



CALAVERAS
COUNCIL of
GOVERNMENTS

December 6, 2017

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N. Street, Mail Station 52
Sacramento, CA 95814

RE: Calaveras County 2018 Regional Transportation Improvement Program

Dear Ms. Bransen,

The Calaveras Council of Governments, at their December 6, 2017 meeting, approved the 2018 Regional Transportation Improvement Program (RTIP) for the Calaveras region.

The Calaveras Council of Government sincerely appreciates the support of the CTC for this STIP cycle and the delivery of the high priority project in our region, the SR-4 Wagon Trail Realignment. If there are any questions regarding the 2018 RTIP, please contact me at (209) 754-2094 or by email at acollins@calacog.org.

Respectfully submitted,

Amber Collins
Executive Director

444 E. St. Charles, Suite A

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www.calacog.org



CALAVERAS
COUNCIL of
GOVERNMENTS

December 6, 2017

Mr. Bruce De Terra
Chief, Division of Transportation Programming
Attn: Office of STIP
Department of Transportation
Mail Station 82
PO Box 942874
Sacramento, CA 94274-001

RE: Calaveras County 2018 Regional Transportation Improvement Program

Dear Mr. Terra,

The Calaveras Council of Governments, at their December 6, 2017 meeting, approved the 2018 Regional Transportation Improvement Program (RTIP) for the Calaveras region.

The Calaveras Council of Government sincerely appreciates the support of Caltrans for this STIP cycle and the delivery of the high priority project in our region, the SR-4 Wagon Trail Realignment. If there are any questions regarding the 2018 RTIP, please contact me at (209) 754-2094 or by email at acollins@calacog.org.

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GOVERNMENTS

December 6, 2017

Mr. Dennis T. Agar
District 10 Director
California Department of Transportation, District 10
PO Box 2048
Stockton, CA 95201

RE: Calaveras County 2018 Regional Transportation Improvement Program

Dear Mr. Agar,

The Calaveras Council of Governments, at their December 6, 2017 meeting, approved the 2018 Regional Transportation Improvement Program (RTIP) for the Calaveras region.

The Calaveras Council of Government sincerely appreciates the support of Caltrans District 10 for this STIP cycle and the delivery of the high priority project in our region, the SR-4 Wagon Trail Realignment. If there are any questions regarding the 2018 RTIP, please contact me at (209) 754-2094 or by email at acollins@calacog.org.

Respectfully submitted,

Amber Collins
Executive Director

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**2018 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (2018 RTIP)
CALAVERAS COUNCIL OF GOVERNMENTS**

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A. OVERVIEW AND SCHEDULE

Section 1. Executive Summary

CALAVERAS COUNCIL OF GOVERNMENTS

The Calaveras Council of Governments (CCOG) was formed in January 1998 under a Joint Powers Agreement as the Regional Transportation Planning Agency (RTPA) for the County of Calaveras and the City of Angels. Formation of the CCOG was an effort to improve the transportation planning process.

As an RTPA, Calaveras COG is the designated planning and administrative agency for transportation projects and programs in the County. The Council is composed of seven members - two County Supervisors, two Council Members from the City of Angels, and three members selected from the public at large.

COUNCIL MEMBERS:

Justin Catalano (Citizen Member) Vice Chair

Amanda Folendorf (City)

John Gomes (Citizen Member) Chair

Linda Hermann (City)

Dennis Mills (County)

Tim Muetterties (Citizen Member)

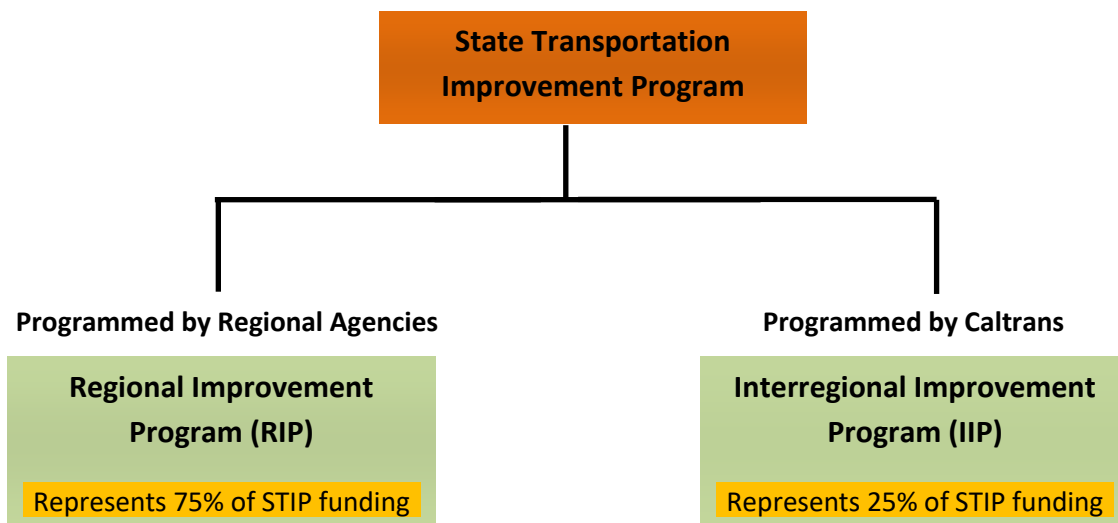
Gary Tofanelli (County)

2018 Regional Transportation Improvement Program

This is the proposed 2018 Regional Transportation Improvement Program (RTIP) for Calaveras County, as prepared by the Calaveras Council of Governments. Pursuant to the State Transportation Improvement Program (STIP) Guidelines, Regional Transportation Planning Agencies (RTPAs) must prepare and submit an RTIP to the California Transportation Commission (CTC) every two years. As the RTPA for the Calaveras region, Calaveras COG has prepared the 2018 RTIP to assist with the programming and implementation of the region's transportation system of projects as identified in CCOG's adopted Regional Transportation Plan (RTP). This RTIP covers a 5-year programming period, beginning in Fiscal Year (FY) 2018/19 and ending in FY 2022/23.

The 2018 RTIP reflects changes introduced by Senate Bill 45, which made significant modifications to the funding, programming, and planning of transportation improvement projects, and further consolidated state funding into two comprehensive programs: the Regional Improvement Program (RIP), and the Interregional Improvement Program (IIP). Refer to Figure No. 1 below. Calaveras COG is responsible for recommending projects that will be funded with a statutory formula share of RIP through its submittal of the RTIP. The California Department of Transportation (Caltrans) is responsible for recommending projects under the IIP through its submittal of the Interregional Transportation Improvement Program (ITIP). The California Transportation Commission incorporates both programs into the STIP upon adoption.

FIGURE NO. 1: STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



STIP Programming for Calaveras Region

Calaveras COG worked with Amador and Alpine Counties as part of the Tri-Counties partnership in the 2014 RTIP. Partnership with our fellow Mountain Counties remains a regional priority for the Calaveras COG. Further, the Region’s partnership expanded to include funding support from Caltrans. In January of 2016 Caltrans District 10 secured a State Highway Operations and Protection Program (SHOPP) Pilot Program award in the amount of \$10.32 million for construction in FY 18/19. The Pilot Program is expected to leverage RIP funds necessary to secure a coordinated meaningful construction project on SR 4. It is the goal of Calaveras COG and Caltrans District 10 to align the RIP funding in this RTIP with the Asset Management Pilot Project in the 2018 SHOPP, so that construction of the SR-4 (Wagon Trail) Realignment Project can begin construction in FY 20/21.

Table No. 1 depicts the existing projects for reprogramming in the 2018 RTIP. The two projects are the SR 4 (Wagon Trail) Realignment Project and Calaveras COG Planning, Programming, and Monitoring (PPM). The funds recently awarded from the SHOPP Pilot Program are the identified match and necessary to secure design and right of way for the shared STIP/SHOPP construction project.

Calaveras COG is therefore submitting an RTIP that requests the full county share in order to reach and complete construction on a phase of the SR 4 Wagon Trail Project.

TABLE NO. 1: BREAKDOWN OF STIP PROGRAMMING FOR 5-YEAR RTIP (\$ in thousands)

Project	Total	Prior FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY22/23
SR-4 Wagon Trail	\$9,693,000	\$2,466,000 (PS&E)	\$2,800,000 (ROW)		\$4,427,000 (CON)		
Planning, Programming & Monitoring (PPM)	\$317,000	\$53,000	\$52,000	\$51,000	\$53,000	\$54,000	\$54,000
TOTAL	\$10,010,000	\$2,519,000	\$2,852,000	\$51,000	\$4,480,000	\$54,000	\$54,000

Section 2. General Information

Regional Agency Name

Calaveras Council of Governments

Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)

Regional Agency Website Link: <http://www.calacog.org>

RTIP document link: <http://www.calacog.org/resources/rtip>

RTP link: <http://www.calacog.org/project/rtp-update/>

Executive Director or Chief Executive Officer Contact Information

Name Amber Collins
 Title Executive Director
 Email acollins@calacog.org
 Telephone 209.754.2094

RTIP Staff Contact Information

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 City/State San Andreas, CA 95249
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-

- California Transportation Commission (CTC) Staff Contact Information

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 Telephone 916-653-2092 Fax 916-653-2134

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

A. What is the Regional Transportation Improvement Program?

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

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

The Calaveras Council of Governments has an extensive history in developing its Regional Transportation Improvement Programs in collaboration with the counties of Amador and Alpine and Caltrans District 10. In the 2014 RTIP programming, a Tri-County partnership collectively balanced capacity and project delivery needs for the three individual counties. The Tri-Counties programmed projects based upon regional priorities, project deliverability, and prior CTC identified project priorities. The Tri-Counties and Caltrans District 10 have traditionally submitted comprehensive and collective annual programming recommendations for Tri-County projects, rather than having CTC staff try to make these decisions based upon individual county project priorities. The intent is to help balance the state's limited resources.

As a result, the 2014 RTIP reflected the Tri-County collaboration and programming of a \$1.4 million RTIP share loan from Alpine County Local Transportation Commission to Calaveras County for the construction of the SR 4 Wagon Trail Realignment in FY 2017/18. Calaveras County would pay back Alpine County Local Transportation Commission (ACLTC) with its county RTIP shares in the 2016 STIP cycle.

When the 2016 STIP cycle was launched, it was announced by the California Transportation Commission the 2016 STIP could not allow for any new programming due to a "zero" fund estimate. In addition, Fiscal Year 15/16 projects were overprogrammed and the CTC asked regions to delay projects from FY 15/16 into later years the 2016 STIP whenever possible.

Calaveras COG and Alpine County Local Transportation Commission worked together to return the \$1.4 million RTIP share loan to ACLTC as part of Alpine's 2016 RTIP submittal. Those funds would go toward the Hot Springs Road Reconstruction Project. Both agencies mutually agreed that in the event other funds were secured for the Hot Springs Road Reconstruction Project Alpine would enter into a new loan agreement with Calaveras COG for later phases of the SR 4 Wagon Trail Realignment Project.

This cooperation follows the spirit of interregional partnership that has been fostered in each RTIP cycle. It was memorialized in the Letter of Agreement (F. Appendix, Section 20) which also elaborated on partnerships with two other agencies—Amador County Transportation Commission (ACTC) and Mariposa County Local Transportation Commission (MCLTC). Within this 2015 agreement, the regional agencies articulate joint support for ACTC's Route 88 Pine Grove

Corridor Improvement Project and MCLTC's Chowchilla Mountain Road/Harris Cutoff Project. Therefore, the 2016 STIP cycle saw the expanded Tri-County partnership to include MCLTC.

The 2015 collective efforts of the four counties resulted in shifting projects and programming proposals that reduced the STIP allocation demand by \$594,000 in Fiscal Year 15/16. It also shifted programming to later years in the 2016 STIP. These RTIP proposals were responsive to CTC's directive (in 2015) that regions reduce programming in FY 15/16 and seek programming in later years of 2016 STIP.

In 2016, however, each regional agency in the Letter of Agreement revised its RTIP due to the CTC's mandate in January 2016. While some of the programming information changed, the spirit of partnership exemplified in the 2016 STIP development remains and the Letter of Agreement documents this cooperative planning process.

For the 2018 RTIP, CCOG's current strategy for the SR 4 Wagon Trail project is to advance the entire Western Segment of the project to shovel ready status with the intent of constructing the Pool Station Road to Appaloosa Way sub-segment in FY 20/21.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

In the early 1960s, the Division of Highways began studies to upgrade the segment of SR 4 between the San Joaquin/Stanislaus County line and the junction of SR 49 in Angels Camp. A freeway route from Post Mile R10.0 to Post Mile R21.4 was adopted in 1963. Freeway agreements covering the highway from Post Mile R10.0 to Post Mile R21.4 were executed in 1969.

In January 1985, the California Transportation Commission passed Resolution HRA 85-9 that included the designation of the new segment of SR 4 as a Controlled Access Highway. In 1989, Caltrans started construction to widen and realign a 0.6 mile segment of SR 4 east of Copperopolis, from Post Mile R9.9 to Post Mile R10.5. The project upgraded this segment to a 40-foot standard two-lane limited access highway and was completed in 1991. In April 2001, Caltrans prepared a Project Study Report – Project Development Support (PSR-PDS) document for the Wagon Trail Project that identified a need to make improvements to the roadway to improve safety operations. As noted in the PSR-PDS, this project was intended to relieve current and future congestion and enhance safety, as well as improve system continuity.

PA&ED work for the SR 4 (Wagon Trail) Realignment project began in 2008 and is being delivered over two phases. Phase No. 1 PA&ED and community outreach was funded with a Public Lands Highway (PLH) federal earmark in the amount of \$1,030,000. Phase No. 2 PA&ED was for completion of the environmental documentation process and funded with \$1,000,000 from the federal High Priority Program (HPP) and prior STIP funds in the amount of \$250,000 as match to the HPP funds. Calaveras COG has transitioned the “implementing” agency for PA&ED on the Wagon Trail project to the County of Calaveras with the intent to have the County continue this role through Plans, Specifications, and Estimates (PS&E).

The Final Environmental Document was certified in February of 2016. This enabled the region to seek and receive an allocation vote of PS&E funds (final design) from the California Transportation Commission in FY 17/18. Final design is expected to begin in October 2017 and be completed in June 2018. A right-of-way allocation would be requested in FY 18/19, if this RTIP is accepted by the CTC. Procurement of right of way needed for the project would be completed in May 2019. Construction is scheduled to begin in fiscal year 20/21 and take three years to complete.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16, 2017
Caltrans identifies State Highway Needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
CTC ITIP Hearing, North	October 19, 2017
CTC ITIP Hearing, South	October 24, 2017
Release Draft RTIP to CCOG Board	November 1, 2017
CCOG Board Adopts Final RTIP	December 6, 2017
Regions submit RTIP to CTC	December 15, 2017
Caltrans submits ITIP to CTC	December 15, 2017
CTC STIP Hearing, South	January 25, 2018
CTC STIP Hearing, North	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC Adopts 2018 STIP	March 21-22, 2018

B. Public Participation/Project Selection Process

Calaveras COG held several discussions during the development of the 2018 RTIP. Also, the public participation process on the SR 4 Wagon Trail Project has been extensive. It has involved community meetings as well as individual meetings (one-on-one) with property owners. Some key milestones are described in the following exhibit.

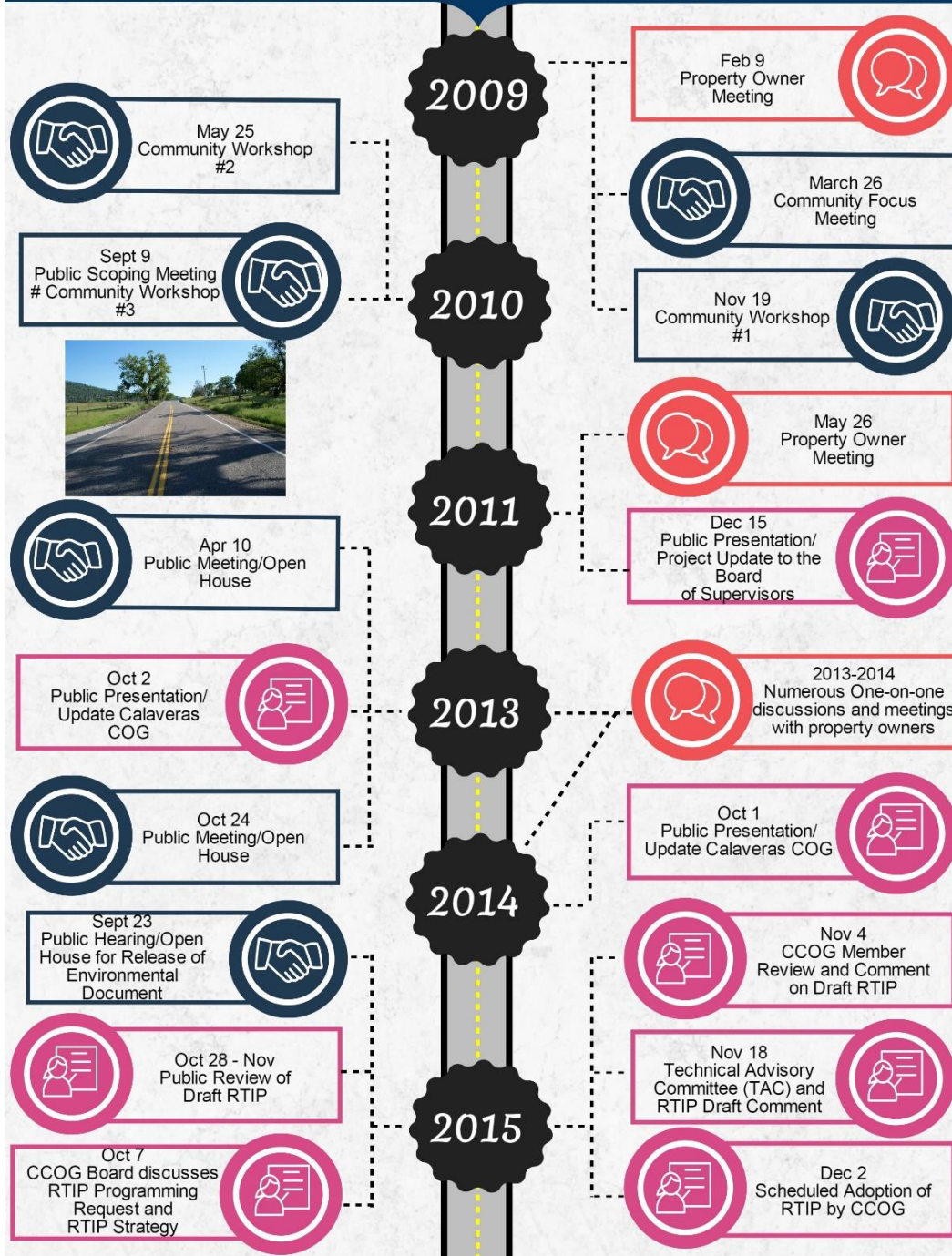
C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 10

Calaveras Council of Governments has been closely working with Caltrans District 10 on the Wagon Trail Project. As part of the 2018 RTIP development, Calaveras COG staff met several times in the summer of 2017 to review the project need and scope and discuss STIP Programming and other funding options. The Wagon Trail Project needs to be built in phases due to the overall cost of the ultimate realignment. Calaveras COG worked with Caltrans in exploring potential SHOPP (State Highway Operation Protection Program) funding for future phases and other funding possibilities. The Department went as far as preparing and submitting a SHOPP Asset Management Innovation application in September 2015 for a future phase of SR 4 Wagon Trail. As a result, the Wagon Trail project is going to be recommended for inclusion in the 2018 SHOPP program, bringing \$10.32 million to the corridor. The Wagon Trail project was one of thirty-seven (37) applications statewide receiving a total of 10% of the statewide available funds. Caltrans District 10 staff has been a great resource to the Calaveras region, remaining highly supportive and engaged in efforts to keep project momentum on the SR 4 Wagon Trail Realignment Project.



SR-4 Wagon Trail Realignment Project



B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

Calaveras COG's fund share for the 2018 STIP cycle is \$4.729 million, including \$1.5 million that can be programmed in any of the five years covered by this STIP period, and \$3.229 million that can be programmed in the last three years of the five year STIP period (FY20/21 – 22/23).

B. Summary of Requested Programming –

Project Name and Location	Project Description	Requested RIP Amount
SR 4 Wagon Trail Realignment	The ultimate project is realignment of SR 4 in Calaveras County from about 2.6 miles east of Copperopolis (near Bonanza Mine Way) to about 1.6 miles west of the State Route 4 /49 Junction (near Stockton Rd) Post Mile R 10.3/R 16.4. The RIP project is a Phase of the ultimate project--designing, securing right of way (Bonanza Mine to Appaloosa), and constructing improvements on SR 4 between Pool Station Rd. and Appaloosa Road (PM15.83). Included in this project is \$10.3 Million of SHOPP Funds from the Asset Management Program. \$7.6 million of the SHOPP will be used on the construction project, while the balance of the funds, \$2.7 million, will be utilized throughout the corridor consisting of an overlay, guardrail, and slope erosion improvements.	Add \$1,490,000 to ROW component and advance prior ROW funding in FY 19/20 to FY 18/19, for a total in FY 18/19 of \$2,800,000. Add \$3,078,000 to construction in FY 20/21 for a total of \$4,427,000.
Project Planning, Programming, & Monitoring	PPM activities consistent with STIP eligibility guidelines	Maintain prior PPM funding of: FY 18/19 - \$52,000 FY 19/20 - \$51,000 Add new PPM funding: FY 20/21 - \$53,000 FY 21/22 - \$54,000 FY 22/23 - \$54,000

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

In January of 2016 Caltrans District 10 secured a State Highway Operations and Protection Program (SHOPP) Pilot Program award in the amount of \$10.32 million for construction in FY 18/19. The Pilot Program is expected to leverage RIP funds necessary to secure a coordinated meaningful construction project on SR 4. It is the goal of Calaveras COG and Caltrans District 10 to align the RIP funding in this RTIP with the Asset Management Pilot Project in the 2018 SHOPP, so that construction of the SR-4 (Wagon Trail) Realignment Project can begin construction in FY 20/21.

Additional funds committed to this project include Calaveras County Road Impact Mitigation (RIM) fee program funds in the amount of \$1.5 million for construction in FY 20/21.

Proposed 2018 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	SHOPP	Local (RIM)	Fund Source 3	
SR 4 Wagon Trail Realignment Project	\$7,227			\$10,325	\$1,500		\$19,052
							-
							-
							-
							-
							-
							-
							-
							-
Totals	-	-	-	-	-	-	-

Notes: In thousands

Section 8. Interregional Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state’s economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

ITIP funding is not being requested as part of the 2018 RTIP. However, Calaveras COG is working with Caltrans to explore future funding for subsequent phases of the SR 4 Wagon Trail Realignment Project.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

At the time of the 2018 RTIP development, there were no (other) projects planned on this corridor.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Calaveras COG Regional Transportation Plan

The Calaveras COG Regional Transportation Plan charts the regional transportation investment strategy for the next twenty years. Some of the performance measures identified in the RTP as it relates to the RTIP is identified in Table B1A below. The projected impact is also outlined.

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

Table B1(a) Evaluation Rural Specific Regional Level Performance Indicators and Measures			
Goal	RTP Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (RTP period 2035)
Congestion/ Delay/ ADT/VMT	Intersection Level of Service	LOS A - C	Most Intersections operating at A-C, no intersections performing less than LOS D at am/pm peak hour
	Average Daily Traffic	3,650	5,400
	Design Speed	The current design speed ranges from 25 mph to 55 mph in the project limits	The project will be designed to allow for a consistent posted 55 mph throughout the improved project limits.
	VMT	4,408 VMT AM Peak Hour 4,878 VMT PM Peak Hour	8,210 VMT AM Peak Hour 8,837 VMT PM Peak Hour

		(Source: Project Report)	(Source: Project Report, 2040 Build Year)
Safety on state highways	Accidents as compared to statewide average	Post Mile 12.80 to 14.72 -- Rate is 1.38 Post Mile 14.72 to 16.75 – Rate is 0.61 Post Mile 16.75 to 19.05 – Rate is 0.58 Post Mile 12.80 to 19.05 – Rate is 0.83 (Source: TASAS Database 2007 to 2011)	Within or below statewide average rate of .80; presence of shoulders, appropriate lane widths and increased sight distance will decrease accidents and the associated delays.
Transit	Transit ridership	Not available	Increase
Roadway Maintenance	Pavement Condition Index (local streets and roads)	The current asphalt pavement condition of this stretch of State Route 4 varies from fair to poor condition with reflective cracking (likely from a failed base section) and multiple layers and years of asphalt overlay over an unknown rock base section likely constructed over 100 years ago.	The realigned highway will be built with a standard pavement structural section which will reduce existing maintenance costs. The project will decrease the need for maintenance of pavement, structures, and drainage features; anticipate twenty-year pavement service life.
Truck Safety	Projects with shoulders, turnouts, improved sight distance, other safety features	Improvements needed.	Construction of Operational Improvements, Improved Sight Distance, Shoulder/Safety Improvements
Greenhouse Gas Emissions	Maintains compliance with State and Federal Air Quality Standards	Compliance	Compliance
Economic Well-Being	Increased recreational traffic as measured by seasonal ADT	5,950	13,070
Environmental Sustainability	Construction of Environmentally sensitive or mitigation elements	N/A	AC dike in certain areas to channelize water along the roadway; incorporate context sensitive solutions; mitigate environmental impacts; restore and revegetate riparian corridors

Section 11. Regional and Statewide Benefits of RTIP

The SR4 Wagon Trail Project will provide the following regional and statewide benefits.

Improving accessibility, quality of life, and economic vitality: During inclement weather, portions of State Route 4 flood and are not traversable creating a natural barrier. The lack of a consistently traversable east-west route and the lack of STAA access along the unimproved segment identified on a state highway that serves 52% of the total county population negatively affects the economic and social viability of the region. Residents seek employment, shopping, and the ability to access education, and health care along this corridor while visitor and recreational travelers seek safe access to the natural resources of the rural foothill communities and Sierra Nevada mountains. SR 4 is a part of critical infrastructure necessary to provide for improved quality of life and to maintain the economic vitality of rural communities. SR 4 connects Calaveras County and the Sierra Nevada Mountains with the State.

Improving goods movement: The proposed improvements will improve access to modal options limited or nonexistent in Calaveras County: the ports of Stockton, airports, and rail transportation in San Joaquin County. Improving this section of State Route 4 to be STAA compatible will improve freight efficiency and goods movement throughout the region. The improvements will also benefit local economies by fostering improved access to businesses including those associated with federal lands and recreational attractions offered in the Sierra foothill communities and high country.

Improving pavement conditions on a major state highway: The current asphalt pavement condition of this stretch of State Route 4 varies from fair to poor condition with reflective cracking (likely from a failed base section) and multiple layers and years of asphalt overlay over an unknown rock or native compacted soil base section likely constructed over 100 years ago. The proposed project should reduce the State's current annual maintenance cost of this section of State Route 4. The realigned highway, which proposes utilization of the existing alignment and recently constructed SHOPP improvements, will be built with a standard pavement structural section that is designed for a 20 year service life before an overlay would be required which will reduce existing maintenance costs. The project will decrease the need for maintenance of pavement, structures, and drainage features on the project alignment. Based on past maintenance of this route, a 2-inch pavement overlay is required every 10 years which equates to approximately \$600,000 in present day cost savings for two pavement overlays.

Improving interregional connectivity and access: The project is not only a Calaveras County project but a larger regional project that benefits many of the small rural counties in the region that need to provide better access for their residents to healthcare facilities, airports and job opportunities in the more populated cities. This includes access to key education facilities in the San Joaquin Valley including Stanislaus State, University of the Pacific, Modesto JC, and Delta College.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendices B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 (a) below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2(a) Evaluation Rural Specific Cost Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Year 2040 No Build)	Projected Performance (Year 2040 Build)
Congestion/ Delay/ VMT	Change in VMD	20.5 VHD AM Peak Hour 24.3 VHD PM Peak Hour	18.6 VHD AM Peak Hour 21.4 VHD PM Peak Hour
	Change in VMT	8,883 VMT AM Peak Hour 9,570 VMT PM Peak Hour	8,210 VMT AM Peak Hour 8,837 VMT PM Peak Hour

	Change in average delay per vehicle	32.9 Seconds AM Peak Hour 35.9 Seconds PM Peak Hour	41.1 Seconds AM Peak Hour 44.4 Seconds PM Peak Hour
	Change in Vehicle Hours Travelled	190.2 VHT AM Peak Hour 207.1 VHT PM Peak Hour	176.3 VHT AM Peak Hour 191.4 VHT PM Peak Hour
Fuel Consumption	Change in fuel consumption	255.3 gallons AM Peak Hour 275.1 gallons PM Peak Hour	236.8 gallons AM Peak Hour 253.9 gallons PM Peak Hour
Vehicle Emissions	Change in vehicle emissions	4,851 pounds AM Peak Hour 5,227 pounds PM Peak Hour	4,500 pounds AM Peak Hour 4,824 pounds PM Peak Hour

Calaveras COG has also qualitatively analyzed the cost-effectiveness of the Wagon Trail Project on a regional level. The project is cost-effective due to the following benefits:

Revitalizes economy: The realignment of State Route 4 in the Calaveras County region will result in the creation of 90.6 direct construction jobs, an additional 225.9 indirect jobs and 166.3 induced jobs that will be driven by the spending of the construction and supporting job workers. These jobs will have a significant impact to a county where the unemployment rate is 10.1%. Calaveras County is an Economically Distressed county as defined by the Federal Highway Administration. The economic benefits of this roadway construction and job creation has not been quantified but is anticipated to be significant.

Improves goods movement: SR 4 is also a main route for logging trucks, fuel trucks, school buses, construction-material delivery trucks and trucks delivering goods to the many stores and shops located along the corridor. Roadway improvements will also benefit the efficiency of goods movement in Calaveras County.

Improves safety: Safety improvements (and sight distance improvements) will provide safer travel and reduce accidents on the corridor for commuters and travelers. Additionally, with 23.6% of the County population over 65, a rate triple the national rate, providing safe, efficient access to urbanized services and healthcare is important to the County's aging demographic.

Improves transit efficiency: SR 4 is also used as one of the service routes for the transit system in Calaveras County. Improvements will help better facilitate transit service effectiveness and ridership on the corridor. Calaveras County is currently studying options for intercity bus service to the San Joaquin Valley.

Supports community rural character and maintain Calaveras County's reputation as a recreational destination: The SR 4 Wagon Trail Project supports rural prosperity and is necessary to promote Calaveras as a vibrant, thriving rural community. State Route 4 is a direct access route from State Route 99 and I-5 from the San Joaquin Valley and Bay Area to the high Sierras. It will result in an improved visitor experience by offering a scenic and safe route of travel to the numerous attractions offered the small communities in Calaveras County. An improved SR 4 corridor will also encourage recreational travelers to visit tourist sites in Amador and Alpine Counties. State Route 4 at the State Route 4/49 Intersection is the only access to the Ebbetts Pass National Scenic Byway, the Stanislaus National Forest, Big Trees State Park and Bear Valley Ski Resort through Calaveras County.

Enhance economic competitiveness: The Project enhances economic competitiveness by providing reliable, timely access to employment centers and educational opportunities for communities both in and out of the County. Access for residents of Calaveras and surrounding regions to better jobs, schools and health care in turn will create non-tourism job opportunities for residents and help reduce the region's reliance on tourism for a stable economic base.

Section 13. Project Specific Evaluation (Required per Section 19)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

The STIP Guidelines state that this evaluation should be included in the PPRs (Section 15 of the RTIP Template).

The above section is not applicable to CCOG 2018 RTIP.

E. Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

SR 4 Wagon Trail Realignment Project

The purpose of the SR 4 Wagon Trail Realignment Project is to:

- Enhance safety by providing a standard pavement width of 40-feet (two 12-foot lanes and two 8-foot shoulders) with an additional 12-feet to provide turn pockets where needed;
- Improve sight distance through engineered alignments that reduce the number of curves, and increase curve radii with longer smoother curves; and
- Limit access to SR 4 by reducing the number of access points and utilizing frontage roads to consolidate private driveways.

The proposed project is needed due to the un-engineered lanes and no adjacent shoulders that exist within the project area. The horizontal and vertical alignments follow the existing rolling topography, resulting in numerous curves and limited sight distance. The existing roadway has

un-engineered width and un-engineered geometry and experiences high traffic volumes. Refer to Figure 1 for a Vicinity Map and photos of existing conditions.

The ultimate project will provide for the realignment of a 6.1 mile segment of State Route 4, a major access route to the Stanislaus National Forest, Mokelumne Wilderness, Carson-Iceberg Wilderness, and other amenities in the Sierra Nevada Mountains. The route is also one of the primary access routes to the Bureau of Reclamation New Melones Reservoir with all of its recreational uses, as well as being the most direct access to the Bear Valley Ski Resort in the Stanislaus National Forest. Please refer to Figure 2 for a Map of the Western and Eastern Segments within the SR 4 Corridor.

Specifically, the RIP project (identified in the 2018 RTIP) is a Phase of the ultimate project--designing, securing right of way, and constructing improvements on SR 4 denoted as the Western Segment between Bonanza Mine Way and Appaloosa Road (PM15.83). Construction itself will be phased, with the "initial" RIP/SHOPP funded project constructing improvements between Pool Station Rd and Appaloosa Rd. with additional operational improvements within funding constraints (i.e. improvements at Bonanza Mine to Hunt, and Pool Station to Appaloosa Way) throughout the corridor.

Inclusion of SHOPP Asset Management Funding and related project specific improvements

According to Caltrans, the SHOPP Asset Management Program is a new asset management pilot program within the SHOPP. The goals of the program are safety and health, stewardship and efficiency, sustainability, system performance, and organizational excellence. Its objective also includes the consolidation of various funding sources into a single fund source. It enables a systematic programming approach to minimize unnecessary project development efforts and redundancies from multiple engineering efforts. The result is time and cost savings and expedited project delivery.

As part of this program, Caltrans has agreed to recommend \$10.3 Million of SHOPP dollars to be programmed as part of the 2018 SHOPP program toward constructing improvements along the SR 4 (Wagon Trail) Corridor. (CCOG had submitted a grant to this program in collaboration with Caltrans District 10 staff.) The project met the program objectives in an approach to prioritize improvements for a single asset (SR 4). This programming approach fully defines and addresses community needs while maximizing the effectiveness of available transportation funding. It consolidates the RIP and SHOPP funds into one project. CCOG and Caltrans then collaborate on one strategy for the RIP to perform project development and right-of-way activities, which then lead to combined RIP and SHOPP resources to focus on construction delivery for an array of improvements.

In addition to the construction activities identified in the RIP project, the SHOPP Asset Management Project includes overlay, slope erosion improvements (from Hunt Rd to Pool Station), and upgrade of metal beam guard railing.

It should be emphasized that securing the \$10.3 Million in SHOPP funds is a boon to the project and maximizes the RIP investment. This would not have been possible without the strong partnership between CCOG and the leadership of Caltrans District 10.

Figure 1 Vicinity Map and Photos of Existing Conditions

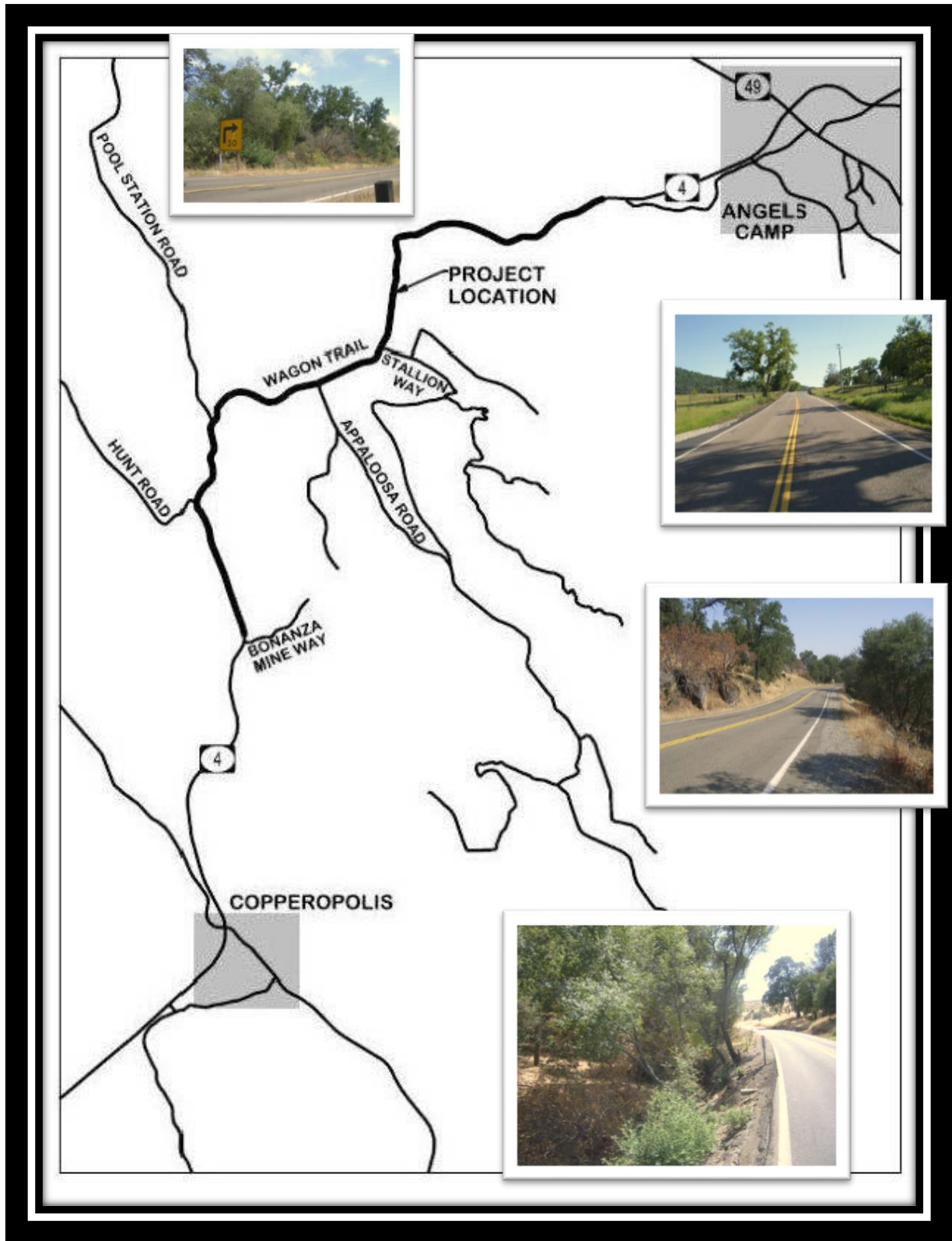
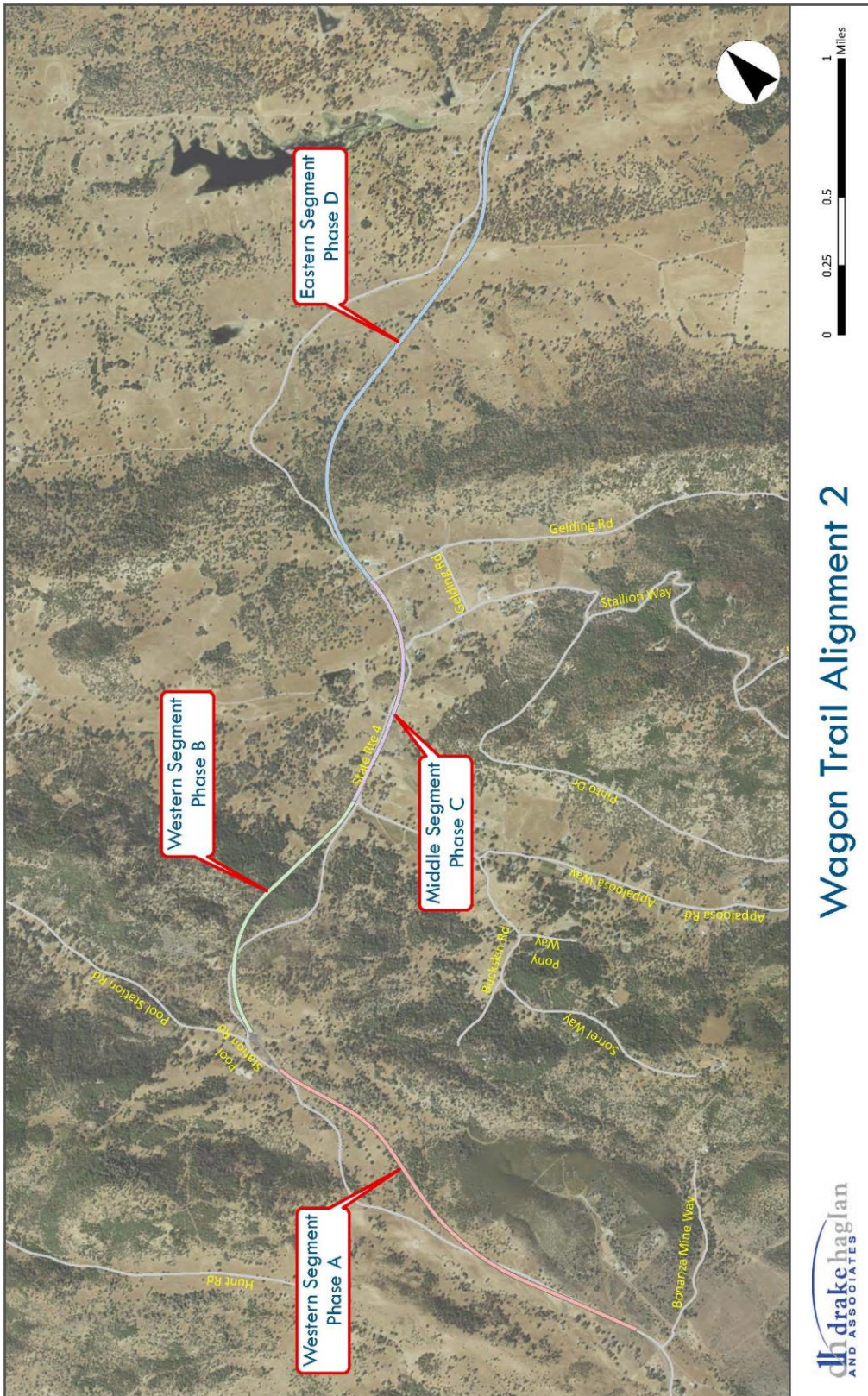


Figure 2. Map of SR 4 (Wagon Trail) "Ultimate" Corridor



Planning, Programming, and Monitoring

The 2018 RTIP carries forward existing PPM programming from the previous 2016 RTIP. PPM activities will provide technical assistance (to implementing agencies) on STIP funding compliance, and provides resources for CCOG in representing the region's interest for project delivery.

F. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section.

Section 16. Board Resolution or Documentation of 2018 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 17. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet)

Section 18. Detailed Project Programming Summary Table (Optional)

Section 19. Alternative Delivery Methods (Optional)

Section 20. Letter of Agreement Between Calaveras Council of Governments, Amador County Transportation Commission, Alpine County Transportation Commission, and Mariposa County Local Transportation Commission (submitted as part of December 2015 RTIP)

F. Appendix

Section 15. Project Programming Request Forms

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/25/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
10	0E530	100000025		3067			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
CAL	4	R10.3	15.8	Calaveras Council of Governments			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
Jeff Crovitz		(209)754-6401		jcrovitz@co.calaveras.ca			
Project Title							
State Route 4 Wagon Trail Realignment							
Location (Project Limits), Description (Scope of Work)							
Near Copperopolis and Angels Camp, from 2.0 miles east of Copperopolis to Stallion Way. Realign roadway. The ultimate project is realignment of SR 4 from 2.6 miles east of Copperopolis (near Bonanza Mine Way) to 1.6 miles west of SR 4 /49 Junction (near Stockton Rd) Post Mile R 10.3/R 16.4. The RIP project is a Phased approach -designing & securing right of way for the Western Segment between Bonanza Mine Way and Appaloosa Road (PM15.83). Construction will be phased, with the "initial" funded phase utilizing a combination of RIP/SHOPP funds to construct the realignment improvements from Pool Station to Appaloosa. (Continued on Project Info Page 2.)							
Component		Implementing Agency					
PA&ED		Calaveras Council of Governments					
PS&E		Calaveras County					
Right of Way		Calaveras County					
Construction		Calaveras County					
Legislative Districts							
Assembly:	25	Senate:	1	Congressional:	3		
Project Benefits							
improve safety; Provide standard lane and shoulder widths with standard sight distances; Remove the natural barrier and provide a more traversable route for rural residents in geographically dispersed and isolated communities; Reduce vehicle delay and improve level of service, thereby reducing greenhouse gas emissions; Improve SR 4 corridor to enhance economic development of communities in Calaveras County.							
Purpose and Need							
Reduce travel delay and improve safety on SR 4 between Copperopolis and Angels Camp.							
Project benefits will be improved traffic mobility, improved traffic safety, reduced congestion, and related improvements to Level of Service.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Operational Improvements			Miles	6	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved					06/29/01		
Begin Environmental (PA&ED) Phase					09/12/2008		
Circulate Draft Environmental Document				Document Type	EIR/FONSI	03/25/2016	03/25/16
Draft Project Report					06/01/2016	06/01/16	
End Environmental Phase (PA&ED Milestone)					04/01/2016	02/01/17	
Begin Design (PS&E) Phase					07/01/2016	10/30/17	
End Design Phase (Ready to List for Advertisement Milestone)					06/01/2018	06/30/18	
Begin Right of Way Phase					07/01/2017	07/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					05/01/2018	05/01/19	
Begin Construction Phase (Contract Award Milestone)					12/01/2018	07/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2020	12/01/23	
Begin Closeout Phase					01/01/2021	01/01/23	
End Closeout Phase (Closeout Report)					07/01/2021	07/01/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/25/17

Additional Information

Continued from the Location, Project Limits, Description, Scope of Work Section:

Also, to fulfill the objectives of the SHOPP Asset Management Program, the project will also provide a pavement overlay, shoulder improvements for eastbound SR 4 from Hunt Road to 0.2 mile of Pool Station Road, a culvert extension at PM R16.1 and upgrades of metal beam guard railing at various locations.

Continued from the Project Benefits Section:

The project also provides for improved multimodal transportation options, Increasing the safety for alternative modes making the corridor accessible for bicyclists and pedestrians.

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Fund No. 3:		Demo - High Priority Projects Program (DEMO-ST)							Program Code	
		Existing Funding (\$1,000s)							20.30.010.680	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	900							900	Calaveras Council of Governments	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	900							900		
		Proposed Funding (\$1,000s)								
E&P (PA&ED)	900							900		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	900							900		

Fund No. 4:		RIP - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Calaveras Council of Governments	
PS&E	2,466							2,466		
R/W SUP (CT)										
CON SUP (CT)										
R/W			1,310					1,310		
CON				1,349				1,349		
TOTAL	2,466		1,310	1,349				5,125		
		Proposed Funding (\$1,000s)								
E&P (PA&ED)										
PS&E	2,466							2,466		
R/W SUP (CT)										
CON SUP (CT)										
R/W		2,800						2,800		
CON				4,427				4,427		
TOTAL	2,466	2,800		4,427				9,693		

Fund No. 5:		Other State - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							SHOPP	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans EA-0E530, PPNO 3067	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON	10,325							10,325		
TOTAL	10,325							10,325		
		Proposed Funding (\$1,000s)								
E&P (PA&ED)									This is an Asset Management Pilot funding source as of January 2016. Contact Jes Padda at Caltrans D10 for details.	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				10,325				10,325		
TOTAL				10,325				10,325		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/25/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
10		1017000161		C1950			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
CAL				Calaveras Council of Governments			
				MPO		Element	
				Non-MPO		LA	
Project Manager/Contact		Phone		E-mail Address			
Melissa Eads		(209)754-2094		Meads@calacog.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring.							
Component							
		Implementing Agency					
PA&ED		Calaveras Council of Governments					
PS&E		Calaveras Council of Governments					
Right of Way		Calaveras Council of Governments					
Construction		Calaveras Council of Governments					
Legislative Districts							
Assembly:	4		Senate:	1		Congressional:	3
Project Benefits							
Purpose and Need							
PPM is essential for oversight of STIP projects and ensuring compliance with STIP Guidelines.							
Category		Outputs/Outcomes				Unit	Total
ADA Improvements Y/N		Bike/Ped Improvements Y/N				Reversible Lane analysis Y/N	
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone						Existing	Proposed
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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F. Appendix
Section 16. Board Resolution

F. Appendix
Section 20. Letter of Agreement

LETTER OF AGREEMENT

Between the
 Calaveras Council of Governments
 The
 Amador County Transportation Commission
 And the
 Alpine County Local Transportation Commission
 And the
 Mariposa County Local Transportation Commission

This letter of agreement between the Calaveras Council of Governments (CCOG), the Amador County Transportation Commission (ACTC), the Alpine County Local Transportation Commission (ACLTC), and the Mariposa County Local Transportation Commission (MCLTC) hereinafter referred to as the Multi-Counties, is entered into with the authorization of the Boards of Directors of the respective agencies.

The ACTC, ACLTC and CCOG have demonstrated their ability to work together cooperatively and effectively by delivering four State highway corridor projects, including two community bypass projects and two highway passing lane projects. ACTC, ACLTC, CCOG and now MCLTC are desirous of continuing to support each regional transportation planning agency's current State Transportation Improvement Program (STIP) projects that include CCOG's State Route (SR) 4 Wagon Trail Realignment project, ACTC's SR 88 Pine Grove Corridor Improvement project, ACLTC's Hot Springs Road Reconstruction project and MCLTC's local road projects.

The terms provided for in this letter of agreement shall not be in addition to those of the previous 2014 letter of agreement entered into on December 4th 2014, instead supersede that agreement with the changes necessary for the programming of the 2016 Regional Transportation Improvement Programs (RTIP) respectively.

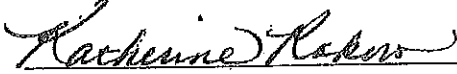
The Parties do agree as follows:

1. ACLTC loaned \$1,400,000 of Alpine County's Regional Improvement Program (RIP) shares to the CCOG in the 2014 STIP for construction funding of a portion of the SR 4 Wagon Trail Realignment project for Fiscal Year 2017/18 with the repayment of the \$1,400,000 by CCOG from the Calaveras County RIP shares in the 2016 RTIP.
2. CCOG updated the SR 4 Wagon Trail Realignment project costs and strategy in the 2016 RTIP and is returning (in lieu of repaying) the \$1,400,000 loan to ACLTC for the construction of their Hot Springs Road Reconstruction project in Fiscal Year 2019/20.
3. In the ACLTC 2016 RTIP, ACLTC shall delete the programmed \$1,400,000 RTIP shares for the SR 4 Wagon Trail Realignment Project shown in Fiscal Year 2017/18 and reprogram the \$1,400,000 toward construction of the Hot Springs Road Reconstruction project in Fiscal Year 2019/20.
4. If ACLTC obtains other funding for the construction of the Hot Springs Road Reconstruction project, ACLTC shall consider loaning \$1,400,000 to CCOG for the construction of any phases of the SR 4 Wagon Trail Realignment project in the Fiscal Year determined by CCOG.
5. In direct response to the California Transportation Commission's urging that Fiscal Year 15-16 projects be shifted to later years due to statewide over programming, CCOG is doing its part in the 2016 RTIP. Specifically, CCOG is reprogramming \$1,390,000 of its RTIP shares for the State Route 4 Wagon Trail Realignment project from Fiscal Year 15/16 to Fiscal Year 16/17.

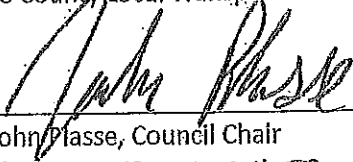
6. Similarly, MCLTC is helping the State achieve a financially constrained STIP through its 2016 RTIP. MCLTC is reprogramming \$814,000 of its RTIP shares for the Chowchilla Mountain Road/Harris Cutoff project in Fiscal Year 15/16 to Fiscal Year 16/17.
7. ACTC needs to maintain their programming capacity of \$1,610,000 in RTIP shares for the State Route 88 Pine Grove Corridor Improvement project for Fiscal Year 15/16. CCOG and MCLTC are freeing up a combined \$2,204,000 in capacity for Fiscal Year 15/16 therefore supporting the ACTC allocation and a positive net return to the State of \$594,000 in Fiscal Year 15/16 capacity.
8. ACLTC needs an additional \$760,000 to fully program the Hot Springs Road construction phase.
9. MCLTC loans \$760,000 in Mariposa County 2016 RTIP shares to ACLTC for repayment by ACLTC with \$760,000 from the Alpine County 2018 RTIP.
10. MCLTC shall program \$760,000 in Mariposa County RTIP shares to the Hot Springs Road project in Fiscal Year 19/20 for construction as part of its 2016 RTIP and ACLTC shall program the remaining funds needed for the Hot Springs Road construction project in their 2016 RTIP.
11. ACLTC shall program \$760,000 in Alpine County RTIP shares in the 2018 RTIP with funding to the project(s) and in the year(s) to be identified by MCLTC as part of its 2018 RTIP.
12. CCOG needs additional program capacity in Fiscal Year 16/17 for the SR 4 Wagon Trail Expressway project.
13. ACLTC is going to move \$265,000 of Hot Springs Creek Bridge construction funds from Fiscal Year 16/17 to Fiscal Year 18/19 that will free up STIP capacity in Fiscal Year 16/17 to assist CCOG with additional program capacity for Fiscal Year 16/17.
14. ACLTC and ACTC agree to continue to support CCOG's SR 4 Wagon Trail Realignment project, including encouraging the California Transportation Commission (CTC) provide funding for the project as proposed in the CCOG 2016 RTIP.
15. ACLTC and CCOG agree to continue to support ACTC's SR 88 Pine Grove Corridor Improvement project, including encouraging the CTC provide funding for the project.
16. ACTC and CCOG agree to continue to support ACLTC's Hot Springs Road Reconstruction project, including encouraging the CTC provide funding for the project.
17. ACTC, ACLTC and CCOG agree to support MCLTC's local road projects, including encouraging the CTC provide funding for the projects.
18. Amendments to this letter of agreement may be entered into by CCOG, ACTC, ACLTC and MCLTC if any funding changes are required. Such amendments shall be binding on the parties if signed by the Chair, of each Board of Directors of all agencies and shall be effective as of the date shown in the amendment unless otherwise indicated.



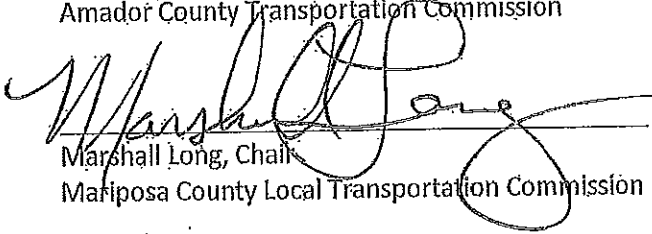
Mr. John Gomes, Council Chair
Calaveras Council of Governments



Ms. Katherine Rakow, Chair
Alpine County Local Transportation Commission

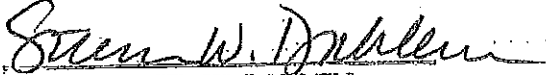


Mr. John Plasse, Council Chair
Amador County Transportation Commission



Marshall Long, Chair
Mariposa County Local Transportation Commission

APPROVED AS TO FORM:



STEVEN W. DANLER
COUNTY COUNSEL