

## California Department of Transportation

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



Governor's Office of Planning & Research

**September 21 2021**

September 20, 2021

### STATE CLEARINGHOUSE

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

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

Dear Mrs. Collins,

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

#### **The Calaveras County Council of Governments is commended for:**

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

#### **Introduction, Executive Summary, Demographics and Economics**

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

## **Ch 2: Existing Conditions, Residents and Workforce**

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

## **Ch 3: Planning Documents**

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

## **Ch 4: Modal Discussion**

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

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

#### **Ch 5: Policy Element**

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

### **Ch 6: Action Element**

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

### **Ch 7: Financial Element**

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

### **General Comments**

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

### **RTP Checklist Comments**

#### General

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

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

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

Sincerely,

*Gregoria Ponce'*

Gregoria Ponce, Chief  
Office of Rural Planning

c: State Clearinghouse

Marlon Regisford, Deputy District Director, Caltrans District 10

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

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