the stands.	Mixed Chaparral; Chamise-Redshanks Chaparral
		Montane Chaparral	These are cold-adapted and occupy successional relationships to various coniferous forests on productive sites, or persist in rocky or other poor soil sites. Contains the <i>Ceanothus cordulatus</i> , <i>C. velutinus</i> , <i>Arctostaphylos patula</i> , <i>A. nevadensis</i> , <i>Chrysolepis sempervirens</i> , and <i>Q. vaccinifolia</i> -dominated montane chaparrals. Does not include bittercherry, ocean spray or other taller winter deciduous shrub stands, which may occur near or adjacent to these evergreen stands.	Montane Chaparral
		California Foothill and Valley Forests and Woodlands	These forests may be open woodlands to denser forests, and may be dominated by broadleaf evergreen or deciduous hardwoods, co-dominated by hardwoods and conifers, or dominated entirely by conifers. Understories can be grassy, shrubby, or mixed with both. This target contains two groups, one dominated by broad leaf trees and the other dominated by conifers. Fire ecology is varied depending on the spacing of trees and the herbaceous or woody understory characteristics.	Coastal Oak Woodland; Blue Oak Woodland; Blue Oak-Foothill Pine; Montane Hardwood; Valley Foothill Riparian; Valley Oak Woodland; Closed-Cone Pine-Cypress; Juniper

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Sierra Nevada Ecoregion	The temperate to very cold parts of the Sierra Nevada, which is a north-northwest aligned mountain range that is much steeper on the east than on the west side. Predominant vegetation communities include mixed conifer, ponderosa pine, Jeffrey pine, white fir, red fir, lodgepole pine, huckleberry oak, western juniper, aspen, big sagebrush, mixed subalpine forest, mountain hemlock, whitebark pine, and giant sequoia. Elevation range: 1,000 to 14,495	North Coastal Mixed Evergreen and Montane Conifer Forests	All of these forests average cooler and wetter conditions than California Foothill and Valley Forests and Woodlands. There is relatively broad overlap between the three groups composing this target. The moist coastal mixed evergreen has (or had) tanoak, madrone, giant chinquapin mixed frequently with Douglas-fir, but also mixes with bigleaf maple and red alder in upland settings. The more interior mixed evergreen forests have cooler winters and warmer summers than the moist coastal group above, and contain Oregon oak and drier Douglas-fir with canyon oak mixes.	Montane Hardwood; Montane Hardwood-Conifer; Douglas-Fir; Klamath Mixed Conifer; Sierran Mixed Conifer; White Fir; Eastside Pine; Jeffrey Pine; Ponderosa Pine
		Alpine Vegetation	This target is representative of the state's alpine zone in the Sierra Nevada, Cascades, White, Sweetwater, and Klamath Mountains. It either occurs above timberline or is found localized within subalpine areas in cold air drainages (e.g., North-facing slopes, often near long persisting snow banks). The characteristic species are either herbaceous (many are cushion plants, some tufted or rhizomatous graminoids) or low prostrate or dwarf shrubs. Different groups segregate based on substrate type (e.g., scree, talus, felfield) and moisture regime (e.g., snowbank, felfield). Snowbank indicator species include white heather, several species of saxifrage, and sedge. Felfield indicators include alpine reedgrass, Congdon sedge, alpine goldenbush, and Phlox species, among others. Alpine turf indicators include dwarf willows, dwarf huckleberry, Muir's hairgrass, and several sedges.	Alpine Dwarf-Shrub
		Pacific Northwest Subalpine Forest	Includes montane conifer forests and woodlands adapted to very high winter snowfall, from montane to subalpine elevations. Snow loads are the greatest anywhere in North America and persist well into the summer. Tree germination is also limited in some cases by the short period the ground is not covered by snow. Characteristic trees include red fir, mountain hemlock, and western white pine.	Red Fir; Subalpine Conifer

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*				
Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Sierra Nevada Ecoregion (continued)		Wet Mountain Meadow	Typical of low lying sites in the mountains and in some lower elevation valleys and depressions. Widespread throughout the state wherever freshwater meadows and seeps occur. Saturated soil or standing water through the growing season are key characteristics. Wet mountain meadows are generally characterized by herbaceous plants with shrubs or trees absent or sparse (<20 percent cover), or along the edges. Most species are perennial and canopy cover is generally dense (60-100 percent).	Wet Meadow
		Western Upland Grasslands	Dominated by grasses, which are typically not restricted to moisture surrounding landscape (not seeps, riparian, or wet meadows). Dominant vegetation generally includes native grasslands of Idaho fescue, Great Basin wild rye, blue wild rye, one-sided bluegrass. It also includes the non-native grasslands that are from cool temperate settings in Eurasia such as creeping bentgrass, velvetgrass, Kentucky bluegrass, and Harding grass and cheat-grass.	Perennial Grassland; Annual Grassland
Sacramento HUC 1802	Encompasses much of northern California. Includes the Sacramento River Basin, including Shasta Lake and the isolated Clear Lake drainage basin, in California; and drainage into Goose Lake in Oregon. Covers an area of 27,600 square miles. Traverses the Coastal, Cascade, Warner, and Sierra Nevada mountain ranges and Modoc Plateau.	Clear Lake Native Fish Assemblage	Species of Greatest Conservation Need (SGCN) associated with target are Clear Lake hitch, Sacramento perch, Clear Lake tule perch, Pacific brook lamprey, prickly sculpin, Sacramento blackfish, Sacramento pikeminnow, California roach, Sacramento sucker, three-spine stickleback, and rainbow trout.	N/A
Central Lahontan HUC 1605	Includes the Central Lahontan Basin, consisting of the Carson, Truckee, and Walker River Basins in California and Nevada. Covers an area of 12,500 square miles. This unit is characterized by a diverse topography and climate. It includes high points along the eastern slopes of the Sierra Nevada and adjacent valley bottoms. The unit experiences very high to very low levels of precipitation associated with heavy snowfall in the mountainous regions and rainshadow effects in the valleys to the east and a similarly wide variation in temperature extremes. Varied topography and climate provides for a correspondingly diverse array of habitats, including abundant high quality waters and wetlands that support many distinct and unique plants and communities in this unit. Particularly notable are	Carson River Native Fish Assemblage	Includes 10 species of native fish. SGCN associated with target are Paiute cutthroat trout, Lahontan cutthroat trout, mountain sucker, and mountain whitefish. Other species in native fish assemblage are Paiute sculpin, Lahontan creek tui chub, Lahontan redbside, Lahontan speckled dace, and Tahoe sucker.	N/A
		Walker River Native Fish Assemblage	SGCN associated with target are Lahontan cutthroat trout, mountain sucker, mountain whitefish, and freshwater mussels.	N/A

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Central Lahontan HUC 1605 (continued)	endemic fish species such as Paiute cutthroat trout and several species of desert pupfish. Numerous beneficial uses related to biological resources have been identified in this unit; as well as numerous CDFW-designated Significant Natural Areas. Elevation range: 4,200 to 11,400			
San Joaquin HUC 1804	Includes the entire San Joaquin River basin and its tributaries, including the Chowchilla, Merced, Stanislaus, Calaveras, Cosumnes, Mokolumne, Fresno, and Tuolumne rivers, Panoche Creek, and Mormon Slough. Also includes the San Luis reservoir and the San Joaquin Delta. Covers an area of 15,600 square miles. This unit, together with the Sacramento unit (1802), covers about one fourth of the total area of the state and furnishes roughly 51% of the State’s water supply. The upper portions of this unit are characterized by high gradient mountain streams entering low gradient meadows and grasslands/agricultural lands and in areas terminating into large warm water lakes with unique native fish assemblages. Surface water from this unit in combination with the Sacramento unit meet and form the Delta, which ultimately drains into the San Francisco Bay. Two major water projects, the CVP and SWP, deliver water from the Delta to Southern California, the San Joaquin Valley, Tulare Lake Basin, the San Francisco Bay area, as well as within the Delta boundaries. The Delta is a maze of river channels and diked islands. Historic and ongoing point and nonpoint source discharges impact surface waters in this unit. Significant portions of major rivers and the Delta within this unit are impaired, to some degree, by discharges from agriculture, mines, urban areas and industries. The wetlands of this unit form important waterfowl habitat for migratory waterfowl using the Pacific Flyway. The alluvial fans within portions of this unit contain salts and selenium, which can be mobilized through irrigation practices and can pose potential threat to condition of surface waters and wetlands supporting important wildlife. Elevation range: 0 to 12,800	San Joaquin Native Aquatic Species	SGCN associated with target are hardhead, California roach, Red Hills roach, Sacramento sucker, Sacramento pikeminnow, Sacramento blackfish, Sacramento spittail, hitch, western pearlshell mussel, California floater mussel, Paiute cutthroat trout, Lahontan cutthroat trout, rainbow trout, California red-legged frog, foothill yellow-legged frog, and mountain yellow-legged frog.	N/A

Table 5.4-1 Conservation Units and Targets – Central Valley and Sierra Nevada Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Tulare-Buena Vista Lakes HUC 1803	Includes drainage into the closed basins of Tulare and Buena Vista Lake in portions of Fresno, Kern, Kings, and Tulare counties of the southern San Joaquin Valley, California. Covers an area of 16,200 square miles. This unit is situated in the topographic horseshoe formed by the Diablo and Temblor Ranges on the west, by the San Emigdio and Tehachapi Mountains on the south, and by the Sierra Nevada Mountains on the east and southeast. It receives flood water from the major rivers during times of heavy runoff and surface water only drains from this unit north into the San Joaquin River in years of extreme rainfall. This unit once supported vast tule marshes, riparian corridors, abundant wetlands, and one of the most diverse, productive grasslands in temperate North America. However, the Tulare and Buena Vista lakes basin has been developed for farming due to its fertile soils, relatively cloudless summers, and high quality runoff from the adjacent mountains; it is now one of the most important agricultural centers of the world. Surface water supplies are inadequate to support the present level of agricultural and other development; ground water resources supply additional demands. Of primary concern in this unit is the accumulation of salts due to importation and evaporative use of the water. Evaporation ponds are being used for disposal of these saline waters, but the ponds are known to detrimentally impact wildlife. Additionally, historically poor sanitation associated with recreational uses and erosion from construction, logging, grazing, and irrigated agriculture are threats to stream environments in this unit. Elevation range: 160 to 13,200	Upper Kern Native Fish Assemblage	SGCN associated with target are California golden trout, hardhead, Kern River rainbow trout, and Little Kern golden trout. Other native fish in the assemblage is Sacramento sucker	N/A

Table 5.4-2 Key Ecological Attributes – Central Valley and Sierra Nevada Province

[illegible]

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

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

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

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

Table 5.4-5 Stresses and Pressures for American Southwest Riparian Forest and Woodland													
Priority Pressures	Stresses												
	Geophysical and Disturbance Regimes	Hydrology and Water Characteristics							Ecosystem Conditions and Processes				
	Change in sediment erosion-deposition regime	Change in runoff and river flow	Change in flood occurrence, frequency, intensity, and area flooded (including hydroperiod)	Change in water levels and hydroperiod	Change in water temperature	Change in groundwater tables	Change in nutrients	Change in pollutants	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentation
Agricultural and forestry effluents	X			X			X	X		X			
Annual and perennial non-timber crops	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X	X	X		X		X	X	X		X	X
Dams and water management/use	X	X	X	X	X	X			X	X		X	X
Household sewage and urban waste water	X			X			X	X		X	X		
Housing and urban areas	X	X	X	X		X		X	X	X		X	X
Invasive plants/animals				X					X	X	X	X	
Livestock, farming, and ranching	X		X				X		X	X	X		X
Logging and wood harvesting	X									X			
Roads and railroads	X	X								X		X	X
Utility and service lines										X			X

Table 5.4-6 Stresses and Pressures for Freshwater Marsh

Priority Pressures	Stresses											
	Geophysical and Disturbance Regimes	Hydrology and Water Characteristics						Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in sediment erosion-deposition regime	Change in runoff and river flow	Change in water levels and hydroperiod	Change in flood occurrence, frequency, intensity, and area flooded (including hydroperiod)	Change in groundwater tables	Change in pollutants	Change in nutrients	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure and composition	Change in succession processes and ecosystem development	Habitat fragmentation
Agricultural and forestry effluents	X		X			X	X			X		
Annual and perennial non-timber crops	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X	X	X	X	X	X		X	X	X	X	X
Dams and water management/use	X	X	X	X	X			X	X	X	X	X
Household sewage and urban waste water	X		X			X	X			X		
Housing and urban areas	X	X	X	X	X	X		X	X	X	X	X
Invasive plants/animals	X		X					X	X	X	X	
Livestock, farming, and ranching	X	X		X			X			X	X	
Mining and quarrying	X					X						
Roads and railroads	X	X		X					X	X	X	X

Table 5.4-7 Stresses and Pressures for Chaparral; Desert Transition Chaparral; Montane Chaparral; California Foothill and Coastal Rock Outcrop Vegetation					
Priority Pressures	Stresses				
	Geophysical and Disturbance Regimes	Ecosystem Conditions and Processes			
	Change in natural fire regime	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development	Habitat fragmentation
Annual and perennial non-timber crops		X	X	X	X
Climate change	X	X	X	X	X
Fire and fire suppression	X	X	X	X	X
Housing and urban areas	X	X			X
Invasive plants/animals	X	X	X	X	X
Renewable energy		X	X	X	X

Table 5.4-8 Stresses and Pressures for California Foothill and Valley Forests and Woodlands							
Priority Pressures	Stresses						
	Geophysical and Disturbance Regimes	Soil and Sediment Characteristics	Ecosystem Conditions and Processes				
	Changes in natural fire regime	Changes in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentation
Fire and fire suppression	X	X	X	X	X	X	X
Housing and urban areas	X		X	X			X
Invasive plants/animals	X	X		X	X	X	
Livestock, farming, and ranching	X		X	X	X	X	X
Recreational activities	X			X		X	
Roads and railroads				X			X

Table 5.4-9 Stresses and Pressures for North Coastal Mixed Evergreen and Montane Conifer Forests

Priority Pressures	Stresses				
	Geophysical and Disturbance Regimes	Ecosystem Conditions and Processes			
	Change in natural fire regime	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Change in succession processes and ecosystem development	Habitat fragmentation
Fire and fire suppression	X	X		X	X
Livestock, farming, and ranching	X	X	X	X	X
Logging and wood harvesting	X	X	X	X	X
Renewable energy					X
Utility and service lines		X			X

Table 5.4-10 Stresses and Pressures for Alpine Vegetation					
Priority Pressures	Stresses				
	Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in biotic interactions (altered community dynamics)	Habitat fragmentation
Climate change	X	X	X		X
Commercial and industrial areas		X	X		X
Invasive plants/animals	X	X	X	X	X
Livestock, farming, and ranching	X	X	X	X	X
Recreational activities	X		X		

Table 5.4-11 Stresses and Pressures for Pacific Northwest Subalpine Forest

Priority Pressures	Stresses					
	Geophysical and Disturbance Regimes	Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in natural fire regime	Change in soil moisture	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development	Change in biotic interactions (altered community dynamics)
Climate change	X	X	X	X	X	X
Fire and fire suppression	X	X	X	X	X	X
Parasites/pathogens/diseases	X			X		X
Recreational activities				X		

Table 5.4-12 Stresses and Pressures for Wet Mountain Meadow; Western Upland Grasslands											
Priority Pressures	Stresses										
	Geophysical and Disturbance Regimes		Hydrology and Water Characteristics				Soil and Sediment Characteristics	Ecosystem Conditions and Processes			
	Change in sediment erosion-deposition regime	Change in natural fire regime	Change in runoff and river flow	Change in water levels and hydroperiod	Change in groundwater tables	Change in nutrients	Change in soil moisture	Change in sediment quality	Change in spatial distribution of habitat types	Change in community structure or composition	Change in succession processes and ecosystem development
Agricultural and forestry effluents			X		X						
Annual and perennial non-timber crops	X	X	X	X	X	X	X	X	X	X	X
Catastrophic geological events	X		X				X		X	X	X
Dams and water management/use	X		X	X	X		X	X	X	X	X
Fire and fire suppression	X	X					X	X	X	X	X
Housing and urban areas	X	X	X	X	X	X		X	X	X	X
Industrial and military effluents			X								
Invasive plants/animals (non-native species)		X					X			X	
Invasive plants/animals* (native species)				X			X		X	X	X
Livestock, farming, and ranching	X	X	X		X	X	X	X	X	X	X
Logging and wood harvesting	X	X	X				X		X	X	X
Mining and quarrying					X						X
Parasites/pathogens/ diseases					X		X				X
Recreational activities		X						X		X	X
Roads and railroads	X		X							X	X

APPENDIX D

COORDINATION WITH TRIBES AND NEIGHBORING COUNTIES

CALIFORNIA VALLEY MIWOK TRIBE

14807 Avenida Central, La Grange CA 95329 Ph: (209) 931.4567

Website: <http://www.californiavalleymiwok.us> E-mail: office@cvmt.net



June 29, 2024

Erin Kelly
Assistant Transportation Planner
Calaveras County Council of Governments
P.O. Box 280
San Andreas, California 95249

Re: Calaveras County Regional Transportation Plan, 2025 – 2045 Planning Horizon

Dear Erin

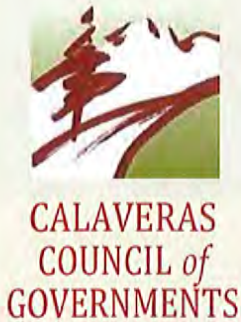
The California Valley Miwok Tribe is in receipt of a letter dated June 24, 2024 informing the Tribe that the Calaveras Council of Local Governments (CCOG) is in the process of developing a new Regional Transportation Plan (RTP) for the 2025-2045 planning Horizon.

The California Valley Miwok Tribe has no comments or concerns.

Respectfully,

A handwritten signature in blue ink that reads "Silvia Burley".

Silvia Burley,
Chairperson



June 24, 2024

Stanislaus Council of Governments
Attn: Rosa De León Park
1111 I Street
Suite 308
Modesto, CA 95354

Re: Calaveras County Regional Transportation Plan, 2025 Update

Dear Ms. Park,

The Calaveras Council of Local Governments (CCOG) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Calaveras County.

Coordination and consultation with neighboring agencies is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regards to the Calaveras County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Calaveras County RTP website at <https://www.calaverasrtp.com/>.

If you have any questions or would like additional information, feel free to contact me by email at ekelly@calacog.org.

Thank you for your attention to this process.

Sincerely,

Erin Kelly
Assistant Transportation Planner
Calaveras Council of Governments
209-754-2094



**CALAVERAS
COUNCIL of
GOVERNMENTS**

June 24, 2024

San Joaquin Council of Governments
Attn: Diane Nguyen, Executive Director
555 E. Weber Ave.
Stockton, CA 95202

Re: Calaveras County Regional Transportation Plan, 2025 Update

Dear Diane Nguyen,

The Calaveras Council of Local Governments (CCOG) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Calaveras County.

Coordination and consultation with neighboring agencies is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regards to the Calaveras County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Calaveras County RTP website at <https://www.calaverasrtp.com/>.

If you have any questions or would like additional information, feel free to contact me by email at ekelly@calacog.org.

Thank you for your attention to this process.

Sincerely,

Erin Kelly
Assistant Transportation Planner
Calaveras Council of Governments
209-754-2094

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San Andreas CA 95249
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209 754-2096 (fax)
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CALAVERAS
COUNCIL of
GOVERNMENTS

June 24, 2024

California Valley Miwok Tribe, California
Attn: Silvia Burley, Chairperson
14807 Avenida Central
La Grange, California 95329

Re: Calaveras County Regional Transportation Plan, 2025 Update

Dear Silvia Burley,

The Calaveras Council of Local Governments (CCOG) is in the process of developing a new Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Calaveras County.

Coordination and consultation with tribal entities makes good planning practice and is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation, we are soliciting your input in regards to the Calaveras County 2025 RTP. The CCOG is soliciting any information on potential projects, and any comments your Tribe may have for the Calaveras County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Calaveras County RTP website at <https://www.calaverasrtp.com/>.

If you have any questions or would like additional information, feel free to contact me by email at ekelly@calacog.org.

Thank you for your attention to this process.

Sincerely,

Erin Kelly
Assistant Transportation Planner
Calaveras Council of Governments
209-754-2094

444 E St. Charles, Suite A

P.O. Box 280

San Andreas CA 95249

209 754-2094

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CALAVERAS
COUNCIL of
GOVERNMENTS

June 24, 2024

Amador County Transportation Commission
Attn: John Gedney, Executive Director
117 Valley View Way
Sutter Creek, CA 95685

Re: Calaveras County Regional Transportation Plan, 2025 Update

Dear Mr. Gedney,

The Calaveras Council of Local Governments (CCOG) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Calaveras County.

Coordination and consultation with neighboring agencies is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regards to the Calaveras County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Calaveras County RTP website at <https://www.calaverasrtp.com/>.

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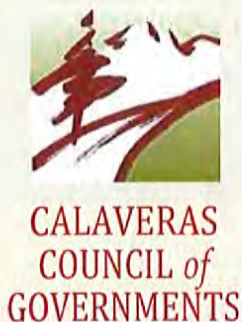
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San Andreas CA 95249

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www.calacog.org



June 24, 2024

Alpine County Local Transportation Commission
Attn: Sam Booth
50 Diamond Valley Rd
Markleeville, CA 96120

Re: Calaveras County Regional Transportation Plan, 2025 Update

Dear, Mr. Booth

The Calaveras Council of Local Governments (CCOG) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Calaveras County.

Coordination and consultation with neighboring agencies is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regards to the Calaveras County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Calaveras County RTP website at <https://www.calaverasrtp.com/>.

If you have any questions or would like additional information, feel free to contact me by email at ekelly@calacog.org.

Thank you for your attention to this process.

Sincerely,

Erin Kelly
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CALAVERAS
COUNCIL of
GOVERNMENTS

June 24, 2024

Tuolumne County Transportation Council
Attn: Darin Grossi, Executive Director
2 S. Green Street
Sonora, CA 93570

Re: Calaveras County Regional Transportation Plan, 2025 Update

Dear Mr. Grossi,

The Calaveras Council of Local Governments (CCOG) is in the process of developing a Regional Transportation Plan (RTP) for the 2025 – 2045 planning horizon. The RTP is the long-range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, tribes, the regional transportation planning agency, and the State to implement transportation projects within Calaveras County.

Coordination and consultation with neighboring agencies is recommended by the California Transportation Commission's RTP Guidelines. In order to address this recommendation and improve inter-regional coordination, we are soliciting your input in regards to the Calaveras County 2025 RTP.

Input and comments can be submitted at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Calaveras County RTP website at <https://www.calaverasrtp.com/>.

If you have any questions or would like additional information, feel free to contact me by email at ekelly@calacog.org.

Thank you for your attention to this process.

Sincerely,

Erin Kelly
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209-754-2094

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APPENDIX E

PROJECT LISTS

Calaveras County Roadway Projects (Long-Range) (APPENDICES)							
Lead Agency	Funding Source	Project Type	Location	Description	Cost @ 2025	Cost Escalated to Yr of CON	Construction Year
County	TBD	TBD	Valley Springs School Safety Improvement Project - Phase II	Roadway improvements with multi-use shoulders along portions of Daphne Street, Sequoia Avenue, Cedar Street, Laurel Street and Chestnut Street; Bicycle lanes and concrete sidewalk along a portion of Daphne Street, and associated striping and signage	\$ 4,545,000	TBD	TBD
City of Angels	TBD	Roadway	Rolleri Bypass / Murphys Grade Road Intersection Improvements	Improve intersection at Rolleri Bypass and Murphys Grade Road	N/A	\$ 709,500	TBD
City of Angels	TBD	Roadway	Murphys Grade Road widen, realign	Widen and realign SR 49 to French Gulch Road and upgrade to minimum standards	N/A	\$ 15,000,000	TBD
County	RIM, Other	TBD	Moran Rd	Upgrade to minimum county standard (24-foot section for 5.402 mi)	\$ 3,627,800	\$ 4,353,360	2035
County	RIM, Other	TBD	Avery Sheep Ranch Rd	Reconstruct roadway for 4.75 miles - SR 4 to Sheep Ranch Road	\$ 4,929,100	\$ 5,914,920	2035
County	Copper, Other	TBD	Copper Cove Dr between O'Byrnes Ferry and Quail Hill Roads	Upgrade to Minor Collector (24 ft width)	\$ 4,319,700	\$ 5,183,640	2035
County	Copper, Other	TBD	Little John Rd South of Copper Cove Dr	Upgrade to Minor Collector (24 ft width)	\$ 4,374,700	\$ 5,249,640	2035
County	Copper, Other	TBD	Little John Rd North of Copper Cove Dr	Upgrade to Minor Collector (24 ft width)	\$ 5,517,600	\$ 6,621,120	2035
County	Copper, Other	TBD	Little John Rd/SR 4	Construct Traffic Signal	\$ 396,000	\$ 475,200	2035
County	Copper, Other	TBD	Little John Rd./Reeds Turnpike	Construct traffic signal and add EBL (Total = EBL and EBL/T/R), NBT/L, NBR (Remove NBL/T/R)	\$ 858,000	\$ 1,029,600	2035
County	Copper, Other	TBD	O'Byrnes Ferry Rd	Upgrade to Minor Collector (24 ft width)	\$ 14,018,400	\$ 16,822,080	2035
County	Copper, Other	TBD	O'Byrnes Ferry Rd approaching Tulloch Reservoir Bridge	Straighten 25 mph curves	\$ 3,679,500	\$ 4,415,400	2035
County	Copper, Other	TBD	O'Byrnes Ferry Rd./Connors Estate Dr	Construct NBL and SBR	\$ 107,800	\$ 129,360	2035
County	Copper, Other	TBD	O'Byrnes Ferry Road	Shoulder Widening	\$ 4,776,000	\$ 5,731,200	2035
County	Copper, Other	TBD	Reeds Turnpike	Upgrade to Minor Collector (24 ft width)	\$ 1,903,000	\$ 2,283,600	2035
County	Copper, Other	TBD	Reeds Turnpike	Realignment/Reconstruction	\$ 7,106,000	\$ 8,527,200	2035
County	Copper, Other	TBD	Signal Hill Trail	Roadway Reconstruction/Paving	TBD	N/A	2035
County	Copper, Other	TBD	Hunt road	Roadway Reconstruction/Paving	TBD	N/A	2035
County	Copper, Other	TBD	SR4/Reeds Turnpike/Hodson Road/Little John Rd	Realignment/reconstruction of intersection	\$ 2,728,000	\$ 3,273,600	2035
County	Copper, Other	TBD	Main Street/Reeds Turnpike	Add North Bound Lane (NBL)	\$ 458,700	\$ 550,440	2035
County	STIP, SHOPP, SB 1	TBD	SR 4 Wagon Trail- Phase 2 and 3, Middle and Eastern Segments	Design, Right-of-Way, and Construction from Appaloosa to Stockton Rd	\$ 55,000,000	\$ 66,000,000	2035
County	Copper, Other	TBD	North South Connector Between Little John Rd and SR 4	Full construction - minor collector 12' travel lands, 5' paved shoulder, 3' AB Shoulder	\$ 52,816,500	\$ 63,379,800	2035
County	Copper, Other	TBD	North South Connector/SR 4	Construct traffic signal	\$ 1,262,800	\$ 1,515,360	2035
County	Copper, Other	TBD	Rock Creek Rd/Main St/SR 4	Construct EB RTL	\$ 455,400	\$ 546,480	2035
County	Copper, Other	TBD	SR 4/Rock Creek Rd./Main Street	Construct traffic signal	\$ 485,100	\$ 582,120	2035
County	Copper, Other	Safety	O'Byrnes Ferry Road Guardrails	Enhance existing guardrail with additional safety measures	\$ 1,000,000	\$ 1,200,000	2035
County	RIM, Other	TBD	Murphys Grade Rd	Upgrade to minimum County standard	\$ 3,813,700	\$ 4,576,440	2035
County	Other	TBD	Wingdam Road	Roadway Reconstruction/Paving	TBD	N/A	2035
County	Other	TBD	Meadow Drive	Culvert/Drainage Project	TBD	N/A	2035
County	RIM, Other	TBD	Murphys Grade Rd	Widen and realign roadway for 5 miles - SR 4 to French Gulch Road	\$ 9,655	\$ 11,586	2035
County	Development fees, County Road Fund	TBD	Murphys - Pennsylvania Gulch Rd, Six Mile Rd, Jones St	Murphys SR 4 Complete Streets Plan Package H	\$ 226	\$ 271	2035
County	HSIP	Safety	SR 4 through Vallecito, near Vallecito Bypass Road	Street lighting	\$ 719,400	\$ 863,280	2035
County	RIM, Other	TBD	Pool Station Road	Upgrade to minimum county standard	\$ 11,052,800	\$ 13,263,360	2035
County	STIP, ATP, Local, SHOPP	TBD	San Andreas SR 49 Corridor - SR 49/High School St	Intersection Control - Traffic Signal or Roundabout	\$ 1,085,700	\$ 1,302,840	2035
County	STIP, ATP, Local, SHOPP	TBD	San Andreas SR 49 Corridor - SR 49/Treat Av	Intersection Control - Traffic Signal or Roundabout	\$ 1,085,700	\$ 1,302,840	2035
County	STIP, ATP, Local, SHOPP	TBD	San Andreas SR 49 Corridor - SR 49/Court St/ Adams Ave	Intersection Control - Traffic Signal or Roundabout	\$ 1,085,700	\$ 1,302,840	2035
County	STIP, ATP, Local, SHOPP	TBD	San Andreas SR 49 Corridor - Pool Station Rd/ SR 49	Intersection Control - Traffic Signal or Roundabout, gateway features	\$ 4,345,000	\$ 5,214,000	2035
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	\$ 4,721,200	\$ 5,665,440	2035
County	CSA 1	Other	White Road	Culvert Replacement	N/A	N/A	2035
County	CSA 1	Other	Baldwin Lane	Culvert Replacement	N/A	N/A	2035
County	RIM, Other	TBD	Burson Rd	Upgrade to minimum county road standard	\$ 11,052,800	\$ 13,263,360	2035
County	RIM, Other	TBD	Jenny Lind Rd	Upgrade to minimum county standard	\$ 998,800	\$ 1,198,560	2035
County	RIM, Other	TBD	Milton Rd	Upgrade to minimum county road standard	\$ 11,052,800	\$ 13,263,360	2035
County	VS BB, Other	TBD	SR 26@Olive Orchard Rd./Garner place	Two-way left-turn pocket	\$ 1,830,400	\$ 2,196,480	2035
County	RIM, Other	TBD	12/26 Bypass-Valley Springs	New bypass of Valley Springs	\$ 72,794,700	\$ 87,353,640	2035
County	VS BB, Other	TBD	SR 12 Corridor - Pettinger Road	1-way left turn pocket	\$ 1,070,300	\$ 1,284,360	2035
County	VS BB, Other	TBD	SR 12 Corridor Burson Road	2-way left-turn pocket	\$ 1,784,200	\$ 2,141,040	2035
County	VS BB, Other	TBD	SR 12 Corridor Southworth Rd	2-way left-turn pocket	\$ 465,300	\$ 558,360	2035
County	VS BB, Other	TBD	SR 12 Corridor - Messing Road	1-way left-turn pocket	\$ 325,600	\$ 390,720	2035
County	VS BB, Other	TBD	SR 12 Corridor - Toreno Way/Saharan Rd	2-way left-turn pocket	\$ 465,300	\$ 558,360	2035
County	VS BB, Other	TBD	SR 26 Corridor - Baldwin Lane/Baldwin St.	Two-way left-turn pocket	\$ 465,300	\$ 558,360	2035
County	VS BB, Other	TBD	SR 26 Corridor - Hogan Dam Road	Reconfigure intersection	\$ 1,784,200	\$ 2,141,040	2035
County	VS BB, Other	TBD	SR 26 Corridor - Burson Road	Reconfigure intersection and curve realignment	\$ 465,300	\$ 558,360	2035
County	VS BB, Other	TBD	SR 26 Corridor Milton Road	Reconfigure intersection and curve realignment	\$ 465,300	\$ 558,360	2035
County	VS BB, Other	TBD	SR 26 Corridor - Hagen Drive	1-way left turn pocket (close driver road)	\$ 325,600	\$ 390,720	2035
County	VS BB, Other	TBD	SR 26 Corridor - Farris Drive/Farris Lane	2-way left-turn pocket	\$ 465,300	\$ 558,360	2035

County	VS BB, Other	TBD	Western Connector	ROW, construction, structures, design and environmental	\$	30,225,800	\$	36,270,960	2035
County	RIM, Other	TBD	Southworth Road	Roadway Reconstruction/Paving	\$	11,052,800	\$	13,263,360	2035
County	Valley Springs Benefit Basin	Study	SR 26/Olive Orchard/Garner Place in Valley Springs	Feasibility study for intersection improvements	\$	385,000	\$	462,000	2035
County	RIM, Other	TBD	Paloma Rd	Upgrade to minimum county road standard	\$	8,244,500	\$	9,893,400	2035
County	RIM, Other	TBD	Railroad Flat Road	Upgrade to minimum county road standard (Jesus Maria to Ridge Rd)	\$	5,159,000	\$	6,190,800	2035
County	RIM, Other	TBD	Ridge Road	Upgrade to minimum county standard	\$	1,255,100	\$	1,506,120	2035
County	RIM, Other	TBD	Sheep Ranch Rd (1)	Upgrade to minimum county standard (24 ft section for 3.5 miles)	\$	2,351,800	\$	2,822,160	2035
County	RIM, Other	TBD	Mountain Ranch Rd	Reconstruct roadway for 10.2 miles - SR 49 to Sheep Ranch Rd	\$	7,653,800	\$	9,184,560	2035
County	RIM, Other	TBD	Paloma Rd	Reconstruct roadway for 7.9 miles - SR 26 to Rose St.	\$	1,842,500	\$	2,211,000	2035
County	RIM, Other	TBD	SR 12	Widen roadway and add passing lanes from West Jct. SR 26 to SR 49	\$	8,312,700	\$	9,975,240	2035
County	RIM, Other	TBD	SR 4 Passing Lanes	Construct passing lanes from the Stanislaus County Line to west of Reeds Turnpike	\$	4,634,300	\$	5,561,160	2035
County	RIM, Other	TBD	Sheep Ranch Rd (2)	Upgrade to minimum county standard (24 ft section for 3.5 miles)	\$	6,649,500	\$	7,979,400	2035
County	HUTA	TBD	Various Locations	County Roadway Striping	\$	1,100,000	\$	1,320,000	2035
County	HSIP	TBD	Various Locations	High Visibility Thermoplastic Striping	\$	1,786,400	\$	2,143,680	2035
County	RIM, Other	TBD	Railroad Flat Road (Licking Fork)	Upgrade to minimum county road standard (Licking Fork Bridge to Blizzard Mine Rd)	\$	1,961,300	\$	2,353,560	2035
County	RIM, Other	Safety	Mountain Ranch Road at Rocky Road	Safety enhancements	\$	1,000,000	\$	1,200,000	2035
County	HSIP	Safety	Various Locations	Guardrail Upgrade Project	\$	401,500	\$	481,800	2035
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	\$	169,400	\$	203,280	2035
County	Local	Maintenance	Defensible Space Clearing	Annual Program	\$	12,947,000	\$	15,536,400	2035
County	Local	Maintenance	Culvert Clearing and Replacement	Annual Program		N/A		N/A	2035
County	Local	Maintenance	Roadside Slope Evaluation with Erosion Control/Slope Stabilization	Annual Program		N/A		N/A	2035
County	SB-1,CSA,PRD	Maintenance	Road Resurfacing and Paving Projects	Various Locations	\$	20,737,200	\$	24,884,640	2035
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	\$	2,200,000	\$	2,640,000	2035
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	\$	770,000	\$	924,000	2035
Total					\$	438,934,980	\$	536,977,476	

Calaveras County Bike/Ped Projects (Long-Range) (APPENDICES)						
Lead Agency	Funding Source	Location	Description	Cost	Cost Escalated to Yr of CON	Construction Year
County	ATP	Murphys, Algiers St	Sidewalk from Main Street to Walking Bridge	\$ 1,000,000	\$ 1,500,000	2035
County	ATP	Murphys, Algiers St	Sidewalk from Walking Bridge to Black Bart Playhouse	\$ 100,000	\$ 150,000	2035
County	ATP	Arnold, Multi-use Path (0.1 miles)	Multi-use path Willow St to Oak Circle	\$ 151,800	\$ 227,700	2035
County	ATP	Arnold, Multi-use Path (0.3 miles)	Multi-use path Green Meadow Ct to cedar Lane	\$ 453,200	\$ 679,800	2035
County	ATP	Arnold, Multi-use Path (0.6 miles)	Multi-use path Henry St to Vallecito Day School	\$ 907,500	\$ 1,361,250	2035
County	ATP	Arnold, SR 4 (1.2 miles)	Multi-use path sidepath along SR 4 Blagen Rd to Country Club Dr	\$ 1,548,800	\$ 2,323,200	2035
County	ATP	Camp Connell - SR 4	Class III Bike Route	\$ 42,900	\$ 64,350	2035
County	ATP	Dorrington - SR 4	Class III Bike Route	\$ 15,400	\$ 23,100	2035
County	ATP	Hathaway Pines - SR 4	Class III Bike Route	\$ 6,600	\$ 9,900	2035
County	ATP	Tamarack - SR 4	Class III Bike Route	\$ 29,700	\$ 44,550	2035
County	ATP	Jenny Lind - Burson Rd, Jenny Lind Rd, Milton Rd	Class III Bike Route	\$ 24,200	\$ 36,300	2035
County	ATP	Camanche Parkway South	Class III Bike Route	\$ 24,200	\$ 36,300	2035
County	ATP	Milton - Milton Rd	Class III Bike Route	\$ 22,000	\$ 33,000	2035
County	ATP	Red Hill Road	Class III Bike Route	\$ 19,800	\$ 29,700	2035
County	ATP	Vallecito - SR 4 and Vallecito Rd	Class III Bike Route	\$ 19,800	\$ 29,700	2035
County	ATP	Murphys - SR 4, Algiers St, SR 4, Main St, Murphys Grade Rd, Scott St	Class III Bike Routes and Share the Road Signage	\$ 50,600	\$ 75,900	2035
County	ATP	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	\$ 118,800	\$ 178,200	2035
County	ATP	Burson - Burson Rd, Camanche Parkway South, SR 12	Class III Bike Routes and Share the Road Signage	\$ 70,400	\$ 105,600	2035
County	ATP	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	\$ 97,900	\$ 146,850	2035
County	ATP	Mokelumne Hill, Hwy 26 and SR 49	Class III Bike Routes and Share the Road Signage	\$ 19,800	\$ 29,700	2035
County	ATP	Arnold - Various Locations	Multi-modal Improvements -Pedestrian Crossing Signs, Yield Lines, Yellow High Visibility Crosswalks, Sidewalks, Calls III Bike Route	\$ 201,300	\$ 301,950	2035
County	ATP, LTF	Avery - Various Locations	Multi-modal Improvements -Pedestrian Crossing Signs, Yield Lines, Yellow High Visibility Crosswalks, Sidewalks, Calls III Bike Route	\$ 29,700	\$ 44,550	2035
County	ATP	Arnold, Manuel Rd & Hwy 4	Pedestrian Improvement Intersection Study	\$ 13,200	\$ 19,800	2035
County	ATP	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	\$ 4,394,500	\$ 6,591,750	2035
County	ATP	Murphys, Ironstone Pathway (1.5 miles)	Multi-use path Main St to Ironstone Vineyards	\$ 2,269,300	\$ 3,403,950	2035
County	ATP	Murphys, Angels Creek	Multi-use trail along creek	\$ 100,000	\$ 150,000	2035
County	ATP, HSIP	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	\$ 1,635,700	\$ 2,453,550	2035
County	ATP, HSIP	Murphys - Bret Harte Dr and SR 4	Murphys SR 4 Complete Streets Plan Package F	\$ 1,166,000	\$ 1,749,000	2035
County	HSIP, FTA, CMAQ	Murphys - SR 4	Murphys SR 4 Complete Streets Plan Package G	\$ 3,777,400	\$ 5,666,100	2035
County	ATP, HSIP	Murphys - SR 4 from Main St to Tom Bell	Murphys SR 4 Complete Streets Plan Package C	\$ 5,551,700	\$ 8,327,550	2035
County	STIP, ATP, Local, SHOPP	San Andreas SR 49 Corridor Segment 2 (St. Charles St from Cold Oak Rd to Court St)	Multi-modal improvements- sidewalks, bike lanes, bulb-outs, crosswalk	\$ 1,054,900	\$ 1,582,350	2035
County	STIP, ATP, Local, SHOPP	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	\$ 475,200	\$ 712,800	2035
County	STIP, ATP, Local, SHOPP	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	\$ 555,500	\$ 833,250	2035
County	STIP, ATP, Local, SHOPP	San Andreas SR 49 Corridor Segment 1 (St Charles St from SR 12 to Cold Oak Rd	Multi-modal improvements- sidewalks, bike lanes, bulb-outs, crosswalk	\$ 454,300	\$ 681,450	2035
County	STIP, ATP, Local, SHOPP	San Andreas SR 49 Corridor Southern Gateway Plan Area	Multi-modal improvements- sidewalks, bike lanes, bulb-outs, crosswalk	\$ 808,500	\$ 1,212,750	2035
County	ATP	Jenny Lind, Access to Jenny Lind Phase II	Construct bike/ped improvements to major access route to Jenny Lind Elementary	\$ 1,340,900	\$ 2,011,350	2035
County	ATP	Wallace - SR 12	Share the Road Signage	\$ 17,600	\$ 26,400	2035
County	ATP, TBD	Township West/Elementary School (Area 1)	New sidewalks, shared paths, and crosswalks along Sequoia Ave. & Pine St.	\$ 1,651,100	\$ 2,476,650	2035
County	ATP, TBD	Township East (Area 2)	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.	\$ 1,287,000	\$ 1,930,500	2035
County	ATP, TBD	Town Center (Area 3)	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.	\$ 1,603,800	\$ 2,405,700	2035
County	ATP, TBD	Highway 12 West (Area 4)	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.	\$ 404,800	\$ 607,200	2035
County	ATP, TBD	Highway 26 (Area 6)	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 SR 26	\$ 1,314,000	\$ 1,971,000	2035
County	ATP, TBD	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.	\$ 2,182,400	\$ 3,273,600	2035
County	HSIP	Burson - SR 12 and Burson Rd	ADA Modifications, install RRFBS, new striping, pavement markings and signs	\$ 115,500	\$ 173,250	2035
County	ATP	West Point, Bald Mtn Rd/Pine St	Sidewalk, Main St to West Point Elementary School	\$ 462,000	\$ 693,000	2035
County	ATP	West Point, Bouvard St & Pine St	Crosswalk - Yellow High Visibility	\$ 2,200	\$ 3,300	2035
County	ATP	Mountain Ranch, Mountain Ranch Rd & Blacksmith Ave	Crosswalk- White High Visibility, Yield Lines	\$ 3,300	\$ 4,950	2035
County	ATP	Mountain Ranch, Whiskey Slide Rd & Mountain Ranch Rd	Pedestrian Crossing Signs	\$ 3,000	\$ 4,500	2035
County	ATP	West Point, Hwy 26 & Main St	School Speed Limit Signs	\$ 1,100	\$ 1,650	2035
County	ATP	West Point, Hwy 26 & Pine St	School Crossing Stencils	\$ 2,000	\$ 3,000	2035
County	ATP	West Point, Hwy 26 & Pine St	School Speed Limit Signs	\$ 1,000	\$ 1,500	2035
County	ATP	West Point, Spink Rd & Main St	Crosswalk - White Transverse	\$ 2,200	\$ 3,300	2035
County	ATP	Hogan Road	Paved Shoulder with Designated Recreational Route Signage	TBD	TBD	TBD
County	ATP	SR 26 / Baldwin St	Marked/High-VIS Crosswalk on east leg of the intersection (SR 26)	TBD	TBD	TBD

Calaveras County Bike/Ped Projects (Long-Range) (APPENDICES)						
Lead Agency	Funding Source	Location	Description	Cost	Cost Escalated to Yr of CON	Construction Year
County	ATP	SR 26 / Olive Orchard Rd / Garner Pl	2 Marked/High-VIS Crosswalks on north and east legs of the intersection	TBD	TBD	TBD
County	ATP	SR 26 / Farris Dr	Marked/High-VIS Crosswalk on northeast leg of the intersection (SR 26)	TBD	TBD	TBD
County	ATP	SR 26 / Heinemann Dr	Marked/High-VIS Crosswalk on northeast leg of the intersection (SR 26)	TBD	TBD	TBD
County	ATP	SR 26 / Silver Rapids Rd	3 Marked/High-VIS Crosswalks on north, east, and south legs of the intersection	TBD	TBD	TBD
County	ATP	SR 26 / Vista del Lago Dr	2 Marked/High-VIS Crosswalks on southwest and southeast legs of the intersection	TBD	TBD	TBD
County	ATP	SR 26 / Quail Oaks Rd	2 Marked/High-VIS Crosswalks on northwest and northeast legs of the intersection	TBD	TBD	TBD
County	ATP	SR 26 / Mangili Rd / Hogan Dam Rd	Marked/High-VIS Crosswalk on west leg of the intersection (Mangili Rd)	TBD	TBD	TBD
County	ATP	SR 12 / Pine Street	2 Marked/High-VIS Crosswalks on northwest and northeast legs of the intersection	TBD	TBD	TBD
County	ATP	SR 12 / Cedar St	2 Marked/High-VIS Crosswalks on northwest and northeast legs of the intersection	TBD	TBD	TBD
County	ATP	SR 12 / SR 26	4 Marked/High-VIS Crosswalks on all legs of the intersection	TBD	TBD	TBD
County	ATP	Chestnut St / Cherry St	Marked/High-VIS Crosswalk on northeast leg of the intersection (California St)	TBD	TBD	TBD
County	ATP	Cedar St / W Daphne St	2 Marked/High-VIS Crosswalks on northeast and southwest legs of the intersection	TBD	TBD	TBD
County	ATP	Laurel St / W Daphne St	2 Marked/High-VIS Crosswalks on northeast and southwest legs of the intersection	TBD	TBD	TBD
County	ATP	Chestnut St / Daphne St	3 Marked/High-VIS Crosswalks on northeast, southeast, southwest legs of the intersection	TBD	TBD	TBD
County	ATP	Myrtle St / Daphne St	4 Marked/High-VIS Crosswalks on all legs of the intersection	TBD	TBD	TBD
County	ATP	Rose St / Daphne St	3 Marked/High-VIS Crosswalks on northeast, southeast, northwest legs of the intersection	TBD	TBD	TBD
County	ATP	Myrtle St / Sequoia Ave	4 Marked/High-VIS Crosswalks on all legs of the intersection	TBD	TBD	TBD
County	ATP	Chestnut St / Sequoia Ave	4 Marked/High-VIS Crosswalks on all legs of the intersection	TBD	TBD	TBD
County	ATP	Laurel St / Sequoia Ave	4 Marked/High-VIS Crosswalks on all legs of the intersection	TBD	TBD	TBD
County	ATP	Cedar St / Sequoia Ave	4 Marked/High-VIS Crosswalks on all legs of the intersection	TBD	TBD	TBD
County	ATP	SR 12 / Trailer Park	Marked/High-VIS Crosswalk on north leg of the intersection (Trailer Park)	TBD	TBD	TBD
County	ATP	SR 12 / Lime Creek Rd	Marked/High-VIS Crosswalk on west leg of the intersection (SR 12)	TBD	TBD	TBD
County	ATP	Hogan Dam Rd	Marked/High-VIS Crosswalk on Hogan Dam Rd	TBD	TBD	TBD
County	ATP	SR 49 (northwest of Gold Rush Ln)	Marked/High-VIS Crosswalk on SR 49	TBD	TBD	TBD
County	ATP	SR 49 / Main St	Marked/High-VIS Crosswalk on north leg of the intersection (Main St)	TBD	TBD	TBD
County	ATP	Main St / Church St (Mokelumne Hill)	Marked/High-VIS Crosswalk on east leg of the intersection (Church St)	TBD	TBD	TBD
County	ATP	SR 49 / SR 26	2 Marked/High-VIS Crosswalks on the north and east legs of the intersection	TBD	TBD	TBD
County	ATP	SR 26 / Lafayette St	Marked/High-VIS Crosswalk on west leg of the intersection (SR 26)	TBD	TBD	TBD
County	ATP	SR 49 / Gold Oak Rd	2 Marked/High-VIS Crosswalks on the northeast and southeast legs of the intersection	TBD	TBD	TBD
County	ATP	SR 49 / Russell Rd	Marked/High-VIS Crosswalk on southwest leg of the intersection (Russell Rd)	TBD	TBD	TBD
County	ATP	SR 49 / High School St	Marked/High-VIS Crosswalk on northeast leg of the intersection (High School St)	TBD	TBD	TBD
County	ATP	SR 49 / Church Hill St / Main St	2 Marked/High-VIS Crosswalks on the north and south legs of the intersection	TBD	TBD	TBD
County	ATP	Marked Crosswalk	Marked/High-VIS Crosswalk on Main St segment at the San Andreas Creek	TBD	TBD	TBD
County	ATP	Main St / Pope St	Marked/High-VIS Crosswalk on the southeast leg of the intersection (Pope St)	TBD	TBD	TBD
County	ATP	Main St / Lewis Ave	Marked/High-VIS Crosswalk on the southeast leg of the intersection (Lewis Ave)	TBD	TBD	TBD
County	ATP	Pope St / N. California St	Marked/High-VIS Crosswalk on N. California St at Pope St	TBD	TBD	TBD
County	ATP	Pope St / N. California St	Marked/High-VIS Crosswalk on southeast leg of the intersection (Pope St)	TBD	TBD	TBD
County	ATP	Lewis Ave / Foothill Ct	Marked/High-VIS Crosswalk on northeast leg of the intersection (Foothill Ct)	TBD	TBD	TBD
County	ATP	Lewis Ave / LC Peterson Dr	2 Marked/High-VIS Crosswalks on Lewis Ave and LC Peterson Dr	TBD	TBD	TBD
County	ATP	Lewis Ave / Roberts Ave	Marked/High-VIS Crosswalk on southwest leg of the intersection (Roberts Ave)	TBD	TBD	TBD
County	ATP	Roberts Ave / Pope St	2 Marked/High-VIS Crosswalks on the northwest and northeast legs of the intersection	TBD	TBD	TBD
County	ATP	Treat Ave segment northeast of Avenue A	Marked/High-VIS Crosswalk	TBD	TBD	TBD
County	ATP	Lewis Ave / Pope St	2 Marked/High-VIS Crosswalks on the north leg (Lewis Ave) and on the southeast leg (Pope St)	TBD	TBD	TBD
County	ATP	Treat Ave / SR 49	Marked/High-VIS Crosswalk on SR 49 at Treat Ave	TBD	TBD	TBD
County	ATP	Mountain Ranch Rd / E. Saint Charles St	2 Marked/High-VIS Crosswalks on the north and east legs of the intersection	TBD	TBD	TBD

Calaveras County Bike/Ped Projects (Long-Range) (APPENDICES)						
Lead Agency	Funding Source	Location	Description	Cost	Cost Escalated to Yr of CON	Construction Year
County	ATP	Pope St / Mountain Ranch Rd	Marked/High-VIS Crosswalk on southwest leg of the intersection	TBD	TBD	TBD
County	ATP	Reeds Tpke / Egan St	Marked/High-VIS Crosswalk on southeast leg of the intersection (Egan St)	TBD	TBD	TBD
County	ATP	Little John Rd / Copper Cove Dr	Marked/High-VIS Crosswalk on east leg of the intersection (Copper Cove Dr)	TBD	TBD	TBD
County	ATP	Copper Cove Dr / Obyrnes Ferry Rd	Marked/High-VIS Crosswalk on east leg of the intersection (Copper Cove Dr)	TBD	TBD	TBD
County	ATP	Obyrnes Ferry Rd / Copper Meadow Dr / Spangler Ln	2 Marked/High-VIS Crosswalks on the north and west legs of the intersection	TBD	TBD	TBD
County	ATP	Obyrnes Ferry Rd / Pheasant Run Dr	Marked/High-VIS Crosswalk on east leg of the intersection (Pheasant Run Dr)	TBD	TBD	TBD
County	ATP	SR 49 segment, north of Big Bonanza Ln	Marked/High-VIS Crosswalk on SR 49	TBD	TBD	TBD
County	ATP	Main St / Church St (Murphys)	Marked/High-VIS Crosswalk on north leg of the intersection (Church St)	TBD	TBD	TBD
County	ATP	Main St / Sheep Ranch Rd	Marked/High-VIS Crosswalk on north leg of the intersection (Sheep Ranch Rd)	TBD	TBD	TBD
County	ATP	Main St / Algiers Rd	Marked/High-VIS Crosswalk on south leg of the intersection (Algiers Rd)	TBD	TBD	TBD
County	ATP	Main St / Church St	Marked/High-VIS Crosswalk on north leg of the intersection (Church St)	TBD	TBD	TBD
County	ATP	Main St / Jones St	Marked/High-VIS Crosswalk on south leg of the intersection (Jones St)	TBD	TBD	TBD
County	ATP	Main St / SR 4	3 Marked/High-VIS Crosswalks on north, west, and east legs of the intersection	TBD	TBD	TBD
County	ATP	Ernest St / SR 4	Marked/High-VIS Crosswalk on east leg of the intersection (Ernest St)	TBD	TBD	TBD
County	ATP	School St / SR 4	Marked/High-VIS Crosswalk on west leg of the intersection (School St)	TBD	TBD	TBD
County	ATP	Arden Ave / SR 4	Marked/High-VIS Crosswalk on northeast leg of the intersection (Arden Ave)	TBD	TBD	TBD
County	ATP	Fir Dr / SR 4	2 Marked/High-VIS Crosswalks on west and south legs of the intersection	TBD	TBD	TBD
County	ATP	Meadowmont Wy / SR 4	Marked/High-VIS Crosswalk on west leg of the intersection (Meadowmont Way)	TBD	TBD	TBD
County	ATP	Country Club Dr / SR 4	Marked/High-VIS Crosswalk on east leg of the intersection (Country Club Dr)	TBD	TBD	TBD
County	ATP	Pine Dr / SR 4	Marked/High-VIS Crosswalk on northwest leg of the intersection (Pine Dr)	TBD	TBD	TBD
County	ATP	Oak Cir / SR 4	Marked/High-VIS Crosswalk on northwest leg of the intersection (Oak Cir)	TBD	TBD	TBD
County	ATP	Oak Cir / SR 4	Marked/High-VIS Crosswalk on northwest leg of the intersection (Oak Cir)	TBD	TBD	TBD
County	ATP	Willow St / SR 4	Marked/High-VIS Crosswalk on northwest leg of the intersection (Willow St)	TBD	TBD	TBD
County	ATP	Manuel Rd / SR 4	Marked/High-VIS Crosswalk on west leg of the intersection (SR 4)	TBD	TBD	TBD
County	ATP	Dunbar Rd / SR 4	Marked/High-VIS Crosswalk on north leg of the intersection (Dunbar Rd)	TBD	TBD	TBD
County	ATP	Blagen Rd / SR 4	2 Marked/High-VIS Crosswalks on north and east legs of the intersection	TBD	TBD	TBD
County	ATP	Moran Rd / SR 4	Marked/High-VIS Crosswalk on southeast leg of the intersection (Moran Rd)	TBD	TBD	TBD
County	ATP	Sugar Pine Dr / SR 4 / Boards Crossing Rd	Marked/High-VIS Crosswalk on east leg of the intersection (Boards Crossing Rd)	TBD	TBD	TBD
County	ATP	Summit Level Rd / SR 4 / Old Highway 4	Marked/High-VIS Crosswalk on east leg of the intersection (Old Highway 4)	TBD	TBD	TBD
County	ATP	SR 26 segment, north of Jean St	Pedestrian Hybrid Beacon (PHB)	TBD	TBD	TBD
County	ATP	Roadways - Garner Pl, Baldwin St, Hartvickson Ln, Silver Rapids Rd, E. Eberhard Dr, W. Daphne St, Sequoia Ave, N. California St, Pope St, Lewis Ave, Treat Ave, Little John Rd, Main St (Murphys), Big Trees Rd, Scott St, SR 4, Pennsylvania Gulch Rd, Valley View Dr, Pine Dr (Arnold), Main St (Mokelumne Hill), SR 4 (Arnold)	Shared-Use Path (Sidepath)	TBD	TBD	TBD
County	ATP	Specific Segments - SR 26 (Silver Rapids Rd to Vista del Lago Dr), Vista del Lago Dr (Hogan Dam Rd to SR 26), Vista del Lago Dr (SR 26 to Berkesey Ln), Hogan Dam Rd (Harper Ln to Unpaved Trail), SR 26 (Vista del Lago Dr to Hogan Dam Rd), E. Center to Church St (Mokelumne Hill), Hogan Dam Rd (SR 26 to New Hogan Pkwy), SR 49 (Existing Trail to SR 26), SR 26 (SR 49 to Church St), Lafayette St (Maretta St to SR 26), Main St (SR 49 to Pixley Ave)	Shared-Use Path (Sidepath)	TBD	TBD	TBD
County	ATP	Non-roadway connections - connection between Olive Ranch Rd and Beaver Rd, connection (non-roadway) between Main St and California St (San Andreas), Meadowmont Golf Course (non-roadway), Jean St extension	Shared-Use Path (Sidepath)	TBD	TBD	TBD
County	ATP	Intersections - Southworth Rd / Pettinger Rd, Jean St / Nove Way, Mountain Ranch Rd / Gold Hunter Rd, Main St / Reed Tpke (Copperopolis), 6 Mile Rd / S. Algiers Rd, Oak Cir / Oak Ct	Shared-Use Path (Sidepath)	TBD	TBD	TBD
County	ATP	Hogan Dam Rd, Mountain Ranch Rd	Bike Lane	TBD	TBD	TBD
County	ATP	Berkesey Ln, Baldwin Ln, Upper Moran Rd	Bike Route	TBD	TBD	TBD
County	ATP	SR 26, Laurel St, SR 12, SR 49 (San Andreas)	Class IV Separated Bikeway	TBD	TBD	TBD

Calaveras County Bike/Ped Projects (Long-Range) (APPENDICES)						
Lead Agency	Funding Source	Location	Description	Cost	Cost Escalated to Yr of CON	Construction Year
County	ATP	both sides - Pine St, SR 12 (Pine St to Lime Creek Rd), Daphne St, Cedar St, Laurel St, Chestnut St, Myrtle St, Rose St, SR 49 (east of Russell Rd to east of Bell View St), SR 49 (Mountain Ranch Rd to Toyanza Dr), Mountain Ranch Rd (SR 49 to Marshall Ave),	Sidewalk	TBD	TBD	TBD
County	ATP	one side- SR 26 (south of railroad to Nove Way), SR 26 (south of Jean St to Mangili Rd), California St, SR 49 (Garbarini Ranch Rd to Gold Oak Rd), SR 49 (Northwest of Russell Rd), Russell Rd, SR 49 (north of Fahily Cir), SR 49 (Angels Rd to Mountain Ranch Rd), SR 49 (Toyanza Dr to north of Angels Rd), Mountain Ranch Rd (south side of Pope St intersection), Government Center Dr	Sidewalk	TBD	TBD	TBD
County	ATP	E Bay Mud Rd , S. Petersburg Rd, New Hogan Dam Reservoir (non-roadway), Calaveras Big Trees State Park, North GRV, Upper Moran Rd, Forest Route 4N40, Sheep Ranch Rd (non-roadway), San Domingo Loop (non-roadway), N. of SR 4 and Coyote Canyon Rd (non-roadway), Hogan Dam Rd	Unpaved Trail	TBD	TBD	TBD
County	ATP	Messing Rd, Olive Orchard Rd	Paved Shoulder	TBD	TBD	TBD
County	ATP	Camanche Pkwy / N. Burson Rd, Pattison Rd, Paloma Rd / Watertown Rd, Silver Rapids Rd, Berkeseey Ln, Hogan Dam Rd, Calaveritas Rd / Dogtown Rd, Murphys Grade Rd, Obyrnes Ferry Rd, Conner Estates Dr, Copper Cove Dr, Cheyenne Rd, Pennsylvania Gulch Rd, Sheep Ranch Rd, Blagen Rd, W. Center St	Paved Shoulder with Designated Recreational Route Signage	TBD	TBD	TBD
County	ATP	Buffered Shoulder Paving and Signage - SR-12 (Camanche Pkwy to Pine St), SR-26 (Silver Rapids Rd to Calaveras County Limit), SR-12 (Lime Creek Rd to SR-49), SR-49 (SR-12 to Pool Station Rd), SR-26 (SR-12 to SR-49), SR-26 (SR-12 to SR-49), SR-26 (SR-49 to Associated Office Rd), SR-49 (SR-26 to SR-12), SR-49 (Toyanza Dr to Copello Dr), SR-4 / Town Square Rd (Little John Rd to Angels Camp City Limits), SR-4 (Frogtown Rd to Calaveras County Limits), SR-4 (SR-4 split northeast of Angels Camp to Pennsylvania Gulch Rd), SR-4 (William St to Lakemont Dr), SR-4 (Moran Rd to Calaveras County Limits), Mountain Ranch Rd / Railroad Flat Rd (Gold Hunter Rd to Summit Level Rd), N. Railroad Flat Rd (Summit Level Rd to SR-26), SR-26 (N. Railroad Flat Rd to Bald Mountain Rd), Summit Level Rd (N. Railroad Flat Rd to Fort Mountain Rd), Summit Level Rd (Fort Mountain Rd to Forest Route 5N41), Forest Route 7N08 (Summit Level Rd to Blagen Rd), Sandy Gulch Rd (Associated Office Rd to N. Railroad Flat Rd)	Buffered Paved Shoulder with Bike Route Signage	TBD	TBD	TBD
Total				\$ 37,604,500	\$ 56,406,750	