

## California Department of Transportation

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July 25, 2025

Mr. Sam Booth  
Community Development  
Director  
Alpine County  
50 Diamond Valley Road  
Markleeville, CA 96120

ALP-VAR-ALL Alpine County  
Regional Transportation Plan (RTP)  
Update 2025 and Initial Study  
SCH 2025061342

Mr. Booth,

The Department of Transportation (Caltrans) appreciates the opportunity to review and provide information on the Alpine County Regional Transportation Plan (RTP) Update 2025 and Initial Study.

The RTP focuses on all modes of transportation including roadway, bicycle, pedestrian, transit, freight, aviation, and rail. The RTP is developed through a cooperative process between Alpine County Local Transportation Commission (ACLTC), Caltrans, Tribal governments, stakeholders, and community members. Guidance for RTP development comes from the California Transportation Commission (CTC).

**Caltrans has the following comments:**

### **REGIONAL TRANSPORTATION PLAN**

**Alpine County Local Transportation Commission (ACLTC) is commended for:**

- Format and comprehensive overview that is found throughout the RTP and Alpine County's commitment in addressing the transportation needs of the community particularly in the safety and maintenance of the roadway system, biking and pedestrian infrastructure, betterment of transit service, as well as aviation and bridge improvement.
- Thoroughly coordinating and engaging with Tribal members, including the Hung-A-Lel -Ti Community Council.
- Participation engagement activities during the RTP Update process utilizing a variety of formats to involve community and stakeholders. Infographics, traditional and social media, including self-addressed, stamped envelopes with hard copies of activities and events circulated with survey questionnaires to encourage

participation and make the RTP Update process convenient. Pursuing grant funding for projects that include sidewalks and curb ramps in the Alpine County population centers.

- Consideration for transportation projects that increase connectivity or provide a means to reduce Vehicle Miles Traveled (VMT) without posing a negative effect on tourism and access to public lands.

## **GENERAL COMMENTS**

- If there are any construction related activities that will encroach into Caltrans Right of Way (ROW) as a result of the 2025 Regional Transportation Plan, the project proponent must apply for an Encroachment Permit with the Caltrans District 10 Encroachment Permit Office. All California Environmental Quality Act (CEQA) documentation, including the Final Initial Study/Negative Declaration with supporting technical studies, must be submitted with the Encroachment Permit Application. These studies may include an analysis of potential impacts to any cultural sites, historic properties, biological resources, hazardous waste/materials, scenic highways, and/or other environmental resources within Caltrans Right of Way, at the project site(s).
- Proposed projects must not significantly impact existing State drainage facilities.
- Ensure all project onsite and offsite runoff is properly managed to prevent additional flow into the State system.
- Figures appear faint which may be due to low resolution causing difficulty to read.
  - Recommend that higher resolution figures be used.

### Typos/Minor Edits

- Page 13: Inconsistencies including omitted or extra spacing and use of hyphens and dashes in the bullet points.
- Page 35: Missing colon at the end of paragraph 1.
- Page 37: Objective 1.2 Policy 1.2.2, second sentence spelling error.
- Page 45: Extra period at the end of paragraph 1.
- On page 47, "Performance measures align with California transportation goals and objectives" needs to be a numbered point to match the other following points.

## **1.5.1 PARTICIPATION AND COORDINATION**

- Caltrans acknowledges Alpine County's well documented coordination efforts for Tribal members inclusion, outreach and community participation throughout the RTP Update process.
- Digital links infographics, flyers and hard copies were broadly distributed to Tribal leadership directly to Hung a Lel Ti members. Tribal outreach also included RTP Update events and community meetings being posted in the Hung A Lel Ti tribal community building.

- Tribal members provided feedback to the community survey and submitted responses to the survey questionnaires.

### **2.8.6 VEHICLE MILES TRAVELED (VMT)**

- VMT is now the basis for transportation impact identification and mitigation under the California Environmental Quality Act (CEQA).
- Vehicle Miles Traveled have been projected over the lifetime of the RTP in **Table 2.22**. A variable formula was used to forecast VMT based on the average annual change from 2014-2017.
  - Overall, VMT on roadways in Alpine County is not expected to change drastically between 2020 and 2040.

## **2.9 PUBLIC TRANSIT**

### 2.9.3 Carson Valley Airporter Service

- Update Gardenville to Gardnerville, if appropriate.

## **2.10 ACTIVE TRANSPORTATION**

### 2.10.1 Bikeways

- The statement regarding elevation and mountain passes may need review, as none of the three passes listed are located at an elevation of 15,000 ft. The highest elevation is at Ebbetts, which is listed in Wikipedia at 8,736ft.
  - Please review and revise, as needed.

## **2.11 GOODS AND FREIGHT MOVEMENT**

### 2.11.1 Goods Movement Issues in Alpine County

- We endorse the widening of paved shoulders on rural highways to standard width where feasible. Doing this will assist in emergency and natural disaster evacuation efforts, reduce vehicle run-off-the-road risk on segments that have little to no paved shoulder, provide space for slower vehicles to pull over to allow faster vehicles to pass while lowering the risk of a head-on crash when passing in the opposite lane, and reduce the Level of Traffic Stress (LTS) by providing more space and separation for bicyclists using the State Highway System.
- In addition to expanding the truck parking network, similar to reasons for endorsing paved shoulder widening, more space for widened shoulders could provide more space for trucks to pull over to allow faster vehicles to pass.

### **3.1.4. CLIMATE CHANGE AND GAS EMISSIONS**

- Consider transportation projects that increase connectivity or provide means to reduce VMT without posing a negative effect on tourism and access to public lands.

### **3.2.2 ACTIVE TRANSPORTATION, OBJECTIVE 2.1, POLICY 2.1.1**

- With this Active Transportation objective, ACLTC has detailed the substantial need to greatly increase safety in the region for recreational users, tourists and residents by implementing their adopted Bicycle and Pedestrian Plan.
  - Caltrans acknowledges the regions need to improve connectivity, enhancing bicycle and pedestrian facilities and County's commitment for continued updates to their Bicycle and Pedestrian Plan in order to be eligible for state and federal funding mechanisms.

### **4.5 INTELLIGENT TRANSPORTATION /SYSTEMS (ITS)**

- Please change 'Plumas County' to 'Alpine County'

### **4.6 PROJECTS LISTS**

- Several developing projects have been identified that reflect local priorities and focus on sustainable transportation options. However, at this time, no details have been specified as to the timeline of the short-range and long-range projects. When these projects are ready for implementation, Alpine County may consider submitting a request identifying the need for the proposed improvement to the D10 Planning. At that time, the proposed improvement will be reviewed and evaluated to determine consistency with District's policies, practices, and any unique highway operations or safety considerations.

### **4.6.7 CALTRANS SHOPP PROJECTS**

- Add project: Route 4, Near Bear Valley from Calaveras County Line to Route 89, Pavement maintenance, construct Maintenance Vehicle Pullouts (MVPs) and rehabilitate drainage systems.

## **APPENDIX A**

### **4.1 COMMUNITY SURVEY**

- The survey collected eight responses from residents primarily in Bear Valley and Markleeville.
  - The survey sample size could be larger.
  - How can ACLTC increase the stakeholder input in future surveys?

## **INITIAL STUDY**

### **GENERAL COMMENTS**

- Project Description, page 4 - The 2025 Regional Transportation Plan is considered a "Project" under CEQA, and this Initial Study is focused on the Plan as a long-term planning effort.
- Alpine County has clearly and concisely included the detailed information provided in the development of the RTP and the corresponding requirements for Title VI of the Civil Rights Act of 1964 (p.5) ensuring that all people have equal access to the transportation planning process. Including bicycle, pedestrian, and transit projects aimed at enabling travelers to utilize alternative modes of transportation.

All future development for projects will require further review by Caltrans.

If you have any questions or would like to discuss these comments, please contact Lloyd Clark at (209) 986-9802 (Email: [Lloyd.Clark@dot.ca.gov](mailto:Lloyd.Clark@dot.ca.gov)), or me at (209) 639-8832 (Email: [Gregoria.ponce@dot.ca.gov](mailto:Gregoria.ponce@dot.ca.gov)).

Sincerely,

*Gregoria Ponce'*

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