Calaveras County
2025 Regional Transportation Plan

Draft Initial Study / Proposed Negative Declaration

CALAVERAS COUNCIL
of GOVERNMENTS

Lead Agency:

Calaveras Council of Governments

444 E. Saint Charles Street/Highway 49

San Andreas, CA 95249

September 24, 2025

Prepared By:

Calaveras Council of Governments

Green DOT Transportation Solutions

Gallaway Enterprises

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List of Acronyms

AASHTO	American Association of State Highway Transportation Officials
AB	Assembly Bill
AB52	Assembly Bill 52
ARB	Air Resources Board
BMPS	Best Management Practices
BSA	Biological Survey Area
CAP	Climate Action Plan
Caltrans	California Department of Transportation
Cal Water	California Water Service Company
CARB	California Air Resources Board
CBC	California Building Code
CC	Community Commercial
CCOG	Calaveras Council of Governments
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC CFR	California Fish and Game Commission Code of Federal Regulations
CFMP	California Freight Mobility Plan
CH4	Methane
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CO2	Carbon Dioxide
CRHR	California Register of Historical Resources
CRWQCB	California Regional Water Quality Control Board
CSFAP	California Sustainable Freight Action Plan
CTC	California Transportation Commission
CVFPB	Central Valley Flood Protection Board
CWA	Clean Water Act
CWHR	California Wildlife Habitat Relationships
dBA	decibel
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
ft	Feet
GHG	Greenhouse gas
HRBD	Humboldt Road Burn Dump
HUD	Department of Housing and Urban Development
ISA	Initial Site Assessment

LID	Low Impact Development
LRA	Local Responsibility Area
LSA	Limited Soils Assessment
MBTA	Migratory Bird Treaty Act
MCAB	Mountain Counties Air Basin
MND	Mitigated Negative Declaration
MMRP	Mitigation Monitoring and Reporting Program
MPG	Miles per Gallon
NAHC	Native American Heritage Commission
NEIC	Northeast Information Center
NMFS	National Marine Fisheries Service
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollution Discharge Elimination Permit
NO2	Nitrogen Dioxide
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NOx	Oxides of Nitrogen
OPR	Office of Planning and Research
OWOUS	Other Waters of the United States
PM	Parcel Map
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Respirable Particulate Matter
RC	Resource Constraint
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
RPW	Relatively Permanent Water
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
SDC	Caltrans Seismic Design Criteria
SLIC	Spills, leaks, investigations and cleanup
SMP	Soils Management Plan
SNC	Sensitive Natural Community
SO2	Sulfur Dioxide
sq ft	Square feet
SR	State Route
SRA	State Responsibility Area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TDM	Transportation Demand Management
TNW	Traditional Navigable Waters
TSM	Transportation Systems Management
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank

VMT	Vehicle-miles-traveled

Draft Initial Study / Proposed Negative Declaration

County of Calaveras
Environmental Coordination and Review

I. PROJECT DESCRIPTION

A. Project Title: 2025 Calaveras County Regional Transportation Plan

B. Project Sponsor/Lead Agency:
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San Andreas, CA 95249
(209) 754-2094

C. City Contact:
Melissa Raggio, Executive Director
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D. Project Location: Calaveras County encompasses foothill and high-Sierra terrain in central-eastern California. It is approximately 40 miles southeast of Sacramento, CA and 100 miles southwest of Reno, Nevada.

E. General Plan and Zoning: There are a variety of General Plan Land Use designations applicable throughout the entire County, which includes the entire project area. The proposed project was designed to be consistent with the General Plans of Calaveras County and the one incorporated city, City of Angels. The Circulation Elements from these general plans were used as a reference during the development of the Calaveras County 2017 Regional Transportation Plan (RTP). The proposed project is consistent with each of these general plans and does not include any proposed changes to the above-referenced general plans.

F. Environmental Setting:
The County is comprised of approximately 1,020 square miles, making it the 19th smallest of the 58 counties in California, by area. The County is bounded by Amador County to the north, Alpine County to the east, Tuolumne County to the south, and San Joaquin and Stanislaus Counties to the west (Figure 1). Calaveras County contains the incorporated City of Angels, the census-designated places of Arnold, Avery, Copperopolis, Dorrington, Forest Meadows, Mokelumne Hill, Mountain Ranch, Murphys, Rail Road Flat, Rancho Calaveras, San Andreas, Vallecito, Valley Springs, Wallace and West Point and the Native American Tribal Government of the California Valley Miwok Tribe of California. San Andreas is the county seat.

G. Project Description:
The proposed project is the adoption and implementation of the 2025 Calaveras County RTP. The Calaveras Council of Governments (CCOG), which serves as the Regional Transportation Planning Agency (RTPA) for the County of Calaveras and the City of Angels, is required by law to adopt and submit an approved Regional Transportation Plan (RTP) to the California Transportation Commission (CTC) every five years. The RTP will serve as the guide to federal, state and local funding through 2045. The development of the RTP is a cooperative effort between the CCOG, County, City of Angels, Caltrans, tribal governments, and residents of Calaveras County. Transportation

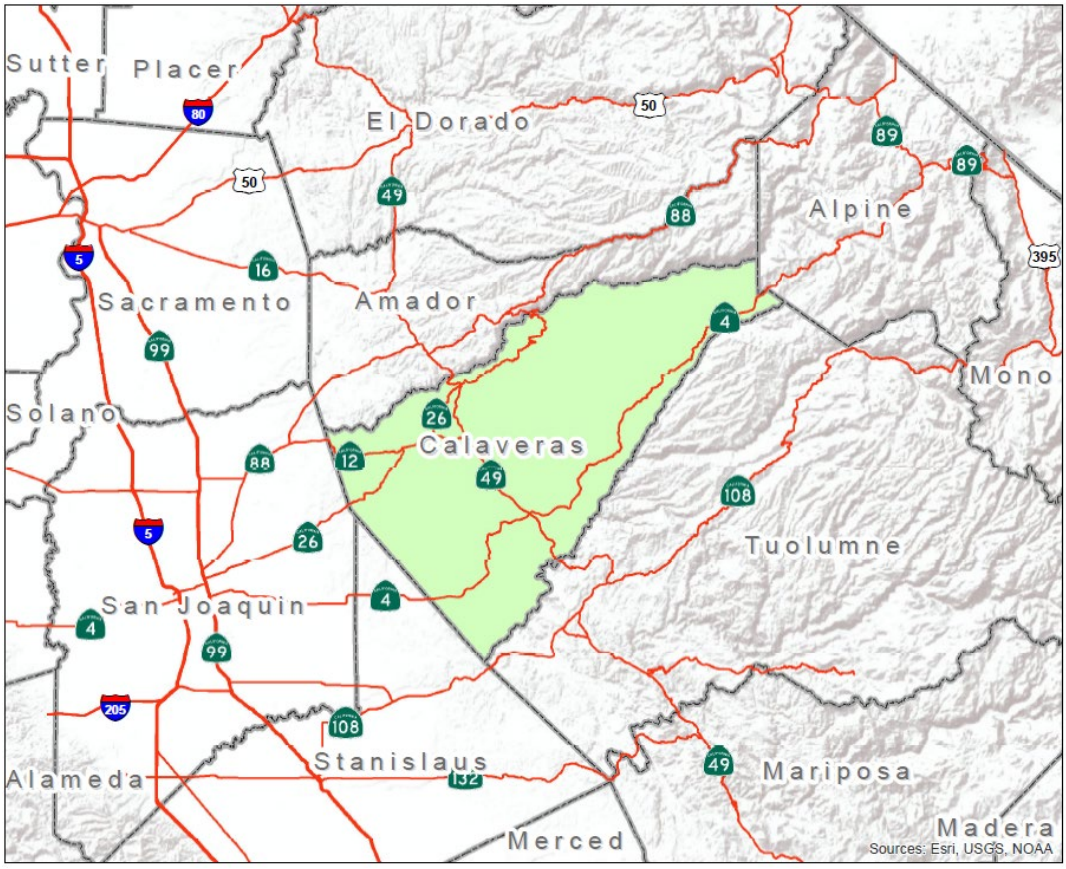
improvements proposed in the RTP cover all modes of travel reflecting a system planning approach within Calaveras County. Improvements are categorized as short-range (0- 10 years) or long-range (11-20 years). The Regional Transportation Improvement Program (RTIP) is comprised of the first five years of RTP projects and is described later in the document. The RTP planning effort focuses on developing a balanced financially constrained transportation system that ensures projected revenues cover all transportation improvement costs over the life of the plan (2045).

The 2025 RTP is divided into five chapters plus appendices as described below:

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

Purpose of the Plan
As defined by the 2024 RTP Guidelines, the purpose of the regional transportation plan is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people. The RTP Guidelines are intended to provide guidance so that RTPAs will develop their RTPs to be consistent with federal and state transportation planning requirements. This is important because state and federal statutes require that RTPs serve as the foundation of the Federal State Transportation Improvement Program (FSTIP, which includes the State Transportation Improvement Program or STIP). The FSTIP is prepared by Caltrans in coordination with MPOs/RTPAs and identifies the next four years of transportation projects to be funded for construction. The CTC cannot program projects that are not identified in the RTP.

Figure 1 – Location Map



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H. Project Purpose and Need

The RTP guidelines require that an RTP "provide a clearly defined justification for its transportation projects and programs". This requirement is often referred to as the Project Intent Statement or the Project Purpose and Need. Caltrans' Deputy Directive No. DD 83 describes a project's "Need" as an identified transportation deficiency or problem, and its "Purpose" is the set of objectives that will be met to address the transportation deficiency. Projects for each type of transportation mode are divided into financially constrained and financially unconstrained improvements. Financially constrained projects are funded over the short-range periods (0-10 years) as demonstrated in the Financial Element. The financial constraint is defined as revenues that can reasonably be assumed to be available for identified projects. The unconstrained project list (11-20 years) is considered a longer term list of projects that would provide benefit to the region without a clearly identified and available funding source. It is prudent to develop projects in the long-range project lists in the event funding should become available. For Calaveras County, each project listed in the RTP project lists contributes to system preservation, capacity enhancement, safety, and/or multimodal enhancements. These broad categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the "livability" of residents in the County.

The RTP does not directly provide for the implementation of transportation projects and/or facilities. Rather, it identifies necessary improvements in order to provide the best possible transportation/circulation system to meet the mobility and access needs of the entire County.

Due to the regional nature of the RTP, the analysis in this Initial Study focuses on those potential impacts that are anticipated to be potentially significant on a regional system-wide level. As individual projects near implementation, it will be necessary to undertake project-specific environmental assessments before each project is approved and implemented. Such future environmental review will be required in accordance with CEQA and, if federally funded, NEPA. Adoption of this Initial Study/Negative Declaration and approval of the RTP does not authorize Calaveras County or Caltrans, to undertake construction of specific improvement projects identified in the RTP without further environmental review and consideration.

Regional Goals

The following RTP goals have been either retained or updated from the 2021 RTP. These goals have been modified to provide consistency with the overall County transportation goals addressed above as well as the new proposed goals contained in the Calaveras County General Plan.

Goal 1: Provide and maintain a safe, efficient, and convenient regional roadway system for people and goods in Calaveras County, using multimodal solutions to preserve the rural character of the region.
Goal 2: Promote walking, biking and other modes of active travel in Calaveras County to improve mobility and quality of life for all residents and visitors.
Goal 3 - Promote alternative transportation.
Goal 4 - Maintain a high-quality public transportation system
Goal 5 - Provide a high degree of mobility and reliability for people and goods in Calaveras County using multimodal solutions, which provide accessibility to goods and services for all residents and preserve the rural character of the region.
Goal 6 - Enhance, maintain, and improve the Calaveras County Airport to support general aviation and disaster emergency services.
Goal 7 - Ensure sensitivity to the environment in all transportation decisions.
Goal 8 - Include climate change strategies in transportation investment decisions

Goal 9 - For Tribal residents within the Calaveras region to have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities, and transit.

I. Public Agency Approvals:

Calaveras Council of Governments will be the Lead Agency for the proposed project pursuant to the California Environmental Quality Act (CEQA), Section 15050. No specific permits are required to approve the proposed project. Future permit approvals vary among projects and may include, but are not necessarily limited to: Caltrans, CA Department of Fish and Wildlife, Regional Water Quality Control Board, Bureau of Reclamation, Bureau of Land Management, US Army Corps of Engineers, US Fish and Wildlife Service, Federal Highway Administration, Federal Aviation Administration, and the California Transportation Commission.

J. Native American Tribal Consultation: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? ☒ **Yes** ☐ **No**

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II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below could be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture and Forestry Resources	☐ Hazards/Hazardous Materials	☐ Recreation
☐ Air Quality	☐ Hydrology/Water Quality	☐ Transportation
☐ Biological Resources	☐ Land Use and Planning	☐ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Energy	☐ Noise	☐ Wildfire
☐ Geology/Soils	☐ Population/Housing	☐ Mandatory Findings of Significance

III. COMMUNITY DEVELOPMENT DIRECTOR DETERMINATION

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a potentially significant impact or have a potentially significant impact unless mitigated, but at least one effect has been adequately analyzed in an earlier document pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION including revisions or mitigation measures that are imposed upon the proposed project. No further study is required.

Signature Date

Melissa Raggio, Executive Director

Printed Name

IV. EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analyses Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant toa project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance

A. Aesthetics Except as provide in Public Resources Code Section 21099, would the project or its related activities:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

BACKGROUND

Scenic Highways

The State of California has designated twenty-four miles of SR 4 within Calaveras County, from east of Arnold to the Alpine County line, as a California Scenic Highway. The State has also conferred scenic highway status on an additional thirty-two miles of SR 4 within Alpine County, from the Calaveras County line to SR 89. SR 4 between Arnold and Markleeville is also designated as a National Scenic Byway.

Rural Landscapes

Ranching Landscapes

Ranching and agriculture play only a small role in the modern Calaveras County economy, providing less than one percent of county jobs. Ranching plays an outsized role, however, in the formation of the landscape of grassy open areas broken by oak trees, barns, corrals, fences, gates, and rock walls that is closely associated with the Sierra foothills, and that visitors and residents often see from Calaveras County's highways.

Mining Landscapes

Most Calaveras County communities date back to the Gold Rush era, and evidence of mining activity is ubiquitous throughout the rural landscape. It is estimated that almost 90,000 people arrived in California in the two years after gold was discovered in 1848. Approximately 50,000 to 60,000 were Americans and the rest were from other countries. Whether arriving overland by horse and wagon or by ship, they all endured extraordinary hardship and risk in the quest for instant riches. As the Gold Rush played out, it left a strong mark on the landscape and culture of the Sierra Nevada, including Calaveras County. Mining activity after the Gold Rush technically ended in 1856, but it has left a mark on the Calaveras County landscape.

Community Character
The community character in Calaveras County is tied to its historic heritage and rural landscapes. Each community is uniquely distinct from one another, while there are also similarities. Some of the distinctions are a result of population size, elevation level, and the relationship of a given community to highways (SR 4 and SR 49). Some of the communities at lower elevations (to the west) are closest to major urban centers and tend to have larger long- distance commuter populations. Communities at higher elevations (to the east) tend to have fewer commuters, and often depend more strongly on tourism. Communities immediately on SR 4, a major tourist corridor, are somewhat more likely to be sites for significant second home development and tourism-related businesses. The most rural portion of the county, generally speaking, is north of SR 4 and east of SR 49.

RESPONSES TO CHECKLIST QUESTIONS
Responses 1-4): Less Than Significant Impact. Views of scenic resources, scenic water resources, and other scenic resources in the county are available from highways and roadways, including scenic roads and corridors, throughout the county. Improvements to existing infrastructure may result in modification of the foreground of the various scenic viewsheds throughout the county.

There is also potential for individual improvement projects to affect scenic vistas and resources or degrade the visual character of the area. Examples would include improvement projects that are located adjacent to a broad viewshed such as the mountain ranges, valleys, ridgelines, or water bodies along roadways, or adjacent to the focal point of the forefront of the broad viewshed, such as visually important trees, rocks, or historic buildings. An impact would occur if a project would change the view to the middle ground or background elements of the broad viewshed, or remove the visually important trees, rocks, or historic buildings in the foreground.

While individual projects proposed in the RTP are not anticipated to significantly disrupt mid-ground or backdrop views of scenic vistas, individual projects have not yet been designed and may involve features, such as soundwalls, grading, or structures that may disrupt views.

The proposed project identifies roadway and multimodal transportation improvement funding priorities that will be implemented over the next 20 years. Adoption of the proposed project would not result in significant or adverse changes to the visual quality of the county and would not result in the introduction of increased nighttime lighting or daytime glare. The RTP is a planning document and the projects listed within the RTP will be reviewed under CEQA on a project-by-project basis, when and if they are implemented. Therefore, the adoption of the RTP will result in no impact to aesthetic resources and no mitigation is required.

B. Agriculture and Forest Resources:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526, or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
4. Result in the loss of forest land or conversion of forest land to non-forest use?				X
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

BACKGROUND

Agriculture and livestock production are major contributors to the county's economic base. Major agricultural commodities in Calaveras County include cattle, sheep, poultry, vegetable crops, wine grapes, apiary, walnuts, nursery products, and timber resources (California Department of Food and Agriculture, 2024). According to the California Department of Conservation Important Farmland 2022 Farmland Mapping and Monitoring Program, Calaveras County is comprised primarily of Farmland of Local Importance, Grazing Land, and relatively small pockets of Urban Built-Up Land.

RESPONSES TO CHECKLIST QUESTIONS

Response 1): No Impact. Adoption of the proposed project would promote roadway, infrastructure, safety and multimodal transportation improvements throughout the county over the next 20 years. The Project would not result in the conversion of agricultural lands classified as Prime, Unique, or of Statewide Importance to non-agricultural uses. While some of the proposed projects identified in the RTP may be located adjacent to farmlands, the RTP itself does not authorize acquisitions or conversions at this time. The RTP is a planning document and the projects listed within the RTP will be reviewed under CEQA on a project-by-project basis, when and if they are implemented. Therefore, the adoption of the RTP will result in no impact to farmland resources and no mitigation is required.

Responses 2-5): No Impact. Adoption of the proposed project does not propose any changes to General Plan land use designations, zoning for agricultural use or forest land. Adoption of the proposed project would not result in conflicts with any Williamson Act contracts, nor would it result in the cancellation of any Williamson Act contracts. There is the potential that some of the projects contained within the RTP could result in minor reductions of forest land and land protected by Williamson Act contracts due to right of way acquisition. The RTP is a planning document and the projects listed within the RTP will be reviewed under CEQA on a project-by-project basis, when and if they are implemented. Therefore, the adoption of the RTP will result in no impact to Williamson Act contacts, forestry lands and no mitigation is required.

C. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plans (e.g., Calaveras County Air Pollution Control District (CCAPCD) Air Plan, Mountain Counties Air Basin rule and regulations)?			X	
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
3. Expose sensitive receptors to substantial pollutant concentrations?			X	
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

BACKGROUND

Mountain Counties Air Basin

Calaveras County is located within the Mountain Counties Air Basin (MCAB), which includes Nevada, Sierra, Plumas, Amador, Calaveras, Tuolumne, Mariposa counties and a portion of El Dorado and Placer County. California air basin boundary designations generally cover areas that share similar meteorological and geographic conditions. The MCAB includes both the western and eastern slopes of the Sierra Nevada Mountains including much of the Sierra foothills. The area covered is approximately 11,000 square miles.

Climate and Topography

Calaveras County exhibits large variations in terrain and consequently exhibits large variations in climate. Elevations range from 300 feet above sea level in the rolling foothills of the western portion of the county, to 8,170 feet above sea level near the county's northeastern border. Deep ravines and steep ridges are found between the foothills and the higher mountains.

Calaveras County's climate lies in a transitional zone between the Sierra Nevada and the San Joaquin Valley. Climate varies significantly due to great differences in elevation. Temperatures in the higher country range from the low 20's to the middle 80's. The lower foothills range in temperature from the low 30's to the high 90's, exceeding 100 degrees at times during the summer months. Rainfall generally increases with altitude, and snow accounts for much of the precipitation in elevations above 3000 feet.

Air Movement

The prevailing wind direction over the county is westerly. However, the terrain of the area has a great influence on local winds, so that wide variability in wind direction can be expected. In the foothills, regional

airflow patterns are influenced by the mountainous and hill covered terrain, which direct surface air flows, cause shallow vertical mixing, and create areas of high pollutant concentrations by hindering dispersion. Inversion layers, where warm air overlays cooler air, frequently occur and trap pollutants close to the ground. In the summer, the strong upwind valley air flowing into the basin from the west is an effective transport medium for ozone precursors and ozone generated in the Bay Area and the Sacramento and San Joaquin valleys. These transported pollutants predominate as the cause of ozone in the MCAB and are largely responsible for the exceedance of the state and federal ozone Ambient Air Quality Standards in the MCAB. The California Air Resources Board (CARB) has officially designated the MCAB as "ozone impacted" by transport from those areas.

Ambient Air Quality

Both the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for certain criteria pollutants. These ambient air quality standards represent safe levels of contaminants that avoid specific adverse health effects associated with each pollutant. The criteria pollutants include: Ozone (O3), Carbon monoxide (CO), Nitrogen dioxide (NO2), Sulfur dioxide (SO2), Respirable particulate matter (PM10), and Fine particulate matter (PM2.5). The federal and state ambient air quality standards are summarized in Table 1.

Table 1: Federal and State Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	**Averaging Time**	**California Standards** [1]		**National Standards** [2]		
		Concentration [3]	**Method** [4]	**Primary** [3,5]	**Secondary** [3,6]	**Method** [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	9.0 µg/m^3	15.0 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Attainment Status
The U.S. EPA and CARB are required to designate areas of the as attainment, nonattainment, or unclassified with respect to the applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once.

Calaveras County has a state designation of nonattainment-transitional for Ozone and nonattainment for PM10, and is either attainment or unclassified for all other criteria pollutants. The county has a national designation of nonattainment for ozone and is designated either attainment or unclassified for the remaining national standards. Table 2 presents the state and national attainment status for criteria pollutants in Calaveras County.

Table 2: State and National Attainment Status for Criteria Pollutants

CRITERIA POLLUTANTS	STATE DESIGNATIONS	NATIONAL DESIGNATIONS
Ozone	Nonattainment- Transitional	Nonattainment (8-Hour)
PM10	Nonattainment	Unclassified
PM2.5	Unclassified	Unclassified/Attainment
Carbon Monoxide	Unclassified/Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	--
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	--
Visibility Reducing	Unclassified	--

https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations

RESPONSES TO CHECKLIST QUESTIONS

Response 1): Less Than Significant Impact. It is the intent of the RTP to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system within the county wherever possible. With this focus, improvements in the RTP may benefit regional air quality by reducing congestion on major roads within the county. The proposed project would not conflict with or obstruct the implementation of the air quality plan, or violate any air quality standard. The adoption of the RTP will not conflict with or obstruct the implementation of air quality plans, therefore there is no impact and no mitigation is required.

Responses 2-4): Less Than Significant Impact. Some of the individual projects and route improvements contemplated in the RTP could have direct impacts on air quality, sensitive receptors, or create objectionable odors on a project-specific basis during construction. The Clean Air Act sets national ambient air quality standards for various air pollutants, including PM10, carbon monoxide, ozone, oxides of nitrogen, sulfur dioxide and particulate matter.

Individual projects contemplated in the RTP will be subject to project-level environmental review prior to approval and construction. Measures, such as construction best management practices (BMPS), may be required for individual projects to reduce temporary short-term construction related impacts to air quality.

The adoption of the RTP would not result in any indirect or cumulatively adverse impacts on air quality, as the project would not result in increased vehicle trips within the county or an overall increase in vehicle miles travelled as a result of implementation of the RTP.

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act (Section 38560.5 of the Health and Safety Code). The bill establishes a cap on statewide greenhouse gas emissions and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels.

In 2013, the connection between land use planning, transportation infrastructure investment, and greenhouse gasses was strengthened by SB 743. SB 743 directed the Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1).) In January of 2016 OPR released draft CEQA Guidelines and a Technical Advisory that changes the primary metric of transportation impacts from LOS to Vehicle Miles Traveled (VMT). Using the VMT metric promotes the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Per the California Air Resources Board Vision Model results, reductions in VMT growth are needed to achieve sufficient greenhouse gas emissions reduction for climate stabilization.

In 2015, Governor Brown issued Executive Order B-30-15 establishing a California GHG reduction target of 40 percent below 1990 levels by 2050. Modeling undertaken by the California Air Resources Board (ARB) shows that Vehicle Miles Traveled (VMT) will have to be kept to a 5.5 percent increase through 2030 in order to satisfy the executive order.

Executive Order B-32-15 issued by Governor Brown in July 2015, prioritizes California's transition to a more efficient and less polluting freight transportation system. The California Freight Mobility Plan (CFMP) and the California Sustainable Freight Action Plan (CSFAP) direct State agencies to develop an integrated action plan by July 2016 that established clear targets to improve freight efficiency, transition to zero-emission technologies, and increase the competitiveness of California's freight system.

Executive Order B-55-18 issued by Governor Brown in September 2018, established a target goal of achieving carbon neutrality by 2045. The Bill requires the State, after reaching neutrality, sequester more carbon than it emits by maintaining net negative emissions thereafter.

Executive Order N-19-19, issued by Governor Gavin Newsom on September 20th, 2019, directs all state agencies to integrate climate change considerations into all transportation and investment decisions to help achieve climate change goals. The EO establishes an investment framework and timeline for future State expenditures.

On September 23rd, 2020, Governor Gavin Newsom signed into legislation Executive Order N-79-20 which sets a statewide mandate to phase out internal combustion engine vehicle sales by 2035/2045 and accelerate the adoption of zero-emission vehicles. The Order requires all new passenger vehicle sales in California to be zero-emission, with similar mandates for medium/heavy and off-road vehicles.

Executive Order N-27-25, signed by Governor Gavin Newsom on June 12th, 2025, further affirms California's commitment to zero-emission technologies, deployment targets, and all other directives established in EO N-79-20.

The transportation planning literature recognizes three interrelated components that contribute to transportation emissions reductions. Those components include changes in vehicle technology (cleaner burning engines), alternative fuel sources, and vehicle use. The first two components are typically the responsibility of industry and national governmental interests. RTPAs and local governments have the ability to affect vehicle use by promoting transportation alternatives to the automobile, and by managing the demand for transportation. These efforts typically involve goals and policies and/or projects and programs focused on getting people out of their cars and into non-auto modes of travel (mode shifting).

The following RTP goals are established for Calaveras County to lessen dependence on the automobile and to promote mode shifting to other forms of transportation.

- Goal 1: Provide and maintain a safe, efficient, and convenient regional roadway system for people and goods in Calaveras County, using multimodal solutions to preserve the rural character of the region.
- Goal 2: Promote walking, biking and other modes of active travel in Calaveras County to improve mobility and quality of life for all residents and visitors.
- Goal 3 - Promote alternative transportation.
- Goal 4 - Maintain a high-quality public transportation system
- Goal 5: Provide a reliable, accessible, and efficient public transit system that connects residents to jobs, schools, medical services, and community destinations, while supporting equitable mobility and preserving the rural character of the region
- Goal 6 - Enhance, maintain, and improve the Calaveras County Airport to support general aviation and disaster emergency services.
- Goal 7 - Ensure sensitivity to the environment in all transportation decisions.
- Goal 8 - Include climate change strategies in transportation investment decisions
- Goal 9 - For Tribal residents within the Calaveras region to have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities, and transit.

The effectiveness of efforts by the RTPA to provide transportation alternatives and to implement Transportation Demand Management (TDM) and Transportation Systems Management (TSM) policies and strategies can be measured in terms of reductions in VMT or the expected growth in VMT. VMT reductions and speed correlate directly with reductions in GHG emissions.

Therefore, the adoption of the RTP will result in a less than significant impact to air quality and no mitigation is required.

D. Biological Resources Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species as listed and mapped in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
3. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

BACKGROUND

The elevation of Calaveras County ranges from approximately 250 feet in the valley floors to 8,174 feet atop Corral Ridge. As a result of such major changes in elevation, Calaveras County includes a great variety of climatic, soils and geographic conditions which, in turn, influence the distribution, variety, and abundance of the plant and animal species within the county. The county encompasses parts of the Stanislaus National Forest Mokelumne Wilderness, the Calaveras River and Stanislaus River as well as numerous lakes, streams and creeks.

Calaveras County's land-cover types can be divided into the following general classifications, which support a diverse array of plant and animal species.

- Coniferous Forest
- Chaparral
- Montane Hardwood
- Riparian Woodland
- Valley Oak Woodland
- Foothill Woodland
- Non-Native Annual Grassland
- Cropland
- Urban
- Anthropogenic
- Lakes & Rivers
- Seasonal Wetland

The variety of vegetative cover types in the county provide habitat for many different types of wildlife. Of particular significance is the Railroad Flat deer herd which migrates from the summer range in Alpine County to the winter range, spring and fall holding areas in the oak woodlands and timberlands of central and eastern Calaveras County. Portions of these areas have been designated as Critical Winter Range Habitat by the California Department of Fish and Wildlife (CDFW). Declines in the Railroad Flat Deer Herd since the 1960s are generally attributed to reduced quality and fragmentation of habitat. Overuse of available forage, predation, fire suppression, human encroachment, highway fatalities, wildfires, and drought are all factors contributing to this decline.

A review of county-wide species list using the United States Fish and Wildlife Service (USFWS), Sacramento Office Information, Planning, and Conservation System (IPaC), California Department of Fish and Wildlife's (CDFW) Natural Diversity Database (CNDDB), the California Native Plant Society's (CNPS) list of rare and endangered plants was performed. The information in the species lists includes known occurrences and historical occurrences of species listed as threatened, endangered or otherwise protected under policies or ordinances at the local or regional level as required by the California Environmental Quality Act (CEQA, §15380). The species lists indicate that there are twenty-two (22) special status animal species and thirty-seven (37) plant species that are either threatened or protected under CEQA. There is also USFWS designated critical habitat for four (4) species.

RESPONSES TO CHECKLIST QUESTIONS:

Responses 1-4): Less than Significant Impact. The adoption of the proposed project would identify roadway and multimodal transportation improvements throughout the county over the next 20 years. The RTP is a planning document and the projects listed within the RTP will be reviewed under CEQA on a project-by-project basis, when and if they are implemented. This future project-level environmental review of individual projects would identify the potential for impacts to any special status species, habitat, or wetlands and would include measures to avoid or minimize their impacts. As such, adoption of the proposed project would not directly or indirectly impact any biological resources or wetland resources. This is a less than significant impact and no mitigation is required.

Responses 5-6): No Impact. Adoption of the proposed project would not conflict with any habitat conservation plan or local ordinance protecting natural and biological resources. Adoption of the RTP and implementation of projects proposed within the RTP would be conducted in a manner that is consistent with local and regional policies and plans intended to protect the biological resources and habitats in the county. There will be no impact regarding this topic and no mitigation is required.

E. Cultural Resources Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			X	
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
3. Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

BACKGROUND

Calaveras County, California, has a uniquely rich historic and prehistoric heritage. The county lies within the traditional Miwok lands. Euro-American travel through the county and its later settlement are equally of interest and importance to the people of Calaveras County, for the county's identity is closely related to these historic events.

Prehistoric and historic resources are valuable to the people of Calaveras County in many different ways: recreation opportunities, community identity, aesthetic beauty, spiritual importance, and historic interest. Prehistoric, historic, and contemporary cultural resources could be located anywhere within the county. No comprehensive inventory of cultural resource sites within Calaveras County is known to exist.

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-3): Less Than Significant Impact. The proposed project includes a variety of roadway improvement projects, which consist primarily of roadway rehabilitation efforts and roadway safety improvements. The proposed project identifies roadway and multimodal transportation improvement funding priorities that will be implemented over the next 20 years. Individual projects identified in the RTP would be subject to project-level environmental review prior to approval and construction of the improvements. This future project-level environmental review of individual projects would identify the potential for impacts. As such, adoption of the proposed project would not directly or indirectly impact any cultural, historical, paleontological or archaeological resources. This is a less than significant impact and no mitigation is required.

F. Energy Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-2) Less Than Significant Impact. The 2025 RTP is a planning level document that identifies transportation goals, policies, and funding opportunities; therefore, will not result in the direct use of energy resources. While future transportation projects may consume energy during construction and operation (e.g. fuel for equipment, proposed pedestrian lighting), such impacts would be evaluated in project-level CEQA reviews.

The RTP identifies goals concerned with promoting a safe, efficient, and convenient regional roadway system, promoting alternative transportation, and includes climate change transportation investment decisions. Because these goals are aligned with applicable state and local energy plans, potential impacts resulting from the adoption of the 2025 RTP are considered less than significant, and no mitigation is required.

G. Geology/Soils Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
b. Strong seismic ground shaking?			X	
c. Seismic-related ground failure, including liquefaction?			X	
d. Landslides?			X	
2. Result in substantial soil erosion or the loss of topsoil?			X	
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?				X
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

BACKGROUND

Calaveras County lies within the geologic region of California referred to as the Sierra Nevada geomorphic province. The Sierra Nevada geomorphic province is a tilted fault block almost 400 miles long. The province extends from the eastern slope to the western slope of the Sierra Nevada Mountains. Calaveras County is located on the western slope of the Sierra Nevada.

Though no major river or glaciated canyons are found within the county, the western slope of the Sierra Nevada is marked by these canyons, including the scenic Yosemite Valley located south of the county. This province overlies metamorphic bedrock that contains gold-bearing veins in the northwest trending Mother Lode. The Mother Lode region in the Sierra Nevada extends from El Dorado County, passes through Calaveras County, and terminates in Mariposa County.

Seismicity

The geographic distribution of earthquake activity is referred to as seismicity. Seismicity can result in hazards caused by fault displacement and rupture, ground shaking, liquefaction, lateral spreading, and landslides. Seismicity is generally measured based on the amount of energy released at a fault.

The county lies within Seismic Risk Zone 3, which poses a lesser risk than those experienced in Zone 4 (such as the San Francisco Bay Area located 100 miles away). The estimated maximum (moment) magnitudes (Mw) represent characteristic earthquakes on particular faults. The county may be affected by regionally occurring earthquakes; however, impacts resulting from such an event would be less in nature than those experienced in the Bay Area.

Fault Systems

Seismicity is directly related to the distribution of fault systems within a region. Depending on activity patterns, faults and fault-related geologic features may be classified as active, potentially active, or inactive. The nearest potentially active faults (Quaternary/Late Quaternary) are within the Bear Mountains Fault Zone and Melones Fault Zone, which pass through the western portion of the county. Potentially active faults near Valley Springs and Mokelumne Hill include Youngs Creek, Waters Peak, Poorman Gulch, and Haupt Creek faults. Potentially active faults near Copperopolis include Bowie Flat, Green Springs Run, Rawhide Flat East, and Rawhide Flat West faults. There is little information known about these faults other than their potential for activity. Additionally, the Foothills Fault System is considered potentially active and passes through the western portion of the county. The Foothills Fault System has a maximum moment magnitude of 6.5.

The nearest active fault outside of Calaveras County is the Genoa fault, also known as the Carson Valley fault, which is 25 miles northeast of the county. The Genoa fault has an estimated maximum moment magnitude of 6.9. Other identified potentially active faults outside the county include the Vernalis fault, approximately 40 miles west of the county, and the Antelope Valley and Slinkard Valley faults, which are located near the Genoa fault.

Seismic Hazards

The potential for seismic ground shaking in California is expected. As a result of the foreseeable seismicity in California, the State requires special design considerations for all structural improvements in accordance with the seismic design provisions in the California Building Code. These seismic design provisions require enhanced structural integrity based on several risk parameters.

Fault Rupture
A fault rupture occurs when the surface of the earth breaks as a result of an earthquake, although this does not happen with all earthquakes. These ruptures generally occur in a weak area of an existing fault. Ruptures can be sudden (i.e. earthquake) or slow (i.e. fault creep). The Alquist-Priolo Fault Zoning Act requires active earthquake fault zones to be mapped and it provides special development considerations within these zones. Calaveras County does not have any Alquist-Priolo Earthquake Fault Zones and the risk of surface fault rupture within the county is considered low.

Liquefaction
Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet. Calaveras County is not considered to be at a high risk from liquefaction hazards.

Lateral Spreading
Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. Calaveras County is considered to be at a low risk of hazards of lateral spreading.

Landslides
Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). There are areas throughout the County with slopes greater then 20 percent, which increases the risk of landslides in the event of a high amount of rainfall or snowmelt. Generally speaking, potential for landslides is higher in the eastern portion of the county where there are more slopes that are 20 percent or greater. Landslides are considered remote in the valley floors areas due to the lack of significant slopes.

Erosion. Erosion naturally occurs on the surface of the earth as surface materials (i.e. rock, soil, debris, etc.) is loosened, dissolved, or worn away, and transported from one place to another by gravity. Two common types of soil erosion include wind erosion and water erosion. The steepness of a slope is an important factor that affects soil erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover. Calaveras County contains a wide range of soils that have varying levels of susceptibility to erosion, ranging from slight to extremely high.

RESPONSES TO CHECKLIST QUESTIONS
Responses 1-4): Less Than Significant Impact. Seismicity is directly related to the distribution of fault systems within a region. Depending on activity patterns, faults and fault-related geologic features may be classified as active, potentially active, or inactive. The entire State of California is considered seismically active and is susceptible to seismic ground shaking, however, the most highly active fault zones are along the coastal areas.

Fault Rupture
A fault rupture occurs when the surface of the earth breaks as a result of an earthquake, although this does not happen with all earthquakes. These ruptures generally occur in a weak area of an existing fault. Ruptures can be sudden (i.e. earthquake) or slow (i.e. fault creep). The Alquist-Priolo Fault Zoning Act requires active earthquake fault zones to be mapped and it provides special development considerations within these zones. While it is possible for a fault rupture throughout seismically active areas of California, there are no Alquist-Priolo Fault zones within Calaveras County.

Seismic Ground Shaking
The potential for seismic ground shaking in California is expected. As a result of the foreseeable seismicity in California, the State requires special design considerations for all structural improvements in accordance with the seismic design provisions in the California Building Code. These seismic design provisions require enhanced structural integrity based on several risk parameters. Any future roadway improvements implemented would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, implementation of the proposed project would result in a less than significant impact from seismic ground shaking.

Liquefaction
Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. The potential for liquefaction is highest when groundwater levels are high, and loose, fine, sandy soils occur at depths of less than 50 feet. Most areas of Calaveras County are considered to be at a low risk of hazards from liquefaction. Any future roadway improvements implemented would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, implementation of the proposed project would result in a less than significant impact from liquefaction.

Lateral Spreading
Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. Any future roadway improvements implemented would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, implementation of the proposed project would result in a less than significant impact from lateral spreading.

Landslides
Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). Any future roadway improvements implemented would be subject to detailed engineering requirements to ensure structural integrity consistent with the requirements of state law. As such, the potential for impacts related to landslides is considered less than significant.

Erosion
Erosion naturally occurs on the surface of the earth as surface materials (i.e. rock, soil, debris, etc.) is loosened, dissolved, or worn away, and transported from one place to another by gravity. Two common types of soil erosion include wind erosion and water erosion. The steepness of a slope is an important

factor that affects soil erosion. Erosion potential in soils is influenced primarily by loose soil texture and steep slopes. Loose soils can be eroded by water or wind forces, whereas soils with high clay content are generally susceptible only to water erosion. The potential for erosion generally increases as a result of human activity, primarily through the development of facilities and impervious surfaces and the removal of vegetative cover. Future roadway improvement projects would be required to implement measures during construction, including various BMPs, that would reduce potential impacts related to erosion. This is considered a less than significant impact.

Expansive Soils
Expansive soils are those that shrink or swell with the change in moisture content. The volume of change is influenced by the quantity of moisture, by the kind and amount of clay in the soil, and by the original porosity of the soil. Shrinking and swelling can damage roads and structures unless special engineering design is incorporated into the project plans.

Adoption of the proposed project would have a less than significant impact on this environmental topic due to the requirement for all transportation infrastructure to be designed and built in accordance with the California Building Code and no mitigation is required.

Responses 5): No Impact. Adoption of the RTP would not result in the use or expansion of any septic systems.

Response 6): Less than Significant Impact. The proposed RTP is a planning-level document that would not directly result in ground disturbance or other activities that could damage existing paleontological or unique geologic features. Individual projects identified in the RTP would be subject to a project-level environmental review.

H. Greenhouse Gas Emissions Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

BACKGROUND

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHG, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), ozone (O_3), water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs).

Human-caused emissions of these GHGs, in excess of natural ambient concentrations, are responsible for enhancing the greenhouse effect. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Consumption of fossil fuels in the transportation sector is a significant source of California's GHG emissions.

Calaveras County has experienced relatively slow growth (approximately 1.2 percent per year between 2000 and 2010) in population. Since 2010, population growth has trended downward and is projected to trend to just below 40,000 in 2045. Based on this trend and the guidelines established in the 2017 RTP guidelines, the county is not required to run a network travel demand model to estimate Vehicle Miles Traveled (VMT). However, in an effort to establish a baseline from which future analysis can be established, a variable formula was used to forecast VMT based on the average annual change from 2018-2022. Roadway segments with minor increases or decreases in this period were projected at a matching constant rate of increase or decrease. Roadways with significant average VMT increases were projected at a higher rate of increase in proportion to VMT increases experienced between 2018 and 2022. Road segments that experienced no change between 2018 and 2022 have been projected to remain constant. Overall, VMT on Calaveras County roadways are not expected to change drastically between 2021 and 2041. See Table 3 for a projection of VMT over a 20-year lifetime of the RTP. The guidelines cite the lack of road congestion and the fact that emission changes from higher-MPG vehicles will continue to help the county comply with future emission caps established by the California Air Resources Board as part of AB 32.

Table 3: Forecasted Vehicle Miles Traveled (VMT) [1,000s]

Place	2022 Daily VMT	2027 Daily VMT	2032 Daily VMT	2037 Daily VMT	2042 Daily VMT
Angels Camp	12.39	11.78	11.21	10.66	10.13
Calaveras County	369.18	369.18	369.18	369.18	369.18
State Highways	717.7	682.57	649.12	617.31	587.05
U.S. Forest Service	37.28	47.58	60.73	77.50	98.91

RESPONSES TO CHECKLIST QUESTIONS

Response 1) Less Than Significant Impact. As described above, population growth in Calaveras County has been low to negative over the past decade, and this trend is anticipated to continue through 2042. As a result of the county's low historic and projected negative population growth, increases in VMT are anticipated to remain low. The RTP includes numerous goals related to the increase in multi-modal transportation options, which reduce dependence on the automobile, and may subsequently result in decreases in total VMT throughout the county.

RTP projects such as roadway and bridge repairs are necessary to maintain a safe regional transportation system and to prevent deterioration of roadways and bridges which may require costlier repairs in the future. These projects will not result in greater traffic volumes along state highways or county roads. To the degree that keeping an existing travel route open avoids travel via longer alternative routes that would accompany a closure, maintaining existing roadways and bridges can help to avoid increases in VMT. The RTP is a programmatic document and the proposed projects will be reviewed on a project-by-project basis, therefore there is a less than significant impact with regards to the generation of greenhouse gas emissions that may have a significant impact on the environment.

Response 2) No Impact. The RTP includes goals, policies, and strategies aimed at reducing greenhouse gas emissions in Calaveras County. The RTP also includes long-range bicycle and pedestrian improvement projects which will create more bicycle and pedestrian friendly communities and potentially further reduce VMT. The RTP also includes public transit improvement projects. By expanding alternative forms of transportation, Calaveras County is in-line with statewide climate change goals. The intent of the RTP is to comply with local and statewide plans, policies and regulations aimed at reducing the emissions of greenhouse gasses, specifically future emission caps established by the California Air Resources Board as part of AB 32, therefore there is no impact with regards to this topic.

I. Hazards and Hazardous Materials Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

BACKGROUND

The State of California has adopted U.S. DOT regulations for the intrastate movement of hazardous materials; State regulations are contained in 26 CCR. In addition, the State of California regulates the transportation of hazardous waste originating in the state and passing through the state (26 CCR). Both regulatory programs apply in California. The two State agencies with primary responsibility for enforcing

federal and State regulations and responding to hazardous materials transportation emergencies are the CHP and Caltrans. The CHP enforces hazardous material and hazardous waste labeling and packing regulations to prevent leakage and spills of material in transit. Caltrans has emergency chemical spill identification teams at as many as 72 locations throughout the State that can respond quickly in the event of a spill. Additionally, the Calaveras County Environmental Health Department serves the public in an effort to protect the health and welfare of the general public and environment through prevention and control of disease and pollutants.

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-3): No Impact. A "hazardous material" is a substance or combination of substances that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may pose a potential hazard to human health or the environment when handled improperly. The proposed project does not propose new development or any use that would result in the transport, use, or disposal of hazardous materials. Furthermore, the proposed project would not result in a foreseeable upset, accident, or emission of hazardous materials. Implementation of the proposed project would have a less than significant impact on this environmental topic and no mitigation is required.

Response 4): Less Than Significant Impact. There are no locations in Calaveras County that are registered with the Department of Toxic Substances Control and included on the Cortese List. Implementation of the proposed project would have a less than significant impact on this environmental topic and no mitigation is required.

Response 5-6): Less Than Significant Impact. The Action Element of the RTP includes a list of proposed improvement projects related to aviation facilities in the county. The proposed aviation facility improvements consist primarily of rehabilitation efforts, and the implementation of other ancillary improvements such as fencing, lighting, etc. All improvements to aviation facilities within the county identified in the RTP are consistent with the applicable airport land use plans (ALUPs) and would not result in changes to the aviation and flight patterns surrounding county aviation facilities. Implementation of the proposed project would have a less than significant impact on this environmental topic and no mitigation is required.

Response 7): Less Than Significant Impact. The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The improvements identified in the RTP would improve the transportation network in Calaveras County, which would serve to improve emergency response times countywide. Construction activities associated with projects identified within the RTP may result in temporary lane closures that may temporarily impede emergency access to certain areas within the county during construction. However, each improvement project, when undertaken, will include measures such as traffic control and detours to ensure that emergency access is not adversely impeded. Implementation of the proposed project would have a less than significant impact on this environmental topic and no mitigation is required.

Response 8): Less Than Significant Impact. Wildfires are a major hazard in the State of California. Wildfires burn natural vegetation on developed and undeveloped lands and include timber, brush, woodland, and grass fires. While low intensity wildfires have a role in the ecosystem, wildfires put human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk.

The proposed project consists primarily of projects that will improve and rehabilitate roadways throughout the county. There are no new homes, business or habitable structures proposed as part of the

RTP. Therefore, implementation of the proposed project would not result in increased risks associated with wildfires. This is a less than significant impact and no mitigation is required.

J. Hydrology/ Water Quality Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
a. result in substantial erosion or siltation on- or off-site;			X	
b. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
c. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
d. impede or redirect flood flows?			X	
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

BACKGROUND

Calaveras County encompasses approximately 657,920 acres in central California along the western slope of the Sierra Nevada Mountain Range. The County is approximately 53 miles long from west to east and 20 miles wide from north to south. Deep ravines and steep ridges are found between the foothills and the higher mountains. Calaveras County's climate lies in a transitional zone between the Sierra Nevada and the San Joaquin Valley. Climate varies significantly due to great differences in elevation. Temperatures in

the higher country range from the low 20's to the middle 80's. The lower foothills range in temperature from the low 30's to the high 90's, exceeding 100 degrees at times during the summer months. Rainfall generally increases with altitude, and snow accounts for much of the precipitation in elevations above 3000 feet.

Waterways/Watersheds
The Mokelumne River, Calaveras River, and Stanislaus River are the major waterways in the county. These three waterways receive the majority of stormwater runoff from within the county. There are six major watersheds within the county. These include portions of the Upper and Lower Mokelumne River Watersheds (USGS Cataloguing Units 18040012 and 18040005), the Upper and Lower Calaveras River Watersheds (Units 18040011 and 18040004), and portions of the Upper and Lower Stanislaus Watersheds (Units 18040010 and 1804002).

303(D)-Listed Impaired Water Bodies
Section 303(d) of the Federal Clean Water Act (CWA) requires the State Water Board to identify surface water bodies within California that do not meet established water quality standards. Once identified, the affected water body is included on the State Water Board's "303(d) Listing of Impaired Water Bodies" and a comprehensive program must then be developed to limit the amount of pollutant discharges into that water body. This program includes the establishment of "total maximum daily loads (or TMDLs)" for pollutant discharges into the designated water body. The 303(d) list approved by the US EPA identifies the Lower Stanislaus River, Bear Creek, Comanche Reservoir, Pardee Reservoir, New Hogan Lake, Littlejohns Creek, Tulloch Reservoir and the New Melones Reservoir as being impaired by various pollutants.

RESPONSES TO CHECKLIST QUESTIONS
Responses 1-5): Less Than Significant Impact. Implementation of the proposed project would result in the improvement and rehabilitation of roadways and transportation infrastructure throughout Calaveras County. The project would not result in the development or construction of housing or other habitable structures that would be at risk from flooding events. There are a small number of projects identified within the RTP that may increase the area of impervious surfaces within the County. Such improvements consist primarily of roadway widening to address safety and operational concerns. The amount of impervious surfaces that may be added to the county as a result of project implementation is negligible, and would not result in impacts to groundwater recharge rates. The improvements identified in the RTP would not result in increased uses of ground or surface water, and would not directly or indirectly lead to population growth. As such, the project would not result in an increased demand for ground or surface water resources.

There is the potential for water quality impacts to occur during construction activities associated with the various projects identified in the RTP. Each project is subject to further project-level environmental review prior to approval and construction. During subsequent environmental review, potential project-specific construction impacts to water quality would be identified, and mitigation measures, in the form of BMPs would be identified and implemented to ensure that impacts to water quality are reduced or avoided. Impacts to these environmental topics as a result of the adoption of the RTP are considered less than significant and no mitigation is required.

K. Land Use and Planning Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Physically divide an established community?				X
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

BACKGROUND

The total area of Calaveras County is 1,036 square miles, of which 1,020 square miles are land (98 percent) and 16.8 square miles are water (2 percent). The only incorporated city in the county is the City of Angels Camp. Unincorporated communities include: Arnold, Avery, Copperopolis, Dorrington, Mokelumne Hill, Murphys, Rancho Calaveras, San Andreas, Vallecito, Valley Springs, and West Point.

The guiding principle in preparing the Land Use and Circulation Elements of the Calaveras County General Plan is to use the physical environment, including the transportation network, to guide future land use patterns that will develop as growth occurs. This principle is reinforced in the RTP and the General Plan which recognizes that future development should occur in areas that will be easiest to develop, provide cost effective access to existing and planned infrastructure, and is consistent with stated goals and objectives of the CCOG, county and City of Angels Camp. This type of development pattern typically has lower public service costs, the least negative environmental effect, and will not displace or endanger the county's critical natural resources. The intended outcome of integrating transportation and land use is lower improvement costs and increased operational efficiency of the transportation system. This pattern, as discussed before, also aids in the reduction of VMT which has a direct effect on air quality and greenhouse gas (GHG) emissions.

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-2): No Impact. Implementation of the proposed project would result in improvements to the county's transportation network. There are no changes to land uses or land use designations proposed as part of the RTP. The Calaveras County General Plan was reviewed during preparation of the RTP, and the RTP is consistent with these documents. No housing would be removed as part of the proposed project, and there are no roadways proposed that would divide an established community. Implementation of the RTP would not conflict with a habitat conservation plan. There are no impacts to land use associated with the proposed project and no mitigation is required.

L. Mineral Resources Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

BACKGROUND

Calaveras County has a long history of mining activity and continues today to host several mineral extraction operations in addition to reclamation of former mining operations. Calaveras County is rich with mineral resources due to its location within the Sierra Nevada foothills and the Mother Lode belt.

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-2): No Impact. The Division of Mine Reclamation periodically publishes a list of mines regulated under the Surface Mining and Reclamation Act (SMARA) that is generally referred to as the AB 3098 List. The Public Contract Code precludes mining operations that are not on the AB 3098 List from selling sand, gravel, aggregates or other mined materials to state or local agencies. The current AB 3098 list, accessed June 12th, 2025, indicates that there are eight (8) mines regulated under the SMARA.

The proposed project would not result in the loss of availability of a known mineral resource or mineral resource recovery site. Implementation of the proposed project would have no impact on this environmental topic.

M. Noise Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Generation of excessive groundborne vibration or groundborne noise levels?			X	
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

BACKGROUND

The most common noise sources in the county are motor vehicles, including automobiles, trucks, buses, and motorcycles. The noise generated from vehicles within the county is governed primarily by the number of vehicles, type of vehicles (mix of automobiles, trucks, and other large vehicles), and their speed. The highest noise levels are adjacent to larger and more heavily traveled roadways including SR 12, SR 49, and SR 26. Noise levels that would affect noise sensitive land uses such as residences, schools, and hospitals also occur along major arterials.

Airport Noise

The greatest potential for noise intrusion occurs when aircraft land, take off, or run their engines while on the ground. There are three primary sources of noise in a jet engine: the exhaust, the turbomachinery, and the fan. The noise associated with general aviation propeller aircraft (piston and turbo-prop) is produced primarily by the propellers and secondarily from the engine and exhaust. Aircraft noise affecting a county is generated by aircraft operations at the Calaveras County Airport (Maury Rasmussen Field). The airport is a public general aviation airport located four miles southeast of the central business district of San Andreas.

Construction

Activities associated with construction represent an additional source of intermittent noise at sites located throughout the county. The construction equipment often generates high levels of noise at these sites; however, this noise is usually short-term. The construction-related noise is often variable and fluctuates depending on the phase of construction, the type of equipment used, the length of use, and the distance of the noise source and the receptor.

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-3): Less Than Significant Impact. Implementation of the proposed project consists primarily of improvements to the existing transportation network in Calaveras County. There are no roadways proposed that would introduce new vehicle trips into regions not currently exposed to mobile noise sources from the existing transportation network. The improvements identified in the RTP would not directly result in increased vehicle trips on the county roadway network, and would therefore, not result in increased noise levels from vehicles travelling on existing roadways and transportation facilities in the county. The improvements to aviation facilities identified in the RTP would not result in increased or expanded flight operations and would not result in increased noise from aviation sources.

Construction activities associated with the various improvements identified in the RTP could result in short-term temporary noise impacts in the immediate vicinity of the improvements. These noise increases would be temporary in nature, and construction activities in the vicinity of residences and other sensitive noise receptors would usually be limited to the daytime hours. However, as described throughout this initial study, subsequent environmental review of project-specific impacts would be required prior to approval and implementation of future improvements. This future environmental review would identify the potential for short-term construction noise impacts to sensitive receptors and assign mitigation measures as needed to reduce noise impacts. This is a less than significant impact and no mitigation is required.

N. Population and Housing Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

BACKGROUND

Calaveras County's total population was trending upward until it hit a peak in 2010. In 1970, the population size was right below 15,000 and reached approximately 45,000 in 2010. Since 2010, population growth has trended downward and is projected to trend to just below 40,000 in 2045.

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-2): Less Than Significant Impact. The proposed project consists primarily of the rehabilitation of the existing transportation network in Calaveras County. There are no new roadways proposed that would extend vehicular access into areas of the county that are not currently accessible by area roadways. The project would not result in the direct or indirect inducement of population growth. The proposed project includes projects that would occur primarily within the right-of-way of the existing transportation network and would not displace any persons or housing units. This is a less than significant impact and no mitigation is required.

O. Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response 1): Less Than Significant Impact. As described throughout this initial study, the proposed project (adoption of the RTP) consists primarily of the rehabilitation and improvement of the existing transportation network in Calaveras County. The projects included in the RTP would not extend roadway infrastructure into areas not currently served, and would not result in the direct or indirect growth of the county's population. As such, the demand for increased public services, including police protection, fire protection, schools, parks and other public facilities, would not increase as a result of implementation of the proposed project. This is a less than significant impact and no mitigation is required.

P. Recreation Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-2): Less Than Significant Impact. As described throughout this initial study, the proposed project (adoption of the RTP) consists primarily of the rehabilitation and improvement of the existing transportation network in Calaveras County. The projects included in the RTP would not extend roadway infrastructure into areas not currently served and would not result in the direct or indirect growth of the county's population. As such, the demand for increased recreational facilities would not increase as a result of implementation of the proposed project. This is a less than significant impact and no mitigation is required.

Q. Transportation Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
2. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
4. Result in inadequate emergency access?			X	

BACKGROUND

The regional movement of people within the county can be classified into three broad travel categories: commuters, recreational, and visitors. The county commute patterns consist mostly of automobile traffic from the smaller communities and rural areas into State Routes 4, 12, 26, and 49 corridors. Congestion levels at or near capacity for roads and transit are relatively short and usually occur in the morning and evening peak periods near major intersections. Recreational traffic patterns are dispersed over the day and evening and usually do not adversely affect street or transit capacity except during major events such as the county fair and annual Frog Jump in the City of Angels. The majority of interregional and intra-regional traffic continues to be concentrated in the SR 49 and SR 4 corridors.

A total of 1143.38 miles of maintained roadways exist in Calaveras County. The mileage includes four State Routes (SR 4, SR 12, SR 26, and SR 49) equaling 102.23 miles, and county-maintained roads, which comprise the bulk of the roadway system in the county at 1,142.16 miles.

The RTP Guidelines for RTPAs recognizes that RTPAs are not required to develop Sustainable Communities Strategies as MPOs are. As such, air quality conformity analysis and travel demand models are not required either. Air quality conformity analysis on regionally significant, federally funded projects is performed by the California Department of Transportation in isolated rural nonattainment and maintenance areas.

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-2): No Impact. Implementation of the proposed RTP would result in improvements and rehabilitation to the existing transportation and roadway network in Calaveras County. Implementation of the proposed project would not result in population growth within Calaveras County and would not directly result in decreases in LOS or increase in VMT on area roadways. The proposed project would improve traffic flows and operations throughout the county and would not result in a LOS that exceeds applicable standards or thresholds. The underlying purpose of the RTP is to establish a plan to improve circulation of all modes of transportation, reduce congestion and improve level of service. This is considered to be no impact and no mitigation is required.

The RTP and the projects included within were developed after review of the county's General Plan. The RTP is consistent with the circulation element of the General Plan, and would not result in conflicts or inconsistencies with the above referenced plans. This is considered to be no impact and no mitigation is required.

Responses 3-4): Less Than Significant Impact. As described throughout this initial study, implementation of the proposed project would assist in the improvement of the county's transportation network across all modes of transit and transportation. The improvements proposed to aviation facilities in the county would not result in an increase in flights or a change in flight patterns. There are policies and programs included in the RTP that would improve public access to transit systems and alternative modes of transit, such as bicycle use. The various roadways improvements identified in the RTP would assist in the delivery of emergency services by improving the local and regional roadway network and eliminating existing design and safety hazards. This is considered a less than significant impact and no mitigation is required.

R. Tribal Cultural Resources Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:			X	
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	

BACKGROUND

Public Resources Code §21074 defines tribal cultural resources as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. Assembly Bill 52 (AB52) requires lead agencies to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project.

RESPONSES TO CHECKLIST QUESTIONS

Response 1) Less Than Significant Impact. CCOG, as lead agency, initiated outreach in good faith to local California Native American tribes in accordance with CEQA and the requirements of AB52. On June 13, 2025, a formal notification letter was sent to the California Valley Miwok Tribe notifying the Tribe of project activities and inviting input regarding potentially impacted tribal cultural resources. The Tribe responded via letter indicating no comments or concerns were raised, as a result of the Project. As of July 22, 2025, no impacts to tribal cultural resources have been identified. In accordance with PRC §21080.3.1, the 30-day response period has ended, and consultation is considered complete.

The project involves the adoption of a programmatic transportation planning document and does not directly authorize construction activities. Because the adoption of the RTP does not result in physical changes to the environment, the potential for significant impacts is considered less than significant. No mitigation is required.

S. Utilities and Service Systems Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-4): Less Than Significant Impact. Refer to Section VIII- Hydrology and Water Quality for a description of water supply and wastewater disposal.

The project consists of various roadway and transportation network improvement projects throughout the county. The project would not result in direct or indirect population growth, and as such, would not increase the demand for water supplies or the treatment and/or conveyance of wastewater. The various roadway and infrastructure improvements may require modifications or expansions to existing and future stormwater conveyance infrastructure adjacent to roadways proposed for rehabilitation or modification. As described throughout this initial study, projects identified in the RTP would be subject to project-level environmental review to determine if potential impacts to the county's stormwater detention and conveyance infrastructure may occur. This future project-specific environmental review may include mitigation measures, as appropriate, to avoid or lessen potential impacts to the stormwater infrastructure adjacent to roadway and other improvement projects. Adoption of the RTP would not generate significant amounts of solid waste, and would not result in an exceedance of any landfill's capacity or violate any state, federal or local statues related to the disposal of solid waste. This is considered a less than significant impact and no mitigation is required.

Response 5): No Impact. The intent of the RTP is to establish policies, plans and programs to improve public transit, bicycle and pedestrian facilities, therefore there is no impact and no mitigation is required.

T. Wildfire If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

BACKGROUND

According to CAL FIRE's 2024 Fire Hazard Severity Zone maps, Calaveras County contains lands designated as Moderate, High, and Very High Severity Zones. Most of the county is within the State Responsibility Area, meaning the State of California is financially responsible for preventing and suppressing wildfires in the region. The northeastern portion of the county contains lands that lie within the Federal Responsibility Area.

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-4) Less Than Significant Impact. The RTP is a planning level document that does not authorize or fund specific construction projects. Rather, it identifies transportation goals, policies, and lists of future projects to address long-term mobility needs through 2045. Therefore, the adoption of the RTP would not directly result in any wildfire risk, impair emergency evacuation, or result in the installation of new fire-related infrastructure.

It is the intent of the 2025 RTP to be consistent with all local, state, and federal emergency response and evacuation plans. As such, the RTP establishes goals and objectives that support the County in its defense against wildfire risk. For example, Goal 2 seeks to provide a safe, convenient, and efficient multi-modal transportation system for those who live, work and travel in Calaveras County, and Goal 6 aims to enhance, maintain, and improve the Calaveras County Airport to support general aviation and disaster emergency services. The RTP is programmatic in nature and promotes transportation improvements that support emergency response and resilience. The adoption of the plan would not impair or obstruct existing emergency response or evacuation plans.

All future projects identified in the RTP will undergo project-specific CEQA review, during which risks associated with the above-mentioned wildfire categories will be analyzed and fully evaluated. The potential for wildfire-related impacts associated with the adoption of the RTP is considered less than significant. No mitigation is required.

U. Mandatory Findings of Significance	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses 1-3) Less Than Significant Impact. As described throughout the analysis above, the adoption of the RTP will not result in any changes to General Plan land use designations or zoning districts, would not result in annexation of land, and would not allow development in areas that are not already planned for development in the General Plan and Zoning Ordinance. The adoption of the RTP would not result in new adverse environmental impacts. The project would neither threaten a significant biological resource, nor would it eliminate important examples California history or prehistory. The proposed project does not have impacts that are cumulatively considerable, nor would it have substantial adverse effects on human beings. Adoption of the RTP would have a less than significant impact on these environmental topics.