

2025 CALAVERAS COUNTY REGIONAL TRANSPORTATION PLAN



FINAL DRAFT - NOVEMBER 2025

 PREPARED BY

Green DOT Transportation Solutions

ACKNOWLEDGMENTS



PREPARED FOR
CALAVERAS COUNCIL OF GOVERNMENTS



PREPARED BY
GREEN DOT TRANSPORTATION SOLUTIONS

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0. EXECUTIVE SUMMARY

0.1. INTRODUCTION

The Calaveras Council of Governments (CCOG) was founded in 1998 as the Regional Transportation Planning Agency (RTPA) for Calaveras County and the City of Angels under a joint powers agreement. Headquartered in San Andreas, the county seat of Calaveras County, CCOG is composed of seven members: two County supervisors, two council members from the City of Angels, and three members selected from the general public. Calaveras County falls within the jurisdiction of California Department of Transportation (Caltrans) District 10, based in Stockton. In conjunction with Caltrans District 10, CCOG is responsible for transportation planning in Calaveras County.

One of CCOG's primary duties is to develop the Regional Transportation Plan (RTP). This comprehensive planning document serves as the framework for transportation initiatives across the region for a 20-year planning horizon. The RTP is a dynamic document that requires periodic updates every four to five years to maintain Calaveras County's eligibility for State funding programs. Each update assesses the region's evolving demographics, political landscape, economic factors, and environmental conditions, ensuring that transportation planning remains aligned with current needs.

The RTP focuses on all modes of transportation including roadway, bicycle and pedestrian, transit, freight, aviation, and rail. The RTP is a cooperative process between CCOG, Caltrans, Tribal governments, stakeholders, and community members. The primary guidance for RTP development comes from the California Transportation Commission (CTC). The CTC adopted the most recent RTP Guidelines on January 26, 2024, which established the elements and development process required for the RTP. The following three elements are required by statute and encompass the framework of the Plan:

- The Policy Element (Chapter 3): The purpose of the Policy Element is to identify legislative, planning, financial, and institutional issues, and requirements, as well as any areas of regional consensus.
- The Action Element (Chapter 4): The Action Element describes the programs and actions necessary to support the County's vision; the Action Element identifies transportation projected needs for Calaveras County over the next 20 years, by each mode.
- The Financial Element (Chapter 5): The Financial Element identifies the current and anticipated available revenue sources to fund transportation projects and programs identified in the Action Element.

0.2. OVERVIEW OF REGIONAL VISION

The overarching regional vision for the CCOG is to maintain a safe, efficient, and convenient countywide transportation system, including roadways, non-motorized systems, transit, freight, air travel, and any other applicable modes, that enhance the lifestyle of the residents and meets the travel needs of people and goods moving through and within Calaveras County.

Historically, local and regional challenges have largely stemmed from inadequate funding for maintaining existing infrastructure. Recent legislative measures, such as California's Senate Bill 1 (SB 1) of 2017 and the Federal Infrastructure Investment and Jobs Act (IIJA) of 2021, have significantly bolstered funding available to CCOG and local agencies for enhancing the regional transportation network. SB1, supported by a state gasoline tax and increased vehicle registration fees, establishes a \$52 billion transportation fund exclusively allocated to maintenance, repair, and rehabilitation of roads and bridges, alongside the development of new bicycle and pedestrian facilities, bolstering public transportation, and funding planning grants. Furthermore, California stands to benefit from \$20.4 billion under the IIJA, with \$15.57 billion designated for transportation improvements.

The following goals have been established and reflect the regional importance of improving all modes of transportation in Calaveras County:

- 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 3 – Promote alternative transportation systems.
- Goal 4 – Maintain a high-quality public transportation system.
- 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.
- Goal 6 – Enhance, maintain, and improve the Calaveras County Airport to support general aviation and disaster emergency services.
- Goal 7 – Ensure sensitivity to the environment in all transportation investment decisions.
- Goal 8 – Ensure climate change strategies in transportation investment decisions.
- Goal 9 – Provide Tribal residents within the Calaveras region with a safe, effective, and functional transportation system, including streets, roads, and pedestrian and bicycling facilities.

0.3. OVERVIEW OF ACTION ELEMENT

The Action Element identifies the specific projects, programs, and strategies necessary to meet Calaveras County's transportation needs over the next 20 years. Rooted in the

goals and objectives established in the Policy Element, it outlines short- and long-range improvements across all modes of travel, including roadway, transit, bicycle, pedestrian, aviation, and goods movement. Emphasis is placed on maintaining and enhancing the existing transportation system while improving safety, connectivity, and climate resiliency. Regional priorities include preserving critical links to adjacent counties, advancing multimodal accessibility, and integrating emergency preparedness into infrastructure planning. The plan includes performance measures to track outcomes such as roadway preservation, travel safety, congestion mitigation, and land use efficiency. Figures 0.1 and 0.2 display the project needs both by quantity and by cost, respectively.

Figure 0.1: percentage of Project Needs by Mode

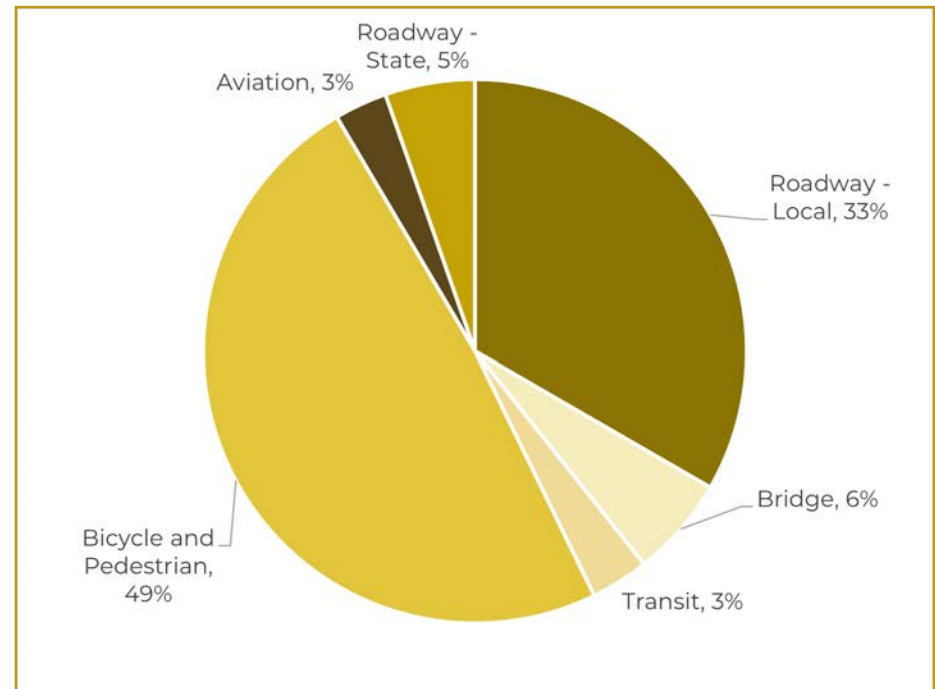
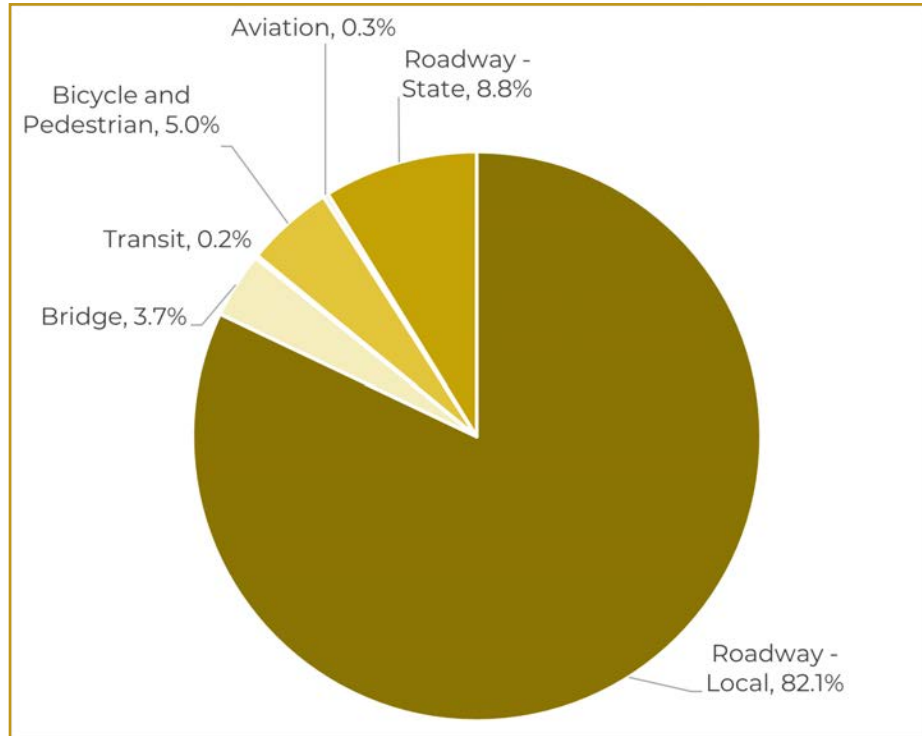




Figure 02: Percentage of Funding Needs by Mode

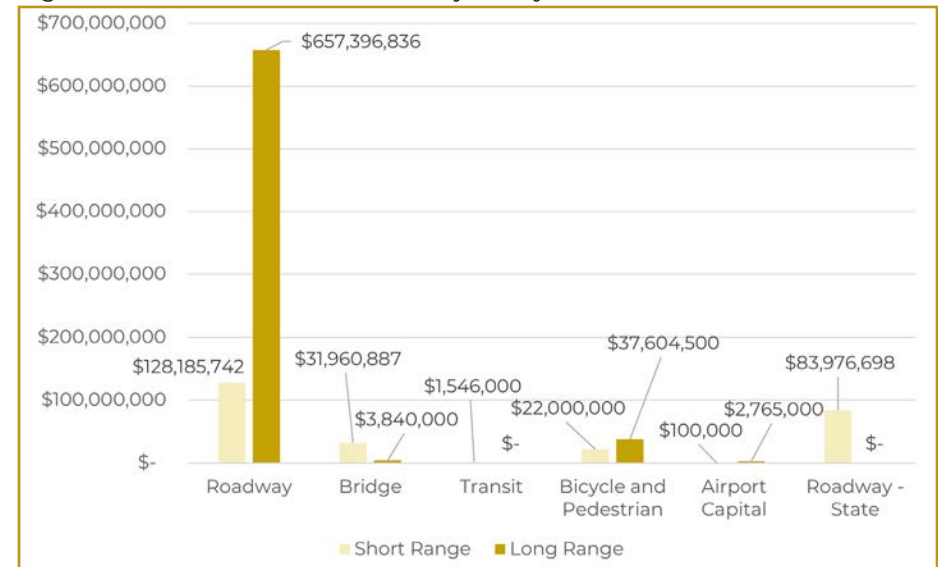


0.4. OVERVIEW OF FINANCIAL ELEMENT

The Financial Element outlines projected revenues and estimated costs associated with implementing the RTP. It presents a fiscally constrained short-range plan (2025–2035) and an illustrative long-range plan (2035–2045), grounded in realistic assumptions about funding from federal, state, and local sources. While short-term revenues are reasonably anticipated, long-range funding is more uncertain and may be subject to future legislative or economic shifts. A comparison of funding versus project costs by mode reveals that many long-range needs may remain unfunded without new sources of revenue. Funding programs identified include Senate Bill 1, Regional Surface Transportation Program (RSTP), State Transportation

Improvement Program (STIP), Active Transportation Program (ATP), and various federal transportation grants, with funding allocated to projects based on eligibility and priorities established in the Action Element.

Figure 0.3: Funded vs. Unfunded Projects by Mode



1. INTRODUCTION

1.1. ABOUT THE CALAVERAS COUNCIL OF GOVERNMENTS

The Calaveras Council of Governments (CCOG) was established in January 1998 under a joint powers agreement as the Regional Transportation Planning Agency (RTPA) representing the County of Calaveras and the City of Angels. Based in San Andreas, the county seat of Calaveras County, CCOG is composed of seven members: two county supervisors, two city council members from Angels Camp, and three representatives selected from the general public. Calaveras County is under the jurisdiction of California Department of Transportation (Caltrans) District 10, Stockton office. Alongside Caltrans District 10, CCOG coordinates with the Federal Highway Administration, the Federal Transit Administration (FTA), local social service agencies, and other local and State government agencies. CCOG also collaborates with the Amador and Alpine County Transportation Commissions on regional transportation issues based on the terms of a Memorandum of Understanding established in 1997. CCOG fulfills the transportation planning responsibilities for Calaveras County, aiming to enhance and coordinate transportation planning efforts across the region.

The essential functions of CCOG include:

- Regional coordination: working with other local, regional, State, and federal agencies to promote the safe and efficient movement of people and goods throughout the County and to neighboring regions.
- Transportation funding and financing: distributing federal and state funding for transportation projects.
- Transportation planning: developing plans that will guide future development and investments, promote economic development, and promote the efficient movement of goods and people.
- Project delivery: working with partners to increase project delivery efficiency and project development.

- Data services and geographic information system (GIS): developing and maintaining data and the GIS for planning, monitoring, and implementing transportation projects.
- Air quality conformance: monitoring and participating in designation as non-attainment area for air quality within the federal 8-hour ozone standard.
- Grants: applying for and administering grant funding.

1.2. ABOUT THE REGIONAL TRANSPORTATION PLAN

1.2.1. PURPOSE OF THE PLAN

The Regional Transportation Plan (RTP) is a long-range transportation plan for the County that identifies necessary transportation projects that are consistent with local land use planning, local and regional goals, and State and federal goals. In addition to moving people and goods, the transportation system also influences patterns of growth, economic activity, and access to housing, jobs, recreation, and critical services. State legislation requires that the statewide transportation network supports greenhouse gas (GHG) emission reduction, transportation electrification, climate resilience, and improved public health, mobility, equity, and air quality outcomes.

As the RTPA for Calaveras County, CCOG is required to update the RTP in conformance with the California Transportation Commission's Regional Transportation Guidelines every four years. The RTP serves as a blueprint to guide transportation investments in the County that will help to achieve local, State, and federal goals, with projects that are financially constrained to corresponding revenues anticipated over a 20-year period. Modes of transportation covered in the RTP include roadways, bridges, bicycle paths/lanes, sidewalks, crosswalks, bus stops, airport traffic, and goods movement.



Some of the key functions of the RTP are to:

- Provide an assessment of the current modes of transportation and examine the potential for new travel options within the region.
- Identify projected growth areas and future improvements for travel and goods movement.
- Identify and document specific actions necessary to address the region's mobility and accessibility needs and establish short-term and long-term goals to facilitate these actions.
- Identify necessary transportation improvements to support the development of the Federal Transportation Improvement Program (FTIP), State Transportation Improvement Program (STIP), Regional Transportation Improvement Program (RTIP), Interregional Transportation Improvement Program (ITIP), and facilitation of the National Environmental Policy Act (NEPA) integration process and identification of project purpose and need.
- Employ performance measures to gauge the effectiveness of the transportation improvement projects in meeting the intended goals.
- Promote consistency with other transportation plans managed by other federal, State, local, and Tribal governmental agencies.
- Provide a forum for participation and cooperation among agencies and facilitate partnerships to reconcile transportation issues that transcend boundaries.
- Include federal, State, and local agencies, Tribal Governments, the public, and elected officials in discussions and decision-making early in the transportation planning process.

1.2.2. REGIONAL TRANSPORTATION PLAN ELEMENTS

This RTP is organized into five chapters:

- Introduction (Chapter 1) includes an overview of the regional vision, the Action and Financial Elements, the Calaveras Council of Governments, the RTP, and RTP planning requirements and the planning process.
- Existing Conditions (Chapter 2) describes the existing setting, demographics, socioeconomic conditions, and transportation system including streets and roads, public transit, active transportation (walking, biking, mobility assisted travel), aviation, and goods and freight movement.
- The Policy Element (Chapter 3) describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range framework, and maintains internal consistency with the Financial Element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.
- The Action Element (Chapter 4) identifies projects that address the needs and issues for each transportation mode in accordance with the Policy Element.
- The Financial Element (Chapter 5) identifies the current and anticipated revenue sources and funding strategies available to fund the planned transportation projects identified in the Action Element. The intent is to define realistic funding constraints and opportunities.

California Government Code Section 65080 requires that RTPs include, at a minimum, the Policy Element, Action Element, and Financial Element.



1.3. REGIONAL TRANSPORTATION PLAN PLANNING REQUIREMENTS

1.3.1. FEDERAL PLANNING REQUIREMENTS

Federal requirements for the development of RTPs in non-Metropolitan Planning Organization (MPO) areas are directed at states and RTPAs as specified in 23 CFR 450.202.

The development of the RTP should correspond to Title VI of the Civil Rights Act of 1964. This ensures that all people have equal access to the transportation planning process and that all people, regardless of their race, sexual orientation, or income level, will be included in the decision-making process.

Federal Clean Air Act conformity requirements, pursuant to the Amendments of 1990, apply in all non-attainment and maintenance areas. This requirement ensures that federal funding and approval are given to transportation plans, programs, and projects that are consistent with the air quality goals established by State Implementation Plans. In California, as designated under federal and state law, the California Air Resources Board calculates the motor vehicle emissions budget based on emissions inventory and control measures in the State Implementation Plan.

The Americans with Disabilities Act of 1990, Sec. 12132 ensures that no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.

The Rehabilitation Act, Section 504 states that “no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under” any program or activity that either receives federal financial assistance or is conducted by any executive agency.

- Other federal requirements for RTPs include the consideration of the following federal planning criteria:

- Support economic vitality by enabling competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase accessibility and mobility for people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between regional transportation improvements and State and local planned growth and economic development patterns
- Enhance integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operations
- Preserve and enhance the condition of the existing transportation system
- Improve the resiliency and reliability of the transportation system
- Enhance travel and tourism

1.3.2. STATE PLANNING REQUIREMENTS

Caltrans provides guidelines for MPOs and RTPAs to develop their RTPs. The RTP Guidelines were updated in 2024 to ensure that RTPs continue to adhere to current State policies that were updated or developed since the 2017 RTP Guidelines. RTPAs are encouraged to consider the following when developing their RTPs:

1. Alignment with performance measurements and asset management.
2. Alignment with goals and policies for the State’s Climate Action Plan for Transportation Infrastructure (CAPTI).



3. Alignment with Complete Streets policies and practices.
4. Adaptation of the Regional Transportation System to climate change through use of modeling tools that predict climate change impacts. This includes integrated transportation and land use decision-making that can generate GHG emission reduction and increased carbon storage.

1.3.3. COORDINATION WITH OTHER PLANS AND STUDIES

During development of the 2025 RTP update, existing plans, documents, and studies addressing transportation in Calaveras County were reviewed to ensure the RTP's compliance with relevant planning documents in Calaveras County. These documents include but are not limited to the following:

- California Transportation Plan (2021)
- Calaveras County Active Transportation and Recreational Trails Plan (2025, *in progress*)
- Calaveras County Regional Transportation Plan (2021)
- Calaveras County General Plan Circulation Element (2019)
- Calaveras County Regional Bicycle, Pedestrian, and Safe Routes to Schools Plan (2015)
- San Andreas Pope Street and Safe Routes to School Gap Fill Plan (2020)
- Coordinated Human Services Public Transportation Plan (2024)
- Regional transportation plans from adjacent RTPAs and MPOs

1.3.4. COORDINATION WITH THE CALIFORNIA STATE WILDLIFE ACTION PLAN

The goals identified in the Policy Element (Section 3) of this Plan consider stressors identified in the State Wildlife Action Plan (SWAP), which identifies separate conservational provinces

broken into subzones, or ecoregions. Calaveras County crosses through the Central Valley and Sierra Nevada Province and the Cascade and Modoc Plateau Province. In the Central Valley and Sierra Nevada Province, Calaveras County is classified within the Sierra Nevada ecoregion; in the Cascade and Modoc Plateau Province, Calaveras County is classified within the Southern Cascades ecoregion. The SWAP identifies sensitive species, habitat stressors, and suggested conservation goals and actions for each of California's ecoregions. According to the SWAP, major stressors within Calaveras County are:

- Annual and perennial non-timber crops
- Climate change
- Fire and fire suppression
- Invasive plants/animals
- Livestock, farming, and ranching
- Logging and wood harvesting
- Renewable energy
- Utility and service lines

Excerpts from the SWAP related to stressors and sensitive species in Calaveras County are included in Appendix C.

1.3.5. CLIMATE CHANGE AND ENVIRONMENTAL QUALITY

Climate change has wide-ranging impacts on wildlife and habitats in Calaveras County, including higher-than-normal temperatures, altered hydrologic and rainfall patterns, and more frequent wildfires. Since vehicle emissions contribute to climate change, an increase in traffic would amplify these negative effects. However, as noted in the Action Element, this RTP does not propose projects that would significantly increase vehicle traffic or the associated GHG emissions in Calaveras County.

Global climate change is a significant issue closely connected



to transportation, and is driven by the release of GHGs like carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride into the atmosphere, which trap heat and raise temperatures near the Earth's surface. Motor vehicles are major contributors to carbon dioxide emissions and, consequently, to overall GHG emissions. In fact, the California Air Resources Board GHG emissions inventory for 2022 shows that transportation is the largest economic sector contributor to California's GHGs, responsible for approximately 39% of California's total GHG emissions. The long-term impacts of climate change include rising sea levels and a significant reduction in the Sierra snowpack. Although these effects may not be immediately noticeable, like smog, GHG emissions are a crucial air quality issue that must be addressed in regional transportation planning.

Rural RTPAs like the CCOG have a unique set of challenges, compared to agencies in urbanized areas, in reducing regional transportation-related GHG emissions. Lower land use densities, limited transit options, and higher vehicle miles traveled per household contribute to the hurdles that must be surmounted to reduce these emissions. More efficient vehicles and low-carbon fuels present the highest payoff for rural counties to reduce transportation-related carbon dioxide emissions. The Caltrans RTP Guidelines recommend that rural RTPAs also strive to incorporate strategies to reduce their GHG emissions during their planning processes.

RTPAs that are outside MPOs, such as the CCOG, are not required to comply with SB 375 or the resultant requirements to address regional GHG targets in their RTPs, which mandates addressing regional GHG targets and developing sustainable communities strategies in the RTP planning process.

1.3.6. TRANSPORTATION AND LAND USE INTEGRATION

The 2025 RTP update aligns with the Calaveras County General Plan Circulation Element, focusing on key factors that affect

daily life in the community. The General Plan's Circulation Element aims to establish a transportation system that is safe, dependable, accessible, cost-effective, and efficient, all while meeting socioeconomic and environmental needs within Calaveras County. The relationships between transportation and land use are extensively documented in transportation planning literature: Transportation infrastructure influences urban and rural development, and can have significant impacts on the natural environment, including air and water quality, climate change, habitats, wildlife, and the preservation of open spaces. Recognizing the interconnectedness between transportation and land use is essential for achieving the CCOG objectives and ensuring that this RTP update fosters impactful transportation initiatives and projects.

1.3.7. PARTICIPATION AND COORDINATION

This RTP is the result of a broad and collaborative planning process that involves many stakeholders: government agency representatives, Native American Tribal Governments, private businesses, advocacy groups, community-based organizations, and the public. Public and private entities help shape the RTP through their understanding of the County's needs related to transportation, as well as the local economy, public health, recreation, emergency operations, environmental quality, and other constraints and opportunities related to the transportation network. At the start of the RTP process, informational letters were sent to neighboring counties' transportation planning agencies and local Native American Tribal Governments to inform them of the planning process and to solicit input on regional transportation needs and potential projects. The California Valley Miwok Tribe sent back a letter stating that they had no comments. Throughout the development of the RTP, local stakeholder groups were provided information about the project via a project website, flyers, and email notifications. Using multiple outreach methods including digital and print surveys, a comment form on the project website, direct email communication, and collaborative in-person workshops,



stakeholders were invited to provide feedback and shape the RTP. A list of community and stakeholder events is represented in Table 1.1.

The following list represents a portion of the stakeholders involved in the planning process. All stakeholders in Appendix A were invited to participate throughout the planning process. For the full stakeholder list, see **Appendix A**.

- Bret Harte Unified School District
- Calaveras Big Trees State Park
- Caltrans County Board of Supervisors
- Calaveras County Chamber of Commerce
- Calaveras County Economic Development agency
- Calaveras County Environmental Management Agency
- Calaveras County Fire Department
- Calaveras Historical Society
- Calaveras County Library
- Calaveras County Office of Education
- Calaveras County Office of Emergency Services
- Calaveras County Planning Department
- Calaveras County Public Works
- Calaveras County Recreation Agency
- Calaveras County Sheriff’s Office
- Calaveras County Water District
- Caltrans District 10
- California Department of Fish and Wildlife
- California Highway Patrol
- City of Angels Camp
- Pacific Gas and Electric
- Town of Arnold

- Town of Murphys
- Town of San Andreas
- Union Pacific Railroad

Table 1.1: Community Outreach Schedule

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



1.3.8. COORDINATION WITH NATIVE AMERICAN TRIBAL GOVERNMENTS

Thorough coordination with local Tribal entities is critical to ensure that the RTP is a collaborative document that reflects the needs of Tribal communities. As required by the California RTP Guidelines (2024), federally recognized Native American Tribal Governments are involved in the development of the RTP (see Figure 1.1). The RTP project team coordinated with the California Valley Miwok Tribe, which is included under the Native American Heritage Commission's list of Tribes in Calaveras County. The Tribe was sent a coordination letter at the beginning of the RTP process and was solicited for input on transportation projects. The California Valley Miwok Tribe sent back a letter stating that they had no comments. Tribal leaders were included in all stakeholder meeting announcements, CCOG agenda distributions, community meetings, and were also able to provide input through project communication materials such as email blasts, website comment submittals, and the project questionnaire. No comments were submitted on behalf of the Tribe.

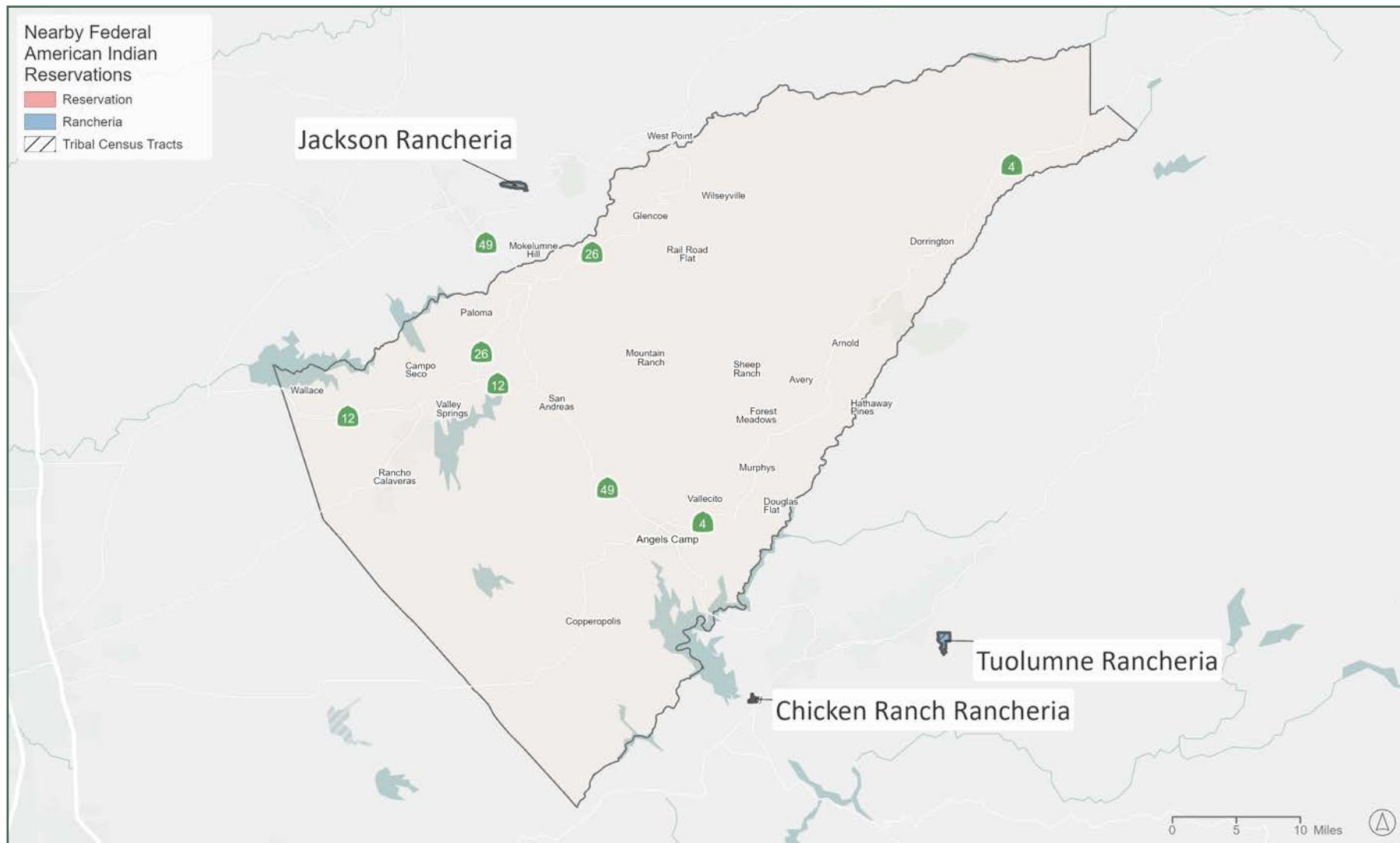


FIGURE 1.1: TRIBAL TERRITORIES AROUND CALAVERAS COUNTY

2. EXISTING CONDITIONS

2.1. SETTING

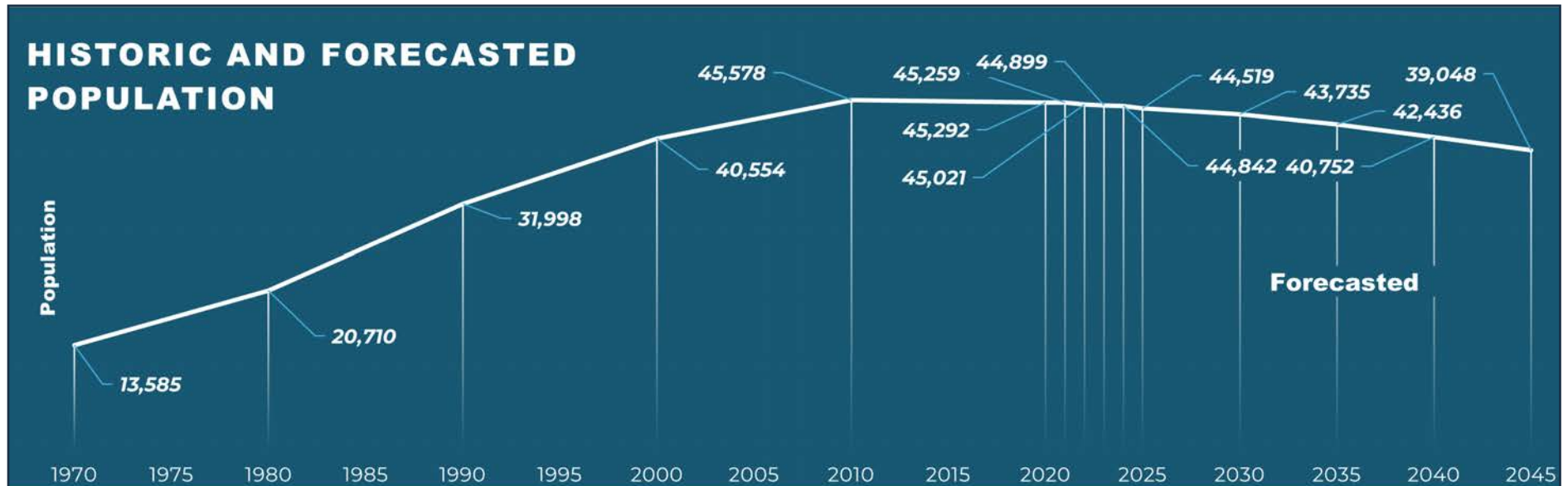
Calaveras County is situated in north central California, bordered by Amador County to the north, Alpine County to the east, Tuolumne County to the south, and Stanislaus and San Joaquin counties to the west. Located within the western foothills of the Sierra Nevada Mountain range, the County is approximately 133 miles east of San Francisco and 85 miles southeast of Sacramento. The County covers about 1,100 square miles and varies in elevation from 200 feet in the west to 8,000 feet in the east. San Andreas serves as the County seat, and the only incorporated city is Angels Camp, also known as the City of Angels. Census-designated communities in the County include Arnold, Avery, Copperopolis, Dornington, Mokelumne Hill, Murphys, Tamarack, Vallecito, Valley Springs, and West Point. State Route 49 (SR 49) is the main north-south roadway, connecting Calaveras to Amador and Tuolumne counties, while SRs 26 and 4 run east-west through the northern and southern parts of the county, respectively. (See Figure 2.2.)

2.2. POPULATION TRENDS

2.2.1. HISTORIC POPULATION

As illustrated in Figure 2.2, the total population was trending upward until it hit a peak in 2010, and has trended downward since with a projection of 40,000 by 2045.

Figure 2.1: Historic and Existing Population



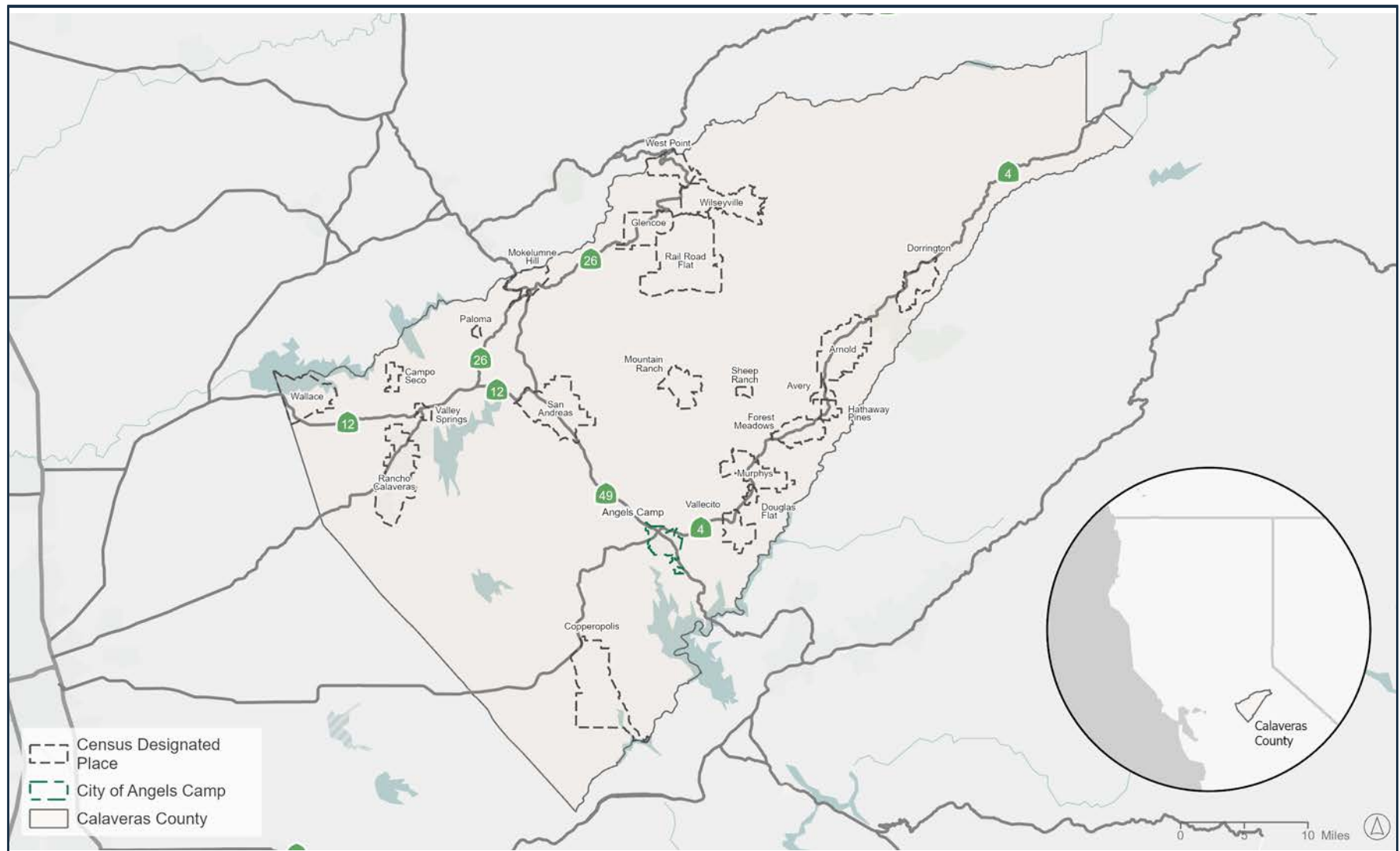


FIGURE 2.2: MAP OF CALAVERAS COUNTY



2.3. DEMOGRAPHICS

2.3.1. AGE OF POPULATION

The total population in Calaveras County was 45,995 as of 2023. Slightly more than half (51%) of the population is aged 35 to 74 years, with approximately 30% of the County population from the age of 35 to 59, and approximately 26% from the age of 60 to 74. The County’s youth, who are shown in Table 2.1 as 19 and younger, account for approximately 18% of the population, with 14% of the population between ages 5-19, and 4% under the age of five. Residents aged 20-34 account for 13% of the population and ages 75 and older account for 11%.

Table 2.1: Existing Age of Population

Population Per Recent Community Survey							
County	Total Population	Under 5 Years Old	5-19 Years Old	20-34 Years Old	35-59 Years Old	60-74 Years Old	75 Years or Older
Calaveras County	45,995	1,850	6,608	6,082	14,107	12,118	5,230

Source: 2023 American Community Survey 5-Year Estimates

2.3.2. DEMOGRAPHICS

More than three-quarters of the County population are White, according to the 2023 American Community (ACS) Survey 5-Year Estimates; the next largest category is Hispanic or Latino, at just over 10%. Black/African American, American Indian/Alaska Native, Asian, Native Hawaiian/Other Pacific Islander, and other races account for about 4% of the county population. Approximately 6% of the population identifies as two or more races. (See Table 2.2).

Table 2.2: Race and Ethnicity in Calaveras County

Race and Ethnicity		
Race/Ethnicity	Count	Percent
White	34,668	76.5%
Black or African American	334	0.7%
American Indian and Alaska Native	497	1.1%
Identifies as Two or More Races	2,879	6.4%
Asian	706	1.6%
Native Hawaiian and Other Pacific Islander	75	0.2%
Hispanic or Latino	5,865	12.9%
Some Other Race	268	0.6%
Total County Population	45,292	100.0%

Source: 2023 American Community Survey 5-Year Estimates



2.4. SOCIOECONOMIC CONDITIONS

2.4.1. INCOME AND POVERTY

According to the 2023 ACS 5-Year Estimates (see Table 2.3 and Table 2.4), the median household income (MHI) in Calaveras County is \$79,877, which continues to be lower than California’s MHI by a significant amount. The poverty rate of 13.4% in Calaveras County is higher than the State poverty rate of 12.0%.

Table 2.3: Median Household Income

Median Household Income		
Year	Calaveras County	California
2010	\$54,971	\$57,708
2011	\$55,256	\$57,287
2012	\$54,686	\$58,328
2013	\$55,295	\$60,190
2014	\$54,936	\$61,933
2015	\$53,233	\$64,500
2016	\$53,502	\$67,739
2017	\$54,800	\$71,805
2018	\$58,151	\$75,277
2019	\$63,158	\$80,440
2020	\$67,054	\$78,672
2021	\$70,119	\$84,907
2022	\$77,526	\$91,551
2023	\$79,877	\$95,521

Source: 2023 American Community Survey 5-Year Estimates

Table 2.4: Poverty Level

Poverty Rates		
Year	Calaveras County	California
2010	5.6%	15.8%
2011	5.4%	16.6%
2012	6.9%	17.0%
2013	6.2%	16.8%
2014	7.3%	16.4%
2015	7.8%	15.4%
2016	8.0%	14.4%
2017	8.6%	13.3%
2018	7.8%	12.8%
2019	7.4%	13.4%
2020	7.2%	12.6%
2021	9.8%	12.3%
2022	8.2%	12.1%
2023	13.4%	12.0%

Source: 2023 American Community Survey 1-Year Estimates



2.4.2. MAJOR EMPLOYERS

Major employers in Calaveras County are listed in Table 2.5. The preponderance of the top major employers in Calaveras County are in eldercare, government, schools, and retail/tourism. Considering the size of the County and the existing age of the population (Table 2.5) that these are the major employers makes sense in the context of the demographics: Government offices are often major employers in areas with smaller populations, residents are aging in place, and Calaveras County is a destination for tourism and recreation.

Table 2.5: Major Employers

Major Employers		
Employer Name	Location	Industry
Avalon Training Ctr	San Andreas	Nursing & Convalescent Homes
Bear Valley Mountain Resort	Bear Valley	Skiing Centers & Resorts
Big Trees Market	Arnold	Grocers, Retail
Bret Harte High School	Angels Camp	Schools
Calaveras County Behavioral	San Andreas	Government Offices, County
Calaveras County Human Svc	San Andreas	Government Offices, County
Calaveras County Sheriff	San Andreas	Government Offices, County
Calaveras County Surveyor	San Andreas	Government Offices, County
Calaveras High School	San Andreas	Schools
Calaveras Lumber	Angels Camp	Gift Shops
Calaveras Public Works Dept	San Andreas	Government Offices-County

Major Employers (Continued)

Employer Name	Location	Industry
Calaveras Telephone Co	Copperopolis	Telecommunications Contractors
California Pavement Mntnc Co	Murphys	Pavement Marking
Foothill Village Senior Living	Angels Camp	Retirement Communities & Homes
Forestry & Fire Protection	San Andreas	State Government, Land/Mineral/Wildlife/Forest
Greenhorn Creek Resort	Angels Camp	Clubs
Ironstone Vineyards	Murphys	Vineyards
Mar-Val Food Stores	Valley Springs	Grocers, Retail
Mark Twain Medical Ctr	San Andreas	Hospitals
Native Daughters-Golden West	Murphys	Fraternal Organizations
Rite-Passage-Sierra Ridge Acad	San Andreas	Residential Care Homes
UPS Customer Ctr	Angels Camp	Mailing & Shipping Services
Vallecito Union Elementary School District	Avery	Schools
Worldmark Angels Camp	Angels Camp	Resorts

Source: California EDD Labor Market Information, March 2023



2.4.3. EMPLOYMENT CHARACTERISTICS

The labor force participation rate for Calaveras County, at just under 50%, is less than that of the State and less than the national rate (see Table 2.6). The unemployment rate of just under 6% is higher than that of the State (5.5%) and of the U.S. (4.3%). The population that is able to work (39,432) in Calaveras County is much smaller than that of the State and the U.S. This can, in turn, affect the labor force participation rate and unemployment rate.

Table 2.6: Employment Characteristics

Employment Characteristics			
Geographic Area	Population 16 Years and Over	Labor Force Participation Rate	Unemployment Rate
Calaveras County	39,432	48.4%	5.9%
California	31,584,340	64.3%	5.5%
United States	271,122,729	63.8%	4.3%

Source: 2023 American Community Survey 5-Year Estimates

2.4.4. EDUCATIONAL ATTAINMENT

The educational attainment levels in Calaveras County are generally lower than in the State of California. According to the 2023 ACS 1-Year Estimates, in Calaveras County, a third of residents (32.9%) who are 25 years of age and older have earned a bachelor’s degree, an associate’s degree, or a graduate or professional degree; in the State of California, at 45.3%, attainment of bachelor’s, associate’s, or graduate or professional degrees for a comparable population significantly outpaces Calaveras (see Table 2.7).

Table 2.7: Education Attainment 25 Years and Over

Educational Attainment 25 Years and Over				
Education Level	Calaveras County		California	
	Count	Percent	Count	Percent
Less than 9th grade	429	1.2%	2,341,160	8.7%
9th to 12th grade, no diploma	1,946	5.5%	1,753,074	6.5%
High school graduate/ equivalent	11,387	31.9%	5,505,182	20.4%
Some college, no degree	10,176	28.5%	5,142,978	19.1%
Associate’s degree	3,837	10.7%	2,116,930	7.8%
Bachelor’s degree	5,242	14.7%	6,137,666	22.8%
Graduate or professional degree	2,677	7.5%	3,972,659	14.7%
Total Persons Age 25 and Over	35,694	100%	26,969,649	100%

Source: 2023 American Community Survey 1-Year Estimates



2.5. DISADVANTAGED COMMUNITIES

According to the 2024 RTP Guidelines, disadvantaged communities (DACs) are those that are currently experiencing or have experienced historic detriment due to income, race, ethnicity, language, residency status, environment, education, or other indicators of social status. Today in California, the DAC categorization is being used by State, regional, and some local agencies to allocate funding.

SB 535 (De Leon, Chapter 830, Statutes of 2012) added Section 39711 of the Health and Safety Code which specifies that disadvantaged communities are identified based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:

- Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation
- Areas with concentrations of people that have low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment

Three very commonly referenced DAC metrics are MHI, the Healthy Places Index (HPI), and free and reduced-price meals.

Median Household Income: MHI is a common metric used to determine the designation of a community as “disadvantaged.” Calaveras County has an MHI of \$79,877, which is 83.6% of the State MHI; therefore, the County does not qualify as a DAC under State guidelines, as its MHI is more than 80% of the state’s MHI. While the County does not qualify as a DAC, certain communities (census tracts) are below 80% of the state’s MHI, such as Census Tracts 1.21, 1.22, 3.01, 3.02, 4, and 5.01 (See Table 2.8). A Census Tract Map is located on page 20 for reference.

Healthy Places Index: The Public Health Alliance of Southern California’s HPI project is a powerful and easy-to-use statewide data and policy platform created to advance health equity through open and accessible data. Evidence-based and peer-reviewed, the HPI supports efforts to prioritize equitable community investments, develop critical programs and policies across the state, and much more. Neighborhood-by-neighborhood, the HPI maps data on social conditions that drive health, such as education, job opportunities, clean air and water, and other indicators that are positively associated with life expectancy at birth. Community leaders, policymakers, academics, and other stakeholders use the HPI to compare the health and well-being of communities, identify health inequities, and quantify the factors that shape health. Census tracts 3 and 4 in Calaveras County fall in the bottom quartile for overall healthy conditions, with HPI scores of less than 25. An HPI score of 25 means that 75% of California census tracts have healthier conditions. A DAC may be further understood or measured through individual health metrics measured by the HPI, such as tree canopy coverage, access to a vehicle, and various air quality metrics. Depending on the funding source or grant program, some projects seeking funding may utilize different metrics within the overall HPI score to make a case for the existence of a DAC in the area of the project (See Table 2.9).

Free and Reduced-Price Meals: Free and reduced-price meals is a common metric used when determining DAC status. This tool examines the percentage of students who qualify for either free or reduced-price meals through their school lunch program. Three schools (Calaveras River Academy, LEAP, and Oakendell Community) qualify as DACs through this tool, as 75% or more of public school students at these schools are eligible for free or reduced-price lunches. (See Table 2.10).



Table 2.8: Disadvantaged Communities - Median Household Income (MHI)

Disadvantaged Communities - Median Household Income (MHI)		
Geographic Area	MHI	% CA MHI
Calaveras County	\$79,877	83.6%
Census Tract 1.21	\$67,122	70.3%
Census Tract 1.22	\$68,431	71.6%
Census Tract 1.23	\$109,802	115.0%
Census Tract 1.24	\$88,500	92.6%
Census Tract 2.2	\$84,512	88.5%
Census Tract 2.21	\$84,854	88.8%
Census Tract 2.22	\$95,754	100.2%
Census Tract 3.01	\$63,092	66.1%
Census Tract 3.02	\$61,328	64.2%
Census Tract 4	\$68,909	72.1%
Census Tract 5.01	\$74,551	78.0%
Census Tract 5.04	\$134,276	140.6%
Census Tract 5.05	\$97,794	102.4%
Census Tract 5.06	\$80,375	84.1%

Source: 2023 American Community Survey 5-Year Estimates

Table 2.9: Disadvantaged Communities - Healthy Places Index

Disadvantaged Communities - Healthy Places Index (HPI)	
Census Tract	HPI Score
1.20	46.5
1.21	52.5
1.22	47.1
2.10	47.1
2.20	51.6
3	18.4
4	14.3
5.01	43.6

A community qualifies as disadvantaged if its census tract is in the 25th percentile, or lower.

Source: California Healthy Places Index 2024

Table 2.10: Disadvantaged Communities – Free or Reduced-Price Meal Eligibility

Disadvantaged Communities - Free or Reduced-Price Meal Eligibility				
District Name	School Name	Enrollment (K-12)	Free/Reduced Eligible (Count)	Free/Reduced Eligible (%)
Calaveras County Office of Education	Calaveras River Academy	15	13	87%
	Mountain Oaks	398	226	57%
	Calaveras County Special Education (SELPA)	14	3	21%
	Oakendell Community	11	11	100%



Disadvantaged Communities - Free or Reduced-Price Meal Eligibility (Continued)				
District Name	School Name	Enrollment (K-12)	Free/Reduced Eligible (Count)	Free/Reduced Eligible (%)
Bret Harte Union High	Nonpublic, Nonsectarian Schools	5	1	20%
	Vallecito Continuation High	56	30	54%
	Bret Harte Union High	566	278	49%
Calaveras Unified	Nonpublic, Nonsectarian Schools	16	7	44%
	Gold Strike High	30	14	47%
	Calaveras Unified Alternative-Sierra Hills Education Center	108	63	58%
	Calaveras High	749	288	38%
	Mokelumne Hill Elementary	163	85	52%
	San Andreas Elementary	326	206	63%
	Valley Springs Elementary	397	176	44%
	West Point Elementary	120	71	59%
	Toyon Middle	506	213	42%
	Jenny Lind Elementary	431	172	40%
Mark Twain Union Elementary	Nonpublic, Nonsectarian Schools	4	2	50%
	Learners, Empowered Academic Progress (LEAP)	13	10	77%
	Copperopolis Elementary	198	100	51%
	Mark Twain Elementary	552	352	64%
Vallecito Union	Hazel Fischer Elementary	180	88	49%
	Albert A. Michelson Elementary	210	98	47%
	Avery Middle	190	139	73%
A disadvantaged community is one in which 75% or more of public school students are eligible for free or reduced-price meals.				
Source: California Department of Education Student Poverty FRPM Data 2024				

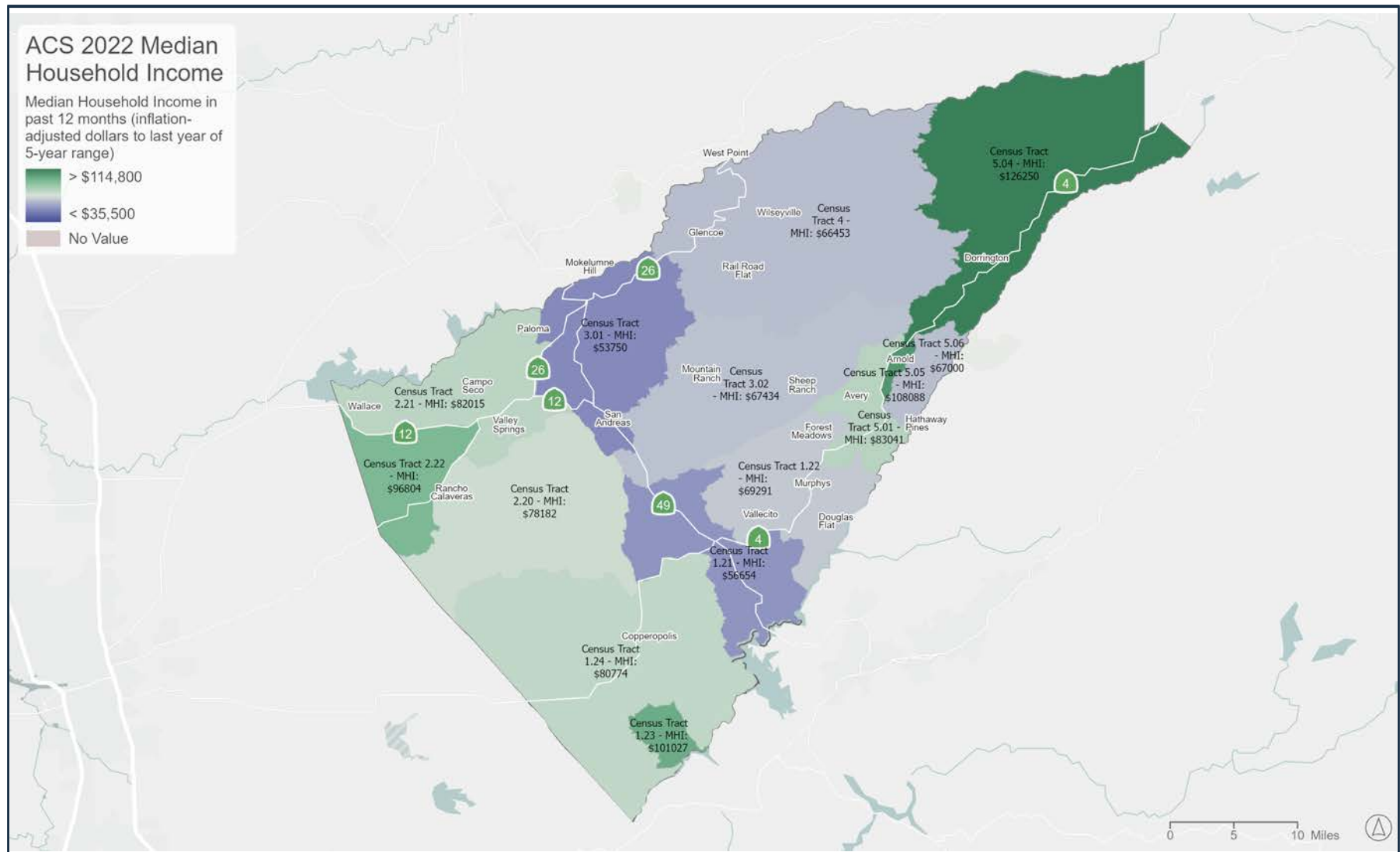


FIGURE 2.3: MEDIAN HOUSEHOLD INCOME MAP



2.6. HOUSING

2.6.1. HOUSING TENURE CHARACTERISTICS

Owner-occupied units make up almost 55% of all housing units in Calaveras County, a higher percentage than the State but less than the U.S. as a whole (59%). The proportion of renter-occupied units (10.1%) in Calaveras County is about one-quarter of the State's proportional share, and about one-third of the U.S. rate. Vacant units comprise 35.1% of all units in the County, a significantly larger proportion than the vacancy rate in the State (7.2%) and the U.S. (9.6%) (see Table 2.11). This is due to “seasonal, recreational, or occasional use” as explained in the Calaveras County Housing Element 2019-2027. As this is a significant statistic, the County’s Housing Element proposes completing a vacation home rental study that will assess how such rentals impact local workforce housing and the housing market, and propose ideas to mitigate the impacts.

Table 2.11: Housing Tenure Characteristics

Housing Characteristics							
Place	Total Housing Units	Owner-Occupied		Renter-Occupied		Vacant Units	
		Count	Percent	Count	Percent	Count	Percent
Calaveras County	27,579	15,099	54.7%	2,798	10.1%	9,682	35.1%
California	14,762,527	7,658,458	51.9%	6,041,358	40.9%	1,062,711	7.2%
United States	145,333,462	85,685,869	59.0%	45,646,491	31.4%	14,001,102	9.6%

Source: 2023 American Community Survey 5-Year Estimates

2.6.2. HOME VALUE

The Calaveras County median home value of \$441,800 is significantly lower than the State’s median home value of \$695,400. Additionally, the MHI as a percentage of the home value is higher in the County, at 18.1%, than for the State, at 13.7%. (See Table 2.12.)

Table 2.12: Median Home Value

Median Home Value			
Geographic Area	Median Home Value	Median Household Income	Median Household Income as % of Home Value
Calaveras County	\$441,800	\$79,877	18.1%
California	\$695,400	\$95,521	13.7%

Source: 2023 American Community Survey 5-Year Estimates



2.7. TRANSPORTATION

The regional roadway network in Calaveras County includes 1,260 miles of streets, roads, and highways. This network consists of both paved and unpaved roads managed by various agencies. The County is served by four State Highways: SR 49, which runs north-south, and SRs 4, 12, and 26, which run east-west. SR 49 and the western portion of SR 4 are classified as principal arterials. These highways connect the communities within Calaveras County to each other and to larger urban areas in the Central Valley. To protect the scenic, historical, and recreational resources in the County, a 58-mile section of SR 4 and SR 89 was designated as the Ebbetts Pass National Scenic Byway by the U.S. Department of Transportation in 1971. Additionally, other sections of both SR 4 and SR 49 are recognized by Caltrans as “Eligible State Scenic Highways.” The county can receive the designation by becoming officially designated through a process in which the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a State Scenic Highway by the Caltrans director. In addition to State and County roads, several paved and unpaved roads are managed by the National Park Service, the US Forest Service, the Army Corps of Engineers, California State Parks, the Bureau of Indian Affairs, and the Bureau of Land Management.

2.7.1. VEHICLE OWNERSHIP

Table 2.13 illustrates vehicle ownership for occupied housing units in Calaveras County, California, and the United States. Calaveras County residents own more cars on average and have a higher rate of vehicle ownership overall when compared with the State and the U.S. Very few households (2.2%) in Calaveras County own zero cars and there is a significantly higher-than-average vehicle ownership rate for occupied housing units with three or more cars.

Table 2.13: Vehicle Ownership for Occupied Housing Units

Vehicle Ownership for Occupied Housing Units			
Vehicles Available	Calaveras County	California	United States
0	2.2%	7.3%	8.4%
1	17.9%	31.1%	33.3%
2	43.9%	36.1%	36.5%
3+	36.0%	25.5%	21.7%

Source: 2023 American Community Survey 5-Year Estimates

2.7.2. MODE SHARE

According to 2023 ACS 5-Year Estimates for Commuting (Journey to Work), the top three mode share categories in Calaveras County are “drove alone,” “worked from home,” and “carpool,” paralleling trends in the U.S. and California (see Table 2.14 and Figure 2.4). Nearly three-quarters of Calaveras County commuters drove alone, at higher rates than for the State (nearly two-thirds) and the U.S. (approximately 70%). “Worked from home” accounted for the second-highest commute mode share in the County and was slightly less than the statewide and nationwide proportions of residents who worked from home. At almost 10%, rates of carpooling in the County are similar to the State and slightly higher than the U.S. as a whole.

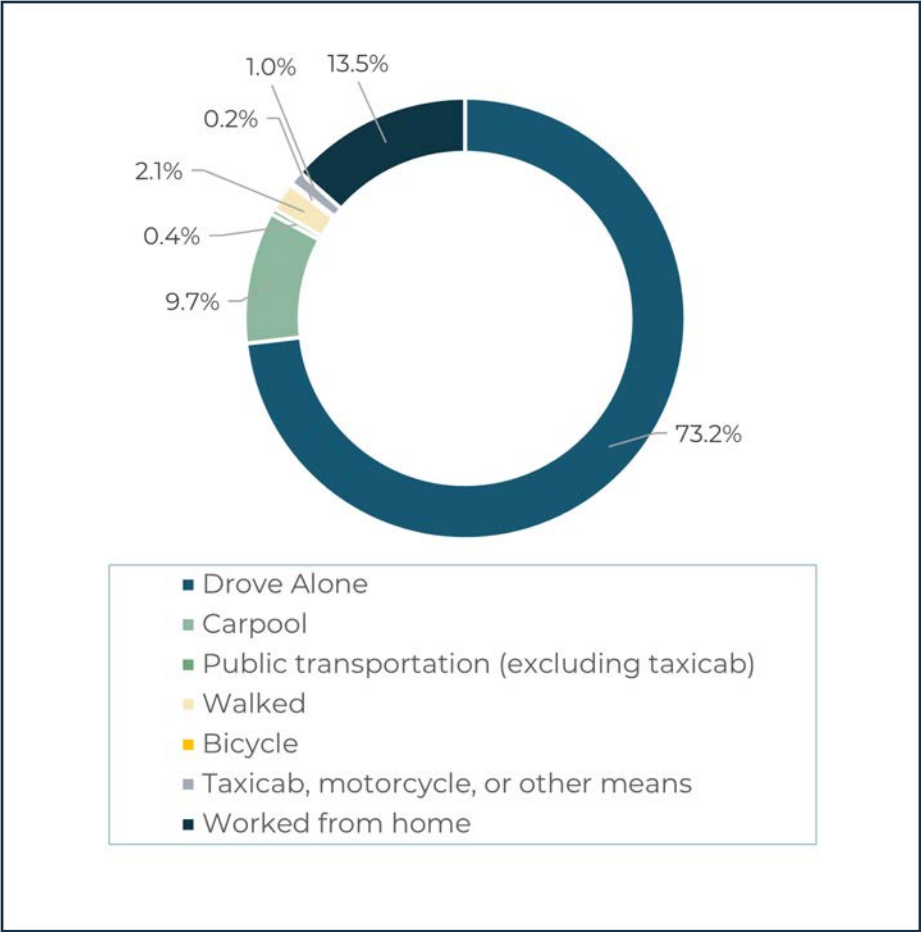


Table 2.14: Commuter Mode Share

Commuter Mode Share			
Mode of Travel	Calaveras County	California	United States
Drove Alone	73.2%	65.5%	68.7%
Carpool	9.7%	9.8%	8.6%
Public transportation (excluding taxicab)	0.4%	2.7%	3.1%
Walked	2.1%	2.4%	2.4%
Bicycle	0.2%	0.7%	0.5%
Taxicab, motorcycle, or other means	1.0%	1.7%	1.5%
Worked from home	13.5%	17.2%	15.2%

Source: 2022 American Community Survey 5-year Estimates

Figure 2.4: Commuter Mode Share





2.7.3. COMMUTING PATTERNS

For commuting trips originating in Calaveras County, the top six destination counties (including within Calaveras) are illustrated by number of commutes in Table 2.15. Destinations that fall outside of the top six counties are aggregated in the “Other Counties” column. Aside from the aggregate of “Other Counties,” commuting that originates and remains within Calaveras County accounts for the highest number of commuters in the County. Of the top six destinations, San Joaquin is the highest out-of-county destination and Sacramento is the second-highest. Due to the nature of the Longitudinal Employer Household Dynamics data, the “Destination” column for Calaveras County is blank, other than trips that begin and end in Calaveras. This is because Calaveras is not a top-six travel destination of the other counties, other than Calaveras itself.

Table 2.15: Commuting Patterns

Commuting Patterns								
		Destination						
		Calaveras County	San Joaquin County	Sacramento County	Alameda County	Santa Clara County	Stanislaus County	Other Counties
Origin	Calaveras County	4,756	2,429	2,015	1,696	1,367	1,102	9,740
	San Joaquin County	-	139,893	19,467	38,385	20,958	16,937	67,915
	Sacramento County	-	19,391	399,976	20,659	17,989	-	204,675
	Alameda County	-	9,358	12,696	329,818	113,199	-	290,947
	Santa Clara County	-	9,358	12,696	329,818	604,856	-	290,947
	Stanislaus County	-	24,246	7,007	15,608	11,293	110,694	46,495

Source: 2021 Longitudinal Employer-Household Dynamics

2.7.4. AIR QUALITY

Air quality is a key factor in the planning and assessment of transportation systems. Both State and federal laws impose strict regulations regarding the effects of transportation projects on air quality. The California Air Resources Board (CARB) organized the State into 15 “air basins” and establishes air quality standards for each; air quality is managed and monitored on a regional basis. Calaveras County is part of the Mountain Counties Air Basin, with air quality overseen by the Northern Sierra Air Quality Management District.

Air quality standards are set at the state and federal level through the California Ambient Air Quality Standards and National Ambient Air Quality Standards. CARB is the lead agency in California for climate programs and oversees all air pollution control efforts to maintain air quality standards. CARB sets State area designations for 10 criteria pollutants: ozone, suspended particulate matter (PM₁₀), fine suspended particulate matter (PM_{2.5}), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide, and visibility reducing particles; the U.S. EPA sets federal area designations for six criteria pollutants: ozone,



PM10, PM2.5, carbon monoxide, nitrogen dioxide, and sulfur dioxide.

In June 2005, Calaveras County was designated as a non-attainment area for air quality under the new federal 8-hour ozone standard. CCOG hired a consultant to monitor and participate in the process of coordinating with Caltrans and other governmental agencies to determine the implications of this new designation. According to the CCOG Overall Work Program Fiscal Year 2024-2025, Calaveras County exceeded the State hourly ozone standard (0.09 ppm or 180 $\mu\text{g}/\text{m}^3$). Calaveras County is also in non-attainment (in San Andreas) for the new federal 8-hour ozone standard (0.08 ppm or 157 $\mu\text{g}/\text{m}^3$) and the State 8-hour ozone standard (0.07 ppm or 137 $\mu\text{g}/\text{m}^3$). According to the Calaveras County RTP 2021 Mitigated Negative Declaration, PM10 in the County arises from sources including dust, vehicle emissions, heating, and natural sources such as conifers. These particles, which include organic sulfate and nitrate aerosols formed from hydrocarbons, chloride, sulfur oxides, and nitrogen oxides, can reduce visibility and pose health risks by causing respiratory issues. Major contributors to PM10 pollution in the county include wood stoves, open and controlled burns, wind-blown dust from unpaved roads, and agricultural activities. Ozone levels are primarily influenced by pollution from the San Joaquin Valley, which is carried eastward by prevailing winds. Consequently, air pollution issues in the region are not primarily due to local transportation sources.

As an isolated rural non-attainment area, Calaveras County is not required to conduct a transportation conformity analysis in its RTP. However, project-level conformity determinations are necessary when non-exempt federal transportation projects require approval.

Global climate change, closely linked to transportation, is a critical air quality issue driven by the release of GHGs such as carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, which trap heat and raise temperatures near the Earth's surface. Motor vehicles

are significant contributors to carbon dioxide emissions, and according to the CARB GHG Inventory for 2022, transportation accounts for about 39% of California's total GHG emissions. The long-term effects of climate change include extreme droughts and wildfires, rising sea levels, and a substantial reduction in the Sierra snowpack. Although climate change's impacts are not immediately visible, as they are with smog. for example, GHG emissions remain a critical air quality issue that must be addressed in regional transportation planning. This RTP incorporates policies and improvement projects aimed at reducing GHG emissions.

2.8. STREETS AND ROADS

Streets and roads are the primary means of local and through-travel in the region, and are essential for mobility, goods movement, public transit, pedestrians, and cyclists as well as airport ground access. In this report, the term roadways includes highways, streets, and unpaved roads.

2.8.1. CURRENT SYSTEM

Table 2.16 includes lane miles by jurisdiction. The Calaveras County road network consists of almost 1,300 lane miles. Calaveras County maintains nearly three-quarters of the lane miles in the County, with 935 lane miles under its jurisdiction. The U.S. Forest Services maintains approximately 160 lane miles, accounting for second-highest number of lane miles, with the State as a close third, maintaining nearly 150 lane miles. Angels Camp, the only incorporated city in Calaveras County (also known as City of Angels), maintains 29 lane miles, or about 2% of all County lane miles.



Table 2.16: Roadway Mileage and Jurisdiction

Roadway Mileage and Jurisdiction		
Jurisdiction	Lane Miles	% Total Miles
Angels Camp	29.14	2.3%
Calaveras County	935.47	72.3%
Corps of Engineers	4.57	0.4%
State Highways	149.71	11.6%
U.S. Bureau of Land Management	8.77	0.7%
U.S. Bureau of Reclamation	6.31	0.5%
U.S. Forest Service	159.09	12.3%
Total	1293.06	100%

Source: 2022 California Public Road Data

2.8.2. ROADWAY CLASSIFICATIONS

The main roadway network in Calaveras County consists of streets and highways that are two-lane roads with varying widths based on their functional classification and usage (see Table 2.17, and Figure 2.5 for a map). The major classifications of roadways are as follows:

Arterials

These roads facilitate moderate-length trips between communities, allowing through-traffic to move at relatively high speeds with minimal interruptions from access points. In Calaveras County, SRs 12 and 26 are all designated as minor arterials and account for just over 100 miles.

Collectors

These roads connect local roads to arterials and serve larger towns not directly linked to the arterial system, facilitating traffic flow from one community to another. Major collectors are typically longer roads with higher speed limits. Examples in the County include Murphys Grade Road, Parrotts Ferry Road,

and O’Byrnes Ferry Road. These roads move traffic from areas like residential zones or commercial centers to major collectors or minor arterials. Copper Cove Drive, Ospital Road, and Moran Road are examples of minor collectors. Of the nearly 1,300 road miles in the County, these major and minor collectors account for 183.75 miles and 135.99 miles, respectively.

Local Roads

These roads are intended for shorter trips, providing access to specific properties or adjacent lands. They encompass all roads not classified as the categories previously described. Local roads make up close to two-thirds of road miles by functional classification.

Table 2.17: Road Mileage by Functional Classification

Road Mileage by Functional Classification				
Total Maintained	Minor Arterial	Major Collector	Minor Collector	Local Road
1293.05	102.23	183.75	135.99	822.42

Source: California Public Road Data 2022

Includes all jurisdictions/roads within Calaveras County

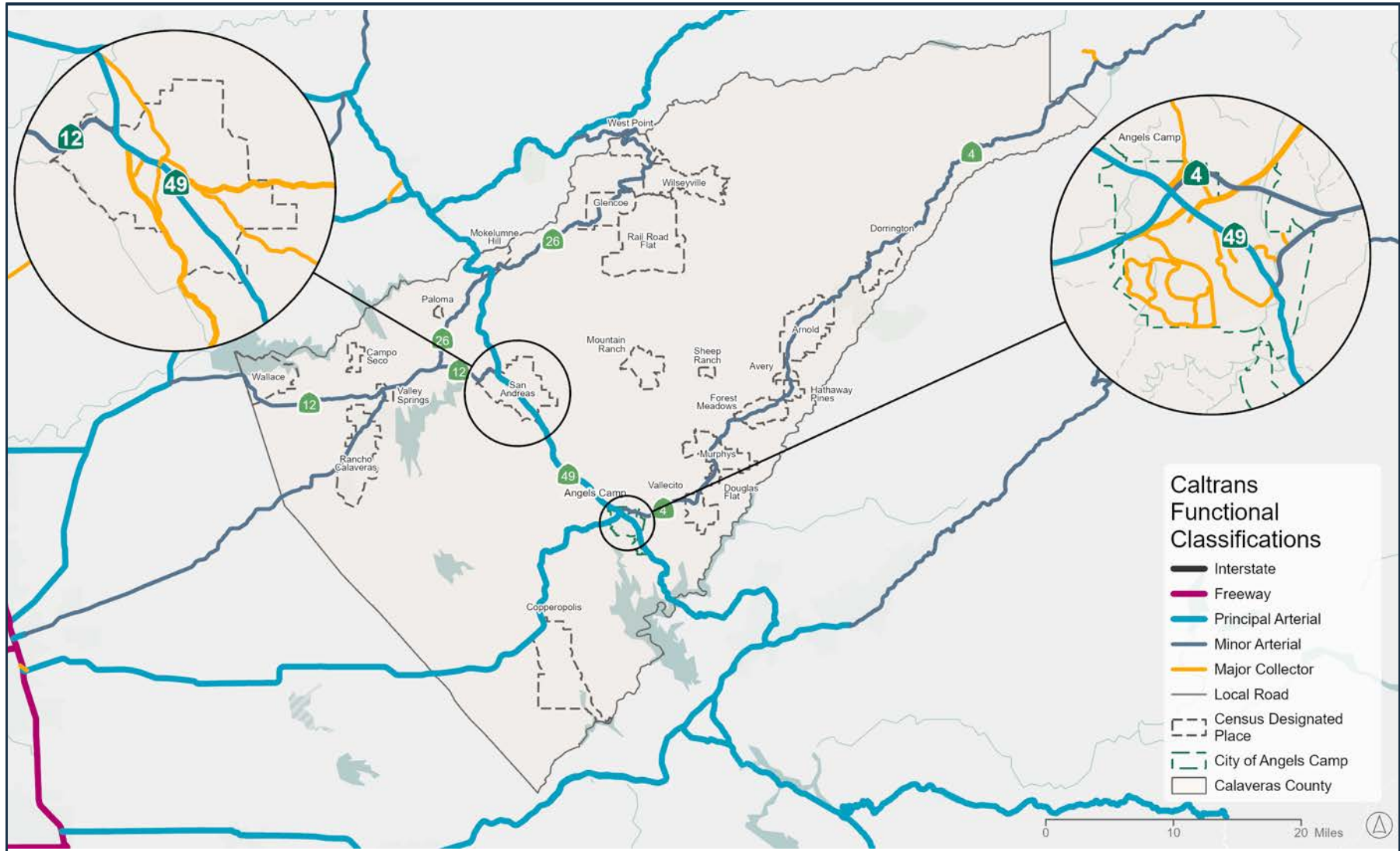


FIGURE 2.5: MAP OF ROADWAY CLASSIFICATIONS



2.8.3. PAVEMENT CONDITIONS

The Pavement Conditions Index, or PCI, is a numerical rating system used to evaluate the general condition of pavement on a roadway. Roads are rated on a scale of 100 to 0, with 100 being the “best” and 0 being the “worst.” Table 2.18 shows the roadway PCI of County roads as recently as 2020, and the associated level of necessary maintenance to achieve good-to-excellent roadway conditions. As pavement conditions worsen, the cost of maintenance grows at an exponential rate.

The 2023 California Statewide Local Streets and Roads Needs Assessment which covers the period between 2008-2020 reported the 2020 Pavement Condition Index in Calaveras County at 52. This puts the County in the “at-risk” category with a 2% change from the previous index in 2018 of 50 which put the County in the poor category, showing slight improvement in the pavement conditions. Previous years placed the County in the at-risk category with a score of 51 (see Table 2.18).

Table 2.18: Pavement Condition Index (PCI)

Pavement Condition Index (PCI)						
Agency	2012 PCI	2014 PCI	2016 PCI	2018 PCI	2020 PCI	Change
Calaveras County	51	51	51	50	52	1.96%
Legend	Good to Excellent (71-100)	At Risk (51-70)	Poor (25-50)	Failed (0-25)		

Source: California Statewide Local Streets and Roads Needs Assessment

2.8.4. BRIDGES

The California Statewide Local Streets and Roads Needs Assessment includes the California Local Bridge Needs Assessment Report, which inventories California’s bridges and the cost of repair for each County.

There are 69 bridges within Calaveras County and incorporated cities. A rating is assigned to each bridge: Bridges with values from 50 to 80 are considered eligible for rehabilitation, and bridges with ratings under 50 are considered structurally deficient or functionally obsolete and require replacement.

The sufficiency rating is a percentage, where 100% represents an entirely sufficient bridge, and 0% indicates an entirely insufficient or deficient bridge. Sufficiency rating is essentially an overall assessment of a bridge’s fitness for the duty it performs. A low sufficiency rating may be due to structural defects, narrow lanes, low vertical clearance, or any of many possible concerns. The average sufficiency rating for the County is 70, which is relatively high. However, the average has decreased from 76 in 2012 to 70 in 2020 indicating an overall downward trend in the sufficiency rating. One-quarter of the County’s bridges (17 of the 69) received a sufficiency rating less than or equal to 50, the lower sufficiency rating range. According to the California Local Bridge Needs Assessment Report, total bridge needs, or the estimated cost for all repairs and upkeep in the County are \$70 million. (See Table 2.19.)

Many rural bridges provide the only access to homes and communities, and if a bridge collapses, access to help may be limited or unavailable. In other cases, detours may be necessary. Maintaining bridges to efficiently transport people, goods, and services is an essential component of the transportation system.



Table 2.19: Bridge Sufficiency Rating

Bridge Sufficiency Rating					
	2012	2014	2016	2018	2020
Number of Bridges	67	67	68	68	69
Average SR	76	76	73	73	70
Structures with Sufficiency Rating <= 80	27	27	24	24	25
Structures with Sufficiency Rating <= 50	9	9	12	12	17
Total Bridge Need (Millions)	\$11	\$11	\$18	\$21	\$70

Source: California Local Bridge Needs Assessment Report 2014, 2016, 2018, and 2020

2.8.5. TRAFFIC VOLUMES

The Caltrans Traffic Operations Program collects traffic counts for the State Highway System through its Traffic Census Program. Traffic volumes provide an indication of the daily or hourly utilization of a particular roadway facility. That data can then be evaluated relative to the ability of the roadway to accommodate traffic, yielding an assessment of the quality of service experienced by motorists who use the facility.

Annual average daily traffic (AADT) is the total traffic volume for the year divided by 365 days. AADT is necessary for presenting an overall picture of traffic flow, evaluating traffic trends, computing collision rates, planning and design highways, and more.

Table 2.20 shows the change in AADT on select County roads over the five-year period from 2017 through 2021. Traffic volumes in the County remained relatively unchanged, with no average annual change for the majority of Caltrans monitored roadway segments. The greatest change in recorded AADT was an increase of 4.4%, with only one segment seeing a decrease in traffic.

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.

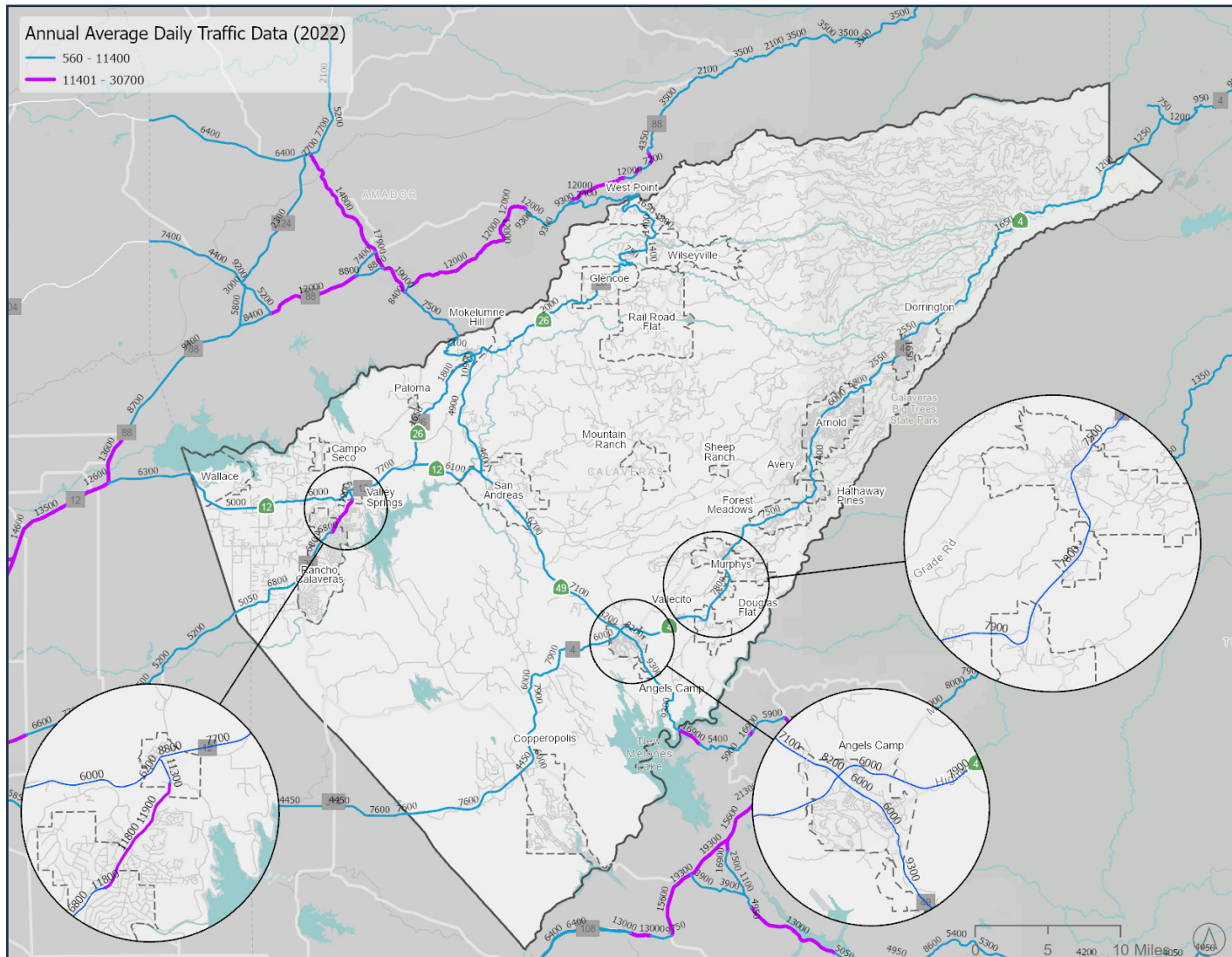


FIGURE 2.6: ANNUAL AVERAGE DAILY TRAFFIC (2022)



Table 2.20: Historic and Existing Annual Average Daily Traffic (AADT)

Historic and Existing Annual Average Daily Traffic						
Intersection	2017	2018	2019	2020	2021	Avg. Annual Change
SR 4						
STANISLAUS/CALAVERAS COUNTY LINE	7600	7600	7600	7600	7600	0.0%
HODSON ROAD/REEDS TURNPIKE	4350	4350	4350	4350	4350	0.0%
O' BYRNES FERRY ROAD	4000	4000	4000	4000	4000	0.0%
VALLECITO	7800	7800	7800	7800	7800	0.0%
BIG TREES/TOMBELL ROADS	6800	6800	6800	6800	6800	0.0%
AVERY, MORAN ROAD WEST JUNCTION	6700	6700	6700	6700	6700	0.0%
WHITE PINES ROAD	6800	6800	6800	6800	6800	0.0%
MORAN ROAD EAST JUNCTION	3250	3250	3250	3250	3250	0.0%
BIG TREES STATE PARK	2550	2550	2550	2550	2550	0.0%
DORRINGTON	1650	1650	1650	1650	1650	0.0%
MEKO DRIVE	1500	1500	1500	1500	1500	0.0%
BIG MEADOWS	1000	1000	1000	1000	1000	0.0%
SR 12						
SAN JOAQUIN/CALAVERAS COUNTY LINE	5400	5400	5400	5400	5400	0.0%
WALLACE, COMANCHE PARKWAY	5000	5000	5000	5000	5000	0.0%
BURSON, BURSON ROAD	5500	5500	7400	6700	6700	4.4%
VALLEY SPRINGS, PINE STREET	6200	6200	6200	6200	6200	0.0%
VALLEY SPRINGS, JCT. RTE. 26 SOUTH	8800	9200	9200	9200	9200	0.9%
WEST JUNCTION LIME CREEK ROAD	7700	8000	8000	8000	8000	0.8%
TOYON, JCT. RTE. 26 NORTH	6000	6300	6300	6300	6300	1.0%
SR 26						
SJ/CAL COUNTY LINE	5050	5400	-	-	5500	1.8%



Historic and Existing Annual Average Daily Traffic (Continued)						
Intersection	2017	2018	2019	2020	2021	Avg. Annual Change
WARREN RD-LT	-	-	-	-	5200	0.0%
MILTON RD-RT	3900	4100			4350	2.3%
JENNY LIND ROAD	5700	6250	6250	6250	6300	2.1%
SILVER RAPIDS RD	8500	8500	8500	8500	8500	0.0%
LA CONTENTA COUNTRY CLUB ENTRANCE	11900	11900	11900	11900	11900	0.0%
HOGAN DAM ROAD	10800	10800	10800	10800	10800	0.0%
VALLEY SPRINGS, JCT. RTE. 12	1650	1700	1700	1700	1700	0.6%
PALOMA RD LT	1800	1900	1900	1900	1900	1.1%
MOKELUMNE HILL, JCT. RTE. 49	2000	2350	2350	2350	2350	3.5%
RIDGE ROAD	740	740	740	740	740	0.0%
GLENCO, ASSOCIATED OFFICE ROAD	700	700	750	730	700	0.0%
RAILROAD FLAT ROAD	1550	1550	1550	1550	1550	0.0%
WINTON ROAD	1800	1800	1800	1800	1800	0.0%
MAIN ST	1650	1650	1650	1650	1650	0.0%
SR 49						
TUOLUMNE/CALAVERAS COUNTY LINE	4500	4500	4500	4500	4500	0.0%
ANGELS CAMP, SOUTH CITY LIMITS	7000	7000	6500	6500	6500	-1.4%
ANGELS CAMP, CENTENNIAL RD	-	-	7000	7000	7000	0.0%
ANGELS CAMP, SOUTH JCT. RTE. 4	6000	6000	6000	6000	6000	0.0%
MURPHYS GRADE ROAD	5650	5650	5650	5650	5700	0.2%
NORTH JCT. RTE. 4	8200	8200	8200	8200	8200	0.0%
NORTH ANGELS CAMP, COPELLO DRIVE	7100	7100	7100	7100	7100	0.0%
FRICOT ROAD	6600	6600	6600	6600	6600	0.0%



Historic and Existing Annual Average Daily Traffic (Continued)						
Intersection	2017	2018	2019	2020	2021	Avg. Annual Change
MOUNTAIN RANCH ROAD	9100	9100	9100	9100	9100	0.0%
SAN ANDREAS, MAIN STREET	10900	10900	10900	10900	10900	0.0%
JCT. RTE. 12 WEST	5200	5900	5900	5900	5900	2.7%
GOLD STRIKE ROAD	4900	5500	5500	5500	5500	2.4%
MOKELUMNE HILL, JCT. RTE. 26	5900	6600	6600	6600	6600	2.4%
CAMPO SECO RD/STOCKTON HILL RD	6300	6300	6300	6300	6300	0.0%

Source: Caltrans Traffic Census 2017, 2018, 2019, 2020, 2021



Table 2.21: Forecasted Average Annual Daily Traffic, 2025-2045

Forecasted Average Annual Daily Traffic						
Intersection	2025	2030	2035	2040	2045	Projected Growth Rate
SR 4						
STANISLAUS/CALAVERAS COUNTY LINE	7600	7600	7600	7600	7600	0%
HODSON ROAD/REEDS TURNPIKE	4350	4350	4350	4350	4350	0%
O' BYRNES FERRY ROAD	4000	4000	4000	4000	4000	0%
VALLECITO	7800	7800	7800	7800	7800	0%
BIG TREES/TOMBELL ROADS	6800	6800	6800	6800	6800	0%
AVERY, MORAN ROAD WEST JUNCTION	6700	6700	6700	6700	6700	0%
WHITE PINES ROAD	6800	6800	6800	6800	6800	0%
MORAN ROAD EAST JUNCTION	3250	3250	3250	3250	3250	0%
BIG TREES STATE PARK	2550	2550	2550	2550	2550	0%
DORRINGTON	1650	1650	1650	1650	1650	0%
MEKO DRIVE	1500	1500	1500	1500	1500	0%
BIG MEADOWS	1000	1000	1000	1000	1000	0%
SR 12						
SAN JOAQUIN/CALAVERAS COUNTY LINE	5400	5400	5400	5400	5400	0%
WALLACE, COMANCHE PARKWAY	5000	5000	5000	5000	5000	0%
BURSON, BURSON ROAD	6700	6700	6700	6700	6700	0%
VALLEY SPRINGS, PINE STREET	6200	6200	6200	6200	6200	0%
VALLEY SPRINGS, JCT. RTE. 26 SOUTH	9200	9200	9200	9200	9200	0%
WEST JUNCTION LIME CREEK ROAD	8000	8000	8000	8000	8000	0%
TOYON, JCT. RTE. 26 NORTH	6300	6300	6300	6300	6300	0%
SR 26						
SJ/CAL COUNTY LINE	5500	5500	5500	5500	5500	0%



Forecasted Average Annual Daily Traffic (Continued)

Intersection	2025	2030	2035	2040	2045	Projected Growth Rate
WARREN RD-LT	5200	5200	5200	5200	5200	0%
MILTON RD-RT	4350	4350	4350	4350	4350	0%
JENNY LIND ROAD	6300	6300	6300	6300	6300	0%
SILVER RAPIDS RD	8500	8500	8500	8500	8500	0%
LA CONTENTA COUNTRY CLUB ENTRANCE	11900	11900	11900	11900	11900	0%
HOGAN DAM ROAD	10800	10800	10800	10800	10800	0%
VALLEY SPRINGS, JCT. RTE. 12	1700	1700	1700	1700	1700	0%
PALOMA RD LT	1900	1900	1900	1900	1900	0%
MOKELUMNE HILL, JCT. RTE. 49	2350	2350	2350	2350	2350	0%
RIDGE ROAD	740	740	740	740	740	0%
GLENCO, ASSOCIATED OFFICE ROAD	700	700	700	700	700	0%
RAILROAD FLAT ROAD	1550	1550	1550	1550	1550	0%
WINTON ROAD	1800	1800	1800	1800	1800	0%
MAIN ST	1650	1650	1650	1650	1650	0%
SR 49						
TUOLUMNE/CALAVERAS COUNTY LINE	4500	4500	4500	4500	4500	0%
ANGELS CAMP, SOUTH CITY LIMITS	5995	5419	4899	4428	4003	-2%
ANGELS CAMP, CENTENNIAL RD	7000	7000	7000	7000	7000	0%
ANGELS CAMP, SOUTH JCT. RTE. 4	6000	6000	6000	6000	6000	0%
MURPHYS GRADE ROAD	5700	5700	5700	5700	5700	0%
NORTH JCT. RTE. 4	8200	8200	8200	8200	8200	0%
NORTH ANGELS CAMP, COPELLO DRIVE	7100	7100	7100	7100	7100	0%
FRICOT ROAD	6600	6600	6600	6600	6600	0%



Forecasted Average Annual Daily Traffic (Continued)						
Intersection	2025	2030	2035	2040	2045	Projected Growth Rate
MOUNTAIN RANCH ROAD	9100	9100	9100	9100	9100	0%
SAN ANDREAS, MAIN STREET	10900	10900	10900	10900	10900	0%
JCT. RTE. 12 WEST	5900	5900	5900	5900	5900	0%
GOLD STRIKE ROAD	5500	5500	5500	5500	5500	0%
MOKELUMNE HILL, JCT. RTE. 26	6600	6600	6600	6600	6600	0%
CAMPO SECO RD/STOCKTON HILL RD	6300	6300	6300	6300	6300	0%

Source: Linear growth projection with Caltrans Traffic Census 2017-2021 as baseline

2.8.6. VEHICLE MILES TRAVELED

Vehicle miles traveled (VMT) is defined by the U.S. Department of Transportation as “the total annual miles of vehicle travel divided by the total population in a state or urbanized area.” VMT measures the extent of motorists’ utilization of a transportation network. Although it is not a good indicator of congestion, it is an excellent indicator of overall vehicle activity and identifies bottlenecks or high-delay “hotspot” locations. VMT is commonly applied on a per-household or per capita basis and is a primary input for regional air quality analyses and for developing VMT rates for safety analysis. Per SB 743, VMT is now the metric for measuring transportation impacts and mitigation measures under the California Environmental Quality Act (CEQA). However, jurisdictions must also ensure consistency with current land use plans, some of which still utilize level of service (LOS) as a primary metric. Future RTP updates will be consistent with the County General Plan and will promote new developments adjacent to existing developments to reduce VMT and travel time.

VMT data is reported annually as part of the Federal Highway Performance Monitoring System (HPMS) program. The HPMS program uses a sample-based method that combines traffic counts stratified by functional classification of roadways, by volume groups, to produce sample-based geographic estimates of VMT. HPMS VMT estimates are reported for each county by local jurisdiction. Population data is gathered from the California Department of Finance.

Estimates of daily VMT for Calaveras County and State Highways are shown in Table 2.21. Daily vehicle miles traveled (DVMT) is an estimate of the average number of miles traveled by vehicles in a jurisdiction in a day, and data is provided by Caltrans in the California Public Road Data report. Calaveras County contains 957.95 lane miles. The County’s DVMT was 369,180 miles in 2022 and was relatively consistent over the four prior years. VMT in Angels Camp and on State Highways has also remained relatively consistent over recent years, with a less than 1% decrease in average annual change between 2018 and 2022. Lane miles maintained by the U.S. Forest Service have seen an increase in VMT of 66%, with an increase from 8,560 miles in 2020 to 39,170 miles in 2021, and dipping slightly to 37,180 miles in 2022.



VMT has been projected over a 20-year lifetime of the RTP in Table 2.22. A variable formula was used to forecast VMT based on the average annual change from 2018-2022. Roadway segments with minor increases or decreases in this period were projected at a matching constant rate of increase or decrease. Roadways with significant average VMT rises were projected at a higher rate of increase compared to 2018 to 2022. Road segments that experienced no change between 2018 and 2022 have their VMT projected to remain constant. Overall, VMT on Calaveras County roadways is not expected to change drastically between 2021 and 2041.

Table 2.22: Historic and Existing Daily Vehicle Miles Traveled (VMT)

Historic and Existing Daily Vehicle Miles Traveled (VMT) [1,000s]							
Place	Lane Miles	2018 Daily VMT	2019 Daily VMT	2020 Daily VMT	2021 Daily VMT	2022 Daily VMT	Avg. Annual Change
Angels Camp	28.53	12.60	12.95	12.96	13.00	12.39	-0.3%
Calaveras County	957.95	368.52	359.49	395.37	371.88	369.18	0.0%
Corps of Engineers	-	-	-	-	-	3.56	-
State Highways	149.72	723.68	737.79	719.95	723.11	717.75	-0.2%
U.S. Bureau of Land Management	-	-	-	-	-	2.40	-
U.S. Bureau of Reclamation	-	-	-	-	-	2.04	-
U.S. Forest Service	124.70	8.66	7.68	8.56	39.17	37.28	66.1%

Source: California Public Road Data 2018, 2019, 2020, 2021, and 2022

Table 2.23: Forecasted Vehicle Miles Traveled (VMT) Per CapitaTruck Traffic

Forecasted Daily Vehicle Miles Traveled (VMT) [1,000s]					
Place	2022 Daily VMT	2027 Daily VMT	2032 Daily VMT	2037 Daily VMT	2042 Daily VMT
Angels Camp	12.39	11.78	11.21	10.66	10.13
Calaveras County	369.18	369.18	369.18	369.18	369.18
State Highways	717.75	682.57	649.12	617.31	587.05
U.S. Forest Service	37.28	47.58	60.73	77.50	98.91

Source: Linear growth projection with California Public Road Data 2018-2022 as baseline



2.8.7. TRUCK TRAFFIC

The truck traffic as a percentage of total traffic over the years 2018-2022 can be seen in Table 2.24. Between 2018 and 2022, there was minimal change in the makeup of truck traffic in the County, other than the junction of SR 12 at SR 26 in Valley Springs, which increased from 0% to 6.1%. According to the 2022 data, SR 49 at the southern junction of SR 4 in Angels Camp receives the highest amount of truck traffic as a percentage of total traffic in the County at 9%. SR 4 at the Meko Drive intersection receives the second-highest makeup of truck traffic, at 8.5%. After the SR 4 Junction in Angels Camp, the two locations with the highest truck traffic on SR 49 are the SR 26 junction in Mokelumne Hill (7.2%) and the western junction of SR 12 (6.8%). Truck traffic on Route 12 made up between 6-6.7% of all roadway traffic. On SR 26, Jenny Lind Road shows the highest percentage of truck traffic at 6.8%.

Table 2.24: Truck Traffic as a Percentage of Total Traffic

Truck Traffic as a Percentage of Total Traffic					
Segment	2018	2019	2020	2021	2022
S.R. 4					
STANISLAUS/CALAVERAS COUNTY LINE	4.5%	4.5%	4.5%	4.5%	4.5%
VALLECITO	6.5%	6.5%	6.5%	6.5%	6.5%
BIG TREES/TOMBELL ROADS	5.0%	5.0%	5.0%	5.0%	5.0%
MORAN ROAD EAST JUNCTION	4.0%	4.0%	4.0%	4.0%	4.0%
BIG TREES STATE PARK	7.0%	7.0%	7.0%	7.0%	7.0%
MEKO DRIVE	8.5%	8.5%	8.5%	8.5%	8.5%
CALAVERAS/ALPINE COUNTY LINE	2.0%	2.0%	2.0%	2.0%	2.0%
S.R. 12					
VALLEY SPRINGS, JCT. RTE. 26 SOUTH	0.0%	6.3%	6.3%	6.3%	6.1%
TOYON, JCT. RTE. 26 NORTH	6.0%	6.0%	6.0%	6.0%	6.0%
SAN ANDREAS, JCT. RTE. 49	6.7%	6.7%	6.7%	6.7%	6.7%
S.R. 26					
JENNY LIND ROAD	6.3%	6.8%	6.8%	6.8%	6.8%
LA CONTENTA COUNTRY CLUB ENTRANCE	5.4%	5.4%	5.4%	5.4%	5.4%
VALLEY SPRINGS, JCT. RTE. 12	5.0%	5.0%	5.0%	5.0%	5.0%
MOKELUMNE HILL, JCT. RTE. 49	4.4%	4.4%	4.4%	4.6%	4.6%
RIDGE ROAD	6.2%	6.2%	6.2%	6.2%	6.2%



Truck Traffic as a Percentage of Total Traffic (Continued)

Segment	2018	2019	2020	2021	2022
GLENCO, ASSOCIATED OFFICE ROAD	5.2%	5.2%	5.2%	5.2%	5.2%
WINTON ROAD	3.8%	4.2%	4.2%	4.2%	4.2%
S.R. 49					
TUOLUMNE/CALAVERAS COUNTY LINE	4.0%	4.0%	4.0%	4.0%	4.0%
ANGELS CAMP, SOUTH JCT. RTE. 4	9.0%	9.0%	9.0%	9.0%	9.0%
NORTH JCT. RTE. 4	4.4%	4.0%	4.0%	4.0%	4.0%
MOUNTAIN RANCH ROAD	5.0%	5.0%	5.0%	5.0%	5.0%
MOUNTAIN RANCH ROAD	5.0%	5.0%	5.0%	5.0%	5.0%
JCT. RTE. 12 WEST	6.8%	6.8%	6.8%	6.8%	6.8%
MOKELUMNE HILL, JCT. RTE. 26	7.2%	7.2%	7.2%	7.2%	7.2%

Source: Caltrans Traffic Census 2018, 2019, 2020, 2021, 2022



2.8.8. SAFETY

Traffic collision data is collected by the Transportation Injury Mapping System (TIMS) developed by UC Berkeley and contains collision data from the Statewide Integrated Traffic Records System (SWITRS). This database collects and processes data from traffic collisions across the state of California. The most recent data available is from 2023 and the summary tables provide information for the entire state, State Highways, and individual counties and cities. Accident totals are provided for collisions resulting in injuries, fatalities, and property damage in addition to other accident information such as whether pedestrians or bicyclists were involved.

Traffic collision data for Calaveras County between 2019 and 2023 is included in Table 2.25. Figure 2.7 displays a visual representation of the spatial distribution of collisions in Calaveras County over that same time period.

After a dip in the numbers during the first year of the COVID-19 pandemic in 2020, data shows an overall upward trend in collisions. As seen in Figure 2.7, fatal collisions occurred most commonly near San Andreas and Mokelumne Hill, both along SR 49.

Table 2.25: Collision History

Collision History					
Year	Total Collisions	Highway Collisions	Fatal Collision Victims	Pedestrian Collisions	Bicycle Collisions
2023	250	150	14	5	4
2022	232	148	16	6	4
2021	229	146	14	5	2
2020	200	128	9	5	3
2019	236	158	11	5	2

Source: Berkeley TIMS.

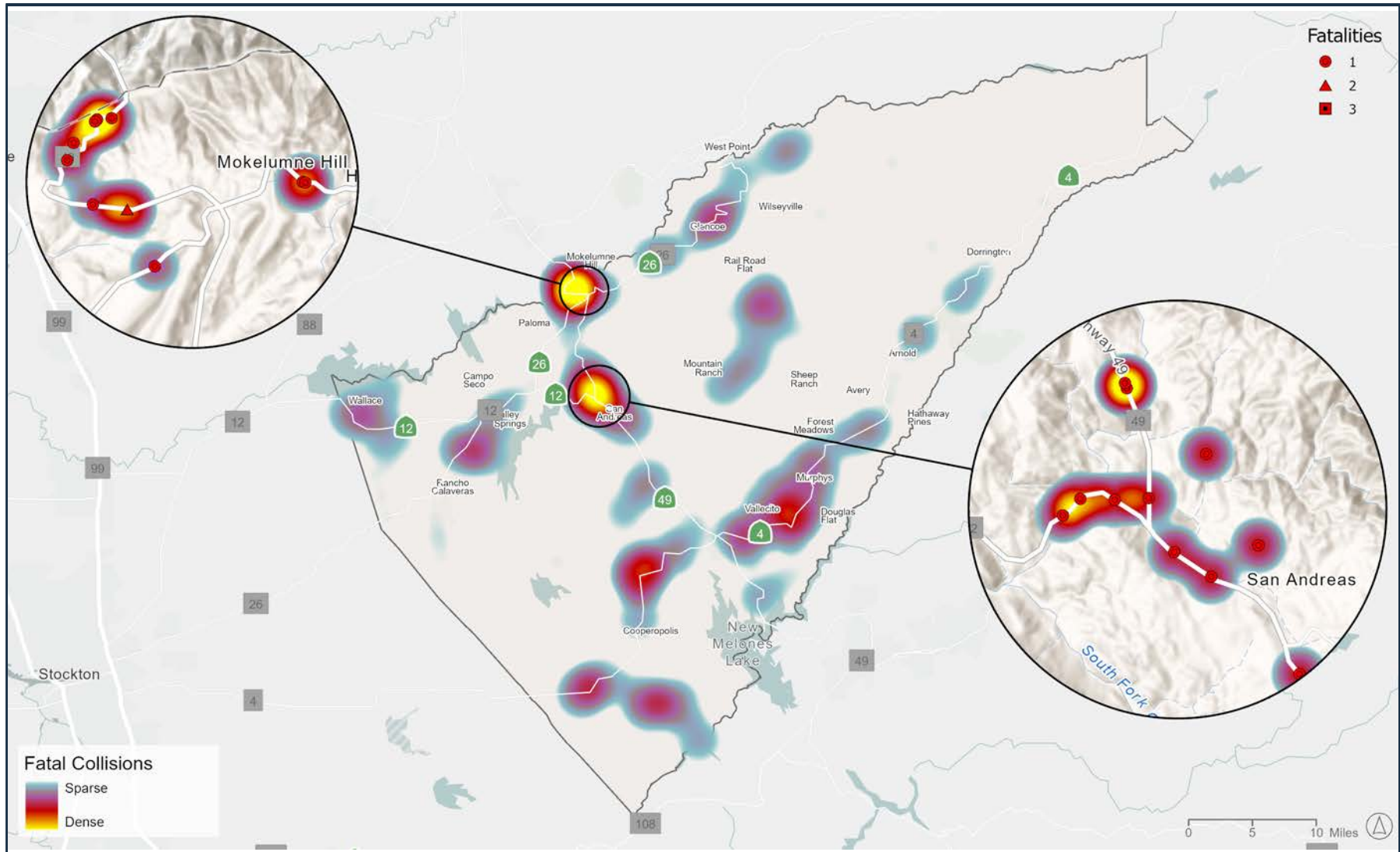


FIGURE 2.7: HEATMAP OF FATAL COLLISIONS



2.9. PUBLIC TRANSIT

Public transportation services are vital for Calaveras County residents, facilitating access to essential medical care, recreational activities, social services, educational opportunities, and economic resources, many of which are situated outside the County, among many other benefits. However, providing reliable and efficient public transit in Calaveras County is challenging due to its sparse population, limited population density, rugged landscape, and limited financial resources.

2.9.1. HISTORY AND PREVIOUS TRANSIT SERVICES

Public transportation has always played an important role in Calaveras County. Prior to 2018, Calaveras County was administering Calaveras Transit and providing maintenance services. On March 6, 2018, due to the recommendations made through the previous Short Range Transit Plan process, the Calaveras Transit Agency (CTA) was established by a joint powers agreement executed by the County of Calaveras and the City of Angels. The CTA assumed full responsibility for management of the public transit system from County management on July 1, 2018. A marketing effort was executed in 2019 to rebrand the system from Calaveras Transit to Calaveras Connect.

Prior to April of 2020 when COVID-19 impacted services, Calaveras Connect offered five deviated fixed routes, Monday through Friday, generally between 5:00 a.m. and 9:00 p.m. Seasonal Saturday service was provided through the Saturday Hopper, a deviated fixed route that operated every hour from 10:00 a.m. to 7:30 p.m. between Angels Camp and Arnold, with a few trips to San Andreas. According to the Short Range Transit Plan FY 20/21 to FY 24/25 Final Report, the Saturday Hopper was implemented to provide service to the tourist market, as an alternative to driving to tourist destinations such as wine tastings, events at the Ironstone Vineyards, or enjoying meals and events in Murphys or Angels Camp. On March 4, 2020, under threat of COVID-19, the State of California proclaimed

a State of Emergency. On March 18, CTA released a notice of suspension of the Saturday Hopper service until April 11. This was in response to the California Department of Public Health notices to postpone or cancel gatherings as well as local advisory regarding closure of certain businesses such as restaurants or bars; the Saturday Hopper was supported primarily by visitors to those types of businesses.

Coordinated transfers were made available with Amador Regional Transit in Jackson, which provides a link to Sacramento, and with Tuolumne County Transit at Columbia College. Discounted fares were offered to persons with disabilities, older adults, veterans, students, and youth. The CTA initiated a student fare program in FY 2019/20 for Columbia College students, offering free rides on all Calaveras Connect routes Monday through Friday. The CTA also implemented Token Transit, which is a smartphone app that allows riders to purchase and maintain passes on the app.

2.9.2. CALAVERAS CONNECT

In April of 2020 when California issued the first statewide “stay at home” order because of COVID-19, Calaveras Connect suspended services and fare collection. On-demand only service for the entire Calaveras Connect service area was initiated in May of 2020. Throughout 2020 and 2021, Calaveras Connect services continued to evolve with additional expansions to the Dial-a-Ride services. Starting in January 2022, new services as approved by CTA went into effect, maintaining the Red Line as the only fixed route and the expanded Dial-a-Ride services available Monday through Friday throughout the entire County.

The current service lines are described below. A map of current transit services is provided in Figure 2.8 and the transit schedule is summarized in Table 2.26.

Red Line: This Line travels between Vista del Lago and Arnold, stopping in Valley Springs, San Andreas, Angels Camp, Douglas Flat, Murphys, and Avery. Ten daily round trips are made



from 6:10 a.m. and 8:13 p.m., Monday through Friday. Trips are provided on demand from Angels Camp to Columbia College Monday through Friday.

Saturday Hopper: The Saturday Hopper runs a fixed route seasonally from March through November. The Hopper service runs hourly from Angels Camp to Murphys and the Arnold to Murphys section is an on-demand service.

Dial-a-Ride: Direct-Connect Dial-a-Ride (DAR) is a curb-to-curb service connecting all Calaveras communities. Direct-Connect runs Monday through Friday, 8:00 a.m. to 5:00 p.m. Service is by reservation only. The bus will pick up and drop off passengers anywhere within the defined service area; Deviations within 3/4 mile of main roads are available. Direct-Connect Service to out-of-County destinations are by reservation only and available on specific days.

- San Andreas to Jackson and Sutter Creek – Monday through Friday
- West Point and Wilseyville to Jackson – Wednesdays only
- Angels Camp to Sonora – Fridays only

Calaveras Connect provides fixed-route, deviated fixed-route, and public Dial-a-Ride service to Calaveras County, with some services extending into Amador and Tuolumne counties. In response to pandemic-induced ridership declines, the CTA transitioned Calaveras Connect to a more flexible system consisting mostly of DAR service open to the public and some fixed-route service. The bus stop frequency is hourly with the Red Line and Columbia College shuttle operating Monday-Friday and the Saturday Hopper running on Saturdays only. The Red Line is the core route, traveling from Valley Springs near the northwestern corner to Angels Camp, Murphys, and Arnold. The Columbia College Shuttle’s first bus stop is at Angels Camp Transfer/Save Mart and ends at Columbia College. For fixed routes, buses can deviate up to three-quarters of a mile from the published alignment with advance notice.

Table 2.26: Transit Schedule

Transit Schedule			
Red Line			
First Bus Stop	Last Bus Stop	Days Operating	Frequency
Valley Springs Vista Del Lago	Arnold Library	Monday - Friday	Hourly
Columbia College Shuttle			
First Bus Stop	Last Bus Stop	Days Operating	Frequency
Angels Camp Transfer Stop/ Save Mart	Columbia College	Monday - Friday	Hourly
Saturday Hopper			
First Bus Stop	Last Bus Stop	Days Operating	Frequency
San Andreas Post Office	Murphys Ironstone Vineyards	Saturday	Hourly

Source: calaverasconnect.org

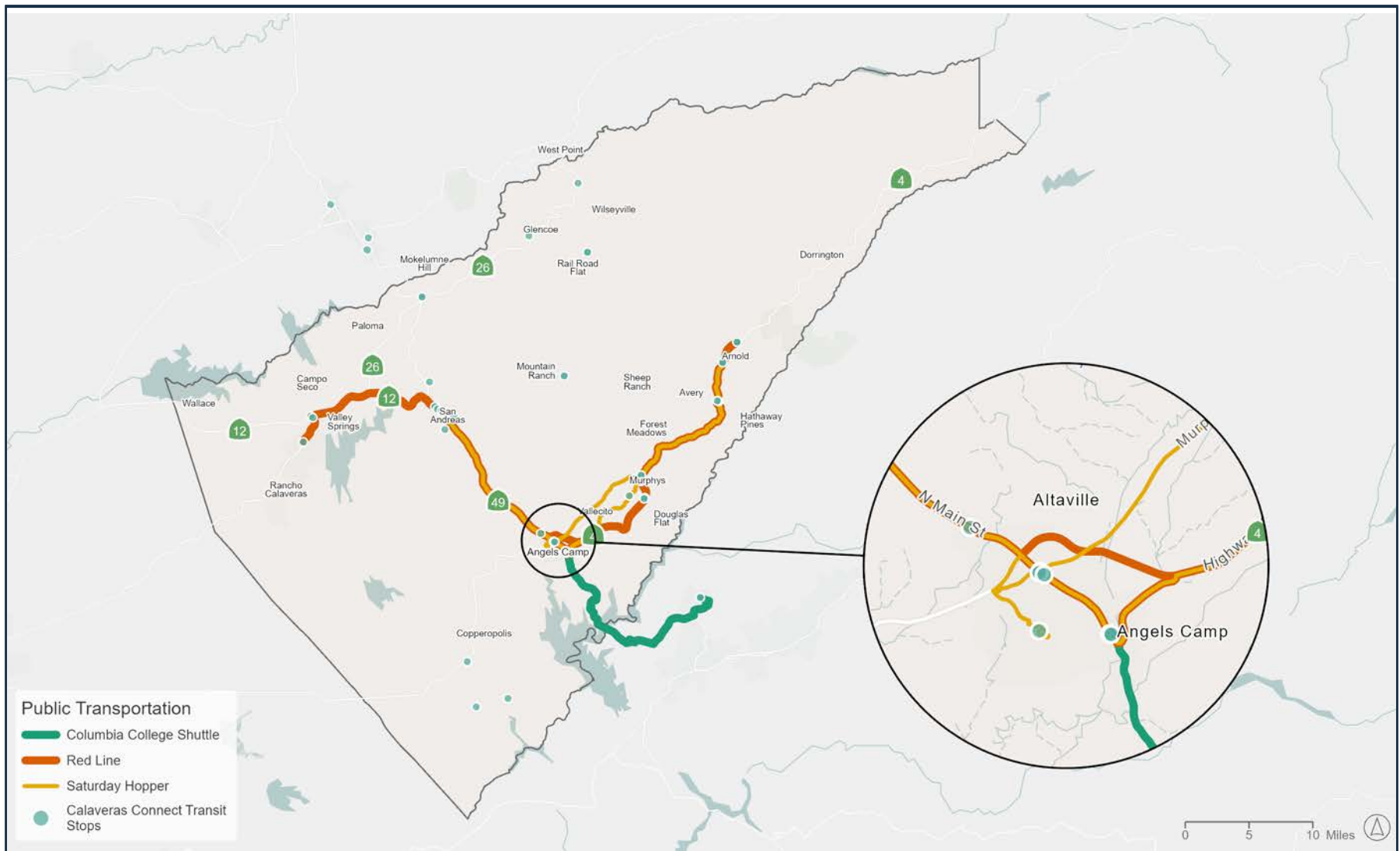


FIGURE 2.8: MAP OF CALAVERAS COUNTY TRANSIT SERVICE



2.9.3. RIDERSHIP

According to the 2020-2025 Short Range Transit Plan, over the one-year period from November 1, 2018 to October 31, 2019, prior to the COVID-19 pandemic, Calaveras Connect served 40,978 passengers, provided 13,587 hours of service, and covered 328,912 service miles. The system generated \$124,420 in revenue, including fares, advertising, pass sale, and Low Carbon Transit Operations Program (LCTOP) funds, which supported a free-fare promotional program for the Saturday Hopper service.

In comparison, according to the most recent 2023/2024 Year-End Performance Report, Calaveras Connect had provided 16,100 revenue hours and provided 39,332 unlinked passenger trips. Approximately 413,089 service miles were logged, which was an increase from 2018. CTA made \$128 in revenue from all services rendered.

Regular one-way fares (Monday-Friday) are \$1.50, while the Direct-Connect Dial-a-Ride and the Saturday Hopper fare are both \$3.00. Fares are discounted at different rates for youth, children, students, as well as individuals with disabilities, older adults (age 65+), and military veterans.

In Table 2.27, data for passenger revenue per hour is provided for the years 2019-2024 which shows a decrease in revenue of almost one-third. However, it’s important to note that COVID-19 occurred during this period and since that time, Calaveras Connect has implemented new services, and data for the year 2024 has not yet been considered. Revenue has steadily increased since the initial dip in 2021.

Table 2.27: Passengers per Revenue Hour

Passengers per Revenue Hour							
Transit Mode	2019	2020	2021	2022	2023	2024	Percent Change
Bus	3.25	3.1	1.39	1.61	1.91	2.44	-24.92%

Source: FY 23-24 Year-End Performance Report, Calaveras Transit Agency

2.9.4. SOCIAL SERVICE TRANSPORTATION PROVIDERS

In addition to public transit services offered by the County, social and human service agencies provide certain specialized transportation, and private transportation providers within the County include several taxicab services. The nearest Amtrak and Greyhound stations are in Lodi and Stockton, both of which are in San Joaquin County.

Riders who have disabilities and are unable to get to the nearest bus stop may request a deviation pickup, if they are within three-quarters of a mile of the fixed route and accessible by a transit vehicle. This deviation policy was negotiated with the Federal Transit Administration as recognition that small rural public transportation systems do not have the resources to maintain a second service network such as an Americans with Disabilities Act (ADA) complementary paratransit program.

Three human service agencies provide transportation in Calaveras County: Arc of Amador and Calaveras; Blue Mountain; and Calaveras County Department of Behavioral Health. The Volunteer Center of Calaveras and the Common Ground Senior Services both had services that dissolved in 2024. The two private transportation services are LogistiCare and Murphys Taxi Service. Each of the human transportation services (transportation services for disabled, elder, and income-restricted individuals) are described in more detail in the following subsections, with a description of the service, areas served, and when the services are available.

Each of the five social service transportation providers are described in the following subsections:

Arc of Amador and Calaveras

The Arc of Amador and Calaveras organization provides transportation for enrolled customers for supported employment, as well as for some recreational and non-emergency medical trips.

- Area served: Calaveras County
- Service period: Monday–Friday, limited ride availability during evenings and weekends

Blue Mountain

Weekday transport is available for customers enrolled in programs at Community Compass in Jackson as well as Arc of Amador in Sutter Creek.

- Area served: Calaveras County
- Service period: Weekday program hours

Calaveras County Department of Behavioral Health

For enrolled consumers of Department of Behavioral Health programs, this service provides transportation for health and wellness, the National Alliance on Mental Illness programs, and other life-sustaining purposes. Trips are arranged through Behavioral Health personnel.

- Area served: Calaveras County
- Service period: Subject to Availability

LogistiCare (private service)

Non-emergency medical transportation is available to enrolled Medi-Cal customers of Anthem Blue Cross and/or California Health and Wellness.

- Area Served: Amador County; out-of-county travel is provided for approved trips to destinations in Sacramento, Lodi, Modesto, and some other locations.
- Service period: Weekdays
- Eligibility: clients must be enrolled in MediCal for LogistiCare-approved trips

Murphys Taxi Service (private service)

Murphys provides on-demand taxi service, tours, and charters.

- Area served: Calaveras County
- Service periods: Sunday 10:00 a.m. – 6:00 p.m., Monday–Thursday 8:00 a.m. – 8:00 p.m., Friday and Saturday 8:00 a.m. – midnight

2.9.5. *INTERREGIONAL CONNECTIONS*

Amador Transit

Amador Transit operates six fixed-route services within Amador County, including one fixed route to downtown Sacramento. Fixed-route services are generally provided between 6:00 a.m. and 5:00 p.m., Monday through Friday. All routes begin and end at the Sutter Hill Transit Center. Calaveras Connect's Dial-A-Ride program services the majority of Jackson including the Sutter Hill Transit Center.

Tuolumne County Transit

Tuolumne Transit operates seven fixed routes to serve the communities of Sonora, Tuolumne, Jamestown, Columbia, and Twain Harte. Transit services are provided between 6:30 a.m. and 8:00 p.m., Monday through Friday. The Calaveras Connect Red Line connects to Tuolumne Transit at Columbia College in Tuolumne County, where Calaveras passengers can make connections to the neighboring communities of Sonora and Jamestown.

Amtrak

The closest Amtrak stations to Calaveras County are in Modesto and Stockton, which connects to the San Joaquin Amtrak route, providing access to Sacramento and the San Francisco Bay Area. Pre-COVID, the San Joaquin route ran seven round trips a day, seven days a week. The San Joaquin Amtrak route runs north from Bakersfield up through Visalia, Fresno, Lodi, Stockton, and Sacramento, with connections to the San Francisco Bay Area.



Additionally, Valley Rail is an extension of the Altamont Corridor Express between Sacramento and Merced. It is implementing five new round trips between Sacramento, including connections to Merced, Stockton, and San Jose.

2.9.6. ZERO-EMISSION BUSES

Innovative Clean Transit Regulation Overview

With a County population of 45,995 and a fleet of 12 revenue vehicles, the CTA is considered a small-transit agency under the Innovative Clean Transit (ICT) mandate. This classification requires CTA to submit a zero-emission rollout plan to CARB for its revenue service vehicles.

CARB introduced the ICT regulation in December 2018, mandating that all public bus transit agencies in California transition to a fleet of completely zero-emission buses (ZEBs) by 2040. This regulation aligns with earlier state legislation, SB 375 and SB 350. The Sustainable Communities and Climate Protection Program, SB 375, promotes initiatives for the development of transit-oriented communities, enhanced transportation connectivity, and active transportation. Similarly, SB 350 supports the widespread electrification of transportation through a partnership between CARB and the California Public Utilities Commission.

The ICT regulation outlines the steps transit agencies must take to gradually convert their fleets to 100% zero-emission vehicles. This assessment of zero-emission vehicles and infrastructure is designed to help the CTA prepare for the ICT regulation by estimating potential capital costs associated with converting its conventional internal combustion engine fleet to ZEBs. CTA adopted their ZEB Rollout and Implementation Plan in April of 2023.

California transit agencies are required to create and submit a ZEB rollout plan that outlines how they will achieve full transition to ZEBs by 2040 and specifies the types of zero-

emissions technology they will implement. The plan must also include timelines for building ZEB infrastructure, purchasing new buses, or converting existing combustion engine vehicles to zero-emission buses. Agencies must also demonstrate how they will deploy ZEBs in disadvantaged communities and identify potential funding sources for acquiring the appropriate vehicles, equipment, and infrastructure.

Although small-transit agencies were required to complete their ZEB rollout plans by July of 2023, they are not required to begin purchasing ZEB vehicles until 2026. However, Calaveras Connect plans to start purchasing electric buses before the 2026 deadline. The Short Range Transit Plan has a planning horizon through FY 2024/25, with two electric buses scheduled for acquisition within the next five years. The Calaveras ZEB rollout plan will provide a longer-term strategy, spanning from 2025 to 2040, for meeting the ICT requirements.

Challenges in Calaveras County

By fully transitioning to ZEBs, CTA can reduce its fleet-related GHG emissions by approximately 82%, or approximately 110 tons annually. However, CTA faces challenges in transitioning to ZEBs due to its large, low-density service area with widely dispersed destinations. These factors make the transition difficult because the routes are long and midday charging or refueling is challenging, since vehicles would need to travel significant distances to reach the operating base. ZEB adoption will also increase CTA's capital expenditures because of costs associated with vehicle procurement and charging equipment.

The existing conditions analysis from the ZEB Strategy and Final Report highlighted the CTA's facilities, operations, and service area characteristics that pose challenges for a ZEB transition. A large service area with spread-out destinations can create potential problems for range and charging needs. Additionally, many of CTA's fixed-route vehicles are in operation for more than 12 hours a day, which could exceed ZEB range limitations or limit ability for midday charging. The demand



response fleet consists of vehicles with limited zero-emissions options that can cover long daily distances. Moreover, the demand response service model is inherently challenging to plan for because daily service miles depend on demand and do not follow a fixed schedule. While both battery-electric buses and fuel cell electric buses were considered, it was determined that battery-electric buses were the preferred solution.

The ZEB Strategy and Final Report indicates that, under current battery-electric technology, only about 17% of vehicles can be successfully electrified. Vans were found to be unsuitable for electrification, and five out of six cutaway buses were unsuccessful. In other words, only one vehicle could complete its current route and service if replaced with a ZEB due to the extensive daily mileage required.

2.10. ACTIVE TRANSPORTATION

Active transportation is gaining attention and support in local, state, and federal government. One of the most widely recognized funding pools for bicycle and pedestrian projects is California's Active Transportation Program (ATP), which is funded through SB 99 and Assembly Bill (AB) 101. Launched in 2013, the ATP has been the major source of funding for bicycle and pedestrian projects in the state, although, as evidenced in the latest Cycle 7, the program is susceptible to State budget cuts. The goal of the ATP is to promote bicycling and walking, enhance safety and mobility for non-motorized users, reduce GHG emissions, and improve public health. The reasons are many: Communities that invest in bicycle and pedestrian infrastructure often experience economic benefits such as increased business activity, higher property values, and boosted tourism, along with reduced infrastructure and healthcare costs.

Calaveras County, characterized by its rural nature, dispersed communities, and low population density, has low rates of active transportation for commuting. However, there is

potential to increase walking and bicycling through the development of non-motorized facilities such as shared-use paths, bike racks, rest areas, sidewalks, and trails. With a better-connected network, residents may be more inclined to walk or bike for recreation, daily errands, or social activities, potentially increasing the active transportation mode share, although that would not be expected to match the extent seen in urban areas. The CCOG is actively involved in promoting and increasing non-motorized travel through planning, coordination, outreach, and funding initiatives.

2.10.1. PREVIOUS PLANNING EFFORTS

The CCOG has pursued active transportation initiatives through several efforts:

- 2015 Countywide Bicycle and Pedestrian Master Plan/ Safe Routes to Schools: This plan provides a coordinated resource for the region, focusing on the development of a primary network of bikeways, as well as programs and specific policies.
- Active Transportation and Recreational Trail Plan: The CCOG developed the Walk and Bike Calaveras website (www.walkandbikecalaveras.org) to help residents and visitors make use of various transportation options while offering helpful biking, walking, and transit information. The site, built upon from the 2015 Bicycle and Pedestrian Master Plan effort, also coordinates with Safe Routes to Schools groups and shares project and event updates.
- California's ATP: CCOG developed criteria and a prioritized project list for the region, focusing on increasing physical activity, preventing injuries, and promoting safe and convenient walking and biking facilities. Community initiatives such as transportation safety education and promoting healthy community design are key elements of this effort.



- Coordination with local school districts: In 2016 and 2017, CCOG collaborated with the Calaveras Unified School District and Mark Twain School District to develop bicycle and pedestrian safety education campaigns and plan events such as walk-to-school days.
- Multimodal plans and studies: CCOG has worked on various multimodal plans, including Complete Streets, corridor studies, and bike/pedestrian facility feasibility studies, often supported by funding from the Caltrans Sustainable Communities and Partnership Planning grant program. These efforts have led to the funding and implementation of multimodal transportation improvements.

The Calaveras County Active Transportation and Recreational Trails Plan (ATRTP) is currently underway and is scheduled for completion by February 2026. The ATRTP will develop a vision for safe walking, biking, and hiking for transportation and recreation to support a healthy and active community with increasingly equitable access. This may include plans for new or improved sidewalks, bike paths, street crossings, and trail access. Prioritizing improvements to bicycle and pedestrian facilities, the purpose of the ATRTP is to provide Calaveras County with a blueprint for improving and expanding active transportation through walking, biking, and hiking access.

2.10.2. *BIKEWAYS*

Calaveras County and Angels Camp have approximately 20 miles of bikeways, including 2.6 miles of Class I multi-use paths, 0.7 miles of Class II bike lanes, and 14.9 miles of Class III bike routes. County bicycle facilities are illustrated in Figure 2.9. Due to the County's dispersed rural layout and longer distances between destinations, most of the County's existing bicycle infrastructure is used for recreation or fitness, with riders largely using off-road trails or less trafficked rural roads. Several recreational trail networks exist outside the local road or State Highway system, such as the Arnold Rim Trail, New Melones trails, Big Trees State Park trails, and Lake Camanche Reservoir.

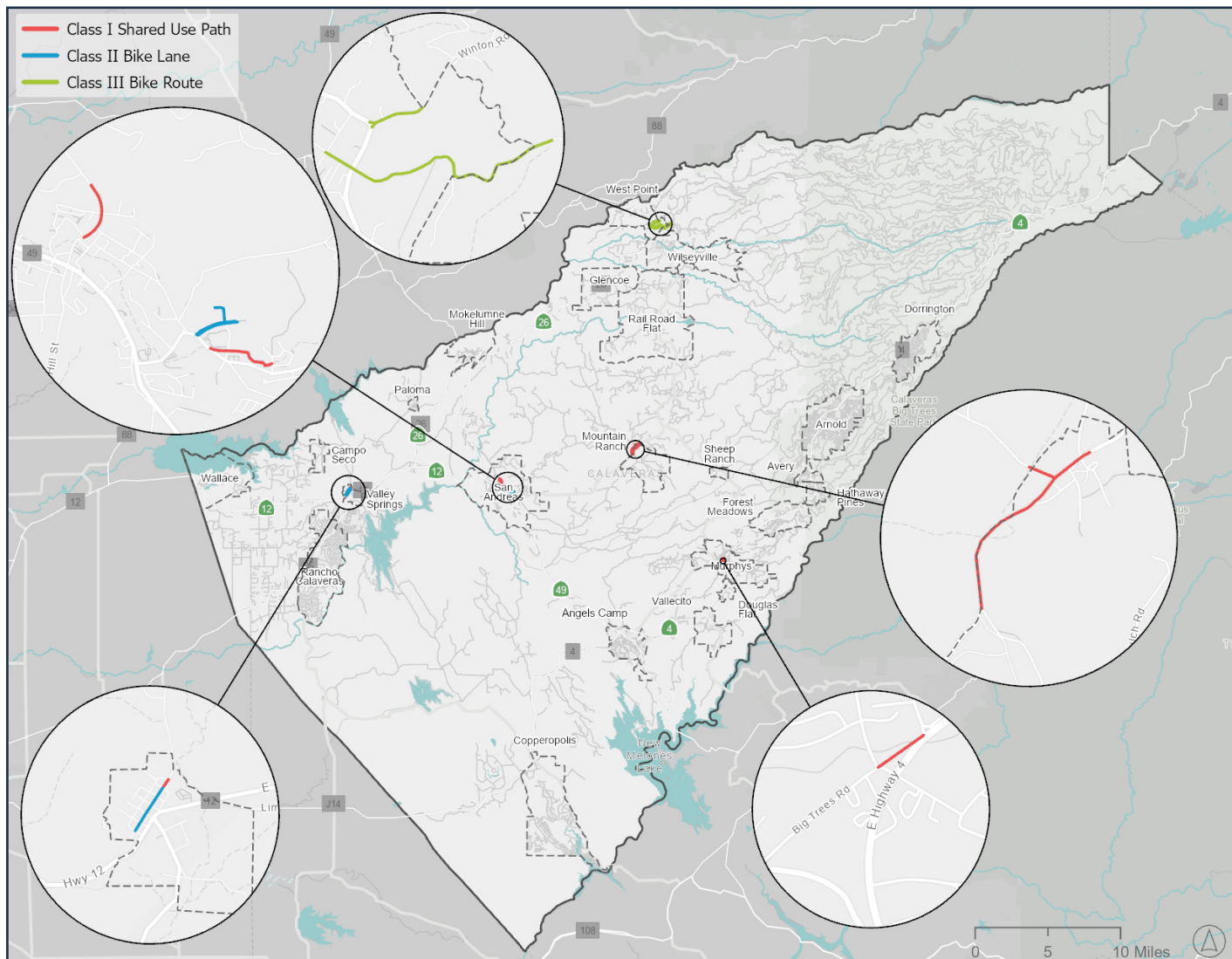
Bicycle and pedestrian needs have been well-documented in Calaveras County. The 2015 Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan outlined existing conditions, general needs, and project recommendations. The Plan includes recommendations for a variety of transportation improvements, such as sidewalks, crosswalks, bike paths, bike lanes, and bikeways, designed to enhance safety and mobility for all users. Smaller projects, such as installing bike racks, signage, and education programs, are also part of the County's non-motorized transportation improvements.

Crash data from the California Highway Patrol's SWITRS and the TIMS shows 15 bicycle crashes and 27 pedestrian crashes in Calaveras County between 2019 and 2024. While there were no fatal bicycle crashes, two pedestrian crashes resulted in fatalities. The highest concentrations of crashes occurred in Valley Springs, Angels Camp, Rancho Calaveras, and San Andreas, particularly along SR 49 in San Andreas and Angels Camp.

2.10.3. *PEDESTRIAN ACCESS AND TRAILS*

Pedestrian facilities include sidewalks, crosswalks, and signs and infrastructure that facilitate the safe movement of pedestrians throughout the transportation network. Pedestrian infrastructure in the County is illustrated in Figure 2.10. In addition to sidewalks, Calaveras County offers a wide range of hiking trails, from easy foothill walks to challenging alpine hikes. Some popular trails include:

- Arnold Rim Trail
- Calaveras Big Trees State Park hiking trails
- Hogan Lake: Cameron Trail
- Mokelumne Coast to Crest Trail
- New Melones trails
- Sierra Foothills trails: see East Bay Municipal Utility District's list of trails



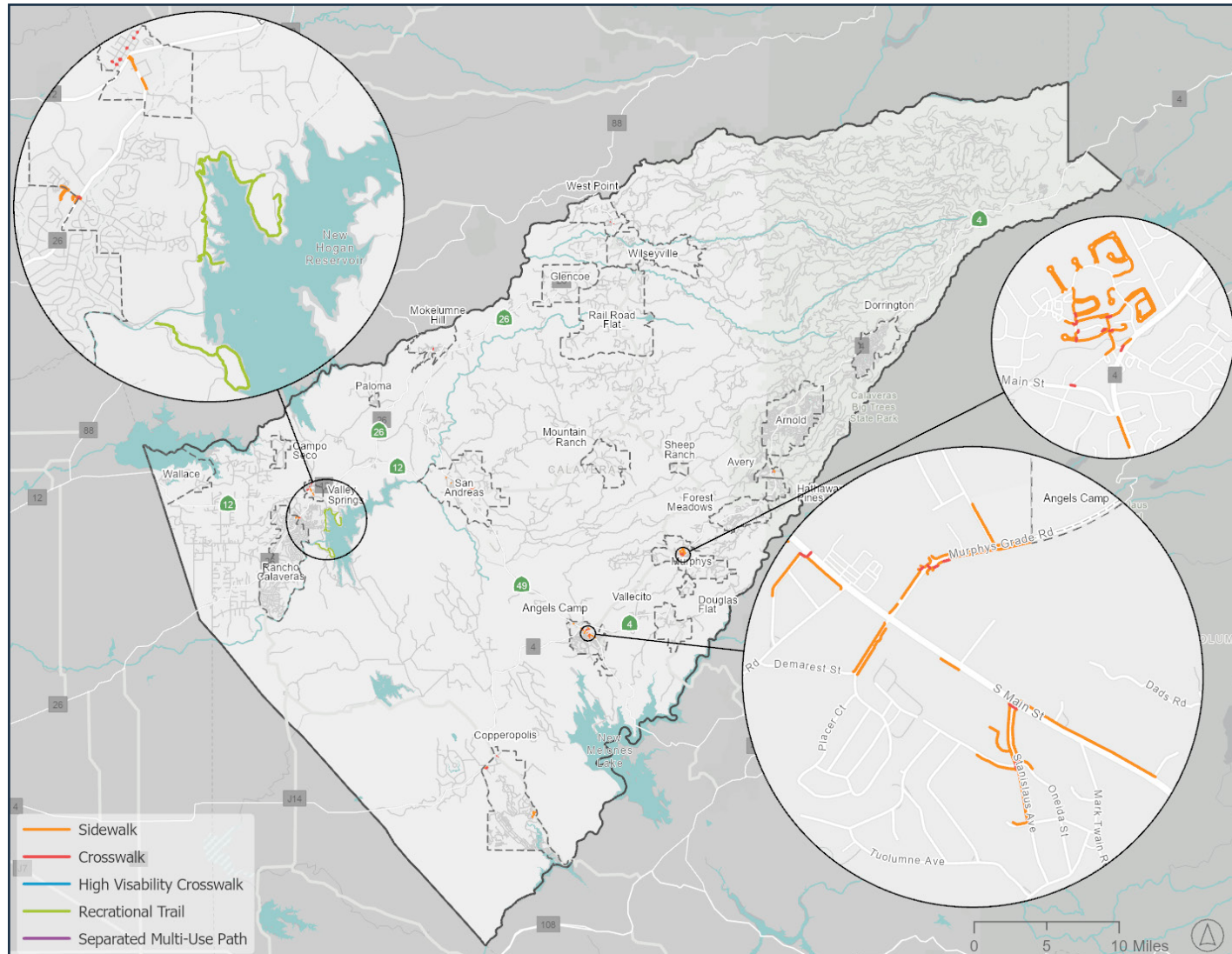


FIGURE 2.10: PEDESTRIAN FACILITIES



2.11. AVIATION

The Calaveras County Airport, also known as Maury Rasmussen Field, is a public general aviation airport situated about four miles southeast of downtown San Andreas. This County-owned, 93-acre airport features a single, 3,602-foot by 60-foot runway, and two 65-foot-square helipads. The airport houses 43 hangars, 64 tie-downs, and supports 77 based aircraft. It currently handles an estimated 30,000 annual operations, with 85% of this activity involving small single-engine planes. Maury Rasmussen Field is included in the Federal Aviation Administration's National Plan of Integrated Airport Systems, making it eligible for federal funding for maintenance and facility upgrades. Because aviation activity in Calaveras County is not expected to increase significantly, the primary goal for this airport is to maintain its existing infrastructure.

The Calaveras County Airport Land Use Commission (ALUC) adopted the County's Airport Land Use Compatibility Plan on June 2, 2010. This plan was designed to ensure that land use around the Calaveras County Airport would remain compatible with its operations as development continues to take place. The plan established compatibility criteria for new developments near the airport, though it does not govern existing land uses or airport operations. The County's General Plan and any specific plans must align with the ALUC's plan. Current efforts are focused on implementing the guidelines set forth by the ALUC.

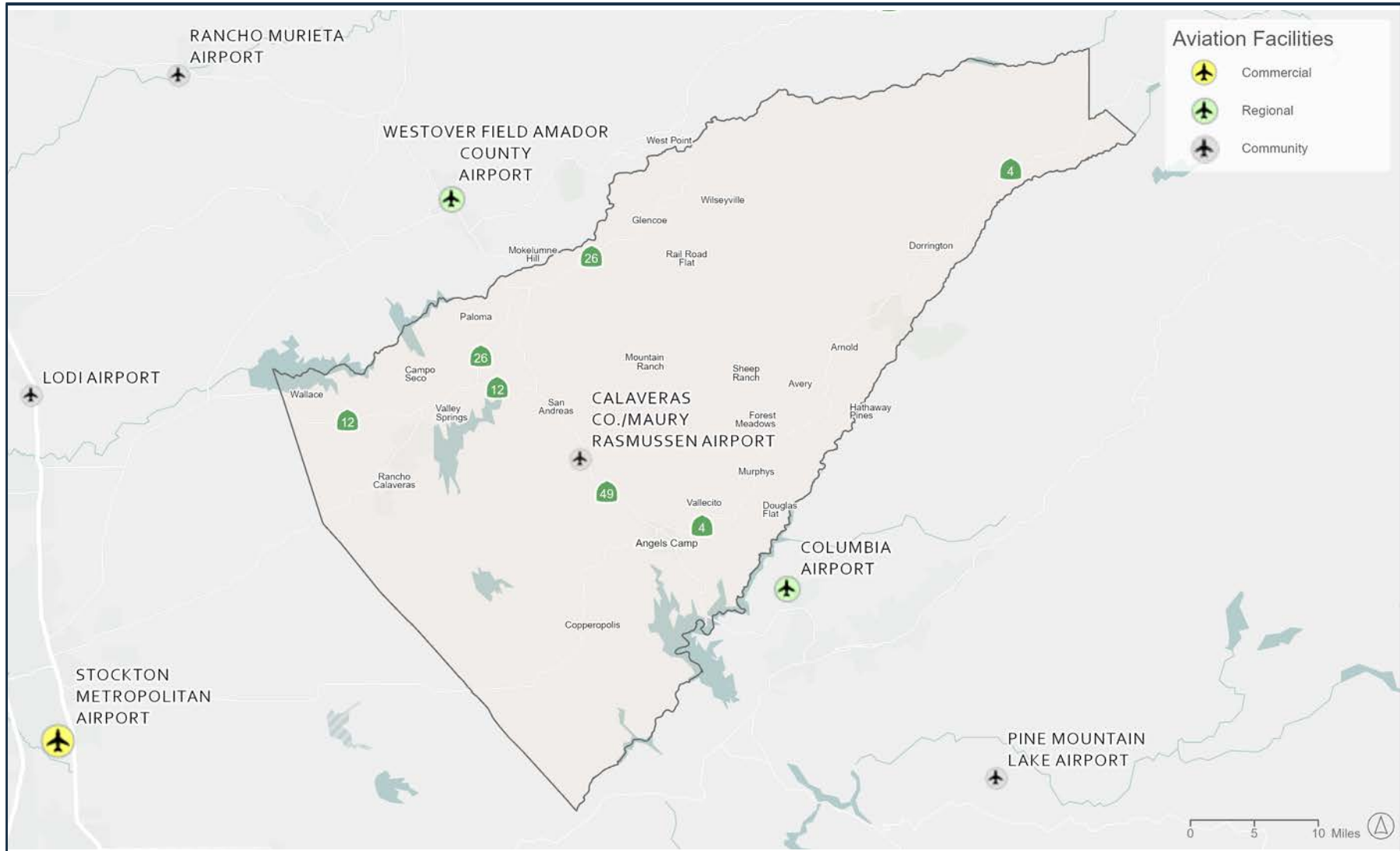


FIGURE 2.11: AIRPORTS IN AND AROUND CALAVERAS COUNTY



2.12. GOODS AND FREIGHT MOVEMENT

The movement of goods and people in Calaveras County relies heavily on State Highways, which are of a more advanced design and capacity than County roads in general, with significant truck traffic observed on various sections of these State routes. In rural areas like Calaveras County, truck traffic is a major contributor to State and County roadway wear and tear, and ensuring proper maintenance and efficient operation of roadway networks is essential for the County's economic health and public safety.

As the region continues to grow, larger trucks increasingly travel through Calaveras County, especially along SR 4 and SR 49. Enhancing these State Highways and intersections to meet Surface Transportation Assistance Act (STAA) standards, along with constructing turnouts, passing lanes, and upgrading County roads, will improve traffic flow, enhance road safety, and boost the local economy by providing additional capacity parallel to the State routes.

2.12.1. STATE HIGHWAY TRUCK NETWORKS

The STAA, enacted by the federal government in 1982, requires states to allow larger trucks on the "National Network," which includes the Interstate System and certain non-Interstate Federal-Aid Primary System roads. State Highways in Calaveras County have specific route classifications that determine the allowable truck sizes.

The STAA network in Calaveras County includes:

- SR 4 from the Stanislaus County line to Rock Creek Road at O'Byrnes Ferry Road near Copperopolis
- SR 4 from the SR 49 intersection to the Alpine County line
- SR 49 from San Andreas to the SR 4 intersection
- SR 12 from the San Joaquin County line to SR 49

In addition to the STAA network, the California Legal Network is the official government source for truck route information.

Routes in Calaveras County include:

- SR 4 from Rock Creek Road at O'Byrnes Ferry Road near Copperopolis to SR 49
- SR 49 from the SR 4 southern intersection to the Tuolumne County line
- SR 26 from the San Joaquin County line to SR 12
- SR 26 from San Andreas to the Amador County line

Upon the completion of the SR 4 Wagon Trail realignment, the California Legal Advisory section of SR 4 between Copperopolis and SR 49 will be upgraded to an STAA route.

2.12.2. GOODS MOVEMENT ISSUES IN CALAVERAS COUNTY

A key challenge for goods movement in Calaveras County is upgrading the Wagon Trail section of SR 4 to an STAA route. Additionally, narrow shoulders on State Highways create potential conflicts between trucks, bicyclists, and oncoming traffic. Valley Springs, which is expected to see significant development in the future, is currently experiencing the highest growth in truck traffic, posing additional challenges.

Conflicts between truck traffic, recreational vehicles, and large tour buses on the narrow two-lane highways of Calaveras County are a concern. Some roads are too narrow to safely accommodate both goods movement and recreational traffic. Moreover, restrictions on permits often force larger trucks to take less direct routes to their destinations, reducing efficiency. The need to designate the Wagon Trail section of SR 4 as an STAA route, along with the lack of shoulders and passing lanes on the highway system, are major safety concerns that impact goods movement through the County. Narrow shoulders on these highways further exacerbate risks by increasing the likelihood of conflicts between different types of vehicles, especially in areas like Valley Springs, where truck traffic is rapidly increasing.



2.12.3. TRUCK PARKING

There are no Caltrans-designated Safety Roadside Rest Areas in Calaveras County, posing difficulties for goods movement and truck driver safety.

2.13. WATER RESOURCES

Public Utility Districts primarily serve the more densely populated areas, with most of their water supply coming from surface water sources, while only a small portion is sourced from groundwater. The East San Joaquin Ground Water Basin, which spans roughly 70 square miles (about 7% of the County), provides much of the groundwater. Wells in this area typically draw water from similar depths and generally have satisfactory yields. However, the basin is currently experiencing overdraft, reducing the likelihood of finding water on its periphery.

In the majority of Calaveras County, wells are drilled into hard rock formations, where groundwater is stored within fractures, comprising less than 2% of the rock volume. The yield of these wells varies significantly, depending on the size and orientation of the fractures, with about half of them producing 10 gallons per minute or less. The Tertiary River Channel System, an ancient river system now mostly covered by volcanic ash, still allows significant water flow through its cemented gravel. After the Darby fire, approximately 500,000 gallons per day were supplied to Angels Camp by pumping water from this old river system via a mine shaft.

The Calaveras County Water District (CCWD) is the main water provider for Calaveras County, managing resources across important Sierra Nevada watersheds. CCWD supplies water to approximately 17,500 residents and businesses through six different water treatment facilities throughout the County.

The District draws from four primary water sources: 1) the Calaveras River for the Jenny Lind Service Area, 2) the Stanislaus River for the Copper Cove/Copperopolis and Ebbetts Pass service areas, 3) San Antonio Creek (a tributary of the Calaveras

River) for the Sheep Ranch Service Area, 4) groundwater for the Wallace Service Area, and 5) the Mokelumne River for the West Point Service Area. These service areas operate independently, without sharing water supplies or infrastructure, which requires careful planning to address unique risks and vulnerabilities in each region.

The varied and often rugged terrain of these service areas, combined with low population densities and small rate-payer bases, presents both management and financial challenges for the District. Additionally, the number of full-time and part-time residents fluctuates depending on the appeal of the area to second homeowners and vacationers who are drawn to the region's outdoor and recreational opportunities.

The availability of CCWD's water supplies, particularly from surface water sources, is largely dependent on fluctuations in precipitation patterns within its watersheds, primarily the Calaveras, Stanislaus, and Mokelumne Rivers. To meet water service demands, the District must contend with the high variability in hydrologic conditions from year to year, as well as the storage levels in its key reservoirs. While CCWD's surface water rights have historically been sufficient to satisfy the need, the District must also be prepared for droughts and water shortages, which may require implementing demand restrictions to ensure public health and safety.

2.14. INTERCONNECTIVITY ISSUES

Calaveras County is rural and mountainous in nature, contributing to connectivity challenges involving roadways, transit, aviation, rail, goods movement, and active transportation. The geographic characteristics of this region add complexity to creating a robust transportation network throughout the County and to the rest of California and the United States.



2.14.1. ROADWAYS

The roadways for interregional travel connect Calaveras County to surrounding areas including San Joaquin County and Sacramento County as well as major roadway systems. Angels Camp is approximately 80 miles from Sacramento and 52 miles from Stockton. The weather in Calaveras County can vary, from mild weather to the severity of snowstorms and icy conditions, to extreme fires, causing unpredicted road closures and travel restrictions on short notice. Lane closures due to weather-related events or construction and utility work can cause extended delays for travelers, given the limited alternatives to travel through the County.

2.14.2. TRANSIT

The rural nature, rugged geography, funding constraints, and dispersed population of Calaveras County provides many challenges for implementing a robust transit system. Calaveras Connect provides fixed-route, deviated fixed-route, and public Dial-a-Ride service to Calaveras, with some services extending into Amador and Tuolumne counties. Transit interconnectivity issues exist in Calaveras County, between Calaveras County transit and other modes. Due to the limited availability of bicycle and pedestrian facilities in most Calaveras County communities, first-/last-mile travel issues exist for current transit users and may create a barrier for potential transit users.

In addition to services within the County, Amador Transit provides critical connections for Calaveras transit users. Amador Transit operates six fixed-route services within Amador County, including one fixed route to downtown Sacramento. All routes begin and end at the Sutter Hill Transit Center, where riders can switch from Calaveras Connect services. The Calaveras Connect Red Line connects to Tuolumne Transit at Columbia College in Tuolumne County where Calaveras passengers can make connections to neighboring communities of Sonora and Jamestown. The closest Amtrak stations to Calaveras County are in Modesto and Stockton. The San Joaquin Amtrak route runs

from Bakersfield north through Visalia, Fresno, Lodi, Stockton, and Sacramento, with greater connections to the San Francisco Bay Area. However, providing reliable and efficient public transit in Calaveras County is challenging due to its sparse population, rugged landscape, and limited financial resources.

2.14.3. AVIATION

The Calaveras County Airport, also known as Maury Rasmussen Field, is the only public general aviation airport in Calaveras County. The nearest major airports are the Modesto City County Airport and the Sacramento International Airport, approximately 55 miles and 88 miles from Angels Camp, respectively. These distances create first- and last-mile challenges for those who need to access commercial flights.

2.14.4. GOODS MOVEMENTS

Goods movement in and through Calaveras County is subject to disruption by weather-related events such as wildfires and winter conditions. Other circumstances such as traffic collisions and roadway construction can also create access issues. Permitting restrictions often force larger trucks to take less direct routes to their destinations, reducing efficiency. The need to designate the Wagon Trail section of SR 4 as an STAA route, along with the lack of shoulders and passing lanes on the highway system, are major safety concerns that impact goods movement through the County.

2.14.5. NON-MOTORIZED TRANSPORTATION

Calaveras County, characterized by its rural nature, spread-out communities, and low population density, has low rates of active transportation for commuting, with its primary deficiency in pedestrian and bicycle infrastructure. Such barriers often persuade people to travel by car rather than walk. Walking or biking in these conditions is even more difficult for the elderly, children, or people with disabilities. With a more connected network, residents may be more inclined to walk



or bike for recreation, daily errands, or social activities, which could increase the active transportation mode share, though not to the extent seen in urban areas.

2.15. CLIMATE VULNERABILITY AND MITIGATION

2.15.1. CLIMATE PLANNING FOR CALAVERAS COUNTY

The Calaveras County Evacuation and Access Needs Assessment and Preparedness Plan identifies several transportation-related risks associated with climate change, with wildfires and severe storm events posing the greatest threats. Many county roads, including key evacuation routes, are located in areas of moderate to very high wildfire hazard. Increased wildfire activity may lead to road closures, hazardous driving conditions, and compromised access for emergency response and evacuation. In addition, heavier storm events may cause flooding, erosion, and damage to aging infrastructure, particularly in rural and mountainous areas where maintenance access is limited.

To address these vulnerabilities, the assessment emphasizes the need for resilient design in transportation planning, including the following measures:

- Fire-resistant materials;
- Flood-adaptive road design;
- Improvements to key freight and evacuation corridors;
- Expanding electric vehicle charging infrastructure;
- Developing climate-resilient active transportation facilities.

These findings will guide future investments to ensure the long-term safety, reliability, and sustainability of the regional transportation network.

2.15.2. CLIMATE PLANNING FOR THE CITY OF ANGELS

The City of Angels has drafted a Greenhouse Gas (GHG) Reduction Plan to outline the City's GHG emissions reduction goals and methods for achieving them. The City adopted a target of reducing 40 percent of emissions below 1990 levels by 2030 in accordance with SB32. The City also adopted a target for climate neutrality by 2045 in accordance with EO B-55-18, and AB 1279. The City of Angels GHG Reduction Plan promotes sustainable development and community resilience through emissions reductions in all sectors of the community, including energy, transportation, solid waste, water, and wastewater. The plan includes several measures focused on decarbonizing transportation modes throughout the city.

Measure TR-1 focuses on increasing electric vehicle (EV) and zero emission vehicle (ZEV) adoption of 30 percent for passenger vehicles and 30 percent for commercial vehicles within the City by 2030. In order to achieve Measure TR-1, the City plans to install 62 new publicly accessible EV charging ports, update the building code to include EV charging requirements in on-site parking development, and work with local businesses to accelerate City-supported business fleet electrification, among a variety of other projects to support EV and ZEV adoption.

Measure TR-2 aims to decarbonize the City municipal fleet and related commuter vehicles to achieve a 40 percent ZEV fleet by 2030. To support Measure TR-2, the City plans to:

- Replace all vehicle fleets with EVs and ZEVs when feasible;
- Develop a timeframe and schedule to convert all City vehicles to EV/ZE; and
- Provide transportation subsidies to City employees who use EV/ZEV to commute to work.

3. POLICY ELEMENT

The purpose of the Policy Element is to provide guidance to regional transportation decision-makers and promote consistency among State, regional, and local agencies. Consistent with the 2024 RTP Guidelines, the Policy Element is intended to:

- Describe the transportation issues in Calaveras as a region
- Identify and quantify regional needs expressed within both short-term (0-10 years) and long-term (11-20 years) planning horizons
- Maintain internal consistency with the Financial Element and fund estimates

3.1. TRANSPORTATION ISSUES

3.1.1. FEDERAL ISSUES

Federal transportation policy direction and programming provide the direction through which transportation planning decisions are made at the State, regional, and local levels.

Infrastructure Investment and Jobs Act

On November 15, 2021, President Joe Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law. The IIJA allocated \$550 billion for new initiatives repairing and upgrading U.S. infrastructure. Among other provisions, the IIJA allocated \$550 billion in funding for new initiatives to repair roads and bridges, improve public transit, and deliver clean drinking water and high-speed internet. It also reauthorized federal spending on long-standing infrastructure programs including the funding of highway maintenance, electrical grid upgrades, and water reclamation projects, through 2026.

3.1.2. STATEWIDE ISSUES

The transportation sector is a significant contributor to GHG emissions, accounting for 37% of emissions in the State of

California. The State is dedicated to reducing GHG emissions through sustainable land use and transportation planning. In 2016, the California legislature passed SB 32, codifying a 2030 GHG emissions reduction target of 40% below 1990 levels. In 2017, transportation funding increased with the passage of California SB 1, a \$52 billion transportation program funded by increased State gas taxes and vehicle license fees. SB 743, described in the following section, has an impact on the RTP Guidelines and RTP development process.

Senate Bill 391 and the California Transportation Plan

SB 391, authorized in 2009, required the California Department of Transportation to prepare the California Transportation Plan (CTP), the State's long-range transportation plan, by December 2015, to reduce GHG emissions and VMT. The Plan stated this system had to reduce GHG emissions to 1990 levels from current levels by 2020, and 80% below the 1990 levels by 2050 as described by AB 32 and Executive Order (EO) S-03-05. CTP 2050 is a roadmap and long-range policy plan for making equitable, transparent, and transformable transportation decisions in California. It provides a collective vision for major metropolitan areas, rural areas, and state agencies to achieve critical statewide goals, policies, and recommendations to guide transportation decisions and investments in the twenty-first century that meet future multimodal mobility needs and reduce GHG emissions.

Senate Bill 1 and the Impact on Transportation Funding

In 2016, several bills that would drastically change the financial outlook for transportation funding for the next decade were debated within the State Legislature. The results of those legislative efforts culminated in the Governor signing SB 1 on April 28, 2017. In November of 2018, California Proposition 8, which proposed a repeal of SB 1, was defeated.

SB1 is a \$52 billion transportation plan funded by increased taxes on gasoline and diesel fuel, and vehicle license fees, including



a new fee for vehicles that do not utilize fossil fuels, but do use public roads. The fund is used exclusively for transportation purposes, including maintenance, repair, and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

SB 1 created the following programs that fall under CTC guidelines:

- Active Transportation Program (ATP) – \$100 million added annually for bicycle and pedestrian projects
- Local Streets and Roads – \$1.5 billion added annually for road maintenance and rehabilitation
- State Highway Operation and Protection Program (SHOPP) – \$1.9 billion added annually for projects on State Highways
- State Transportation Improvement Program (STIP) – this funding source was stabilized; the funds historically received by CCOG were to be restored for eligible projects

Senate Bill 743

In 2013, then-Governor Brown signed SB 743, which created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to the level of service for evaluating transportation impacts. In 2018 the CEQA Guidelines were amended to include those alternative criteria, and auto delay is no longer considered a significant impact under CEQA. Transportation impacts related to air quality, noise, and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management laws to allow cities and counties to opt out of level-of-service standards within certain infill areas. The updated 2024 RTP Guidelines established VMT as the primary metric for documenting vehicular travel. In this document, CCOG has reported existing VMT and projected future VMT on critical regional roadways in the region and will

continue to be committed to supporting State and national GHG reduction goals.

California Electric Vehicle Mandate

On September 23, 2020, Governor Newsom signed EO N-79-20, establishing a goal for 2035, when 100% of in-state sales of new passenger vehicles and trucks should be zero-emission. The EO also establishes that 100% of new medium- to heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible, and by 2035 for new drayage trucks. Transit fleets are also subject to CARB's ICT rule, which requires that 25% of new vehicle purchases in small fleets be zero-emission by 2026; all new vehicles must meet that standard by 2029.

3.1.3. REGIONAL AND LOCAL ISSUES

Even with new funding guaranteed by SB1, and the Road Repair and Accountability Act of 2017, the primary local and regional issues revolve around a shortage of maintenance funding to support the integrity of existing facilities. Additional issues at the local and regional levels include the need for transportation modes other than automobiles, that would enhance accessibility and connectivity between communities, health services, retail, recreational destinations, and employment centers. The following general categories of transportation issues have been identified:

- Maintenance and improvement of road system
- Improvements of non-auto transportation modes and programs that lower vehicle emissions, including establishing an adequate electric grid to be utilized by electric transit vehicles, personal electric vehicles, and electric bicycles
- Adherence to climate GHG reduction targets
- Promotion of economic development within the region



Economic development efforts should include transportation planning agencies in their decisions, to ensure transportation infrastructure and programs adequately account for the increased demand on the system. The CCOG will work with partners to promote recreational tourism and industrial and commercial activity. Elements of the transportation system related to industrial and commercial activity include the following:

- Road systems with adequate structural strength to support goods movement on a regular basis
- Adequate road width, to support the travel and tourism industry

3.1.4. CLIMATE CHANGE AND GAS EMISSIONS

In 2006, the California State Legislature adopted AB 32, known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill establishes a cap on statewide GHG emissions and sets forth the regulatory framework to achieve corresponding reductions in statewide emissions levels. The updated 2024 RTP Guidelines provide several recommendations for consideration by rural RTPAs to address GHG. The following strategies from the guidelines have been applied to small counties:

- Emphasize transportation investments in areas where desired land uses, as indicated in a city or County general plan, may result in VMT reduction or other lower impact use.
- Recognize the rural contribution towards GHG reduction for counties that have policies that support development within their cities and protect agricultural and resource lands.
- Consider transportation projects that increase connectivity or provide the means to reduce VMT without posing negative effects on tourism and access to public lands.

SB 246 – Climate Change Adaptation

SB 246 (Chapter 606, Statutes of 2015) establishes the Integrated Climate Adaptation and Resiliency Program under the Office of Planning and Research. This program aims to coordinate local and regional efforts with statewide strategies, to adapt to climate change.

SB 350 - Clean Energy and Pollution Reduction Act of 2015

SB 350 (Chapter 547, Statutes of 2015), known as the Clean Energy and Pollution Reduction Act of 2015, emphasizes the critical role of widespread transportation electrification in achieving climate goals and federal air quality standards. It underscores the importance of ensuring equitable access to zero-emission and near-zero-emission vehicles, particularly for disadvantaged and low- to moderate-income communities. This legislation directs agencies to incorporate these goals into regulations, guidelines, plans, and funding programs aimed at reducing GHG emissions.

Pursuant to PUC 740.12(a)(2), “It is the policy of the state and the intent of the Legislature to encourage transportation electrification as a means to achieve ambient air quality standards and the state’s climate goals. Agencies designing and implementing regulations, guidelines, plans, and funding programs to reduce greenhouse gas emissions shall take the findings described in paragraph (1) [of PUC Section 740.12] into account.” RTPAs may incorporate the directives from SB 350 in their planning processes.



Executive Orders on Climate Change Issues

Fighting climate change by cutting GHG emissions is a major objective for California. In July 2021, the California State Transportation Agency introduced the Climate Action Plan for Transportation Infrastructure (CAPTI). This plan outlines suggestions for using discretionary transportation funds to address climate change. CAPTI is rooted in EOs N-19-19 and N-79-20, issued in 2019 and 2020 respectively, which set the framework for these efforts.

EOs regarding climate change establish a crucial framework for RTPAs. Although EOs primarily target state agencies, integrating climate change policies within RTP planning processes supports California's goals of lowering per capita GHG emissions and mitigating the impacts of climate change.

Since the last RTP Guidelines update in 2017, two EOs have been issued that address climate change. EO N-19-19, issued on September 20, 2019, advocates for using the State's investment portfolio to advance climate leadership and establish a framework for climate investments. The CAPTI was formulated in response to this EO.

As noted earlier regarding California's Electric Vehicle Mandate, EO N-79-20 requires all passenger cars and trucks sold in California are to be zero-emission by 2035, and medium- and heavy-duty vehicles should be zero-emission by 2045.

3.2. REGIONAL GOALS, OBJECTIVES, AND STRATEGIES

The goals, objectives, and policies for this 2025 RTP remain largely unchanged from the 2021 RTP and emphasize the importance of climate mitigation and alternative transportation implementation. 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.

The RTP goals, objectives, and policies were developed to ensure that the Calaveras region can uphold a regional transportation system within the financial constraints of State, federal, and local funding sources. 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.

3.2.1. STATE HIGHWAYS AND REGIONAL ROADWAYS

With its traffic volumes relatively low and population growth minimal, expanding the traffic capacity of roadways is not a priority for Calaveras. Safety and operational improvements and maintenance of the existing system to ensure connectivity are of central importance. According to the TIMS, 1,655 total crashes were reported on State Highways between 2012 and 2023. Reducing collision and fatality rates is important to address overall safety in the region. Maintaining regional roadways and connectivity to Sacramento County, San Joaquin County, and Tuolumne County is another critical concern for the region.

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.

Objective 1.1. Identify and prioritize improvements to the roadway system.

Policy 1.1.1. Prioritize roadway projects according to pavement condition and safety and operational deficiencies, including required maintenance and repair, in the most cost-effective manner given available resources.

Policy 1.1.2. Support local jurisdictions to maintain and implement pavement management programs that strategically identify and prioritize maintenance and rehabilitation projects.



Policy 1.1.3. Identify program rehabilitation and maintenance projects that will increase overall PCI for the County and reduce the need for rehabilitation projects that would ultimately be more expensive.

Objective 1.2. Maintain roadways at acceptable safety standards.

Policy 1.2.1. Identify and eliminate unsafe conditions on State Highways and regionally significant roadways and intersections.

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.

Objective 1.3. Employ intelligent transportation systems (ITS) strategies when feasible and cost-effective. ITS includes technology improvements that will enhance the safety and reliability of roadways such as Changeable Message Signs (CMS) that provide travelers with roadway information on detours, winter road closures, and weather conditions (short-term).

Policy 1.3.1. Consider the implementation of ITS technologies for individual modes based on availability, feasibility, and funding.

Objective 1.4. Work with developers and Caltrans to ensure that intersection improvements are installed at the appropriate times and in accordance with State and County design standards (short-/long-term).

Policy 1.4.1. Developers shall be responsible for constructing or improving intersections at new developments to maintain acceptable VMT on roadways that provide access or are affected by the development during the implementation of planned or phased development in these areas.

3.2.2. ACTIVE TRANSPORTATION

There is a need to enhance bicycle and pedestrian facilities for recreationalists, visitors, and residents in the Calaveras region. This includes wider shoulders (especially on SR 49), bicycle lanes, sidewalks, and crosswalks to improve safety and connectivity between community destinations and intra-regional travel. A lack of active transportation facilities discourages walking and cycling and excludes the use of the trails that extend from these facilities. This also limits the potential establishment of new bus stops to serve these attractions.

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.

Objective 2.1. Incorporate bicycle, pedestrian, and transit improvements when planning roadway improvements.

Policy 2.1.1. Prioritize roadway and street designs that avoid bicycle–auto, pedestrian–auto, and bicycle–pedestrian conflicts.

Policy 2.1.2. In roadway design, implement “Complete Streets” policies that foster equal access for all users.

Policy 2.1.3. Maximize multimodal access to the roadway system and eliminate barriers to alternative transportation systems.

Policy 2.1.4. Encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and other partners to individually and collaboratively plan, install, and maintain roads in the Calaveras region to build a coordinated and balanced transportation system.

Policy 2.1.5. Prioritize improvement projects that increase bicycle and pedestrian safety along corridors and intersections frequently used by school children, recreational cyclists, commuter cyclists/pedestrians, and visitors.

Objective 2.2. Prioritize active transportation projects that



enhance the connectivity of the existing non-motorized system.

Policy 2.2.1. Coordinate with funding programs to provide multiple components of an infrastructure project when appropriate.

GOAL 3. PROMOTE ALTERNATIVE TRANSPORTATION SYSTEMS

Objective 3.1. Include and implement active transportation facilities where possible.

Policy 3.1.1. Support the projects listed in the Active Transportation and Recreational Trails Plan (ATRTP).

Policy 3.1.2. Pursue discretionary funding, where applicable, in order to implement projects that support a well-balanced transportation system.

Policy 3.1.3. Advocate for increased funding availability from State and federal resources.

Policy 3.1.4. Actively seek funding sources for multimodal transportation development.

3.2.3. TRANSIT

Calaveras Connect offers public transportation services for Calaveras County. Calaveras Connect ridership had been growing until the 2018-2019 fiscal year but saw a decline resulting from the COVID-19 pandemic. According to the Calaveras Council of Governments 2023/24 CTA Year-End Performance Report, CTA's total annual ridership dropped 60% (from 38,789 to 15,903) between 2019 and 2021 due to the COVID 19 pandemic. With the decrease of COVID-19 transmissions and the lessening of travel restrictions, ridership has rebounded significantly, climbing back to 39,332 by 2024.

GOAL 4. MAINTAIN A HIGH-QUALITY PUBLIC TRANSPORTATION SYSTEM

Objective 4.1. Actively support the maintenance and enhancement of the public transit system.

Policy 4.1.1. Identify transit facilities, such as bus shelters, staging areas, transit hubs, etc., and potential funding sources for their improvement.

Policy 4.1.2. Encourage and support the use of public transportation grants from State and federal programs to the maximum extent possible.

Objective 4.2. Maintain a safe and effective public transit system.

Policy 4.2.1. Work with CTA and other State and federal agencies to both support and advocate for an ongoing funding source that funds fleet replacement and maintains a safe fleet within established useful life standards.

Policy 4.2.2. Program transit capital improvement projects that result in a decrease in ongoing and long-term maintenance costs and improved safety.

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.

Objective 5.1. Provide a regional transportation system that is safe and accessible to all types of users regardless of income level, race, and age.

Policy 5.1.1. Encourage the development of mobility improvement projects to equitably support disadvantaged communities and ensure that community values and regional character are protected and enhanced.

Policy 5.1.2. Coordinate with local jurisdictions to provide



effective transportation choices for a diverse population including aging persons, youth, and persons with disabilities.

Policy 5.1.3. Coordinate with CTA, neighboring transit systems, and nonprofit and social service agencies to support transit trips into and out of Calaveras County for employment, education, medical, tourism, and recreation travel purposes.

Policy 5.1.4. Work with local jurisdictions to encourage the development of active transportation facilities that provide access to transit stops and other multimodal facilities.

Policy 5.1.5. Encourage the transit operator to utilize developments in technology, such as mobile device applications and other intelligent transportation systems, to inform transit users of available services and monitor transit vehicles to optimize routes where feasible.

Policy 5.1.6. Market the availability of transit service information to likely transit users including for educational, commercial, recreational, and employment purposes.

Objective 5.2. Promote a transit system that is responsive to the needs of transit-dependent persons.

Policy 5.2.1. Update and implement the strategies identified in the Coordinated Public Transit Human Services Transportation Plan in conjunction with CTA.

Policy 5.2.2. Work with transit providers and social service transportation providers to improve or increase transit services to rural and remote areas.

Policy 5.2.3. Support pilot transit programs and promote coordination opportunities with local private or nonprofit organizations, school districts, and adjacent counties to meet the needs of transit-dependent populations in locations not adequately or appropriately served by public transit.

Policy 5.2.4. Coordinate with senior living facilities, healthcare clinics, and other transportation providers and services for seniors and people with disabilities.

3.2.4. AVIATION

Mary Rasmussen Field is the only aviation facility located within Calaveras County. Because demand for aviation activity is not expected to increase in Calaveras County, maintaining the existing facilities is the priority for this airport.

GOAL 6. ENHANCE, MAINTAIN, AND IMPROVE THE CALAVERAS COUNTY AIRPORT TO SUPPORT GENERAL AVIATION AND DISASTER EMERGENCY SERVICES.

Objective 6.1. Implement land use, zoning, and development policies of the Airport Special Plan.

Policy 6.1.1. Prevent new land uses and zoning surrounding the County's airport (Mary Rasmussen Field) from creating future land use conflicts.

Policy 6.1.2. Encourage policies that preserve land currently owned by the airport for airport uses.

3.2.5. CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE

In California, transportation accounts for 37% of GHG emissions. Transportation strategies to reduce GHG emissions include reducing, managing, and eliminating non-essential trips through smart land use, ITS, demand management, and market-based manipulation strategies. It is important that the regional transportation and land use decision-makers pursue projects that adhere to adopted state strategies and regional efforts to meet GHG reduction targets. Decisions must also be made through an environmental justice lens to ensure that sensitive, vulnerable, and at-risk populations are at the forefront.

GOAL 7. ENSURE SENSITIVITY TO THE ENVIRONMENT IN ALL TRANSPORTATION DECISIONS.

Objective 7.1. Improve resiliency of the region's transportation system to climate-related impacts.



Policy 7.1.1. Prioritize grant opportunities that provide funding for projects to identify and implement climate change adaptation strategies.

Policy 7.1.2. Encourage agencies to prioritize climate change adaptation strategies when designing improvements or additions to transportation networks.

Policy 7.1.3. When assessing climate-related transportation issues, refer to the “defend, accommodate, or retreat” practices in the State’s 2015 Climate Change and Storm Water Management Plan to ensure that the best course of action is taken.

GOAL 8. INCLUDE CLIMATE CHANGE STRATEGIES IN TRANSPORTATION INVESTMENT DECISIONS

Objective 8.1. Ensure consistency with SB 743 legislation and the SB 743 Implementation Plan for Calaveras County (2022).

Policy 8.1.1. Utilize vehicle miles traveled (VMT) analyses as required statewide under CEQA and to support State and national goals to reduce GHG emissions.

Policy 8.1.2. Screen potential transportation projects under the guidance criteria set forth in the SB 743 Implementation Plan for Calaveras County (2022).

Policy 8.1.3. Prioritize transportation projects assumed to meet the screening criteria set forth in the SB 743 Implementation Plan for Calaveras County (2022), including rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the conditions of existing transportation and that do not add motor vehicle capacity.

Objective 8.2. Actively invest in transportation projects and prioritize planning efforts that will help Calaveras residents to proportionately contribute to the State’s GHG reduction

targets established by AB 32 and SB 375.

Policy 8.2.1. Evaluate transportation projects based on their ability to reduce GHG emissions within the Calaveras region.

Policy 8.2.2. Promote projects that can be demonstrated to reduce GHG emissions and air pollution, such as active transportation projects, transit improvements, and alternative fuel programs.

Policy 8.2.3. Meet the standards of the California Clean Air Act and the Federal Clean Air Act and amendments in coordination with the local Air Pollution Control District when developing plans.

Policy 8.2.4. Observe new technologies and opportunities to implement energy-efficient and alternative transportation infrastructure.

Policy 8.2.5. Make alternative transportation such as active transportation and transit a priority in transportation decisions.

Policy 8.2.6. Encourage private and public investment in an electric vehicle charging station network that can be utilized by transit vehicles, personal vehicles, and electric bicycles in the Calaveras region and seek funding to fill any gaps in the network.

Objective 8.3. Reduce or maintain GHG emissions generated by transportation-related sources in the Calaveras region.

Policy 8.3.1. Comply with state and federal climate change regulations and standards.

Policy 8.3.2. Pursue projects with positive GHG impacts that are realistic given the rural nature of the Calaveras region, including transit programs, ride-sharing programs, bicycle and pedestrian improvements, ITS strategies, and maintenance of existing roadways to reduce vehicle emissions.

Objective 8.4. Promote transportation policies and projects that minimize impacts on the natural environment.



Policy 8.4.1. Incorporate public outreach as a fundamental component of transportation planning and decision-making processes, encouraging input from all interested and affected groups and individuals.

Policy 8.4.2. Ensure that public participation efforts include interested residents, underrepresented and disadvantaged groups, and other stakeholders in the decision-making process.

Policy 8.4.3. Include, in project analysis, the identification and mitigation of all impacts on all affected segments of the population, particularly disadvantaged communities.

Policy 8.4.4. Promote equity for all users and modes by focusing efforts on the implementation of Complete Streets elements in all projects.

Policy 8.4.5. Design transportation facilities to meet the needs of all users including older adults, children, and people with disabilities.

3.2.6. TRIBAL TRANSPORTATION

There are three active tribes within the Calaveras region including the Calaveras Band of Mi-wuk, Lone Band of Miwok, and the Chicken Ranch Rancheria of Me-Wuk Indians. The CCOG maintains frequent communication with these Tribes especially when considering transportation decisions and recognizes the importance of a collaborative process to ensure that policies, projects, and implementation methods reflect the needs and desires of Tribes that may be affected by these decisions.

GOAL 9. PROVIDE TRIBAL RESIDENTS WITHIN THE CALAVERAS REGION WITH A SAFE, EFFECTIVE, AND FUNCTIONAL TRANSPORTATION SYSTEM, INCLUDING STREETS, ROADS, AND PEDESTRIAN AND BICYCLE FACILITIES.

Objective 9.1. Implement activities and plans in a knowledgeable, sensitive manner while being respectful of

Tribal sovereignty.

Policy 9.1.1. Consult with and involve Tribes in the development of planning documents.

Policy 9.1.2. Provide Tribes with information regarding various federal, State, and local transportation grant programs for which they may qualify.

Policy 9.1.3. Establish clear, ongoing, and open communication with Tribes.

Policy 9.1.4. Meet with Tribes to review the status of government-to-government relationships and exchange information, as appropriate.

Objective 9.2. Provide a transportation network that safely and sufficiently provides access between Tribal lands and their surrounding communities.

Policy 9.2.1. Coordinate with Tribes to consider financial partnerships on projects and grants that serve Tribal lands.

Policy 9.2.2. Coordinate with Tribes and surrounding communities to identify any concerns about safety within the region.

4. ACTION ELEMENT

The Action Element presents a plan to address the needs and issues for each transportation mode, in accordance with the goals, objectives, and policies set forth in the Policy Element. The Action Element also highlights the programs, policies, technical assistance, investments, or other actions to support strategies and goals in the plan. Projects and programs are categorized as short- or long-range improvements, consistent with the identified needs and policies. These plans are based on the existing conditions, forecasts for future conditions, and transportation needs discussed in the first three chapters of this RTP.

4.1. PROJECT PURPOSE AND NEED

The purpose of the RTP is to provide a vision for the region, supported by transportation goals, for 10-year (2035) and 20-year (2045) planning horizons. The 10-year planning blocks allow for consistency with STIP, which operates on 5-year cycles. The RTP documents policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system by:

- Assessing the current modes of transportation and the potential of new travel options within the region
- Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement
- Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs and establishing short- and long-term goals to facilitate these actions
- Identifying and integrating public policy decisions made by local, regional, State, and federal officials regarding transportation expenditures and financing

Each project included in the RTP contributes to system preservation, operational improvements, safety, and/or

multimodal enhancements. These broader categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the mobility and livability of residents in the County.

4.2. REGIONAL PRIORITIES

4.2.1. MAINTENANCE AND IMPROVEMENT EMPHASIS

In Calaveras, much of the County's limited available funding is focused on maintaining existing facilities across all modes. Multimodal improvements for the transit system, aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal transportation network, improve air quality, and help accommodate future travel demand in the region. Should a capacity-increasing project become a regional priority, it would be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities. Other capital projects can only be implemented after new funding sources become available to allow full funding of ongoing maintenance responsibilities. The region has limited capacity to fund and implement large projects due to fiscal and staffing constraints.

4.2.2. MAINTAIN CONNECTIVITY TO NEIGHBORING COUNTIES

Maintaining connections to Sacramento and Amador Counties via SR 49, Stanislaus and Tuolumne County via SR 4 and SR 26, Alpine County via SR 4, and El Dorado County via SR 49 is necessary to provide access to key destinations outside of Calaveras County. These connections are critical for the economy, health, and safety of the County's residents and visitors.



4.2.3. REGIONALLY SIGNIFICANT PROJECTS

Pope Street Complete Streets

The San Andreas Pope Street and Safe Routes to School Project will construct a multi-use asphalt pathway along Main Street, Pope Street, Lewis Ave, California Street, Treat Avenue, and Nielson Road, along with high-visibility crosswalks and intersection speed tables throughout the project area. The plan provides for safe bicycle and pedestrian connections through the main central residential neighborhood in San Andreas, and to major destinations in town such as the San Andreas Elementary School, Calaveras High School, Main Street shops, Mark Twain Hospital and Medical Center, Calaveras Health and Human Services, the Department of Motor Vehicles, County Central Library, and the Calaveras County Government Center. The project is expected to be completed by 2028.

Wagon Trail Realignment

The SR4 Wagon Trail realignment project is a major project intended to improve safety along a 6.5-mile stretch of SR4 between Angels Camp and Copperopolis.

Improvements include:

- Widening, grading and paving the roadway
- Removing dangerous curves
- Installing new culverts and animal crossings
- Increased overall road safety for the traveling public

The Wagon Trail project will be completed in two phases. Phase 1, currently under construction, begins at Bonanza Mine Way and continues to Appaloosa Road for a total of 3.2 miles. (See Table 4.1 for description of Phase 2.)

4.3. TRANSPORTATION SAFETY

Addressing transportation safety goals in a regional planning document can enhance the health, economic, and quality-of-life outcomes for residents of and visitors to Calaveras County. In response to safety concerns, Caltrans crafted a Strategic Highway Safety Plan with one primary safety goal: to reduce roadway fatalities to less than one fatality per one hundred million VMT. The Plan concentrates on 15 “challenge areas,” for each of which it provides background data, establishes specific goals, considers strategies to achieve those goals, and examines institutional issues that could affect goal implementation. The policy aspect of this RTP incorporates safety goals and objectives that are in line with the California Strategic Highway Safety Plan and addresses regional safety needs.

4.4. CALAVERAS COUNTY STRATEGIES TO PREPARE FOR CLIMATE CHANGE

The Calaveras region is likely to face more hazardous weather and weather-related events in the coming decades as a result of climate change. Potential hazards to transportation infrastructure include increased severity and frequency of storms, droughts, and wildfires, which may have direct and/or indirect impacts on the County’s transportation system. CCOG is taking proactive approaches to mitigate any such impacts, one example being the 2024 Climate Vulnerability Assessment, which details capital projects and pragmatic activities that can lessen the impacts of climate hazards.

4.5. TRANSPORTATION SECURITY/ EMERGENCY PREPAREDNESS

Transportation security and emergency preparedness address issues associated with large-scale evacuation due to a natural disaster or terrorist attack. Achieving the highest levels of emergency preparedness necessitates maintaining and improving roadways, airport facilities, bicycle and pedestrian



facilities, and public transit services. Most short- and long-range projects identified for the region emphasize maintenance and operational improvements. In addition to maintaining facilities vital for the region's safe evacuation, emergency preparedness involves training and education as well as planning appropriate responses to potential emergencies.

4.6. TRANSPORTATION SYSTEMS MANAGEMENT

Transportation systems management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. While urbanized areas can implement strategies using a broad combination of techniques, Calaveras County seeks the most effective and least capital-intensive solutions. On a project basis, TSM measures are used to increase traffic flow efficiency and movement through intersections and along highways. Long-range TSM considerations can include:

- Signing and striping modifications
- Parking restrictions
- Paving and re-striping areas to facilitate off-street parking
- Installing or modifying signals to provide alternate circulation routes for residents
- Re-examining speed zones on certain streets

These types of actions will remain part of the RTP and General Plan planning process for the next 20 years.

4.7. INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Intelligent Transportation Systems (ITS), as defined in the Code of Federal Regulations section 940.3, encompasses “electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of

a surface transportation system.” For the U.S. Department of Transportation, ITS is a priority and a key component of the nationwide implementation of the National ITS Architecture, a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State, and federal ITS applications. ITS includes technological improvements that enhance the safety and reliability of roadways. Common examples include highway advisory radio and changeable message signs that provide information on detours; delays; road closures, whether temporary or seasonal; weather conditions; and chain requirements. Benefits and cost assessments must be considered at an early stage in system and project planning to justify the deployment of technologies. Over time, ITS emphasis has shifted from internal operational improvements to coordination with external agencies, and interagency cooperation that enables all agencies to achieve their missions more effectively is the major objective of the regional ITS architecture. The proposed ITS technologies have the potential to strengthen efforts that ensure safe, efficient, and functional transportation systems for all modes of travel in the County. CCOG continues to look for any other new or emerging ITS technologies that could also be implemented, as ITS projects complement other transportation strategies. Key ITS applications that exist in various locations in Calaveras County include:

- Transit and traveler Information (e.g., telephone and web-based travel information and mobility centers) that disseminates public transportation service information to a wider variety of users across a larger network of public transportation service providers
- Highway advisory information signage that allows for coordination between the County, law enforcement agencies, and Caltrans to disseminate current highway conditions to the public



4.8. PROJECT LISTS

Projects included in the RTP are categorized as either short-range (2025-2035) or long-range (2035-2045) projects. All short- and long-range projects are displayed in Tables 4.1–4.6, with the exception of the Calaveras County long-range roadway, and long-range bicycle and pedestrian projects, which are included as Appendix E. 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.

4.8.1. ROADWAY PROJECTS

Tables 4.1A-C outlines short- and long-range roadway projects under the jurisdiction of Calaveras County and the City of Angels (Angels Camp). The County’s short-range projects total approximately \$113 million, while the City’s short-range needs are approximately \$21 million. About \$521 million and \$130 million in projects have been identified for long-range roadway improvements in Calaveras County and the City of Angels, respectively. The long-range projects for the County are included in Appendix E.

Table 4.1A: Calaveras County Roadway Projects (Short-Range)

Calaveras County Roadway Projects (Short-Range)							
Lead Agency	Funding Source	Project Type	Location	Description	Cost @ 2025	Cost Escalated to Yr of CON	Construction Year
County	STIP, RIP, TCEP, RSTP, County Local		Wagon Trail Realignment Phase 2	Realignment of 3 miles of eastern segment of the SR4 Wagon Trail Realignment Project. Between Stallion Way and approx. 1.6 miles west of SR4/49 Junction near Stockton Road	\$55,000,000	\$68,750,000	2030
County	VSBB	Road	SR 26 / Garner Road / Olive Orchard	Feasibility study analyzing intersection improvements, including left turn lanes on Highway 26	\$1,000,000	\$1,600,000	2028
County	RMRA	Safety	Various Locations	Roadway Safety Signing Audit	\$1,537,000	\$1,844,400	2026
County	RMRA	Maint.	Annual Countywide Maintenance	Annual Countywide Maintenance	\$21,695,000	\$26,034,000	2029



Calaveras County Roadway Projects (Short-Range)							
Lead Agency	Funding Source	Project Type	Location	Description	Cost @ 2025	Cost Escalated to Yr of CON	Construction Year
County	RMRA		Annual Countywide Striping Program	Centerline and edge line striping on various sections of County-maintained roads per the striping program schedule	\$650,000	\$780,000	2029
County	RMRA		Annual Countywide Guardrail Program	Repair and maintain guardrails throughout the County	\$800,000	\$960,000	2029
County	HSIP, RSTP		Road Safety Signing Audit	Installation, relocation and/or removal of signs.	\$5,499,615	\$6,599,538	2025
County	SS4A	Plan	Calaveras County Safety Action Plan	Countywide plan focused on improving roadway safety for all users	\$500,000	\$500,000	2027
County	STIP, ATP, Local, SHOPP	TBD	San Andreas SR 49 Corridor - SR 49/ Mountain Ranch Rd	Intersection Control - Traffic Signal or Roundabout	\$1,085,700	\$1,302,840	2035
County	STIP, ATP, Local, SHOPP	TBD	San Andreas SR 49 Corridor - Airport Rd/ SR 49	Intersection Control - Traffic Signal or Roundabout, gateway features	\$3,620,100	\$4,344,120	2035
Total					\$91,387,415	\$112,714,898	



Table 4.1B: City of Angels Roadway Projects (Short-Range)

City of Angels Roadway Projects (Short-Range)							
Lead Agency	Funding Source	Project Type	Location	Description	Cost @ 2025	Cost	Construction Year
City of Angels	Local, RMRA, RSTP, HUTA	Safety & Circulation	Foundry Lane Phase 1 & 2	Construct new 2-lane roadway from SR4 at Foundry Lane to SR 49 (north), including roundabout at intersection	\$8,741,500	\$10,489,800	2026
City of Angels	Local, RMRA, RSTP, HUTA	Safety	Greenhorn Creek (GHC) to Finnegan Lane Connector	First portion of the Greenhorn Creek Road South Extension to SR 49. First phase is 500± feet. See Also Angels Creek Trail.	\$350,000	\$420,000	2026
City of Angels	Local, RMRA, RSTP, HUTA	Safety	Blair Mine Road in GHC to Stockton Road connector	Arterial Urban/Collector/Minor/Arterial Rural. Connections from Blair Mine Road outlet (between GHC Lots 443, 444) to Stockton Road northwest to GHC subdivision	\$450,000	\$540,000	2030
City of Angels	Local, RMRA, RSTP, HUTA	Circulation	Stockton Road widening	Improve to collector standards (See also bike/pedestrian facilities proposed) from SR 49/ Savemart Shopping Center to Angel Oaks/ Greenhorn Creek Road	\$2,704,170	\$3,245,004	2030
City of Angels	Local, RMRA, RSTP, HUTA	Safety	Tryon Road to Greenstone Mine/SR 49 Connector	Connection from Tryon Road to SR 49 via on-site roadways from Tryon Road off Vallecito near Fire Station #1 to allow for emergency evacuation around SR 49 Bridge over Angels Creek and to SR 49 in the vicinity of the PG&E substation adjacent to SR 49 and south of the Annex during extreme flooding	\$1,250,000	\$1,500,000	2030
City of Angels	HSIP/Local	Roadway	SR 49@ Murphys Grade Rd	Improve intersection to allow for large truck turns at the intersection to allow for Business Attraction and Expansion (BAE) parcels development on Murphys Grade Road. Also improve visibility to east/west traffic	\$952,500	\$1,143,000	2030



City of Angels Roadway Projects (Short-Range) (Continued)							
Lead Agency	Funding Source	Project Type	Location	Description	Cost @ 2025	Cost	Construction Year
City of Angels	Local, RMRA, RSTP, HUTA	Roadway	Sierra Avenue (GHC) to Tuolumne Avenue Connector	Arterial Urban/Collector/Minor/Arterial Rural Angel Oaks/Greenhorn Creek Road at Gateway Park along dirt Sierra Avenue to Tuolumne Avenue	\$250,000	\$300,000	2030
City of Angels	Local, RMRA, RSTP, HUTA	Roadway	Road "A"	Construct new, 2-lane roadway from near the terminus of Clifton Lane, around Country Lane Estates, to Dogtown Road.	\$2,400,000	\$2,880,000	2030
City of Angels, CCOG, Caltrans	Local, RMRA, RSTP, HUTA	Circulation	Return to Historic Downtown Loop (North 49)	Construct new street entrance to Utica Park through parcel purchased south of former Napa Parking Lot and make Sam's Way a one-way exit	\$500,000	\$600,000	2030
Total					\$17,598,170	\$21,117,804	



Table 4.1C: City of Angels Roadway Projects (Long-Range)

City of Angels Roadway Projects (Long-Range)							
Lead Agency	Funding Source	Project Type	Location	Description	Cost @ 2025	Cost	Construction Year
City of Angels	TBD	Roadway	GHC Southwest Connector	GHC to SR 49 behind Fairgrounds	N/A	\$20,043,000	TBD
City of Angels	TBD	Roadway	Tryon Southeast Connector	South SR 49 to Vallecito Rd/East SR 4. Includes connection to Fairgrounds along old railroad alignment	N/A	\$75,000,000	TBD
City of Angels	TBD	Roadway	Demarest Extension	Connect Demarest to Stockton Road (behind Savemart shopping center)	N/A	\$619,900	TBD
City of Angels	TBD	Roadway	Foundry Lane Phase III (Angel Oaks / Greenhorn Creek Road Extension)	Extend Angel Oaks/Greenhorn Creek Road across SR 49 and up to intersect with Foundry Lane. Will require revised encroachment from Caltrans	N/A	\$12,213,000	TBD
City of Angels	TBD	Roadway	Kurt Drive Extension	Stelte Park to Murphys Grade Road	N/A	\$5,473,500	TBD
City of Angels	TBD	Roadway	Purdy Road Extension to Kurt Drive	Purdy Road to Kurt Drive Extension	N/A	\$217,000	TBD
City of Angels	TBD	Roadway	Moxie Connector	Gold Cliff Road to McCauley Ranch Road at location of existing emergency access	N/A	\$1,206,000	TBD
Total					\$-	\$114,772,400	



4.8.2. BRIDGE PROJECTS

Tables 4.2A-C identifies the short- and long-range bridge projects planned in Calaveras County. There are two long-range projects identified for the City of Angels that do not yet have cost estimates or timelines for implementation.

Table 4.2A: Calaveras County Bridge Projects (Short-Range)

Calaveras County Bridge Projects (Short-Range)					
Lead Agency	Funding Source	Location and Description	Cost @ 2025	Cost Escalated to Yr of CON	Construction Year
County	HBP + Toll	Bridge Prevention Maintenance	\$2,900,000	\$3,045,000	2026
County	HBP + Toll	Dogtown Road @ San Domingo Creek	\$3,301,712	\$3,466,798	2026
County	HBP + Toll	Lime Creek Road @ Youngs Creek	\$4,752,189	\$4,989,798	2026
County	HBP + Toll	Dogtown Road @ French Gulch	\$2,857,708	\$3,000,593	2026
County	HBP + Toll	Dogtown Road @ Indian Creek (50)	\$3,035,229	\$3,338,752	2027
County	HBP + Toll	Dogtown Road @ Indian Creek (51)	\$4,312,800	\$4,744,080	2027
County	HBP + Toll	Whiskey Slide @ Jesus Maria	\$4,829,677	\$5,554,129	2028
County	HBP + Toll	Calaveritas Road @ Calaveritas Creek	\$3,323,250	\$3,821,738	2028
Total			\$29,312,565	\$31,960,887	

Table 4.2B: Calaveras Bridge Projects (Long-Range)

Calaveras County Bridge Projects (Long-Range)					
Lead Agency	Funding Source	Location and Description	Cost @ 2025	Cost Escalated to Yr of CON	Construction Year
County	Copper. HBP	O'Byrnes Ferry Rd Bridge Reconstruction	\$506,000	\$759,000	2035
County	HBP	O'Byrnes Ferry Rd Bridge Deck Repair	\$2,054,000	\$3,081,000	2035
County	HBP, Other	Hogan Dam Road Bridges Replace or Rehabilitate	N/A	N/A	2035
County	HBP, Other	Rock Creek Road Bridges Replace or Rehabilitate	N/A	N/A	2035
County	HBP, Other	Cosgrove Creek Road Bridges Replace or Rehabilitate	N/A	N/A	2035
County	HBP, Other	Hogan Dam Road Bridges Replace or Rehabilitate	N/A	N/A	2035
County	HBP, Other	Rock Creek Road Bridges Replace or Rehabilitate	N/A	N/A	2035



Calaveras County Bridge Projects (Long-Range) (Continued)					
Lead Agency	Funding Source	Location and Description	Cost @ 2025	Cost Escalated to Yr of CON	Construction Year
County	HBP, Other	Cosgrove Creek Road Bridges Replace or Rehabilitate	N/A	N/A	2035
County	HBP	Maintenance - Various Locations	\$1,285,900	\$1,928,850	2035
Total			\$2,560,000	\$3,840,000	

Table 4.2C: City of Angels Bridge Projects (Long-Range)

City of Angels Bridge Projects (Long-Range)					
Lead Agency	Funding Source	Location and Description	Cost @ 2025	Cost Escalated to Yr of CON	Construction Year
City of Angels	HBP + Toll	SR 4 @ SR 49 South Intersection, Reconstruct bridge and intersection	TBD	TBD	TBD
City of Angels	HBP + Toll	Assess Booster Way bridge for necessity to improve and/or widen. Cost includes widening Booster Way	\$1,656,000	TBD	TBD
Total			\$1,656,000	\$-	

4.8.3. BICYCLE AND PEDESTRIAN PROJECTS

Table 4.3 highlights one short-range bicycle and pedestrian project in Calaveras County—the \$10 million Pope Street project scheduled for implementation in 2028, as well as long-range projects planned for the City of Angels. An extensive list of the County’s long-range projects is available in Appendix E.



Table 4.3A: City of Angels Bicycle and Pedestrian Projects (Short-Range)

City of Angels Bike/Ped Projects (Short-Range)						
Lead Agency	Funding Source	Location	Description	Cost	Cost Escalated to Yr of CON	Construction Year
City of Angels	ATP	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.	\$11,000,000	\$13,750,000	2030
Total				\$11,000,000	\$13,750,000	

Table 4.3B: City of Angels Bike and Pedestrian Projects (Long-Range)

City of Angels Bike and Pedestrian Projects (Long-Range)						
Lead Agency	Funding Source	Location	Description	Cost	Cost Escalated to Yr of CON	Construction Year
City of Angels	ATP	Stockton Road (SR 49 to Angel Oaks/GHC Road)	Bike/Ped (combination Class I, II, III) along Stockton Road from SR 49 (Savemart Shopping Center) to Greenhorn Creek Road	TBD	N/A	TBD
City of Angels	ATP	North Main Street Plan Improvements	Implement Copello SR 49 Crosswalk, bicycle pedestrian path along SR 49, and short-term projects identified in the plan	TBD	N/A	TBD
City of Angels	ATP	Stanislaus Avenue	Sidewalks from Mark Twain Elementary School to Gold Cliff Road (Complete Gao from School to Gold Cliff, one side)	TBD	N/A	TBD
City of Angels	ATP	San Joaquin Avenue	Sidewalks Bighorn Mobilehome Park to Mark Twain Elementary (one side)	TBD	N/A	TBD



City of Angels Bike and Pedestrian Projects (Long-Range) (Continued)						
Lead Agency	Funding Source	Location	Description	Cost	Cost Escalated to Yr of CON	Construction Year
City of Angels	ATP	Demarest	Sidewalks from Bighorn MHP to Stockton Road along existing dirt road/future road behind Savemart to Stockton Road	TBD	N/A	TBD
City of Angels	ATP	Main Street Plan Crosswalk/Intersection Improvements	Implement the following from the Main Street Plan: 1. Implement intersection improvements at the Raspberry Intersection Development per the plan (bulbouts, pedestrian signalization, re-define crosswalks) 2. Implement intersection improvements at the Vallecito SR 49, including gateway improvements 3. Mark Twain Intersection Improvements (Crosswalks) 4. Crosswalk on SR49 just south of Raspberry Lane	TBD	N/A	TBD
City of Angels	ATP	Monte Verda/SR 49 Intersection and Crosswalks	Improve safety and pedestrian crossings over SR 49 and across Monte Verda at this intersection	TBD	N/A	TBD
City of Angels	ATP	Angels Creek Trail Phases III & IV	Phase III - Finnegan Lane to City Wastewater Treatment Plant, including bridge across Angels Creek Phase IV - City Wastewater Treatment Plant to New Melones Reservoir	TBD	N/A	TBD
City of Angels	ATP	Bike/Pedestrian Bridge Finnegan Lane to Annex	Bike/Pedestrian bridge across Angels Creek to Annex (vicinity of Mayo Street)	TBD	N/A	TBD
City of Angels	ATP	Utica Park to Mark Twain	Class I or Class II facility from Utica Park through property adjacent to Utica/Lightner Park properties to Mark Twain	TBD	N/A	TBD
City of Angels	ATP	Bush Street - Utica Park to Finnegan Lane	Class III from Utica Park, along Bush Street to Finnegan Lane	TBD	N/A	TBD
Total				\$-	\$-	



Table 4.3C: Calaveras County Bike and Pedestrian Projects (Short-Range)

Calaveras County Bike and Pedestrian Projects (Short-Range)						
Lead Agency	Funding Source	Location	Description	Cost	Cost Escalated to Yr of CON	Construction Year
County	ATP	Pope St, San Andreas	Multi-use pathways, high-visibility crosswalks, pedestrian ramps, and intersection traffic calming measures in the neighborhood	\$10,000,000	N/A	2028
Total				\$10,000,000	\$-	

4.8.4. TRANSIT PROJECTS

Table 4.4 shows the short- and long-range operating and capital transit projects planned in Calaveras County. Over \$1.5 million in short-range transit needs have been identified in Calaveras County.

Table 4.4A: Calaveras Regional Transit Projects (Short-Range)

Calaveras Regional Transit Projects (Short-Range)				
Lead Agency	Funding Source	Description	Cost	Construction Year
CTA	FTA, SGR	Class C Medium Cutaway ICE Vehicle Replacement	\$165,000	2026
CTA	FTA, SGR, LCTOP	Class C Medium Cutaway Bus Electric Vehicle Replacement	\$319,000	2026
CTA	FTA, SGR, LCTOP	Bus Stop Improvements	\$72,000	2026
CTA	FTA, SGR	2 Class C Medium Cutaway ICE Vehicle Replacement	\$330,000	2027
CTA	FTA, SGR	2 Class C Medium Cutaway ICE Vehicle Replacement	\$330,000	2028
CTA	FTA, SGR	2 Class C Medium Cutaway ICE Vehicle Replacement	\$330,000	2029
Total			\$1,546,000	



Table 4.4B: Calaveras Regional Transit Projects (Long-Range)

Calaveras Regional Transit Projects (Long-Range)				
Lead Agency	Funding Source	Description	Cost	Construction Year
CTA	FTA, SGR,LCTOP	Continued Vehicle Replacement	TBD	TBD
CTA	FTA, SGR,LCTOP	Continued Bus Stop and Passenger Amenities	TBD	TBD
CTA	FTA, STIP	Intermodal Transit Facility	TBD	TBD
CTA	TBD	Transit EV Charging Facilities	TBD	TBD
City of Angels, CTA, Caltrans	TBD	North Main Street Plan Shelter Copello Transit Stop	TBD	TBD
Total			\$-	

4.8.5. AVIATION PROJECTS

The County receives \$10,000 annually for airport maintenance and will use that over the lifetime of the RTP. Various capital projects have been identified for the airport but do not yet have funding identified.

Table 4.5: Aviation Projects

Calaveras County Aviation Projects				
Lead Agency	Funding Source	Description	Cost	Construction Year
County	AIP	Short-Range Airport Maintenance (\$10k/year)	\$100,000	Annual
County	AIP	Long-Range Airport Maintenance (\$10k/year)	\$100,000	Annual
County		Design of Runway 31 Precision Approach Path Indicator	\$175,000	TBD
County		Design and Construction Automated Weather Observation Station (AWOS) Replacement	\$200,000	TBD
County	TBD	Construction of Runway 31 Precision Approach Path Indicator	\$75,000	TBD
County		Design of Parallel TW & Apron Connectors Pavement Reconstruction	\$150,000	TBD
County		Construction of Parallel T/W A & Apron Connectors Pavement Reconstruction	\$1,345,000	TBD
County		Remodel administration building to comply with ADA requirements	TBD	TBD



Calaveras County Aviation Projects (Continued)				
Lead Agency	Funding Source	Description	Cost	Construction Year
County		Design of (RW) Taxiway Connectors Pavement Reconstruction	\$95,000	TBD
County		Construction of (RW) Taxiway Connectors Pavement Reconstruction	\$625,000	TBD
Total			\$2,865,000	

4.8.6. CALTRANS STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

SHOPP is a state program administered through Caltrans to make improvements on state highways. Project needs totaling \$84 million have been identified for State Highways located in Calaveras County through 2034.

Table 4.6: Caltrans SHOPP Projects

State Highway Operation and Protection Program (SHOPP)							
Route	Activity Category	Activity Location	Target RTL FY	Postmile	EA	SHOPP Cycle	Cost
4	Reactive Safety	The scope of this planned project is under development in Calaveras County on Route 4 with primary work on Reactive Safety.	2027/28	TBD	TBD	2024	TBD
4	Pavement	The scope of this planned project is under development in Calaveras County on Route 4 with primary work on Pavement. Project will address 1 bridge(s), 101.4 lane miles of pavement, and 46 drainage system(s).	2030/31	TBD	TBD	2024	TBD
4	Pavement	Near Copperopolis, from Stanislaus County line to 2.1 miles east of Rock Creek Road. Rehabilitate pavement and drainage systems and upgrade guardrail.	2025/26	R0.0/R10.3	1L410	2024	\$17,788,000
4	Capital Funding	Near Copperopolis and Angels Camp, from Pool Station Road to west of Appaloosa Way.	N/A			2024	\$24,325,000
4	N/A	In Calaveras 4 EB Angels Camp Bypass	2026	21.69/21.82		2024	\$1,250,000
4	Reactive Safety	Safety Lighting at Intersection of State Route 4 and Parrotts Ferry Road in the town of Vallecito, Calaveras County	2025	26.1/26.1	10-1L440	2024	\$197,000



State Highway Operation and Protection Program (SHOPP) (Continued)							
Route	Activity Category	Activity Location	Target RTL FY	Postmile	EA	SHOPP Cycle	Cost
4	Pavement	Capital Preventive Maintenance (CAPM) In Calaveras County, Route 4.	2026	0.0 /10.3	10-1L410	2024	\$15,425,000
4	N/A	Culvert on State Route (SR) 4 at Post miles 35.7 and 37.5.	2025	35.7 /37.5.	10-1L800	2024	\$475,000
4	Mobility - ADA	In Murphys on route 4 westbound direction only from Pennsylvania Gulch Road to Jones Street.	2026	29.22/29.83	10-1Q380	2024	\$1,480,000
4	Reactive Safety	In Calaveras County in the Town of Murphys from Mitchler Avenue to Big Trees Road/Tom Bell Road. Install raised concrete median.	2025	29.497/29.62	10-1R430	2024	\$330,000
12	Pavement	The scope of this planned project is under development in Calaveras County on Route 12 with primary work on Pavement. Project will address 13.6 lane miles of pavement, and 1 drainage system(s).	2032/33	TBD	TBD	2024	TBD
26	Pavement	The scope of this planned project is under development in Calaveras County on Route 26 with primary work on Pavement. Project will address 9.5 lane miles of pavement.	2032/33	TBD	TBD	2024	TBD
26	Proactive Safety	The scope of this planned project is under development in Calaveras County on Route 26 with primary work on Proactive Safety.	2032/33	TBD	TBD	2024	TBD
49	Mobility - Operational Improvements	In Angels Camp, on Main Street from north of Stockton Road to north of Francis Street; also on Route 49 from 0.2 miles west and east of Main Street (PM R20.9/R21.3). Construct roundabouts, upgrade facilities to Americans with Disabilities Act (ADA) standards, and enhance pedestrian and bicyclist safety.	2025/26	8.5 /9.1	1H010	2024	\$19,485,000
49	Mobility	Intersection Improvements From CAL-49/4 N. JCT Intersection to CAL-49/Francis ST Intersection	2026	8.3 /9.1	10-1H010	2024	\$21,698



State Highway Operation and Protection Program (SHOPP) (Continued)							
Route	Activity Category	Activity Location	Target RTL FY	Postmile	EA	SHOPP Cycle	Cost
49	Pavement	The scope of this planned project is under development in Calaveras County on Route 49 with primary work on Pavement. Project will address 60.8 lane miles of pavement, and 3 drainage system(s).	2028/29	TBD	TBD	2024	TBD
49 / 4	N/A	Stand Alone project to install Broadband Middle Mile Network Hubs in Mariposa, Calaveras and San Joaquin Counties on State routes 49, 4 and 88 at various locations	N/A	TBD	TBD	2024	\$3,200,000
Total							\$83,976,698



4.9. PROGRAM-LEVEL PERFORMANCE MEASURES

In 2015 the Rural County Task Force completed a study on the use of statewide performance measure indicators for the 26 RTPAs in California to evaluate their applicability to rural and small urban areas like Calaveras County; the study identified and recommended measures that would best suit the unique conditions and resources available in these locales. These performance measures continue to help in the selection of RTP project priorities and in monitoring how well the transportation system functions.

The following standards guided the selection of performance measures for this RTP:

1. Performance measures align with California transportation goals and objectives.
2. Performance measures are consistent with the current goals and objectives of Calaveras County.
3. Performance measures are applicable to Calaveras County as a rural area.
4. Performance measures can be linked to specific decisions on transportation investments.
5. Performance measures do not impose substantial resource requirements on Calaveras County.
6. Performance measures can be normalized to provide equitable comparisons to urban regions.

Program-level performance measures are used to help select RTP project priorities and to monitor how well the transportation system functions. The aim of each performance measure and its location within the RTP are described herewith and located within section 3.2 of this report.

4.9.1. PERFORMANCE MEASURE 1 – PRESERVATION/SERVICE FUEL USE/TRAVEL USE/TRAVEL DISTANCE/TIME/COST

This performance measure monitors roadway conditions in Calaveras County through pavement conditions. Pavement conditions should be monitored every two years. This performance measure should have a high level of accuracy which can be indirectly used in estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/ State goals:

- Safety
- System preservation
- Accessibility
- Reliability
- Productivity
- Return on investment
- RTP goals: 1, 5

4.9.2. PERFORMANCE MEASURE 2 – SAFETY

Addressing transportation safety in a regional planning document can help improve health, financial, and quality-of-life concerns for the public. There is a need to establish methods to proactively improve the safety of the transportation network.

This performance measure monitors safety through the total accident cost and should be reviewed annually. To obtain a full picture of this data, staff may be required to access secondary data sources. Reasonably accurate data can be used directly for benefit/cost analysis. The County tracks the number of collisions on local roads and compiles the data to identify locations that need safety improvements. California Statewide Integrated Traffic Records System data from the California Highway Patrol is used to monitor the number of fatal and injury collisions by location to identify needed improvements.



Desired outcome and RTP/State goals:

- Establish baseline values for the number of fatal collisions and injuries per average daily traffic on select roadways over the past three years
- Monitor the number, location, and severity of collisions. Recommend improvements to reduce incidence and severity
- Work with Caltrans to reduce the number of collisions on State Highways in Calaveras County
- Completion of projects identified in TCRs (transportation concept report) and RTP
- RTP Goals: 2, 3, 4, 5

4.9.3. PERFORMANCE MEASURE 3 – MODE SHARE/ SPLIT

This performance measure monitors transportation mode and mode share to understand how State and County roads function based on modes used. The data is reported as a trend over time from 2000 and does not require a high level of additional resource requirements. Although the data is less accurate for smaller counties, the data is reasonably accurate in Calaveras County. This performance measure cannot be used for benefit/cost analysis.

Desired outcome and RTP/State goals:

- Multimodal
- Efficiency
- GHG reduction
- RTP Goals 1, 2, 3, 4, 5

4.9.4. PERFORMANCE MEASURE 4 – TRANSIT

This performance measure monitors the cost-effectiveness of transit in Calaveras County, and is reported to the Calaveras Transit Agency (CTA), which operates the county public transit

system, Calaveras Connect. In accordance with section 99405(c) of the Public Utilities Code and the Transportation Development Act, CTA adopted a resolution to utilize alternative performance criteria for the transit system in lieu of the 10% Fare Box Recovery ratio. The criterion adopted was the actual cost per passenger, which is an accurate and tangible measurement.

Desired outcome and RTP/State goals:

- Increase productivity
- Increase efficiency
- Reduce the cost per passenger
- RTP Goals: 4, 5

4.9.5. PERFORMANCE MEASURE 5 – CONGESTION/DELAY/VEHICLE MILES TRAVELED

This performance measure monitors how well State Highways function, based on peak volume, capacity, and VMT. The data is reported annually and as a trend beginning in the year 2000. Monitoring this performance measure requires minimal resources, as data for the State Highway System is readily available. Not all locations are reported annually in Caltrans vehicle reports; thus, some of the most current data available may be more outdated for some roadway sections. This performance measure is reasonably accurate for the State Highway System and may be used in a cost/benefit analysis that includes additional calculations such as travel time delay as a function of time-of-day directional volume/capacity ratio.

The County and incorporated cities do not track VMT. However, Caltrans does incorporate average daily traffic data from the County, which is included in the Caltrans vehicle report in the table “Highway Performance Monitoring System (HPMS) mileage summary by Functional Classification, Population and Net Land Area.” Because rural areas contain population centers of fewer than 5,000 persons or have areas a population density under 1,000 persons per square mile, VMT is not reported on local roadways.



Desired outcome and RTP/State goals:

- Measure of overall vehicle activity and use of the roadway network
- Input maintenance and system preservation
- Input to safety
- Input health-based pollutant reduction, input GHG reduction
- RTP Goals: 1, 2, 3, 5, 7, 8

4.9.6. *PERFORMANCE MEASURE 6 – LAND USE*

This performance measure monitors the efficiency of land use and is reported over time since 2000. There is a need in Calaveras County to balance land preservation with land use patterns that discourage sprawl and leap-frog development. Accessing this data requires minimal resource requirements and should be reviewed every two years for a high level of accuracy.

Desired outcome and RTP/State goals:

- Land use efficiency
- Coordinate with Caltrans on State Highway projects to maintain them at acceptable levels and reduce lane miles needing rehabilitation
- Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the County
- RTP Goals: 1, 2, 3, 4, 5, 7, 8

5. FINANCIAL ELEMENT

The Financial Element identifies current and expected revenue resources available to implement the short-range (2025-2035) and long-range (2035-2045) projects defined in the Action Element of the RTP (Tables 4.1-4.6). The funding in the short-range project list is financially constrained and is either programmed or is reasonably assumed to be available in the year identified. Long-range projections are subject to change and should be updated with each subsequent RTP cycle. Each funding resource identified in the Financial Element is aligned with eligible projects for that specific resource. The intent of the Financial Element is to define realistic funding constraints and opportunities.

5.1. PROJECTED REVENUES

Table 5.1 presents the expected revenue sources and funding for the next twenty years, categorized by short- or long-range timelines. All estimates account for expected inflation based on the consumer price index inflation rate and adjusted to reflect the cost in year of expenditure. Long-range projections are subject to change as funding levels may fluctuate based on sales and excise tax revenue, legislation, and program and policy changes.

Table 5.1: Projected Revenues from Federal, State and Local Sources for Calaveras County

Projected Revenues from Federal, State, and Local Sources for Calaveras County			
Revenue Category	2025 RTP Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Federal Funding Resources			
Highway Bridge Program (HBP) ¹	\$31,960,887	\$1,656,000	\$33,616,887
Highway Safety Improvement Program (HSIP) ²	\$6,000,000	\$6,000,000	\$12,000,000
Highway Users Tax Account (HUTA)-County ²	\$33,345,640	\$33,345,640	\$66,691,280
Highway Users Tax Account (HUTA)-City ²	\$1,115,975	\$1,115,975	\$2,231,950
Regional Surface Transportation Program (RSTP) ³	\$6,269,225	\$6,269,225	\$12,538,450
Congestion Management Air Quality (CMAQ) ⁴	\$13,933,930	\$13,933,930	\$27,867,860
Federal Transit Administration (FTA)	\$2,887,500	\$2,887,500	\$5,775,000
Secure Rural Schools (SRS) ⁵	\$580,373	\$580,373	\$1,160,745
Total	\$96,093,530	\$65,788,643	\$161,882,173
State Funding Resources			
Active Transportation Program (ATP) ⁶	\$10,000,000	\$8,000,000	\$18,000,000
Annual Distribution for Aviation (AIP) ⁷	\$100,000	\$100,000	\$200,000



Projected Revenues from Federal, State, and Local Sources for Calaveras County (Continued)

Revenue Category	2025 RTP Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Low Carbon Transit Operations Program (LCTOP)	\$830,000	\$830,000	\$1,660,000
State Highway Operation Protection Program (SHOPP) ⁸	\$83,976,698	\$83,976,698	\$167,953,396
State Transit Assistance (STA) ⁹	\$3,023,393	\$3,023,393	\$6,046,787
State Transportation Improvement Program (STIP) ¹⁰	\$11,089,000	\$11,000,000	\$22,089,000
Roadway Maintenance and Rehabilitation Funds (RMRA)-County	\$37,575,826	\$37,575,826	\$75,151,652
Roadway Maintenance and Rehabilitation Funds (RMRA)-City	\$942,179	\$942,179	\$1,884,358
Total	\$147,537,096	\$145,448,096	\$292,985,193
Local Funding Resources			
Benefit Basin (BB) (Copper)	\$221,283	\$221,283	\$442,567
Benefit Basin (BB) (Valley Springs)	\$731,203	\$731,203	\$1,462,407
Local Transportation Fund (LTF) (Bike / Ped)	\$158,124	\$158,124	\$316,248
Local Transportation Fund (LTF) (Operating Reserve for Transit)	\$57,338	\$57,338	\$114,676
Local Transportation Fund (LTF) (TDA Admin)	\$2,099,774	\$2,099,774	\$4,199,548
Local Transportation Fund (LTF) (Transit)	\$3,522,148	\$3,522,148	\$7,044,296
Transit Farebox Revenue (Farebox) ¹¹	\$568,890	\$568,890	\$1,137,780
Regional Impact Mitigation (RIM)-County	\$3,521,120	\$3,521,120	\$7,042,240
Transportation Impact Fee (TIF)-City	\$568,890	\$568,890	\$1,137,780
Total	\$11,448,771	\$11,448,771	\$22,897,541
Total Transportation Revenue	\$510,158,794	\$445,371,019	\$955,529,813

(1) Based on project lists and estimated future projects

(2) Based on project lists and estimated future projects

(3) Based on state estimates

(4) Based on estimated apportionments 2022-2025, then averaged through 2045

(5) Based on estimated 2022-2025 apportionments Title I,II,III and divided by 2. 1/2 to schools, 1/2 to roads

(6) Based on CCOG's prediction of discretionary funding awards

(7) Based on \$10K/airport

(8) Based on 10-year SHOPP

(9) STA Based on State Controllers FY apportionments from 2022-2025

(10) Based on Previous 2 STIP cycles with capacity (12 & 14) as well as current programmed STIP

(11) Based on 2022-2025 Transit Reports



5.2. COST SUMMARY

Table 5.2 contains a summary of the improvement costs identified for each modal category in the RTP, indicating its financial constraints. Estimates in parentheses represent areas where projected costs are greater than projected revenues.

All short-range projects are fiscally constrained, indicating that they all have identified funds, accurate cost estimates and construction dates within the first 10 years of the RTP's 20-year horizon. Long-range projects are unconstrained and therefore do not necessarily have cost estimates and implementation dates identified.

Roadway

The first row of Table 5.2 (Roadway) compares improvement costs to the expected available revenues for all local roadway projects (all roadway projects except Caltrans projects on State highways). Roadway revenues identified here include those from the Highway Safety Improvement Program (HSIP), Highway Users Tax Account (HUTA), Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality (CMAQ) Improvement, Secure Rural Schools (SRS), State Transportation Improvement Program (STIP), Benefit Basin (BB) apportionments for Copperopolis and Valley Springs, Roadway Maintenance and Rehabilitation Funds (RMRA), Local Transportation Fund (LTF), Regional Impact Mitigation (RIM) funds for Calaveras County, and Transportation Impact Fee (TIF) funds for the City of Angels. These programs each have different eligibility requirements, but revenues are generally used for roadway preservation, rehabilitation, reconstruction, and other improvements.

Bridges

Bridge information compares the expected revenue for bridge projects to expected costs for the next twenty years. The Highway Bridge Program will cover a percentage of the cost of replacing or rehabilitating public highway bridges.

Transit

Transit projects are funded under the Transit Development Act, which provides moneys from the Local Transportation Fund and State Transit Assistance to support public transportation. Additional funding for transit capital purchase and pilot projects is available through the Federal Transit Administration programs. Local funds and transit fares also cover some costs.

Bicycle and Pedestrian

Funding for bicycle and pedestrian projects in Calaveras County will come primarily from the ATP, a highly competitive State grant program. As this is a discretionary grant program, funding is not guaranteed.

Aviation

The Federal Aviation Administration allocates an annual aviation grant of \$10,000 to eligible airports.



Table 5.2: Revenue vs. Cost by Mode

Revenue vs. Costs by Mode							
Mode	Funding Source	Projected Revenue by Mode		Projected Cost by Mode		Revenue Minus Costs by Mode	
		Short-Range	Long-Range	Short-Range	Long-Range*	Short-Range	Long-Range
Roadway (Local)	HSIP,HUTA, RSTP, CMAQ, SRS, STIP, BB, RMRA, LTF, RIM (County), TIF (City)	\$118,079,069	\$117,990,069	\$108,985,585	\$553,707,380	\$9,093,484	\$(435,717,311)
Roadway (State)	SHOPP	\$83,976,698	\$83,976,698	\$83,976,698	-	\$-	
Bridge	HBP	\$31,960,887	\$1,656,000	\$31,960,887	\$1,656,000	\$-	
Transit	FTA, CTSSS, LCTOP,STA,LTF, LTF,FAREBOX	\$13,643,560	\$13,643,560	\$1,546,000	\$-	\$12,097,560	\$13,643,560
Bicycle and Pedestrian	ATP, LTF	\$10,164,104	\$8,164,104	\$10,000,000	\$37,604,500	\$164,104	\$(29,440,396)
Airport Capital	AIP	\$100,000	\$100,000	\$100,000	\$2,765,000	\$-	\$(2,665,000)
Total		\$257,924,319	\$225,530,431	\$236,569,170	\$595,732,880	\$21,355,148	\$(454,179,147)