



**CALAVERAS
COUNCIL
OF GOVERNMENTS**

2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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December 3, 2025

Kacey Moore-Gutierrez, Associate Deputy Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814
Subject: 2026 Regional Transportation Improvement Program for Calaveras County

Dear Ms. Moore-Gutierrez:

The Calaveras Council of Governments (CCOG) provides regional planning to improve existing and future transportation systems across Calaveras County's rural communities. The attached 2026 Regional Transportation Improvement Program (RTIP) has been developed in partnership with Caltrans District 10 and is consistent with the Calaveras County's 2021-2041 Regional Transportation Plan.

The 2026 RTIP includes programming of STIP funds for a corridor improvement project which is the County's top priority:

SR 49 San Andreas Southern Gateway Improvements Project: This project is located in the town of San Andreas along State Route (SR) 49 in Calaveras County between post miles 18.2 and 18.8. The project will construct a complete streets corridor that improves operations, mobility, and accessibility for all modes of transportation along SR 49 through San Andreas, while maintaining operational and capacity requirements of the State Highway System.

The 2026 RTIP also provides for Planning, Programming, and Monitoring (PPM) up to the statutory limits.

Thank you for your consideration of the Calaveras County's 2026 RTIP. If you have any questions or need further information, please contact Melissa Raggio at mraggio@calacog.org or (209) 754-2094.

Sincerely,

A handwritten signature in blue ink that reads "Melissa Raggio".

Melissa Raggio
Executive Director
Calaveras Council of Governments

2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The 2026 Regional Transportation Improvement Program (RTIP) is a prioritized program of transportation investments that advances the Calaveras region’s goals of improving safety, mobility, economic vitality, and sustainability. It identifies key state highway and local road projects designed to reduce congestion, improve travel reliability, and enhance community access while supporting the region’s greenhouse-gas reduction and climate-resilience objectives.

The 2026 RTIP for Calaveras County has been prepared by the Calaveras Council of Governments (CCOG), which serves as the Regional Transportation Planning Agency (RTPA) for the county. Under State Transportation Improvement Program (STIP) Guidelines, each RTPA must prepare and submit an RTIP to the California Transportation Commission (CTC) every two years. CCOG’s RTIP is consistent with the adopted 2023 Calaveras County Regional Transportation Plan (RTP) and advances the region’s long-range vision of a safe, efficient, and connected multimodal network that supports residents, businesses, and visitors alike.

The 2026 RTIP covers a five-year programming period, beginning in Fiscal Year (FY) 2026-27 and ending in FY 2030-31, as shown below:

Year 1	Year 2	Year 3	Year 4	Year 5
FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31

The STIP consists of two broad programs:

- The Regional Improvement Program (RIP), which receives 75 percent of new STIP capacity, distributed by statutory formula into county shares for projects nominated by regional agencies through their RTIPs; and
- The Interregional Improvement Program (IIP), which receives 25 percent of new STIP capacity and is programmed by the California Department of Transportation (Caltrans) through the Interregional Transportation Improvement Program (ITIP).

Both programs are integrated by the CTC into the adopted STIP, which serves as California’s five-year capital investment plan for the state’s transportation system.

On August 14–15, 2025, the CTC adopted the 2026 STIP Fund Estimate (FE) and 2026 STIP Guidelines (Resolution G-25-53). According to the Fund Estimate, the Calaveras County Target Share is approximately \$1.514 million, available primarily in the outer years of FY 2029-30 and FY 2030-31.

To fully program its 2026 county share, CCOG proposes to add one new project—the SR 49 San Andreas Gateway Improvements Project—and to program Planning, Programming and Monitoring (PPM) funds. The SR 49 project will deliver multimodal safety, access, and streetscape improvements through downtown San Andreas, supporting local economic development and advancing state goals for safety, equity, and climate-friendly infrastructure.

This project and PPM activities comprise CCOG’s 2026 RTIP, which is consistent with the adopted 2026 STIP Guidelines, Fund Estimate, and statewide investment priorities under the Climate Action Plan for Transportation Infrastructure (CAPTI 2.0) and Executive Order B-30-15.

STIP PROGRAMMING FOR THE CALAVERAS REGION

SR 49 San Andreas Southern Gateway Improvements Project

The town of San Andreas is located along SR 49 in Calaveras County, between post miles 18.2 and 18.8. The project will construct a complete streets corridor that enhances operations, mobility, and accessibility for all modes of transportation along SR 49 through San Andreas, while maintaining the operational and capacity requirements of the State Highway System.

The SR 49 San Andreas Southern Gateway Improvements Project provides complete streets enhancements along SR 49 from Pool Station Road to Airport Road. Proposed improvements include sidewalk gap closures, ADA-compliant curb ramps, designated Class II bicycle lanes, on-street parking, mid-block crossings with rectangular rapid-flashing beacons (RRFBs) and/or traffic-calming islands, and intersection upgrades such as new signals or roundabouts. For the 2026 STIP funding cycle, CCOG will utilize new funding capacity to deliver the SR 49 San Andreas Southern Gateway Improvements Project.

Improvements will play a significant factor in the future of San Andreas in the short and long-term. A new roundabout at Airport Road and the closure of the Angels Road intersection will improve existing safety and circulation issues as vehicles enter and exit town. These improvements will also set the stage for future residential and commercial development in the Southern Gateway Plan Area. Furthermore, new roadway connections from Mountain Ranch Road and Pool Station Road to SR 49 will not only allow for future development connections within the Southern Gateway Plan Area, but they will lessen existing travel demand on Mountain Ranch Road and the Saint Charles Street (SR 49) corridor by providing an alternative route. Planned improvements include:

- Construct a single-lane Roundabout at SR 49/Airport Road to STAA standards
- Close the existing SR 49/Angels Road intersection; realign Angels Road to connect to Airport Road extension west of SR 49
- Install Southern Gateway, in the form of a monument or sign, to notify northbound travelers of changing roadway character and approaching community activity
- Complete sidewalk infrastructure, and construct Class II bike lane, south of Mountain Ranch Road to Airport Road
- Maintain existing passing lane in the southbound direction south of Airport Road
- Extend existing Airport Road to Mountain Ranch Road
- Connect Airport Road west of SR 49 to George Reed Drive

Project Milestone Tables

Milestone	Description / Phase	Target Completion Date	Notes / Status
Project Initiation (PID/PSR)	Corridor scoping and concept development for southern gateway	June 2024	Completed under previous PSR.
Begin Environmental (PA&ED)	Initiate environmental documentation	August 2025	Funded through RIP PA&ED phase.
End Environmental (PA&ED Milestone)	Environmental clearance (CEQA/NEPA)	May 2027	
Begin Design (PS&E)	Begin detailed plans, traffic calming design, and gateway features	June 2027	

End Design (Ready to List)	PS&E completed	August 2028	
Begin Right-of-Way Phase	Appraisal and acquisition	March 2028	Minor easements for sidewalk and drainage.
End Right-of-Way Certification	R/W certified for construction	August 2028	
Begin Construction Phase	Advertise and award	November 2028	Includes corridor striping, pedestrian crossings (RRFBs), and landscaping.
End Construction Phase	Construction completed and corridor opened	December 2029	
Project Closeout	Final acceptance and financial closeout	December 2030	

Planning, Programming and Monitoring (PPM)

CCOG requests to continue Planning, Programming, and Monitoring (PPM) funding through Fiscal Year (FY) 2030-31 to support ongoing regional planning, project development, and STIP management activities in accordance with Section 25 of the STIP Guidelines.

2026 New Funding Capacity

For the 2026 STIP funding cycle, the Calaveras Council of Governments (CCOG) proposes to program all available new Regional Improvement Program (RIP) funds to:

- Continue Planning, Programming & Monitoring (PPM) activities through FY 2030/31, consistent with Section 25 of the STIP Guidelines; and
- Fund the Project Approval & Environmental Document (PA&ED) and Plans, Specifications & Estimates (PS&E) phases of the SR 49 San Andreas Southern Gateway Improvements Project.

From the total 2026 STIP county share of \$1,514,000, CCOG will program \$1,439,000 to the SR 49 project and \$75,000 for PPM

This programming fully utilizes the 2026 target share while continuing prior commitments for the SR 4 Wagon Trail Realignment Project (Eastern Segment).

Table 1. Breakdown of Available STIP Funding FY 2026/27 – 2030/31

Regional Improvement Program (RIP) Funds Available	Funding Apportionment
New Formula Distribution (2026 Regional County RIP Shares)	\$1,514,000
Balance through FY 2028/29	\$3,409,000
Available for Programming in FY 2029/30	\$0
Total Regional Shares Programmed (2026 RTIP)	\$1,514,000

Table 2: Projects Carried Over from the 2024 RTIP

Project	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	Total
Planning, Programming & Monitoring (PPM)	\$45,000	\$35,000	\$40,000	—	—	\$120,000
SR 4 Wagon Trail Realignment – Eastern Segment (CON)	—	\$1,042,000	—	—	—	\$1,042,000
Total Prior Programming (Carried Over)	\$45,000	\$1,077,000	\$40,000	—	—	\$1,162,000

Table 3. Projects Programmed with New Funding

Project	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31	Total
Planning, Programming & Monitoring (PPM)			—	\$38,000	\$37,000	\$75,000
SR 49 San Andreas Southern Gateway Improvements Project – PA&ED	\$300,000	—	—	—	—	\$300,000
SR 49 San Andreas Southern Gateway Improvements Project – PS&E	—	\$1,139,000	—	—	—	\$1,139,000
Total New Programming (2026 RTIP)	\$638,000	\$1,176,000	—	—	—	\$1,514,000

Summary of 2026 RTIP Programming

Category	Total (\$)
Prior Programming (2024 RTIP Commitments)	\$1,162,000
New Programming (2026 RTIP Additions)	\$1,514,000
Total STIP Programming (All Years)	\$2,676,000

The 2026 Calaveras RTIP programs \$1.514 million in new Regional Improvement Program (RIP) funds and continues \$1.162 million in prior commitments.

New funding advances the SR 49 San Andreas Southern Gateway Improvements Project through environmental and design phases to prepare for future construction of multimodal safety and access improvements in San Andreas.

PPM funding (\$75,000) is programmed across two STIP cycles (FY 2029/30 and FY 2030/31) to support regional planning, program development, and project monitoring in accordance with Section 25 of the STIP Guidelines.

Together, these programming actions advance CCOG’s highest regional priorities—completing the SR 4 Wagon Trail Realignment and initiating the SR 49 San Andreas Southern Gateway Improvements —while ensuring full use of the county’s 2026 STIP share in alignment with the CTC’s 2026 STIP Fund Estimate and Guidelines (Resolution G-25-53).

Section 2. General Information

- **Regional Agency Name**
Calaveras Council of Governments (CCOG)

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**
Regional Agency Website Link: <https://calacog.org/>
RTIP document link: <https://calacog.org/resources/tri-county-rtip/>
RTP link: <https://calacog.org/project/rtp-update/>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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- **RTIP Manager Staff Contact Information**

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

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue

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

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

The Calaveras Council of Governments (CCOG) has a long-standing, collaborative approach to developing its Regional Transportation Improvement Program (RTIP) in coordination with the Amador County Transportation Commission (ACTC), the Alpine County Local Transportation Commission (ACLTC), and Caltrans District 10.

Historical Coordination and Tri-County Partnership

Since the 2014 RTIP programming cycle, the three agencies—Calaveras, Amador, and Alpine—have operated under a Tri-County partnership to collectively balance capacity, funding, and project delivery needs across their counties. Projects were prioritized based on regional significance, deliverability, and previously identified California Transportation Commission (CTC) priorities.

Through this partnership, the Tri-Counties and Caltrans District 10 traditionally submitted comprehensive, coordinated programming recommendations, rather than relying on CTC staff to adjudicate among individual county priorities. This approach ensured efficient use of limited STIP resources and promoted regional equity.

As a result, the 2014 RTIP reflected a cooperative financing strategy, including a \$1.4 million RTIP share loan from the Alpine County Local Transportation Commission (ACLTC) to Calaveras County for the SR 4 Wagon Trail Realignment Project. The loan supported construction funding in FY 2017/18, with repayment to ACLTC planned during the 2016 STIP cycle.

When the 2016 STIP was constrained by a "zero" fund estimate and an over-programmed FY 2015/16, CTC directed all regions to delay projects. CCOG and ACLTC coordinated to return the \$1.4 million RTIP share loan as part of Alpine's 2016 RTIP submittal for the Hot Springs Road Reconstruction Project, with a mutual understanding that if alternative funding were secured, the funds could again be loaned to CCOG for later SR 4 phases.

This cooperative process was memorialized in a Letter of Agreement which also documented collaboration with the Amador County Transportation Commission (ACTC) and the Mariposa County Local Transportation Commission (MCLTC) to support projects such as the Route 88 Pine Grove Corridor Improvement Project and Chowchilla Mountain Road/Harris Cutoff Project.

The collective 2015 efforts of the four agencies reduced the overall STIP demand by nearly \$594,000 in FY 2015/16, consistent with the CTC's directive to defer programming to later years. Even after CTC adjustments in January 2016 required revisions to individual RTIPs, the spirit of inter-regional cooperation and shared programming priorities remained central to the Tri-County partnership.

2018 – 2024 RTIP Cycles: Advancing the SR 4 Wagon Trail Realignment

For the 2018, 2020, and 2022 RTIP cycles, CCOG's strategy remained focused on the SR 4 Wagon Trail Realignment Project, the region's highest transportation priority. Working closely with Caltrans District 10 and the County of Calaveras, CCOG advanced the Western Segment to shovel-ready status and

secured construction funding from multiple sources, including Local Partnership Program (LPP) and SHOPP contributions.

By the 2024 RTIP cycle, the Western Segment was under construction, and CCOG shifted focus to the Eastern Segment, securing \$1.042 million in STIP funding to maintain design and delivery momentum. The 2024 RTIP also reflected CCOG's commitment to leverage competitive programs such as TCEP, through which Calaveras County received \$5.25 million for right-of-way acquisition.

The Western Segment construction began in January 2022, with completion anticipated in Fall 2025, while the Eastern Segment is expected to be ready to list in 2026 and complete construction by 2029. These milestones demonstrate CCOG's consistent strategy of advancing the corridor in fundable, phased segments while maintaining readiness for new funding opportunities.

2026 RTIP Strategy: New Regional Priorities and Continued Collaboration

For the 2026 RTIP, CCOG continues this proactive and partnership-driven approach. Building on the progress of the SR 4 corridor, CCOG is now programming new 2026 STIP capacity to initiate the SR 49 San Andreas Southern Gateway Improvements Project. This project represents the next regional priority and advances state and local Complete Streets goals by improving multimodal access, intersection safety, and pedestrian and bicycle facilities through downtown San Andreas.

The 2026 RTIP also maintains CCOG's Planning, Programming, and Monitoring (PPM) funding across two STIP cycles to sustain project development coordination, compliance, and performance monitoring activities.

Through its historic and current approach, CCOG continues to embody the collaborative, fiscally responsible, and results-oriented programming philosophy that has guided its RTIP development for more than a decade—one that emphasizes regional cooperation, project readiness, and alignment with statewide goals for safety, equity, and climate resilience.

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

The SR 4 Wagon Trail Realignment Project has been the Calaveras region's top STIP priority across multiple programming cycles. It improves safety and mobility along a 6.4-mile corridor between the community of Copperopolis and the City of Angels Camp, replacing a narrow, substandard two-lane facility with a modern two-lane highway meeting current design and safety standards.

Planning for SR 4 corridor improvements began in the early 1960s. By 1963, the Division of Highways had adopted a freeway route from Post Mile R10.0 to R21.4, and freeway agreements were executed in 1969. In 1989, Caltrans constructed the first widening east of Copperopolis (PM R9.9 to R10.5), completed in 1991, improving safety and system continuity.

Modern corridor development resumed in 2008, when CCOG initiated Project Approval & Environmental Documentation (PA&ED) for the full corridor.

- Phase 1 (2008 – 2010): Conducted community outreach and alternatives analysis, funded by a \$1.03 million Public Lands Highway (PLH) earmark.
- Phase 2 (2010 – 2017): Completed the environmental document and obtained approval of the Final Environmental Impact Report/Environmental Assessment in February 2017, funded by a \$900 thousand High Priority Program (HPP) grant and \$250 thousand STIP match.

- Upon PA&ED completion, CCOG transferred implementing responsibility to the County of Calaveras, which continues to lead PS&E, Right-of-Way, and Construction

Recent Project Delivery (2024–2026 RTIP Period)

Between adoption of the 2024 RTIP and the proposed 2026 RTIP, CCOG and the County of Calaveras advanced the SR 4 Wagon Trail Realignment Project – Western Segment through construction, while the Eastern Segment progressed through design and right-of-way acquisition. The Western Segment is expected to be substantially complete in Fall 2025, fulfilling a decades-long corridor improvement effort that enhances safety and mobility between Copperopolis and Angels Camp.

Project Name	Fund Type	Funds Programmed*	Funds Allocated	Funds Expended
SR 4 Wagon Trail Realignment Project – Western Segment	STIP (RIP), LPP, SHOPP, Local	\$15,500,000	\$15,500,000	\$10,000,000 (as of Oct 2025)
SR 4 Wagon Trail Realignment Project – Eastern Segment	STIP (RIP), TCEP, Local	\$5,542,000 (STIP) + \$7,500,000 (TCEP/Local)	\$13,042,000	\$400,000 (Design & ROW in progress)

*For projects with a total cost of \$50 million or greater or a total STIP programmed amount (in right-of-way and/or construction) of \$15 million or greater, the following applies:

The SR 4 Wagon Trail Realignment Project was anticipated to reduce collisions, improve reliability, and support freight and agricultural movement through the corridor.

Preliminary post-construction monitoring indicates:

- 40% reduction in collision potential in completed Western segments,
- 10–15% improvement in average travel times, and
- Improved operational reliability for regional truck movements.

These results confirm that the project’s anticipated benefits are being achieved as construction nears completion.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
Regional Agency adopts 2026 RTIP	December 3, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

B. Community Engagement

The public participation process for the SR 49 Southern Gateway Improvements project has been conducted by CCOG in partnership with Calaveras County and Caltrans District 10. Public Involvement has included community meetings, site walks and public surveys.

C. Consultation with Caltrans District

Caltrans District: 10

The Calaveras Council of Governments (CCOG) continues to maintain a close working relationship with Caltrans District 10 in the development and delivery of regionally significant projects. District and CCOG staff regularly coordinate on the SR 4 Wagon Trail Realignment Project and the SR 49 San Andreas Gateway Improvements Project, both of which are high-priority corridors for safety, mobility, and access improvements.

As part of the 2026 RTIP development process, CCOG staff met with Caltrans District 10 to review project scopes, cost estimates, and delivery schedules; discuss STIP programming priorities; and ensure consistency with the State Highway Operation and Protection Program (SHOPP) and other statewide investment strategies.

Caltrans District 10 has remained an active and supportive partner, providing technical assistance, design coordination, and right-of-way expertise to advance these projects toward implementation. CCOG appreciates the continued collaboration and coordination with District 10 to deliver critical regional improvements and maintain project readiness for future STIP funding cycles.

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

The Calaveras Council of Governments (CCOG) proposes to program its entire 2026 STIP regional target share of \$1,514,000 toward the following priorities:

Planning, Programming & Monitoring (PPM):

A total of \$75,000 is programmed across FY 2029/30 (\$38,000) and FY 2030/31 (\$37,000) to continue supporting project delivery, regional transportation planning, and STIP management activities in accordance with Section 25 of the STIP Guidelines. These funds enable CCOG to provide oversight of current STIP projects, develop future funding strategies, and coordinate with Caltrans District 10 on ongoing project implementation efforts.

1. **SR 49 San Andreas Southern Gateway Improvements Project – PA&ED Phase:**
The PA&ED phase is programmed at \$300,000 in FY 2026/27. This funding will allow CCOG and the County of Calaveras to initiate environmental studies and complete the necessary documentation to evaluate multimodal improvements along SR 49 in San Andreas. Activities include project scoping, public outreach, environmental review, and coordination with Caltrans District 10 to ensure consistency with the State Highway System Management Plan.
2. **SR 49 San Andreas Southern Gateway Improvements Project – PS&E Phase:**
The PS&E phase is programmed at \$1,139,000 in FY 2027/28. This phase will advance detailed design, plans, specifications, and cost estimates for the corridor improvements identified during PA&ED. The PS&E work will refine design alternatives, address right-of-way and utility coordination, and prepare the project for future construction funding opportunities through state and federal programs, such as the State Highway Operation and Protection Program (SHOPP) and Active Transportation Program (ATP).

Together, these programming actions fully utilize CCOG's 2026 STIP target share of \$1.514 million, strategically advancing the region's next priority project — the SR 49 San Andreas Commercial Gateway Improvements — while maintaining regional planning capacity through continued PPM funding.

This balanced programming approach reflects CCOG's commitment to advancing projects that improve safety, multimodal access, and community connectivity, while ensuring alignment with the 2026 STIP Fund Estimate and CTC-adopted guidelines.

B. Advance Project Development Element (APDE)

There is no APDE capacity identified for the 2026 STIP per the adopted Fund Estimate. Accordingly, CCOG is not proposing any APDE programming in this RTIP cycle.



Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program Projects

The Calaveras Council of Governments (CCOG) continues to coordinate closely with Caltrans District 10 and local partners to leverage available funding sources for project delivery. The SR 4 Wagon Trail Realignment Project (Western, Middle, and Eastern Segments) remains the region's highest priority and includes a combination of federal, state, and local funding sources carried over from the 2024 RTIP, including Federal Demonstration, SHOPP, SB 1 Local Partnership Program (LPP), SB 1 Trade Corridor Enhancement Program (TCEP), and Local Road Impact Mitigation (RIM) funds.

For the 2026 RTIP, CCOG is programming new Regional Improvement Program (RIP) funds for the SR 49 San Andreas Southern Gateway Improvements Project and for Planning, Programming, and Monitoring (PPM) activities. At this time, these projects are funded solely through the Regional Improvement Program (RIP). No additional funding sources are currently identified. Future phases of the SR 49 project, including right-of-way and construction, are anticipated to pursue SB 1 competitive, SHOPP, or federal discretionary funding to fully deliver corridor improvements.

The combination of existing multi-source funding for the SR 4 Wagon Trail Realignment and the new RIP funding for SR 49 ensures continued progress toward CCOG's Regional Transportation Plan (RTP) goals to improve safety, operations, and multimodal access throughout Calaveras County's state highway network.

Proposed 2026 RTIP	Total RTIP	Other Funding					Future Funds (Uncommitted)	Total Project Cost
		Federal Demo	SHOPP	Local RIM	SB1 LPP	SB1 TCEP		
SR 4 Wagon Trail Realignment Project, Western Segment	\$11,208	\$1,851	\$10,325	\$1,923	\$5,988			\$31,295
SR 4 Wagon Trail Realignment Project, Middle Segment (PPNO 3325 (SHOPP))			\$9,664	\$300				\$9,964
SR 4 Wagon Trail Realignment Project, Eastern Segment	\$5,542			\$2,250		\$5,250	\$42,688	\$55,730
SR 49 Southern Gateway	\$1,439							\$1,439
Planning, Programming & Monitoring (PPM)	\$75							\$75
Totals	\$18,264	\$1,851	\$19,989	\$4,473	\$5,988	\$5,250	\$42,688	\$98,503

Notes: Table in thousands of dollars

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

ITIP Request Narrative

No ITIP funding is being requested as part of the Calaveras Council of Governments (CCOG) 2026 RTIP. However, CCOG continues to coordinate closely with Caltrans District 10 and the Interregional Transportation Improvement Program (ITIP) to ensure that Calaveras County projects of statewide significance remain competitive for future ITIP consideration—particularly those that enhance goods movement and interregional connectivity along State Route 49 (SR 49).

The SR 49 San Andreas Southern Gateway Improvements Project will improve multimodal safety, access, and congestion relief through downtown San Andreas, strengthening the continuity of SR 49 as an interregional north–south route linking Angels Camp, Jackson, and Sonora. Coordination with Caltrans will continue as the project advances through PA&ED and PS&E phases to determine potential ITIP partnership opportunities.

Interregional Highway and Rail Needs

Calaveras County’s transportation system relies on two primary interregional corridors—SR 4 (east–west) and SR 49 (north–south)—which connect rural communities to major employment, tourism, and goods-movement hubs in the Central Valley and the Sierra Nevada. The most significant interregional needs within the region include:

- SR 4 Corridor Modernization: Continued realignment and widening of substandard two-lane segments east of Copperopolis and west of Angels Camp to improve freight throughput, safety, and resilience.
- SR 49 Southern Gateway Improvements: Intersection, pedestrian, and access enhancements through San Andreas to reduce delay and support local commerce while maintaining regional traffic flow between Amador and Tuolumne Counties.
- Intercity Transit and Rail Connectivity: Expansion of intercity bus connections to regional rail networks (ACE Rail and Amtrak San Joaquin) in Stockton and Modesto, supporting rural access to statewide intercity and commuter rail systems.

These priorities align with Caltrans’ Interregional Transportation Strategic Plan (ITSP) and the statewide goal of enhancing mobility, safety, and economic opportunity along California’s key interregional corridors.

Section 9. Projects Planned within Multi-Modal Corridors

The SR 49 corridor is identified as key multimodal routes in Calaveras County’s Regional Transportation Plan and Caltrans District 10’s corridor planning documents. The project, as included in the 2026 RTIP, complements ongoing or planned efforts to enhance safety, mobility, and multimodal connectivity within this corridor.

The SR 49 San Andreas Southern Gateway Improvements Project addresses multimodal deficiencies along the main north–south spine of the county. The project will upgrade intersections, sidewalks, and bicycle facilities to improve safety and circulation through the community of San Andreas. These improvements directly support the goals of the Caltrans SR 49 Corridor Plan by reducing conflicts between local and through traffic, improving pedestrian access to businesses and transit, and creating a

safer environment for all users. The project complements planned Complete Streets and Active Transportation Program (ATP) investments in the surrounding corridor.

The SR 49 Southern Gateway Improvements project advances Calaveras COG's long-term vision for a safe, efficient, and multimodal regional transportation network. It will enhance connectivity between rural population centers, improve access to essential services and employment, and support the movement of goods and people throughout the Sierra Nevada foothill region and beyond.

Section 10. Highways to Boulevards Conversion Pilot Program

Calaveras County's transportation network primarily consists of rural state highways that provide interregional access and serve as main streets within small communities. While most state routes in the region, such as SR 49, function as critical interregional corridors and are not suitable for full conversion under the Highways to Boulevards Pilot Program, there are opportunities to apply *boulevard-style design principles* to enhance multimodal safety and community access.

The SR 49 corridor through San Andreas represents the most viable candidate for a context-sensitive redesign consistent with the goals of the pilot program. The corridor currently functions as both a regional highway and a community main street, and planned improvements under the SR 49 San Andreas Southern Gateway Improvements Project will incorporate multimodal and Complete Streets features such as sidewalks, bike lanes, and pedestrian crossings to balance through traffic with local access needs.

While no formal Highways to Boulevards conversion projects are proposed in this RTIP cycle, CCOG supports exploring future opportunities to integrate boulevard-style design approaches on community segments of state highways—particularly where regional corridors pass through town centers such as Angels Camp, San Andreas, and Valley Springs—to improve safety, livability, and economic vitality.

Section 11. Complete Streets Consideration (per Section 26)

CCOG continues to coordinate with Caltrans District 10 and local jurisdictions to ensure that all regionally significant projects incorporate Complete Streets principles consistent with the Caltrans Complete Streets Action Plan and the Calaveras County Regional Transportation Plan.

The SR 49 San Andreas Southern Gateway Improvements Project will implement a context-sensitive Complete Streets design to improve safety, mobility, and accessibility for all users. Planned elements include new and reconstructed sidewalks, high-visibility crosswalks, ADA-compliant curb ramps, bike lanes, improved intersection geometry, and enhanced streetscape features that support pedestrian comfort and local economic activity. The project will also improve traffic flow and safety for motorists while providing better access to transit stops and community destinations along the corridor.

This project demonstrates CCOG's ongoing commitment to advancing multimodal transportation and implementing the State's Complete Streets goals across rural and interregional corridors.

Relationship of RTIP to RTP/SCS and Benefits of RTIP

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

The Calaveras Council of Governments (CCOG) continues to coordinate transportation investments through the adopted 2022 Regional Transportation Plan (RTP), which establishes long-term goals for improving mobility, safety, equity, and system preservation across the county's rural transportation network. As a non-Metropolitan Planning Organization (non-MPO) region, CCOG evaluates system performance using the Rural and Small Urban Transportation Planning Study Performance Indicators developed by the Rural Counties Task Force (June 3, 2015). These include:

- System Preservation and Maintenance – By bringing substandard highway segments up to Caltrans design standards, the SR 49 Southern Gateway Improvements project improves the long-term durability of the system and reduce maintenance needs.
- Multimodal Accessibility and Connectivity – The SR 49 San Andreas Southern Gateway Improvements project enhances pedestrian and bicycle mobility within a rural main street environment and strengthens local transit and business access, supporting Complete Streets principles.
- Land Use and Economic Efficiency – Both projects support Calaveras County's General Plan and RTP goals for corridor-based economic development by improving goods movement efficiency, safety, and access to key employment and tourism destinations.

These improvements advance RTP goals related to system safety, economic vitality, and quality of life, while addressing critical infrastructure deficiencies along two of Calaveras County's most important corridors. The projects also reduce vehicle delay, enhance freight throughput, and improve resilience to weather-related disruptions, consistent with statewide performance objectives in the California Transportation Plan 2050 and Interregional Transportation Strategic Plan (ITSP).

Together, the 2026 RTIP investments strengthen the integration between local and state transportation networks, helping Calaveras County achieve measurable progress toward safer, more reliable, and multimodal regional mobility.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1(a) Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita, area, by facility ownership, and/or local vs tourist	Calaveras County has a Daily VMT of 8.29 miles per capita	Calaveras County is projected to have a similar Daily VMT over the foreseeable future
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	Calaveras County Does not track Peak Volume/ Capacity Thresholds	Calaveras County Does not track Peak Volume/ Capacity Thresholds
	Commute mode share (travel to work or school)	73.2% Drive alone 9.7% Carpool .4% Public Transportation 2.1% Walked .2% Bike 1% Taxi 13.5% Work From Home	73.2% Drive alone 9.7% Carpool .4% Public Transportation 2.1% Walked .2% Bike 1% Taxi 13.5% Work From Home
Transit	Total operating cost per revenue mile	\$.28 per revenue mile Source: Calaveras Connect Short Range Transit Plan	Calaveras Transit Agency is currently transitioning to ZEB's which will improve its operating costs per mile
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction	51.9% or 497.2 distressed lane miles	51.9% or 497.2 distressed lane miles
	Pavement Condition Index (local streets and roads)	Calaveras County currently has a Pavement Condition Index of 52	Calaveras will have a PCI of 48 in 2039 with existing funding levels
Safety	Total accident cost per capita and VMT	2022 - 0.00514 crashes per capita and 0.0002 crashes per VMT	2022 - 0.00514 crashes per capita and 0.0002 crashes per VMT
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	Data unavailable	Data Unavailable

Quantitative / Qualitative Analysis

Baseline conditions along SR 49 indicate substandard lane widths, limited shoulders, and a higher-than-average collision rate on rural curves and intersections. The SR 49 San Andreas Southern Gateway

Improvements Project will introduce continuous sidewalks, ADA ramps, crosswalk enhancements, and buffered bike lanes, eliminating multiple pedestrian gaps and providing 2.1 miles of multimodal access improvements through downtown San Andreas.

Rationale for Selected Measures

These measures were selected for their alignment with Caltrans' safety, system preservation, and multimodal performance goals, as well as with the CCOG RTP's objectives to enhance mobility and reduce fatal and serious-injury crashes on county corridors of regional significance.

Deficiencies and Challenges

The region faces data limitations typical of rural counties, including limited continuous traffic count and crash data coverage. CCOG continues to coordinate with Caltrans District 10 and the California Transportation Asset Management Program to integrate newer safety, pavement, and multimodal datasets into future RTIP performance tracking.

Overall, CCOG's 2026 RTIP investments directly advance RTP and ITSP performance objectives by improving safety, corridor reliability, and multimodal access within the SR 49 corridor — a critical rural link supporting goods movement, tourism, and daily local travel in Calaveras County.

Section 13. Regional and Statewide Benefits of RTIP

The **SR 49 Southern Gateway Improvements** project will provide the following regional and statewide benefits:

Improved access and circulation – SR 49 is a north-south arterial that runs through the Gold Country foothills, accommodating regional and interregional travel through Calaveras County and adjacent Tuolumne and Amador Counties. As the County seat of Calaveras County and a registered California Historical Landmark, the unincorporated Census-Designated Place (CDP) of San Andreas is a commercial hub, government center, and popular tourist destination situated along SR 49, which serves as San Andreas' main street. The community hosts businesses and government centers that employ the largest share (6.5 percent) of the employed residents within the County. The project will replace the existing unsignalized intersections of SR 49/Mountain Ranch Road and SR 49 and Airport Road with a traffic signal (Mountain Ranch Road intersection) and a roundabout (Airport Road Intersection), resolving congestion issues caused by high volumes of peak hour traffic and improving access to businesses and services, as well as interregional travel through the community.

Improved safety and quality of life – Due to the abrupt transition from an undeveloped rural highway area to a downtown "main street corridor," SR 49 generally hosts speeds that exceed the speed limits and safety standards for the rural community. Further, lack of continuous sidewalks and bicycle lanes creates an unsafe and unwelcoming condition for pedestrians and cyclists. Signalizing SR 49/Mountain Ranch Road intersection and installing a roundabout at SR 49/Airport Road intersection will provide a smoother and safer transition into the community, and the addition of continuous sidewalks and bicycle lanes will provide a safer and more welcoming environment for bicyclists and pedestrians.

Improved economic vitality – With approximately 240 acres of vacant land along SR 49, developer and community interest in residential and commercial projects are limited by the community connectivity and circulation issues in the context of development potential. The project will address existing mobility and safety concerns along SR 49, encouraging economic growth and vitality.

D. Performance and Effectiveness of RTIP

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

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2 Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollars invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	Current VMT per capita is 23.19 miles per person	Project conditions will cause VMT per capita to fall to 23.06 miles per person
	Reduce Percent of congested VMT (at or below 35 mph)	Currently there is a LOS of F at SR 49 & Mountain Ranch Road and LOS of C at SR 49 and Airport Road	Build conditions will produce a LOS of B at SR 49 & Mountain Ranch Road and LOS of B at SR 49 and Airport Road
	Change in commute mode share (travel to work or school)	Not Available	Increase
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	Not Applicable	Not Applicable
	Improve Pavement Condition Index (local streets and roads)	51	Increase
	Reduce percent of highway bridge deck area in Poor Condition	Not Applicable	Not Applicable
	Reduce percent of transit assets that have surpassed the FTA useful life period	Not Applicable	Not Applicable
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	Not Available	Decrease
Safety	Reduce fatalities and serious injuries per capita	0	0
	Reduce fatalities and serious injuries per VMT	0	0
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Not Available	Increase
	Reduce mean commute travel time (to work or school)	Not Available	Increase
Environmental Sustainability	Change in acres of agricultural land	The Project will not address this measure	The Project will not address this measure

	CO ₂ emissions reduction per capita	Excessive CO ₂ emissions are caused by large delay times per vehicle	The Project would cause a .035 lbs per capita reduction in 2030
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Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

Table B3 Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to the Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general-purpose lane-miles	Lane Miles	0
	New HOV/HOT lane-miles	Lane Miles	0
	Lane-miles rehabilitated	Lane - Miles	.6
	New or upgrade bicycle lane/sidewalk miles	Sidewalk/ Bicycle Lane -miles	.6 sidewalk miles and .6 bike lane miles
	Operational improvements	Delay Hours Reduced	848
	New or reconstructed interchanges	Intersections	2
	New or reconstructed bridges	Bridges	0
Transit or Intercity Rail	Additional transit service miles	Service Miles	0
	Additional transit vehicles	Vehicles	0
	New rail track miles	Track Miles	0
	Rail crossing improvements	Improvements	0
	Station improvements	Improvements	0
Local Streets and Roads	New lane-miles	Lane - Miles	0
	Lane-miles rehabilitated	Lane - Miles	0
	New or upgrade bicycle lane/sidewalk miles	Lane - Miles	0
	Operational improvements	Delay Hours Reduced	848
	New or reconstructed bridges	Bridges	0

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

The SR 49 San Andreas Southern Gateway Improvements Project is a new project proposed in the 2026 RTIP with a total Regional Improvement Program (RIP) funding request of \$1.439 million for the environmental (PA&ED) and design (PS&E) phases. The total project cost is anticipated to remain well

below the \$15 million STIP funding threshold and the \$50 million total project cost threshold that would require a full Caltrans-generated benefit-cost evaluation. Therefore, a formal quantitative benefit-cost analysis is not required under Section 22C of the STIP Guidelines.

Although a formal BCA is not required, the project provides clear qualitative benefits to the regional transportation system consistent with the Calaveras County Regional Transportation Plan (RTP) and the California Transportation Plan (CTP 2050). The SR 49 corridor serves as both a regional highway and a local main street through San Andreas. Planned improvements include complete streets elements such as sidewalk gap closures, ADA-compliant curb ramps, Class II bicycle lanes, enhanced crosswalks, and intersection safety enhancements. These improvements will enhance multimodal safety, accessibility, and operational efficiency for all users.

The project supports the objectives of Executive Order B-30-15 (Climate Change) by encouraging mode shift to active transportation, improving walking and bicycling conditions in a disadvantaged rural community, and reducing greenhouse gas (GHG) emissions associated with short vehicular trips. The project area lies within a CalEnviroScreen 4.0 Disadvantaged Community (DAC), ensuring that improvements directly benefit one of the state's most vulnerable populations by improving safety, health outcomes, and access to community destinations.

Overall, the project will advance Caltrans' and CCOG's shared goals of safety, sustainability, equity, and resilience by transforming a substandard rural highway segment into a safer, more connected, and context-sensitive multimodal corridor.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RTIP Funding

PROJECT FACT SHEET

► State Route 49 Southern Gateway Improvements

Agency: Calaveras Council of Governments (CCOG)



■ **SCOPE**

The town of San Andreas is located along State Route (SR) 49 in Calaveras County, between post miles 18.2 and 20.2. The SR 49 Southern Gateway Improvements project will construct a complete streets corridor that improves operations, mobility, and accessibility for all modes of transportation along SR 49 through San Andreas, while maintaining operational and capacity requirements of the State Highway System. CCOG and the County are moving forward with design and construction of the following improvements:

- Construct a single-lane Roundabout at SR 49/Airport Road to STAA standards
- Close the existing SR 49/Angels Road intersection; realign Angels Road to connect to Airport Road extension west of SR 49
- Install Southern Gateway, in the form of a monument or sign, to notify northbound travelers of changing roadway character and approaching community activity
- Complete sidewalk infrastructure and construct Class II bike lane south of Mountain Ranch Road to Airport Road
- Maintain existing passing lane in the southbound direction south of Airport Road
- Extend existing Airport Road to Mountain Ranch Road
- Connect Airport Road west of SR 49 to George Reed Drive

■ **PROJECT BENEFITS**

The completion of the above improvements will improve operations, mobility, and accessibility for all modes of transportation along SR 49 in southern San Andreas, while maintaining operational and capacity requirements of the State Highway System.

■ **COST**

PA&ED: \$330,000
PS&E: \$1,139,000
Right of Way: \$900,000
Construction: \$13,261,000
Total Project Cost: \$15,630,000

■ **SCHEDULE**

PA&ED: 8/2025-5/2027
PS&E: 6/2027-8/2028
Right of Way: 3/2028-8/2028
Construction: 11/2028-12/2029

■ **Improvements**



New pedestrian and bicycle facilities



New roundabout



New traffic calming and complete streets features

■ **Benefits**



Improved mobility options



Improved air quality



Improved safety, access and circulation

PROJECT FACT SHEET

■ PROJECT RENDERING



The purpose of the **SR 49 San Andreas Southern Gateway Improvements Project** project is to:

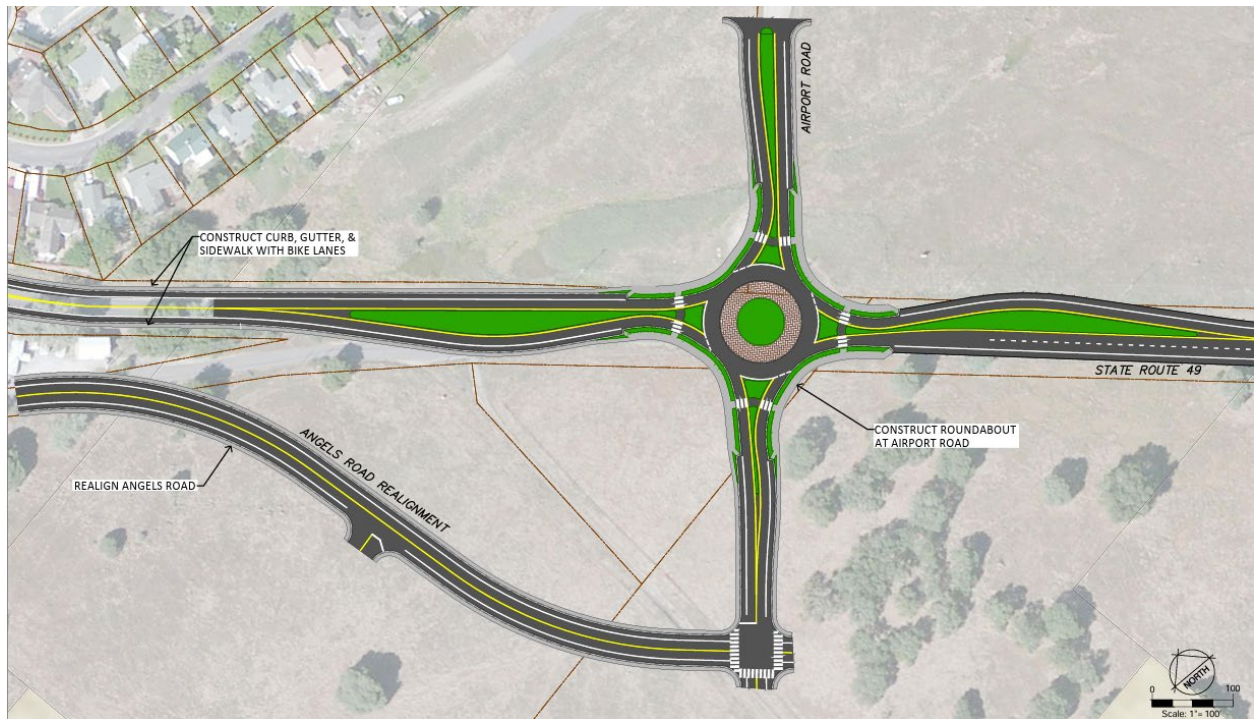
- Identify and implement improvements for enhanced access and circulation and to set the stage for residential and commercial development in southern San Andreas
- Implement Main Street and Complete Street concepts for the SR 49 corridor, prioritizing multi-modal travel to encourage and enhance pedestrian and bicycle travel.
- Maintain operational and capacity requirements of a State highway system while addressing existing community mobility concerns and future needs

The project is needed to address congestion, operational and safety concerns along SR 49 through San Andreas, the town's main street. Specifically, the RIP project identified in the 2026 RTIP improvements on SR 49 include the following elements:

- Construct a pedestrian crossing and bulb-outs on SR 79 at Treat Avenue
- Signalize SR49/Mountain Ranch Road and reconfigure access to commercial business parking lots
- Complete sidewalk infrastructure and construct Class II bicycle lanes
- Construct a single-lane roundabout at SR49/Airport Road to STAA standards
- Realign Angels Road to SR 49/Airport Road intersection
- Maintain existing passing lane in the southbound direction of Airport Road

The 2026 RTIP programs new funding over the five-year period to planning, programming and monitoring (PPM). This funding will be used to provide technical assistance to implementing agencies on STIP funding compliance and will provide a resource for CCOG in representing the region's interests in project delivery.

Figure 1 – State Route 49 Southern Gateway Improvements



F. Appendices

Section 17. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2024 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2026 RTIP Approval (Provide Cover Sheet) – *Agencies will add their resolution or meeting minutes.*

Section 19. Fact Sheet (1-2 pages) (See Section 50) – The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Section 20. Alternative Delivery Methods (Optional) (See Section 71) - **Not Included**

Section 21. Additional Appendices (Optional) - **Not Included**

Appendix A-1:

Section 17. Project Programming Request Forms

Amendment (Existing Project) ☐ YES ☒ NO					Date	11/25/2025 13:47:16
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
10				Calaveras Council of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Calaveras County	49	18.200	18.800	Calaveras County		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Melissa Raggio			209-754-2094	mraggio@calacog.org		

Project Title

SR 49 San Andreas Southern Gateway Improvements Project

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

Location (Project Limits): In the community of San Andreas, in Calaveras County, on State Route 49 from Mountain Ranch Road (PM 18.2) to Buckskin Way (PM 18.8).

Description (Scope of Work):
Construct Complete Streets corridor improvements along SR 49 through the southern gateway of San Andreas to enhance mobility, accessibility, and safety for all users while maintaining highway operations. Improvements include sidewalk gap closures, ADA-compliant curb ramps, new pedestrian crossings with rectangular rapid-flashing beacons (RRFBs), Class II bicycle lanes, on-street parking, traffic-calming features, and intersection upgrades such as new signals and a roundabout.

Component	Implementing Agency
PA&ED	Calaveras Council of Governments
PS&E	Calaveras Council of Governments
Right of Way	Calaveras Council of Governments
Construction	Calaveras Council of Governments

Legislative Districts

Assembly:	5	Senate:	8	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/01/2024	
Begin Environmental (PA&ED) Phase		08/01/2025
Circulate Draft Environmental Document	Document Type ND/MND	11/15/2026
Draft Project Report		12/15/2026
End Environmental Phase (PA&ED Milestone)		05/31/2027
Begin Design (PS&E) Phase		06/15/2027
End Design Phase (Ready to List for Advertisement Milestone)		08/30/2028
Begin Right of Way Phase		03/01/2028
End Right of Way Phase (Right of Way Certification Milestone)		08/30/2028
Begin Construction Phase (Contract Award Milestone)		11/15/2028
End Construction Phase (Construction Contract Acceptance Milestone)		12/15/2029
Begin Closeout Phase		12/15/2029
End Closeout Phase (Closeout Report)		12/31/2030

Date 11/25/2025 13:47:16

Purpose and Need

The purpose of the SR 49 San Andreas Southern Gateway Improvements Project is to enhance mobility, accessibility, and safety for all users along SR 49 through the community of San Andreas while maintaining the operational requirements of the State Highway System. The project will implement Complete Streets improvements to address existing deficiencies, improve intersection operations, and support community and economic vitality. The corridor currently experiences traffic congestion, circulation challenges, and safety concerns caused by high turning volumes, limited pedestrian crossings, discontinuous sidewalks, and the absence of bicycle facilities. The intersections at SR 49/Mountain Ranch Road and SR 49/Airport Road operate under stop control with significant peak-hour delays and inadequate pedestrian infrastructure. These conditions limit safe multimodal access, increase vehicle idling and emissions, and constrain local circulation. The project is needed to improve corridor efficiency, reduce delay, enhance safety for all users, and provide ADA-compliant pedestrian and bicycle facilities consistent with state and regional goals for sustainable, multimodal transportation.

NHS Improvements

☒ YES ☐ NO

Roadway Class

2

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.2
Active Transportation	Bicycle lane-miles	Miles	2.4
Active Transportation	Sidewalk miles	Miles	2
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	4
Active Transportation	Crosswalk	EA	3

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0	0.004	-0.004
			PM 10 Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	0	8	-8
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	0	442.6	-442.6
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	0	1,181.7	-1,181.7
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	1	3	-2
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	8	12	-4
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	15	10	5
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	50	0	50
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	9,110	9,168	-58
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	9,583	9,640	-57

District	County	Route	EA	Project ID	PPNO
10	Calaveras County	49			
Project Title					
SR 49 San Andreas Southern Gateway Improvements Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Calaveras Council of Governments
PS&E									Calaveras Council of Governments
R/W SUP (CT)									Calaveras Council of Governments
CON SUP (CT)									Calaveras Council of Governments
R/W									Calaveras Council of Governments
CON									Calaveras Council of Governments
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		330						330	
PS&E			1,139					1,139	
R/W SUP (CT)									
CON SUP (CT)									
R/W				900				900	
CON					13,261			13,261	
TOTAL		330	1,139	900	13,261			15,630	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Calaveras Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		330						330	Programming \$1,439,000 from Calaveras County's 2026 STIP Regional Share for PA&ED and PS&E phases of the SR 49 San Andreas Commercial Corridor and Gateway Improvements Project.
PS&E			1,139					1,139	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		330	1,139					1,469	

Fund #2:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W				900				900	
CON					13,261			13,261	
TOTAL				900	13,261			14,161	

Amendment (Existing Project) ☐ YES ☒ NO				Date	10/12/2025 19:57:48
Programs ☐ LPP-C ☐ LPP-F ☐ SCCP ☐ TCEP ☒ STIP ☐ Other					
District	EA	Project ID	PPNO	Nominating Agency	
10		1025000210	C1950	Calaveras Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Calaveras County				Calaveras County	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Melissa Raggio			209-754-2094	mraggio@calacog.org	

Project Title

Planning, Programming and Monitoring

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

Planning, Programming and Monitoring.

Component	Implementing Agency
PA&ED	Calaveras Council of Governments
PS&E	Calaveras Council of Governments
Right of Way	Calaveras Council of Governments
Construction	Calaveras Council of Governments

Legislative Districts

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

Date 10/12/2025 19:57:48

Purpose and Need

PPM is essential for oversight of STIP projects and ensuring compliance with STIP Guidelines.

NHS Improvements	☐ YES ☒ NO	Roadway Class	Reversible Lane Analysis	☐ YES ☒ NO
Inc. Sustainable Communities Strategy Goals	☐ YES ☒ NO	Reduce Greenhouse Gas Emissions	☐ YES ☒ NO	

Project Outputs

Category	Outputs	Unit	Total

Additional Information

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

District	County	Route	EA	Project ID	PPNO
10	Calaveras County			1025000210	C1950

Project Title
Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									Calaveras Council of Governments
PS&E									Calaveras Council of Governments
R/W SUP (CT)									Calaveras Council of Governments
CON SUP (CT)									Calaveras Council of Governments
R/W									Calaveras Council of Governments
CON	1,826	45	35	40				1,946	Calaveras Council of Governments
TOTAL	1,826	45	35	40				1,946	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,826	45	35	40	37	38		2,021	
TOTAL	1,826	45	35	40	37	38		2,021	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Calaveras Council of Governments
PS&E									\$25 CON voted 07/16/98
R/W SUP (CT)									\$32 CON voted 12/01/99
CON SUP (CT)									\$64 CON voted 07/01/00
R/W									\$79 CON voted 07/01/01
CON	1,826	45	35	40				1,946	\$181 CON voted 04/03/03
TOTAL	1,826	45	35	40				1,946	\$85 CON voted 02/26/04
									\$85 CON voted 03/03/05
									\$85 CON voted 09/29/05

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,826	45	35	40	37	38		2,021	
TOTAL	1,826	45	35	40	37	38		2,021	

Complete this page for amendments only					Date 10/12/2025 19:57:48
District	County	Route	EA	Project ID	PPNO
10	Calaveras County			1025000210	C1950

SECTION 1 - All Projects

Project Background

The Planning, Programming, and Monitoring (PPM) program supports CCOG’s ongoing regional transportation planning and project delivery activities. PPM funding is used to develop, program, and monitor projects included in the State Transportation Improvement Program (STIP), coordinate with Caltrans District 10 and local agencies, prepare and update Regional Transportation Plans (RTPs) and project studies, and ensure timely use of funds.

Programming Change Requested

Reason for Proposed Change

CCOG requests to continue PPM funding through FY 2029–31 to sustain these efforts and maintain effective oversight of project implementation throughout Calaveras County.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

This amendment adds new funding for the PPM program in Fiscal Years 2029–30 and 2030–31 to continue supporting CCOG’s regional planning, project development, and STIP management activities. No changes are proposed to project scope or prior year funding.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

- Attachments
- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
 - 2) Project Location Map

Appendix A-2:

Section 18. Board Resolution of 2026 RTIP Approval

**Calaveras Council of Governments
COUNTY OF CALAVERAS
State of California
December 3, 2025**

RESOLUTION NO: FY 26-15

**A RESOLUTION ADOPTING THE 2026
CALAVERAS COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR
SUBMITTAL TO THE CALIFORNIA TRANSPORTATION COMMISSION (CTC)**

WHEREAS, the Calaveras Council of Governments (Calaveras COG) is the Regional Transportation Planning Agency (RTPA) for Calaveras County; and

WHEREAS, pursuant to State law, every two years Calaveras COG is required to develop and submit to the California Transportation Commission (CTC) a Regional Transportation Improvement Program (RTIP) that identifies projects to be included in the State Transportation Improvement Program (STIP); and

WHEREAS, Calaveras COG has prepared the 2026 RTIP in compliance with the CTC's adopted 2026 STIP Guidelines and STIP Fund Estimate; and

WHEREAS, the projects contained in the 2026 RTIP are consistent with Calaveras COG's adopted 2025 Regional Transportation Plan (RTP); and

WHEREAS, To the best of Calaveras COG's knowledge, at this time, the projects identified for funding in the proposed 2026 Regional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019; and

WHEREAS, the 2026 RTIP has been developed in coordination with the technical and management staff representing Calaveras COG's member agencies, the Calaveras COG Board of Directors, and Caltrans District 10; and

WHEREAS, a public comment period was conducted to allow and encourage all interested parties to review and comment on the draft RTIP prior to adoption by the Calaveras COG Board of Directors; and

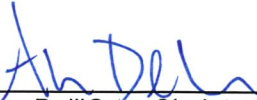
WHEREAS, the 2026 RTIP programs \$1,514 million in the 2026 STIP cycle (Fiscal Year 2026/27 through 2030/31), which includes carry-over funding for projects currently programmed in the 2024 RTIP that have not yet been allocated funds;

NOW, THEREFORE BE IT RESOLVED that the Calaveras Council of Governments (CCOG), hereby adopts the 2026 Regional Transportation Improvement Program (RTIP).

The foregoing Resolution was duly passed and adopted by the Calaveras Council of Governments at a regular meeting thereof, held on 3rd day of December 2025, by the following vote:

RESULT:	ADOPTED [UNANIMOUS]
MOVER:	Scott Behiel, City Council Member
SECONDER:	Tim Muetterties, Citizen Member
AYES:	Folendorf, Muetterties, Tofanelli, Schirato, Bettinger, Behiel
ABSENT:	Wittke

ATTEST



Anne Dell'Orto, Clerk to the Council
Calaveras Council of Governments



Amanda Folendorf, Chair
Calaveras Council of Governments



Appendix A-3:

Section 19. Fact Sheet

► Calaveras County 2026 Regional Transportation Improvement Program

Calaveras Council of Governments (CCOG)



■ EXECUTIVE SUMMARY

The 2026 Regional Transportation Improvement Program (RTIP) for Calaveras County, as prepared by the Calaveras Council of Governments (CCOG), establishes the programming and implementation of the region's priority transportation system projects as identified in CCOG's adopted Regional Transportation Plan (RTP). This RTIP covers a 5 -year programming period, beginning in fiscal year (FY) 2026/27 and ending in FY 2030/31. The 2026 RTIP is focused on a highway improvement project: SR 49 San Andreas Southern Gateway Improvements Project. The RTIP also provides for Planning, Programming and Monitoring (PPM) by CCOG staff.

■ PROJECT BENEFITS

The SR 49 San Andreas Southern Gateway Improvements Project will improve safety, traffic operations, and access in rural Calaveras County. The Complete Street features of the SR 49 San Andreas Commercial Corridor and Gateway Improvements will also improve mobility options and benefit air quality.

■ GOALS AND OBJECTIVES

The SR 49 San Andreas Southern Gateway Improvements is incorporated into the RTIP because it is a critical piece of the County's transportation infrastructure. Significant time and financial resources have been invested in this priority project, and CCOG endeavors to further this project toward completion with STIP funds. The project is in alignment multiple regional and statewide goals, including:

Improved accessibility, quality of life and economic vitality: The project is part of the critical infrastructure necessary to provide for access and improved quality of life and to maintain the economic vitality of rural Calaveras County.

Improved interregional connectivity and access: The project is not only a Calaveras County project, but a larger regional project that will benefit many of the small, rural counties in the region that need better access for residents to healthcare, education, airports and job opportunities in the more populated cities.

Improved safety: The project will provide a safer highway system in and through the County.

Improved economic vitality: The project will resolve access and circulation issues that hinder development and economic growth in the region.

■ PROJECT LOCATION

