

APPENDIX A

ROUTE SEGMENT DATA

Table A-1 in Appendix A provides a description of State highway segment data for Calaveras County. The table includes route number, post mile location of the segment, facility type, general terrain, grade, average lane width, average shoulder width, and percentage of annual daily traffic (AADT) that is attributed to trucks. The information on road segment data was compiled from the *Caltrans 1997 Route Segment Report*, the *1997 California State Highway Log for District 10*, *Caltrans 1999 Traffic Volumes on State Highways*, *Caltrans 1998 Truck Volumes on State Highways*, past information from the 1996 Calaveras County RTP, and a field survey by Fehr & Peers' staff. This data was used to develop Level of Service (LOS) thresholds for the regional road system.

Table A-1

Calaveras County State Highway Segment Data

Route	Post Mile	Route Segment		Functional Classification	Facility Type	General Terrain	Grade	1999 ADT	1999 Pk. Mo. ADT	Percent Trucks	
SR 4	0.00		Stanislaus/Calaveras Co. Line	Minor Arterial	2E	Rolling	Rolling	4,200	5,000	4.5%	
SR 4	0.00	8.14	Reeds Turnpike	O'Byrnes Ferry Road	Minor Arterial	2C	Mountainous	Moderate	3,900	4,400	4.5%
SR 4	8.14	21.09	O'Byrnes Ferry Road	W. Jct. Rte. 49	Minor Arterial	2C	Mountainous	Moderate	3,600	4,100	3.8%
SR 4	21.09	21.38	W. Jct. Rte. 49	E. Jct. Rte 49	Minor Arterial	2C	Mountainous	Moderate	5,500	6,600	6.3%
SR 4	21.38	22.23	E. Jct. Rte. 49	Rolleri Bypass Road	Minor Arterial	2C	Mountainous	Moderate	5,200	6,200	6.3%
SR 4	22.23	29.38	Rolleri Bypass Road	E. of Murphys	Minor Arterial	2C	Rolling	Rolling	7,300	8,800	6.6%
SR 4	29.38	42.62	Murphys	Moran Rd. East Junction	Minor Arterial	2C	Rolling	Rolling	5,600	7,000	6.6%
SR 4	42.62	47.14	Moran Rd.	Dorrington	Minor Arterial	2C	Rolling	Rolling	3,000	4,300	5.2%
SR 4	47.14	49.57	Dorrington	Meko Drive	Minor Arterial	2C	Mountainous	Moderate	1,600	2,350	8.3%
SR 4	49.57	65.87	Meko Drive	Calaveras/Alpine Co. Line	Minor Arterial	2E	Mountainous	Moderate	1,200	1,800	4.7%
SR 12	0.00	6.30	San Joaquin/Calaveras Co. Line	Burson Road	Minor Arterial	2C	Rolling	Moderate	6,600	7,100	7.2%
SR 12	6.30	9.78	Burson Road	Valley Springs, Pine Street	Minor Arterial	2C	Rolling	Moderate	5,300	5,800	6.0%
SR 12	9.78	9.93	Valley Springs, Pine Street	Jct. Rte. 26 South	Minor Arterial	2C	Rolling	Moderate	7,500	8,400	6.8%
SR 12	9.93	18.20	Jct. Rte. 26 South	San Andreas, Jct. Rte. 49	Minor Arterial	2C	Rolling	Moderate	5,900	6,300	6.0%
SR 26	0.00		Calaveras/San Joaquin Co. Line		Minor Arterial	2C	Rolling	Rolling	3,800	4,000	4.3%
SR 26	0.00	4.38	County Line	Jenny Lind Road	Minor Arterial	2C	Rolling	Rolling	3,600	3,800	5.0%
SR 26	4.38	9.86	Jenny Lind Road	Hogan Dam Road	Minor Arterial	2C	Mountainous	Moderate	8,800	9,900	4.6%
SR 26	9.86	10.30	Hogan Dam Road	W. Jct. 12	Minor Arterial	2C	Mountainous	Moderate	9,900	11,100	6.0%
SR 26	10.30	18.07	W. Jct. 12	Mokelumne Hill, Jct. Rte. 49	Minor Arterial	2C	Mountainous	Moderate	1,400	1,500	6.0%
SR 26	18.07	26.80	Mokelumne Hill, Jct. Rte. 49	Ridge Road	Minor Arterial	2C	Mountainous	Moderate	1,200	1,300	5.5%
SR 26	26.80	38.33	Ridge Road	Calaveras/Amador Co. Line	Minor Arterial	2C	Mountainous	Moderate	2,300	2,500	5.5%
SR 49	0.00		Calaveras/Tuolumne Co. Line		Minor Arterial	2C	Mountainous	Rolling	5,200	5,700	5.0%
SR 49	0.00	7.21	Tuolumne Co. Line	Angeles Camp, South Jct. Rte. 4	Minor Arterial	2C	Mountainous	Rolling	8,600	10,200	4.4%
SR 49	7.21	8.33	Angeles Camp, South Jct. 4	Angels Camp, Murphys Grade Road	Minor Arterial	2C	Mountainous	Rolling	13,000	14,700	6.1%
SR 49	8.33	8.67	Angeles Camp, Murphys Grade Rd	Angels Camp, N. Jct. Rte. 4	Minor Arterial	2C	Mountainous	Moderate	11,300	12,900	7.2%
SR 49	8.67	9.42	Angels Camp, N. Jct. Rte. 4	North Angels Camp, Copello Dr.	Minor Arterial	2C	Mountainous	Moderate	7,500	8,600	6.8%
SR 49	9.42	14.2	North Angels Camp, Copello Dr.	Fricot Road	Minor Arterial	2C	Mountainous	Moderate	6,300	7,300	6.0%
SR 49	14.2	19.41	Fricot Road	San Andreas, Main Street	Minor Arterial	2C	Mountainous	Moderate	12,200	13,100	6.0%
SR 49	19.41	20.5	San Andreas, Main Street	Jct. Rte. 12 West	Minor Arterial	2C	Rolling	Rolling	10,500	11,400	6.0%
SR 49	20.5	22.21	Jct. Rte. 12 West	Gold Stike Road	Minor Arterial	2C	Rolling	Rolling	4,400	4,800	5.5%
SR 49	22.21	27.61	Gold Strike Road	Mokelumne Hill, Jct. Rte. 26	Minor Arterial	2C	Mountainous	Moderate	4,200	4,600	5.5%
SR 49	27.61	30.87	Mokelumne Hill, Jct. Rte. 26	Amador County Line	Minor Arterial	2C	Mountainous	Moderate	5,000	5,400	5.5%

Source: Caltrans 1999 Traffic Volume Data; Caltrans 1997 Route Segment Report; 1997 California State Highway Log – District 10.

Note: Facility types are identified by the number of lanes and the type of roadway. C = Conventional Highway; E = Expressway

APPENDIX B

ROUTE SEGMENT CAPACITIES

Table B-1 Calaveras County Regional Transportation Plan Roadway Segment Capacities								
Facility/Location	Segment		Terrain	LOS A	LOS B	LOS C	LOS D	LOS E
SR 4	Stanislaus Co. Line	O'Byrnes Ferry Road	Rolling	2170	3670	6170	8830	10000
SR 4	O'Byrnes Ferry Road	SR 49	Mountainous	250	1250	2750	4580	8080
SR 4	--Concurrent Route with SR 49--		Mountainous	1000	2700	5100	7900	11100
SR 4	SR 49	Arnold	Rolling	1330	3560	6670	11330	16110
SR 4	Arnold	Big Trees	Mountainous	820	2090	4000	6000	8550
SR 4	Big Trees	Alpine Co. Line	Mountainous	530	1270	2470	3730	5600
SR 12	San Joaquin Co. Line	W. Jct. Rte. 12	Rolling	1300	3600	6800	11500	16400
SR 12	--Concurrent Route with SR 26--		Rolling	1220	3440	6560	11110	17220
SR 12	E. Jct. SR 26	Jct. Rte. 49	Rolling	1200	2900	5500	9200	14800
SR 26	San Joaquin Co. Line	W. Jct. Rte. 26	Rolling	1000	2560	4890	8440	15110
SR 26	W. Jct. Rte. 26	Jct. Rte. 49	Mountainous	750	1920	3750	6420	11500
SR 26	Jct. SR 49	Amador Co. Line	Mountainous	360	1640	3360	5640	10910
SR 49	Tuolumne Co. Line	N. Jct. Rte. 4	Mountainous	1450	3550	6550	11000	14910
SR 49	N. Jct. Rte. 4	W. Jct. Rte. 12	Mountainous	2000	4670	8780	14670	19780
SR 49	W. Jct. Rte. 12	Jct. Rte. 26	Mountainous	1450	3550	6550	11000	14910
SR 49	Jct. Rte. 26	Amador County Line	Mountainous	1300	3400	6400	11100	16200
Collectors								
Minor Collector				600	2000	3500	4900	5500
Major Collector				1000	3000	5500	8750	11200
Urban/Developed Area Routes								
SR 4	Arnold/Avery Area			not achievable		7900	11900	15900
SR 12	Valley Springs Area			not achievable		8700	13000	17300
SR 49	San Andreas Area			not achievable		10300	15500	20600
SR 49	Angels Camp Area			not achievable		10300	15500	20600
Note: All rural two lane road segments analyzed using Transportation Research Circular 1194, with 3.5 second headway. Note: All collectors and urban/developed area segments analyzed using 2000 Highway Capacity Manual Techniques.								

APPENDIX C

CRITICAL HIGHWAY PROJECT DESCRIPTIONS

The following discussion provides additional information on the purpose and need for critical highway projects listed in the Action Element tables (Tables 16-18).

SR 4 - Calaveras 4 Bypass (short-range priority) – The Calaveras 4 Bypass (North Angels Bypass) is designed to route regional traffic (including recreational through traffic) around the most developed areas of Angels Camp. The discontinuity of SR 4 across the SR 49 corridor combined with local and regional traffic within the Angels Camp area often results in unacceptable levels of congestion. This congestion causes some motorists to divert to Murphys Grade Road, which currently acts as a natural bypass for SR 4. The increased traffic on this City/County roadway results in congestion in the town of Murphys to the east.

The project extends from SR 4 at its northerly intersection with SR 49 easterly to existing Calaveras SR 4 east of Angels Camp. This project received partial funding for right-of-way (ROW) acquisition in the 1994 STIP. The project is programmed for 3.1 million of ROW in the County's 2000 interregional share balance, and is scheduled for construction in FY 2004/05.

Estimates from the RIM study show the traffic volume on Murphys Grade Road increase from its current volume of 6,200 ADT to over 12,000 ADT by 2022, assuming no bypass is built. This volume increases congestion to LOS F by 2022. The construction of the North Angels Bypass will help alleviate a significant portion of this congestion by diverting traffic away from SR 49 in Angels Camp.

SR 12/26 - Valley Springs Bypass (short-range priority) – The Valley Springs Bypass is designed to route traffic around already developed areas that have numerous access driveways and collector streets intersecting SR 12. In Valley Springs, traffic operations are further complicated by the intersection of SR 26 in the center of town. The alignment for the Valley springs Bypass is proposed south of existing SR 12 from approximately 1.3 miles west of the SR 26 intersection to 1.3 miles east. The bypass would be a two-lane arterial with limited local access and would interconnect with SR 26 south of Valley Springs.

The County's preference is to have this facility constructed and maintained by Caltrans as a State highway since it would serve a substantial portion of regional and through traffic. However, due to funding constraints and State geometric requirements, the facility may be constructed as a local arterial bypass.

SR 4 - Wagon Trail (Phase I and II) (short-range priority) – The existing alignment of SR 4 between O'Byrnes Ferry Road and SR 49 severely limits the capacity of this roadway. Projected growth of traffic along this corridor, which is a primary east-west link to the Central Valley, will require improvements that enhance roadway capacity and decrease delay. Roughly a six-mile segment of SR 4 will be reconstructed to expressway standards and realigned to allow for additional passing lanes and turnouts. The construction of a two-lane expressway will restore this segment to LOS C operations in 2022.

SR 4 - Passing Lanes (short-range priority) – In order to increase the operating efficiency and improve safety along SR 4, passing lanes are proposed between the north Angels Bypass and Murphys. These passing lanes will improve safety and reduce congestion levels.

APPENDIX D

FUNDING PROGRAM SUMMARY

The following provides a summary of the Federal, State, and local funding sources and programs available to Calaveras County.

ROADWAY SYSTEM FUNDING

FEDERAL SOURCES/PROGRAMS

The Transportation Equity Act for the 21st Century (TEA-21) was enacted June 9, 1998 as Public Law 105-178. TEA-21 authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 6-year period 1998-2003. This Act provides a greater deal of flexibility for the State and local jurisdictions in deciding how federal dollars can be spent. TEA-21 includes several programs that provide funding for Calaveras County. A summary of key federal programs is provided below (a more detailed summary of federal funding programs under TEA-21 is contained in the Appendix.

Regional Surface Transportation Program (RSTP) - The RSTP provides funding for roadways, bridges, transit capital, bicycle, and pedestrian projects. Funding for this program is supported by the federal Surface Transportation Program. Calaveras COG currently exchanges all RSTP funds for State dollars, to be used for local road maintenance.

Transportation Enhancement Activities (TEA) – Section 3007 of TEA-21 requires that 10 percent of Surface Transportation Program (STP) funds be made available for transportation enhancement activities. TEA offers broad opportunities and federal dollars to take unique and creative actions to integrate transportation into local communities and the natural environment. The Program is designed to promote livable communities and strengthen partnerships.

Areas eligible for TEA funding include acquisition of scenic easements, scenic or historic highway programs, landscaping, rehabilitation of historic transportation buildings, preservation of abandoned railway corridors, pedestrian/bikeway improvements, and the acquisition of abandoned right-of-way for the conversion to pedestrian/bike trails.

Under TEA-21, safety education activities for pedestrians and bicyclists were added to the list of eligible projects. The COG is responsible for ranking TEA projects countywide, but the California Transportation Commission makes final funding decisions. Calaveras COG currently exchanges its TEA funds for State monies, to be used for local road maintenance.

Highway Bridge Replacement and Rehabilitation Program (HBRR) - The HBRR program provides funding for highway bridges in need of repair according to Federal safety standards. A total of \$20.4 billion nationwide is authorized for the program through 2003 to provide assistance for eligible bridges located on any public road. Caltrans has developed procedures for project selection and administration of Federal HBRR funds. These procedures have been adopted by the CTC. Under these procedures, 45 percent of the available funds are expended on State highway bridges and 55 percent on local highway

bridges. The selection of projects on the State highway system is made by the State through SHOPP. Projects on local bridges are selected by local agencies on the basis of bridge deficiency ratings. The program retains the 10 percent set-aside for off-system bridges, but eliminates the set-aside for timber bridges. The federal government allocates 80 percent of the funds and the remaining 20 percent must come from local sources.

Federal Lands Highways (FLH) - The FLH authorizes \$4.1 billion nationwide for Fiscal Years 1998 – 2003. Funding is provided for the three existing categories of Federal Lands Highways – Indian Reservation Roads (IRR), Park Roads and Parkways, and Public Lands Highways (discretionary and Forest Highways). In addition, a new category called Refuge Roads, which are federally owned public roads providing access to or within the National Wildlife Refuge System. FLH funds can be used for transit facilities within public lands, national parks, and Indian reservations. A nationwide priority for improving deficient bridges on IRR has been established with a minimum of \$13 million per year nationwide reserved for this purpose.

U.S. Department of Forestry - The U.S. Department of Forestry (USDF) places a fee on all timber receipts from federal lands. Calaveras County receives 25 percent of these receipts, the school district receives 25 percent, and the USDF receives the remaining half. These monies become part of the County Road Fund and are used for operational improvements. In recent years, the amount of funds available from timber receipts has been reduced significantly. As a result, identification of an additional source of maintenance funding is critical for Calaveras County.

Hazard Elimination and Safety Program – The Hazard Elimination and Safety (HES) program provides funding for improvements to facilities to eliminate travel hazards and improve safety. Projects are nominated by local agencies and funds are allocated on a competitive basis through Caltrans.

STATE SOURCES/PROGRAMS

Under California law (Title 23), most State transportation funds and most federal transportation funds are programmed through the four-year biennial State Transportation Improvement Program (STIP) and the four-year biennial State Highway Operation and Projection Program (SHOPP). Both documents are adopted by the California Transportation Commission (CTC).

The 1998 STIP serves as a six-year transition document, from the previous 1996 STIP seven-year document to the new statutorily required four-year format for the 2000 STIP. However, with the enactment of AB 2928, the 2002 STIP and future STIPs will cover 5-year periods. The STIP consists of two broad programs, the regional program (RTIP) funded from 75 percent of new STIP funding, and the interregional program (ITIP) funded from 25 percent of new STIP funding. The STIP includes projects to increase the capacity of State highways and local highways. Projects are included in the STIP by the CTC directly from the Regional Transportation Improvement Program (RTIP) as prepared by the COG. Projects are approved by the CTC for inclusion into the STIP from the Caltrans prepared Interregional Transportation Improvement Program (ITIP). Brief summaries of these programs are provided below along with other state funding sources:

Regional Improvement Program (RIP) - The RIP receives 75 percent of the STIP funding. The 75 percent is further subdivided by formula into county shares. For the 2000 STIP, Calaveras County was

allocated approximately \$3 million. A primary source of funding for the County minimums is the Motor Vehicle Fuel Tax.

Interregional Transportation Improvement Program (ITIP) - The ITIP receives the remaining 25 percent of the STIP funding. This program is controlled by Caltrans, but regional agencies can provide input on the specific ITIP projects for their region. No ITIP projects were programmed for Calaveras County in the 2000 STIP. However, the Tri-County partnership intends to request \$14.5 million in ITIP funds in the 2002 STIP, to complete funding of the SR 4 North Angels Bypass.

State Highway Operations & Protection Program (SHOPP) - The purpose of the SHOPP program is to maintain the integrity and safety of the State Highway System. Funding for this program is provided through gas tax revenues. Projects are nominated within each Caltrans District office and are sent to Caltrans Headquarters for programming. Final project determinations are subject to CTC review. SHOPP projects include, pavement and bridge rehabilitation, traffic operational improvements and seismic safety projects, and are based on statewide priorities within each program category within each Caltrans District, and are not subject to county minimums. SHOPP funds cannot be used for capacity-enhancing projects.

Minor Program - The Minor A Program is a District-discretionary funding program based on annual Statewide/District allocations. This program provides some level of discretion to Caltrans District Offices in funding projects up to \$750,000. Minor B funds are used for projects up to \$117,000. The advantage of this program is the streamlined nature of the funding process and the local nature of the decision-making. Funding is competitive within the funds allocated to a given District.

Environmental Enhancement and Mitigation (EEM) Program - Similar to TEA, the EEM offers funding to remedy environmental impacts of new or improved transportation facilities. Mitigation can include highway landscapes and urban forestry or development of roadside recreational facilities such as roadside rest stops, trails, scenic overlooks, trailheads, parks, and snow-parks. This grant program is managed by the State Resources Agency, although the COG makes final funding decisions. Each cycle allocates \$4 million to the Northern California counties. The application process is competitive with a \$500,000 project cap for any single project, and is open to governmental or non-profit entities.

Congestion Management/Air Quality Program (CMAQ) – CMAQ funds are allocated to non-attainment areas based on population and severity of pollution. The COG can make project and programming selections in consultation with the State and local agencies. Calaveras County may be designated as a non-attainment area by EPA within the next two years. As such, the County would be eligible for CMAQ funds to fund projects to improve air quality.

LOCAL SOURCES/PROGRAMS

The following local funding sources may potentially be considered in Calaveras County.

Traffic Mitigation Fees - Traffic mitigation fees are one-time charges on new development to pay for required public facilities, and to mitigate impacts created by the development or reasonably related to it. There are a number of approaches to charging developers for the provision of public facilities. In all cases, however, the fees must be clearly related to the costs incurred as a result of the development. AB 1600, which was passed to govern the imposition of development fees, requires that a nexus, or rational connection, be made between a fee and the type of development on which the fee is based. Furthermore,

fees cannot be used to correct existing problems or pay for improvements needed for existing development. A county may only levy such fees in the unincorporated area over which it has jurisdiction. Currently, the County is in the process of developing a countywide Road Impact and Mitigation Program (RIM) that will access new development for county road improvements affected by development. If adopted, the RIM fee program will be used to fund these transportation improvements. The City of Angels also collects capital and maintenance fees from new development to help maintain and improve City streets.

Development Mitigation Measures/Agreements - Development mitigation measures are imposed whenever developments require approval by a local entity. Generally, mitigation measures are imposed as conditions on tentative maps. These conditions reflect on- and off-site project mitigation that must be completed in order to be able to develop. Development agreements are also used to gain cooperation of developers in constructing off-site infrastructure improvements or dedicating rights-of-way needed as a result of the proposed development.

Local Transportation Funds - Local Transportation Funds (LTF) are available for transit, roadway, bicycle, and pedestrian purposes. LTF is derived from 1/4 cent of the State sales tax. These funds are returned to the county by the State. Approximately 2 percent of the County's LTF is set aside for pedestrian and bicycle projects. The remaining funds are dedicated to provide transit service at levels required to meet reasonable transit needs. Any amounts not used for transit can be used for other transportation improvements, including street and road improvements. The COG apportions the funds to the cities and county based upon population. In recent years, little LTF have remained available for streets and roads at the end of the allocation process.

Road Operations And Maintenance - Besides the major capital projects recommended in this RTP, Calaveras County has significant, ongoing operations and maintenance (O&M) needs. The County historically has spent approximately \$5,000,000 per year in maintenance funding, and currently has a backlog of deferred maintenance totaling approximately \$40,000,000. To some extent, the funding for O&M and capital projects overlap. Therefore, it is important to understand the annual O&M funding sources. Each source is briefly described below.

- ⇒ *State Gas Taxes* - The State of California returns a portion of the statewide gas tax revenues to each jurisdiction for the purpose of maintaining roadways. These funds are restricted for use to the City's Road Fund and are accrued on an annual basis. The formula for determining the amount of allocation to each City is complex, but primarily determined based on population.
- ⇒ *Motor Vehicle In-Lieu Fees* - The Motor Vehicle In-Lieu Fees are motor vehicle registration funds returned to the County from the State based on a jurisdiction's population. These funds are General Fund revenues and are not restricted for roadway use. Therefore, the dedication of these funds to provide roadway O&M is essentially a use of General Fund revenues.
- ⇒ *Local Transportation Fund (LTF)* - As stated above, any funds not allocated to transit, bicycle and pedestrian facility improvements can be used for road operations and maintenance. It is anticipated that increased operations and contractual costs for transit will

significantly lessen the amount of funds available for road O&M during the life of the RTP.

- ⇒ *Benefit Assessment Act of 1982* - The Benefit Assessment Act of 1982 allowed for the development of countywide assessments for drainage, flood control, and street lighting. A 1989 amendment to the Act added street maintenance assessments. To date very few cities or counties have instituted this assessment for street maintenance.

PUBLIC TRANSIT SYSTEM FUNDING

Funding for public transit systems is available from a variety of sources. The following is a brief description of the principal sources expected to be available.

FEDERAL SOURCES/PROGRAMS

Funding for transit capital and operational costs has traditionally been provided by the Federal Transit Act. The majority of these monies is designated, by law, for use in urban areas, and is not available for use by Calaveras County. However, some provisions exist for funding in rural areas, which have now been expanded by TEA-21.

FTA Section 5311 Funds (Non-urbanized Area Formula Program for Public Transportation) - The FTA apportions Section 5311 funds annually to each state for public transportation projects in non-urbanized areas. The State prepares an annual program of projects, which must provide for fair and equitable distribution of funds. Approximately \$1.18 billion is available nationwide for apportionment in proportion to each State's non-urbanized population through 2003.

FTA Section 5310 Fund (Elderly and Persons with Disabilities Program) - Provides funds to each state to assist private nonprofit organizations in the purchase of capital equipment (vehicles and related equipment) to provide transportation services which meet the special needs of elderly persons and persons with disabilities.

Rural Transportation Accessibility Incentive Program (FTA Section 5311(f) - This program provides \$24.3 million through 2003 nationwide for over-the-road bus service. The purpose of the funding is to help public and private operators finance the incremental capital and training costs of complying with the DOT's final rule on accessibility of over-the-road buses. Funding may be used for intercity fixed-route over-the-road bus service and other over-the-road service such as local fixed route, commuter, charter, and tour service. The program is administered through a competitive grant selection process.

TEA 21 Section 3037 (Job Access and Reverse Commute Grants) – Provides competitive grant funds to develop transportation services that are specifically designed to transport welfare recipients and low-income individuals to and from job locations. Emphasis is placed on projects that use mass transportation services.

STATE AND LOCAL SOURCES/PROGRAMS

The following summarizes the state transit funding programs.

Local Transportation Fund - The primary source of local funds used to operate the Calaveras Transit System in recent years has been the LTF, made available by Senate Bill 325 (1971) and amended. SB 325 is also known as the Transportation Development Act (TDA).LTF funds are apportioned to transit within a County based on the ability of the transit system to meet the County's transit needs that are "reasonable to meet." Historically, the transit allocation of LTF funds to Calaveras Transit has averaged slightly over 50 percent of the total LTF. The remaining funds are used for LTF administration, subsidized transit and taxi programs, and 2 percent goes for bicycle and pedestrian facilities. In 2002, Calaveras Transit will receive \$312,000.

State Transit Assistance (STA) - Funding for public transportation is available from the STA. These funds were established in 1979 under SB 620 and amended in 1982 under SB 215 and AB 251/SB 1335. The funds are derived from the Public Transportation Account (PTA). Fifty percent of the funds are allocated to Caltrans and the other 50 percent to RTPAs. Of the 50 percent to the RTPAs, fifty percent are allocated to mass transit projects for vehicles, equipment, terminals, etc. and the other fifty percent to Transit operators, based on fare revenues. Local transportation planning agencies have in the past allocated these funds to operators of public transit (under formula basis) or allocated them for streets and roads (under certain conditions). Calaveras County is normally entitled to funding under both of the above conditions. However, the primary intent of this legislation is to give priority consideration to claims to offset the unanticipated increases in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area-wide public transportation need. The money is placed in reserve for transit purposes and is maintained by the COG. Calaveras County will receive \$96,000 in STA in 2002.

Fares - Fare box recovery for the Calaveras Rural Bus has traditionally run approximately 7 percent of total operating costs. This ratio increased to approximately 9 percent in 2001. Fares are collected from both general passengers as well as through contracts with other public agencies. Fluctuations in these contracts may cause overall fare revenue to vary from year-to-year. In 2002, Calaveras Transit is expected to receive \$54,000 in Fare box revenues.

AVIATION SYSTEM FUNDING

The Federal Airport Improvement Program (AIP) under the Federal Aviation Administration (FAA) provides 90 percent Federal funding with 10 percent local funding for general aviation airports. The program focuses on projects that enhance capacity, safety, security, and noise mitigation.

AIP funds are derived from user charges such as taxes on aviation fuels, taxes on civil aircraft and a surcharge on air passenger fares, and can be used for most capital expenditures. The State of California Aid to Airports Program (CAAP) makes grant funds available for airport development and operations to promote a statewide system of safe and environmentally compatible publicly owned airports.

Three types of state financial aid to publicly owned airports are available through the CAAP.

Annual Grants (Public Utilities Code section 21682) are available to public-use, publicly owned general aviation airports. Commercial services and reliever airports are not eligible. An eligible airport is credited annually with a grant of \$10,000, which may be used for capital improvements, maintenance and

operation. This grant may be accumulated for up to five years (a maximum of \$50,000). These grants do not require matching funds.

Acquisition & Development (A&D) (Public Utilities Code Section 21683) - These funds are allocated by the CTC on a discretionary basis for capital projects. To be eligible, an airport must have its project listed in the state's Capital Improvement Program (CIP). The CIP is a ten-year list of projects divided into two five-year phases. The project listings are developed from local, regional, state and federal sources and are submitted to the Aeronautics Program through the RTPAs.

AIP Matching Grants (Public Utilities Code 21684 - This grant assists the sponsor in meeting the local match for FAA AIP grants. The sponsor must meet the same eligibility requirements as for the Annual Grant except that reliever airports can receive AIP matching grants. The matching rate is 5% of the AIP grant. State funds for an AIP matching grant cannot be allocated by the state until the Federal grant has been accepted by the sponsor. The highest rated projects are normally those that relate to safety and State mandates.

Because of the competitive nature of the State and Federal funding programs, it is difficult to accurately project potential revenue from these sources. Furthermore, the AB 597 split of funds between the AIP match and state acquisition and development grants, provides even less discretionary funds for State projects.

The COG has nominated six improvement projects for Maury Rasmussen Field in Calaveras County. As shown in Table 27 of the Action Element, these projects total approximately \$1.1 million. Projects range from improving the water system to purchasing additional land for future airport expansion. Projects provide safety and multi-modal improvements to the airport. No funding deficits are anticipated assuming a reasonable level of success in the acquisition of grant funding.

BICYCLE AND PEDESTRIAN SYSTEM FUNDING

Several programs are available for the funding of bicycle and pedestrian improvement projects. Calaveras County has budgeted approximately \$12,000 for new bikeway projects in the 2001/2002 Budget. Other federal funding sources under TEA-21 that can be used for bicycle and pedestrian projects include the Bicycle Transportation and Pedestrian Walkways program, the Recreational Trails program, the STP program, the National Scenic Byways Program, and the Transit Enhancements program.

With regards to State funding, Calaveras County has prepared a Bikeway Master Plan (BMP) in 1998. Because this BMP is adopted, the County will be allowed to compete for Bicycle Transportation Act funds. These funds are available on an annual basis and are competitive throughout the State. After 2004, there will be approximately \$5 million allocated to the BTA each year for bicycle projects. The funds from the BTA are competitive. In addition, the BMP will also assist the County in competing for State grants through programs such as the EEM program described above and the Habitat Conservation Fund (HCF) program administered by the California Department of Parks and Recreation.

As shown in Table 25 of the Action Element (Chapter IV), approximately \$1.3 million in bikeway and pedestrian projects are not yet programmed. These projects will be implemented as funding becomes available. In addition, the BMP contains other important projects, which will also be considered as funding becomes available. The County can affect the amount of funding by aggressively pursuing competitive funding sources such as BTA and TEA.

GENERAL FUNDING SOURCES

Calaveras County may need to undertake significant actions to ensure all improvement needs are funded. In addition to the sources already in use, there are several potential funding sources that Calaveras County should consider as potential solutions, which are not mode specific.

LOCAL-OPTION SALES TAX

In California, a sales tax is a levy on retail transactions and use categories as defined in the Revenue and Taxation Code. Up to a one-cent additional sales tax can be levied by county-created taxing authorities for the improvement of the transportation system, as authorized under the Local Transportation Authority and Improvement Act, Division 19, commencing with Section 180000 of the Public Utilities Code. Passage of the sales tax requires a majority vote of the county electorate according to the State Supreme Court regarding a recent court decision in Santa Clara County.

MOTOR VEHICLE FEE

The State imposes fees on those that own and operate vehicles in the State. The California Vehicle Code and Revenue and Taxation Code provide authorization for the two primary means of assessing vehicle: registration and licensing. Currently, a county cannot impose vehicle registration fees other than those authorized under a special program, which is exclusively for the use of financing emergency call box systems, and for air-quality enhancement in non-attainment areas. Additional vehicle registration fees would require legislative approval.

MOTOR VEHICLE FUEL TAX

A motor vehicle fuel tax is a surcharge on fuel. Counties are permitted to impose a per gallon tax on motor fuel sold within the county if a proposition granting the authorization is approved at an election by two-thirds of the voters. Such a tax would allow collection of moneys for new roadways from County residents as well as tourists purchasing gas within the County. While such a tax would provide a direct link between the use of roadways and the payment of roadway facilities, a two-thirds affirmative electoral vote on such a tax increase may be very difficult to achieve in the current economic climate.

SPECIAL DISTRICTS

Special districts can be used by a jurisdiction to obtain up-front financing for projects benefiting defined areas or developments. The two most commonly formed districts are assessment districts and Mello-Roos Community Facility Districts (CFDs). In addition, a Marks-Roos Bond Pooling Authority could be formed to pool the tax, assessment, or fee revenue from several jurisdictions or special districts for the purpose of selling bonds to construct public facilities.

The advantage of an assessment district or a Mello-Roos CFD is that facilities can be built ahead of the development that causes the need for those facilities. However, in many instances, any funding provided through a special district is offset by a credit in development fees.

BENEFIT ASSESSMENT

A benefit assessment is a charge levied against a property owner in order to pay for local improvements that directly benefit the owner's property. Counties can create assessment districts in unincorporated areas and cities can create districts in their jurisdictions. Most assessment districts are formed under the Streets and Highways Code and are used to finance local streets, water, and sewer extensions. Since assessment districts can only be used to finance improvements that benefit local property owners, so their application to regional projects is limited.

APPENDIX E

TEA-21 TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY PROGRAM FACT SHEETS

Individual fact sheets for each TEA-21 funding program can be found at the following website:

http://www.fhwa.dot.gov/tea21/factsheets/n_402.htm

APPENDIX F

TEA-21 SEVEN PLANNING AREAS

The RTP is required to consider strategies to meet the seven planning areas specified in Title 23, 134(f) of the U.S. Code. In development of the Calaveras County 2001 RTP, the planning process addressed in the seven planning areas as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

The most important issues in supporting the economic vitality of Calaveras County are to minimize congestion on State and County roads, and to provide for multi-modal facilities. In order to address these issues, the transportation planning process examined strategies for coordinating and integrating system operations across modes and jurisdictions. To the extent possible, this included consideration of alternatives to the automobile such as transit, walking, biking, and coordination with adjacent counties (Amador, Alpine, Tolumne) and local Indian Tribal Governments. The RTP identifies the current and long-range improvements necessary to relieve congestion on its State highways and County roads of regional significance. Planned improvements are consistent with the RTIP. In addition, the RTP contains policies that require new development to provide the necessary transportation infrastructure to meet the planned policy level of service on State highways.

2. Increase the safety and security of the transportation system for motorized and non-motorized users.

The RTP considers safety and accident reduction as an important goal and objective. In addition, safety considerations were incorporated into the development of a specific performance measure for monitoring the accident rate on State highways. The planning process identified safety projects and recommended funding to solve specific problem areas such as the SR 4 North Angels Bypass, the SR 4 passing lanes near Arnold, and the Valley Springs SR 26/12 Bypass. An evaluation category is included in the Action Element to identify a project's contribution to safety.

Improved safety and emergency response is addressed as important ITS considerations for the County. In addition, several projects proposed for Calaveras Transit and for the County airport address safety concerns.

3. Increase the accessibility and mobility options available to people and for freight.

The RTP documents the "Unmet Needs" process used to identify transit improvements throughout the County. In the short-range, two transit vehicles will be replaced so that current levels of transit service can be maintained. In the long-range, four additional transit vehicles are planned for in addition to increased passenger amenities.

The RTP contains policies and recommended actions to address freight movement in the County. Many of the County's two-lane State highways and roads carry 6 to 7 percent trucks, which adds to overall congestion on these facilities. The RTP calls for additional coordination with Caltrans to identify appropriate truck routes, in addition to proposing turnouts and passing lanes on regional facilities.

4. Protect and enhance the environment, promote energy conservation, and improve equality of life.

The guiding principle in preparing this RTP update is to provide a better balance between transportation system planning for all modes and land use. This approach will result in lower cost for improvements and increased operational efficiency of the existing transportation system. The RTP identifies the function, capacity and level of service of transportation facilities to make sure they are consistent with applicable county land use and transportation policies. The goal is to balance travel patterns with land use zoning to promote a multi-modal transportation system, enhance the environment, promote energy conservation, and improve quality of life for Calaveras County residents. The following key concepts were considered in the RTP to help promote a viable connection and functionality between the transportation system and planned land uses:

- Support countywide multi-modal travel on major routes that connect major activity destinations. The transportation system provides multi-modal access (auto and transit) from local areas to county activity centers in San Andreas and Angels Camp;
- Promote pedestrian and bicycle accessibility, and safety for transit and major activity designations. The RTP recommends several bike and pedestrian projects from the 1998 Bikeway Master Plan. These projects link major activity designations.

5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

The RTP planning process included input from the freight community and considered projects to promote the efficiency of intermodal connectors by recommending the addition of truck climbing lanes at key locations on the state highway system.

6. Promote efficient system management and operation.

Projects in the RTP are prioritized through a cooperative process between the COG, County, City of Angels, and citizen participation. Cost effectiveness is used as important criteria for reviewing and selecting RTP projects. In addition, Caltrans uses life cycle

cost considerations for all major capital investments that are programmed for construction.

7. Emphasize the preservation of the existing transportation system.

The preparation of this RTP uses a 2022 planning horizon to make sure that a full twenty-years is provided for in the development of projects and programs. The Action and Financial Elements identify the long-range roadway maintenance, rehabilitation, and reconstruction needs for the County. In addition, the backlog of deferred maintenance is addressed. Additional local funding sources are recommended to address the “unfunded” needs.

PLANNING EMPHASIS AREAS

Each year the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provide the State Department of Transportation and RTPAs with “Planning Emphasis Areas” (PEAs) for use in the development of their Unified Planning Work Programs. For Fiscal Year 2001, the FTA/FHWA are using the following five PEAs to promote priority themes for considerations in the RTP.

1. Mainstreaming safety in the transportation planning and decision-making process.

Safety is brought into the RTP planning and decision-making process by including a specific safety performance measure in the Action Element to monitor the accident rate (accidents per 1,000,000 miles of travel) for State highways. In addition, safety is included in the Action Element project tables under Purpose and Need to designate those projects that have a safety focus. The safety element will assist in project prioritization by the COG, County, and City of Angels.

2. Incorporation of environmental streamlining as a policy and planning analysis theme within planning processes.

The guiding principle in preparing this RTP update is to provide a better balance between transportation system planning for all modes, and land use. This approach results in lower cost for improvements and increased operational efficiency of the existing transportation system. How was this accomplished? First, by incorporating a specific goal, objective and policy to mitigate potential transportation impacts resulting from transportation decisions to “less than significant.” Second, by including a specific performance measure to monitor the progress in achieving this goal.

The intent of the goal and performance measure is to make sure the identified function, capacity and level of service of transportation facilities are consistent with applicable county land use, and transportation policies contained in the RTP. In addition, projects in the RTP will meet CEQA and NEPA requirements prior to construction. These actions will help to balance travel patterns with land use zoning to promote a multi-modal transportation system, enhance the environment, promote energy conservation, and improve quality of life for Calaveras County residents.

The planning process to develop the RTP includes the development of future transportation infrastructure (such as the North Angels Bypass and the Valley Springs SR 26/SR 12 Bypass), that has been going through an extensive environmental review. The environmental review includes impacts to open space, regional parks and wetland areas. The process also includes an analysis of vehicle miles of travel (VMT) and vehicle hours of travel (VHT) as indicators of energy consumption. The goal is to minimize both VMT and VHT to help maintain acceptable air quality in the County.

3. Transportation system management and operation.

As addressed earlier, the transportation planning process used for the RTP examined strategies for coordinating and integrating system operations across modes and jurisdictions. To the extent possible, this included consideration of alternatives to the automobile such as transit, walking, biking, coordination with adjacent counties (Amador, Alpine, Tolumne), and coordination with local Indian Tribal Governments.

TEA-21 requires that Intelligent Transportation Systems (ITS) be included in the planning process in order to advance ITS projects to implementation. The RTP addresses the ITS Architecture and includes a multi-modal category in the Action Element tables to indicate if a project provides multi-modal benefits.

The results and recommendations from a TDM Feasibility study are included in the RTP to promote non-vehicle travel.

4. Demonstrated compliance with Title VI of the Civil Rights Act and accommodation of the principles of environmental justice.

An inclusive public involvement process was used to ensure transportation decisions were made in an equitable manner. Transportation issues and solutions were discussed at a public workshop on June 26, 2001, and business organizations, citizens, and Indian tribes were invited to provide input and comment. This process was consistent with Title VI of the Civil Rights Act of 1964, the Executive Order on Environmental Justice (Executive Order 12898), and the RTP Guidelines.

5. Coordination of non-emergency transportation services.

The RTP recommends on-going coordination for non-emergency transportation service between the County, City of Angels and other interested parties. Through the “unmet” needs process, transit issues are discussed and evaluated. The County’s elderly and disabled population benefits from expanded transit service through Calaveras Transit. The “unmet” needs process and hearings ensure that citizen concerns are addressed.

In addition, because the County does not have a major HMO, transit service is provided to neighboring Amador County with connecting service to Sacramento. Future connections are being considered to Stockton.

APPENDIX G

Table G-1 Roles and Responsibilities in Statewide, Regional, and Metropolitan Transportation Planning for Tribal Governments										
Statewide, Regional, and Metropolitan Planning	ROLES (●) & RESPONSIBILITIES (*)									
Activities	DOT			DOI			ITG	STA MPO RTPA	LOCAL GOV.	TTAP LTAP
	FTA	FHWA		OSG	BIA DOT	BIA AREA				
		FLH	FADO							
• Review list of projects in STIP		●	●			*	*	*	*	
• Consider concerns of ITG in planning process								*		
• Provide assistance to ITG		●	●	*	●	*		*		
• Provide draft RTP								*		
• Develop needs and issues for ITG	*	*	*		*	*				●
• Invite ITG to planning / coordination meetings								*		
• Provide copies of RTP to ITG								*		
• Incorporate approved IRR TIP into the STIP w/o change								*		
• Advise ITG about funding opportunities	*	*	*		*	*		*	*	●

Source: Indian Reservation Roads, Planning and Guidelines, October 1999.

BIA–Bureau of Indian Affairs; BIADOT–Bureau of Indian Affairs, Division of Transportation; DOI–Department of Interior; DOT–Department of Transportation
 FADO-Federal-Aid Division Office; FHWA–Federal Highway Administration; FLH–Federal Lands Highway; FTA-Federal Transit Administration; IRR-Indian Reservation Roads; ITG-Indian Tribal Government; LTAP-Local Technical Assistance Program; OSG-Office of Self-Governance; TTAP-Tribal Technical Assistance Program; STA – State Transportation Authority; MPO – Metropolitan Planning Organization; RTPA – Regional Transportation Planning Agency.

APPENDIX H

RTP GUIDELINES

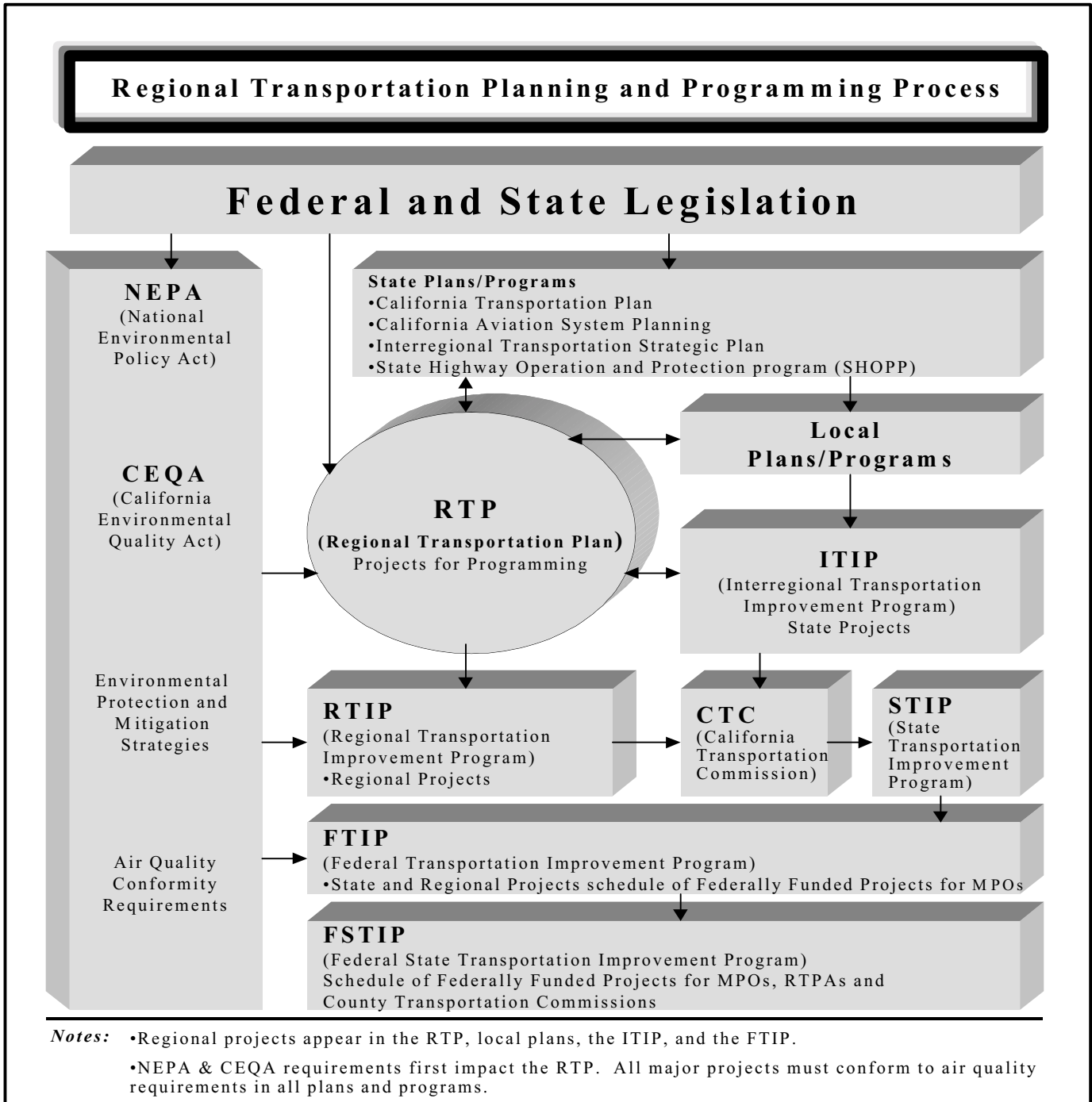
RTP APPENDIX H

**Regional Transportation
Planning and Programming Process**

X. APPENDIX H - REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING

Regional Transportation Planning and Programming Flow Chart

The Regional Transportation Planning and Programming Process is a complex, cooperative process that includes all levels of Government with the opportunity for input from all stakeholders at each level. The following diagram shows the flow of legislation from planning to project development. Following the diagram is a glossary providing a narrative of the diagram components.



X. APPENDIX H - REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING

Plans, Statutes, and Program Relationships under State and Federal Legislation

Plans

Regional Transportation Plans (RTP): Developed by Metropolitan Planning Organizations (MPOs) and Regional Transportation Agencies (RTPAs) to provide a comprehensive view of the transportation problems of a region and recommended solutions. RTPs have a minimum of a 20-year horizon period and are required by State and Federal law. For MPO RTPs, all projects in the FTIP must be consistent with the RTP. In air quality nonattainment areas, RTPs must conform to the State Implementation Plan.

California Transportation Plan (CTP): The CTP is developed by Caltrans and submitted to the Governor. It includes a policy element describing state transportation policies and system performance objectives, a strategies element incorporating broad system concepts and strategies partially synthesized from RTP, and a recommendations element that includes economic forecasts and recommendations to the Legislature and Governor.

California Aviation System Plan (CASP): Prepared by Caltrans every five years as required by PUC 21701. The CASP integrates regional aviation system planning on a statewide basis.

Interregional Transportation Strategic Plan (ITSP): Describes the framework in which the state will carry out its responsibilities for the Interregional Improvement Program (IIP).

Statutes

National Environmental Protection Act (NEPA): Federal legislation which created an environmental review process similar to CEQA, but pertaining only to projects having federal involvement through financing, permitting, or Federal land ownership.

California Environmental Quality Act (CEQA): A state-mandated process in which the environmental effects associated with the implementation of a “project” is fully disclosed.

X. APPENDIX H - REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING

Programs

Regional Transportation Improvement Program (RTIP): A four-year list of proposed transportation projects submitted to the California Transportation commission by the RTPAs. Some RTIP projects may have federal funding components in which case they will also appear in the FTIP once they have been selected for the STIP (see below).

State Transportation Improvement Program (STIP): A four-year list of transportation projects proposed in RTIPs and PSTIPs, which are approved by the California Transportation commission. Those projects that have federal funding components will also appear in the FTIP and FSTIP.

State Highway Operations and Protection Program (SHOPP): A program including projects related to state highway safety and rehabilitation, seismic safety, and traffic operational improvement's. Traffic Systems Management Program: A program of projects (e.g., re-striping, metering, HOV, ridesharing, flexible work schedules, etc.) for better system utilization and operational efficiency.

Federal Transportation Improvement Program (FTIP): A three-year list of all transportation projects proposed for federal funding within the planning area of an MPO. It is developed as a requirement for funding. In are quality nonattainment areas the plan must conform to a State Implementation Plan.

Federal State Transportation Improvement Program (FSTIP): A three year list of transportation projects proposed for funding developed by the State in cooperation with MPOs and in consultation with local non-urbanized governments. The FSTIP includes all FTIP projects as well as other federally funded rural projects.

Interregional Transportation Improvement Program (ITIP, formerly known as PSTIP): Funds capital improvements, on a statewide basis, including capacity increasing projects primarily outside of an urbanized area. Projects are nominated by Caltrans and submitted to the California transportation commission for inclusion in the STIP. The ITIP has a four-year planning horizon and is updated every two years by the CTC.

Appendix I

Reference Documents

The following pages list local and regional plans which were reviewed for conformity with this plan and transportation studies that were considered in preparation of this plan.

Local and Regional Plans and Laws

- City of Angels Camp General Plan, City of Angels Camp, September, 1994
- Alpine County General Plan/Transportation Plan Update, Alpine County Board of Supervisors, Alpine County, CA, 1999
- Calaveras County General Plan, Calaveras County, 1996
- Calaveras County Bikeway Plan Update Final Report, Fehr & Peers Associates, Inc., March 1998
- 1996 Calaveras County Regional Transportation Improvement Program, Calaveras County LTC, December 18, 1995
- Adopted 2000 SHOPP, California Department of Transportation, District 10, 1999
- Adopted 1998 STIP, CTC, May, 1998
- “Highway 88 Planning Agreement”, Counties of Calaveras, Alpine and El Dorado, Caltrans, USFS and FHWA, 1985

Regional Transportation Plan Guidelines, CTC< December, 1999

Local and Regional Transportation Studies

- Access and Transportation in the Foothills, California Governor’s Office of Planning and Research, Sacramento, CA, January, 12, 1981
 - City of Angels Camp Circulation Study and Appendices, Final Report, Charles R. Leitzell, P.E., May, 1991.
 - Arnold Community Plan, Calaveras County, February 25, 1980
 - Arnold Community Plan, Calaveras County, December 14, 1998
 - Calaveras County Airport Special Plan, Calaveras County, October 19. 1992
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- Calaveras County Circulation Study, Final Report, TJKM Transportation Consultants, June 8, 1992
 - Final Summary Report for the Calibration and Combination of the Calaveras County and City of Angels Traffic Demand Models, Spectrum Engineering, July 24, 1995
 - Calaveras County TDM Feasibility Study – Final Report, Nelson/Nygaard Consulting Associates, February 1998
 - Calaveras County Traffic Model Validation Report, Fehr & Peers Associates, November, 1995
 - Calaveras County-Wide Transit Study J. Kaplan & Associates, June, 1994
 - Calaveras Transit Marketing Plan, Selena Barlow, June 2000
 - Caltrans System Management Plan, District 10, Caltrans, Stockton, CA, 1989
 - Caltrans System Management Plan, Draft District 10, Caltrans, Stockton, CA, 1992
 - Draft Circulation Study for the Copperopolis Area in the County of Calaveras, Willdan Associates, December, 1994
 - Ebbets Pass Highway Special Plan, Calaveras County, June 1, 1988
 - Four County Recreational Transit Demand and Feasibility Study, J Kaplan and Associates, Walnut Creek, CA, July 1988
 - Interregional Road System Plan, Caltrans, Sacramento, CA, February, 1990
 - Mokelumne Hill Community Plan, Calaveras County, June 1, 1988
 - Murphys and Douglas Flat Community Plan, Calaveras County, June 1, 1988
 - North Angels Camp Bypass, Draft Project Report, California Department of Transportation, March 2, 1995
 - Project Scope and Summary Report – On Route 12 from 0.2 miles east of Valley Springs to Junction of Route 49, California Department of Transportation, District 10, December, 1993
 - Project Study Report – Construct eastbound passing lane on State Route 4, Postmile 53.8-54.9, California Department of Transportation, District 10, June, 1993
 - Precise Plan Report – Route 26 from Silver Rapids Road to Route 12 Junction, Postmile 7.6-10.3, California Department of Transportation, District 10, August, 1989
-

- Project Study Report – On Route 4 between 0.8 miles and 1.05 miles east of Utica Powerhouse Road, California Department of Transportation, District 10, October, 1992
 - Rancho Calaveras Special Plan, Calaveras County, November 28, 1983
 - San Andreas Community Plan, Calaveras County, June 1, 1988.
 - State Highway 4 Corridor Study in the Arnold/Avery Area, TJKM Transportation Consultants, January, 1992
 - State Route 88 Corridor Study, Alpine County, California, Fehr & Peers Associates, Inc., October 4, 1994
 - Traffic Model – Circulation Study Phase for Calaveras County, TJKM Transportation Consultants, January, 1992
 - Valley to Foothill Intermodal Subarea Study, Working Papers 1-4 and Final Reports, Fehr & Peers Associates, 1995
 - Valley Springs Community Areas General Plan – 1974 – 1994, Calaveras County, 1974
-