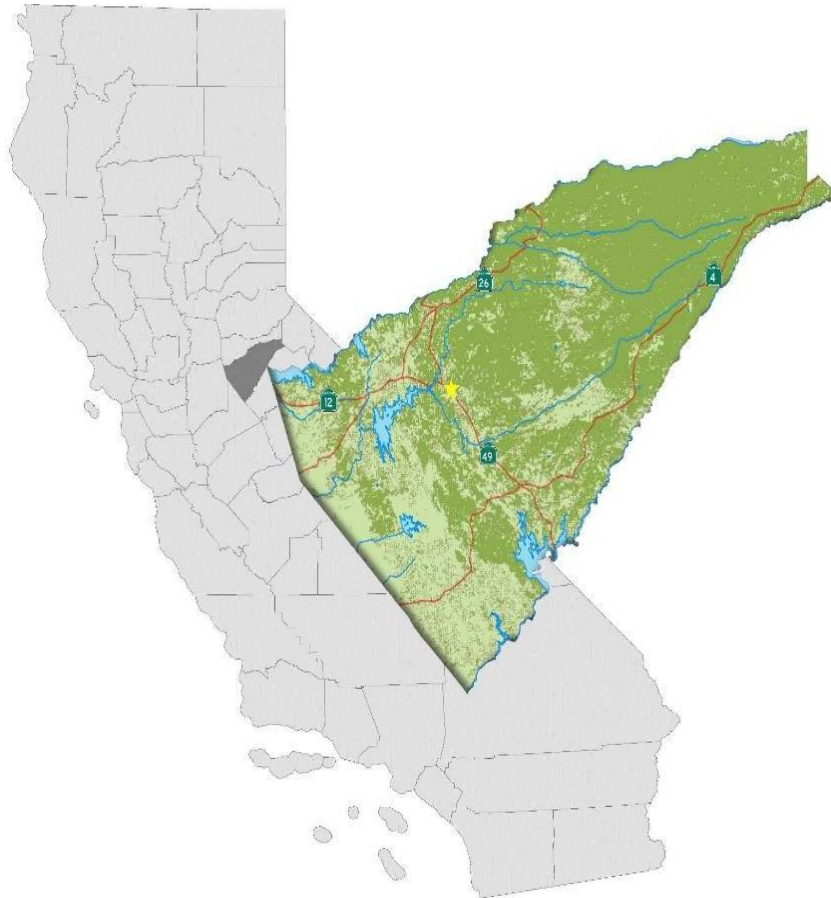


2020 Regional Transportation Improvement Program

December 2019



Submitted and Prepared by the

Calaveras Council of Governments

444 East St. Charles St. Highway 49

P.O. Box 280

San Andreas, CA 95249

<http://calacog.org/>



Calaveras Council of Governments



CALAVERAS
COUNCIL of
GOVERNMENTS

December 5, 2019

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

RE: Calaveras County 2020 Regional Transportation Improvement Program

Dear Ms. Bransen,

The Calaveras Council of Governments, at their December 4, 2019 meeting, approved the 2020 Regional Transportation Improvement Program (RTIP) for the Calaveras region.

The Calaveras Council of Governments 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 project. If there are any questions regarding the 2020 Calaveras 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

P.O. Box 280

San Andreas CA 95249

209 754-2094

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CALAVERAS
COUNCIL of
GOVERNMENTS

December 5, 2019

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 2020 Regional Transportation Improvement Program

Dear Mr. Terra,

The Calaveras Council of Governments, at their December 4, 2019 meeting, approved the 2018 Regional Transportation Improvement Program (RTIP) for the Calaveras region.

The Calaveras Council of Governments 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 project. If there are any questions regarding the 2020 Calaveras 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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CALAVERAS
COUNCIL of
GOVERNMENTS

December 5, 2019

Mr. Dan McElhinney
District 10 Director
California Department of Transportation, District 10
PO Box 2048
Stockton, CA 95201

RE: Calaveras County 2020 Regional Transportation Improvement Program

Dear Mr. McElhinney,

The Calaveras Council of Governments, at their December 4, 2019 meeting, approved the 2020 Regional Transportation Improvement Program (RTIP) for the Calaveras region.

The Calaveras Council of Governments 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 project. If there are any questions regarding the 2020 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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**2020 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (2020 RTIP)
CALAVERAS COUNCIL OF GOVERNMENTS**

Table of Contents

Page Number

Cover Letter

A. Overview and Schedule

Section 1. Executive Summary.....	1
Section 2. General Information.....	4
Section 3. Background of Regional Transportation Improvement Program (RTIP).....	4
Section 4. Completion of Prior RTIP Projects.....	6
Section 5. RTIP Outreach and Participation	7

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming	9
Section 7. Overview of Other Funding Included With Delivery of RTIP Projects.....	10
Section 8. Interregional Transportation Improvement Program (ITIP) Funding	11
Section 9. Multi-Modal Corridors -- Projects Planned Within the Corridor	11

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

Section 10. Regional Level Performance Evaluation	11
Section 11. Regional and Statewide Benefits of RTIP	13

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of the Cost Effectiveness of RTIP	14
Section 13. Project Specific Evaluation	15

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding.....	16
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F. Appendices

Section 15. Project Programming Request Forms	
Section 16. Board Resolution or Documentation of 2020 RTIP Approval	
Section 17. Documentation on Coordination with Caltrans District (Optional)	
Section 18. Detailed Project Programming Summary Table (Optional) Not Included	
Section 19. Alternative Delivery Methods (Optional) Not included	
Section 20. Additional Appendices (Optional)	

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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:

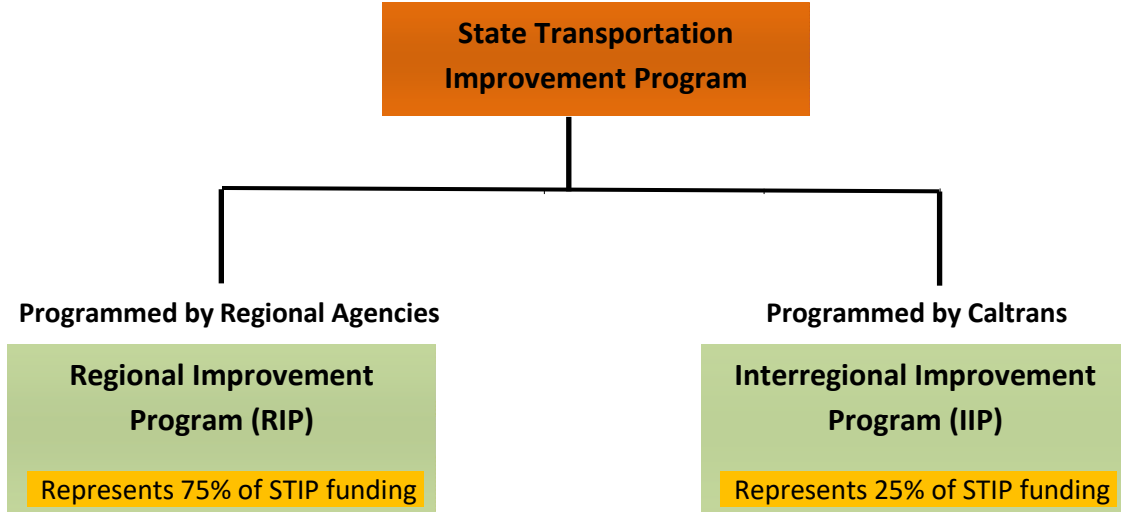
Alvin Broglio (City)
Justin Catalano (Citizen Member)
Amanda Folendorf (City) Vice Chair
John Gomes (Citizen Member)
Dennis Mills (County)
Tim Muetterties (Citizen Member)
Gary Tofanelli (County) Chair

2020 Regional Transportation Improvement Program

This is the proposed 2020 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 2020 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) 2020/21 and ending in FY 2024/25.

The 2020 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

The 6.5 mile SR-4 Wagon Trail Realignment Project, located between Bonanza Mine Way and Stockton Road, has been the region’s highest priority for the past three STIP cycles and the recipient of new STIP funding capacity. In total, the CCOG Board has programmed \$9.7 million in STIP funding to it, reaffirming the project’s priority and the region’s commitment to this important project. It is the goal of Calaveras COG and Caltrans District 10 to maintain the alignment of RIP funding in this RTIP with the Asset Management Pilot Project funding in the 2020 SHOPP, so that construction of the SR-4 Wagon Trail Realignment Project can begin in FY 20/21.

The current funding strategy for delivering the project is to focus on advancing the Western Segment from Bonanza Mine Way to Appaloosa Road to “Shovel Ready” status with the goal of attracting State and Federal funding. Approximately \$5.3 million in STIP funding from prior cycles has been used to complete environmental studies, acquire right of way, and prepare Plans, Specifications and Estimates (PS&E) for the entire Western Segment.

So far, this strategy has been successful. Approximately \$4.427 million in STIP from Calaveras COG and \$1.5 million in local Road Impact Mitigation (RIM) funding programmed to the construction of the highest priority sub-segment from Pool Station Road to Appaloosa Way has leveraged \$10.325 million in Caltrans SHOPP Asset Management Pilot Funding for construction. Based on the most recent cost estimate provided to Calaveras COG staff for this sub-segment, it appears that construction is fully funded. The current ready to list date is May 2021.

As a part of the 2020 RTIP, Calaveras COG is requesting that \$4.427 million in RIP funding programmed for construction remain in FY 20/21, aligned with the SHOPP Asset Management Pilot Funding in FY 20/21.

In summary, Calaveras COG is requesting to:

- Maintain \$4.427 million in prior cycle STIP funding for SR 4 Wagon Trail construction in FY 20/21 as shown in Table 1.
- Fund Planning, Programming and Monitoring (PPM) up to the statutory limits as shown in Table 2.
- Leave the net amount of \$1.265 million unprogrammed as a contingency for the construction phase of the Western Segment in FY 20/21 as shown in Table 2.

If it is determined when PS&E is completed and a final cost estimate is generated that part or all of the unprogrammed funds are needed to eliminate a construction shortfall on Pool Station to Appaloosa, the funds can be programmed at the time of construction allocation. Or, the final cost estimate may show that it is possible to construct the Bonanza Mine to Pool Station sub-segment along with Pool Station\Appaloosa using the unprogrammed funding. In that case, the funds can be programmed to construction at the time of construction allocation. If the funds are not needed for construction, they will be programmed during the 2022 RTIP development cycle.

Table 1: Balance of STIP County Share - 2018 RTIP Programming (\$ in thousands)

Project	PRIOR	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	TOTAL
Planning, Programming & Monitoring (PPM)	\$103	\$53	\$54	\$54			\$264
SR4 Wagon Trail - Western Segment	\$2,800	\$4,427					\$7,227
	(R/W)	(CON)					
	\$2,903	\$4,480	\$54	\$54	\$0	\$0	\$7,491

Table 2: Proposed New Programming - 2020 RTIP (\$ in thousands)

Project	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	Total
Planning Programming & Monitoring	-\$53	-\$54	-\$54			-\$161
	\$46	\$46	\$45	\$45	\$46	\$228
Total New Programming	-\$7	-\$8	-\$9	\$45	\$46	\$67
New Programming Target						\$1,332
Unprogrammed Balance						\$1,265

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).

Regional Agency Website Link: <https://calacog.org/>

RTIP document link: <https://calacog.org/resources/tri-county-rtip/>

RTP link: <http://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

Name	Amber Collins	Title	Executive Director
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City/State	San Andreas, CA 95249		
Email	acollins@calacog.org		
Telephone	209.754.2094	Fax	209.754.2096

California Transportation Commission (CTC) Staff Contact Information

Name	Teresa Favila	Title	Associate Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	teresa.favila@dot.ca.gov		
Telephone	916-653-2064	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 cycle, 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 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 and 2020 RTIPs, Calaveras COG's strategy for the SR 4 Wagon Trail Realignment Project has been to advance the entire Western Segment of the project to shovel ready status with the intent of constructing the Pool Station Road to Appaloosa Road sub-segment in FY 20/21, in partnership with Caltrans District 10.

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.

Project Approval\Environmental Document work for the SR 4 Wagon Trail Realignment project began in 2008 and was delivered over two phases. Phase No. 1 including community outreach was funded with a Public Lands Highway (PLH) federal earmark in the amount of \$1,030,000. Phase No. 2 included completion of the environmental document and was funded with \$900,000 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 role it assumed during the Project Approval\Environmental Document 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) and Right of Way (RW).

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 be completed in August of 2020, which will require an extension of the expenditure deadline for PS&E in May 2020.

A right-of-way allocation extension request was approved by the CTC on DATE, extending the allocation deadline until March 2020. Procurement of right of way needed for the project would be completed in January 2021. Construction is scheduled to begin in fiscal year 20/21 and take one year to complete.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Present Draft RTIP to CCOG Board	November 6, 2019
CCOG Board Adopts Final RTIP	December 4, 2019
Regions submit RTIPs to CTC	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2018 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

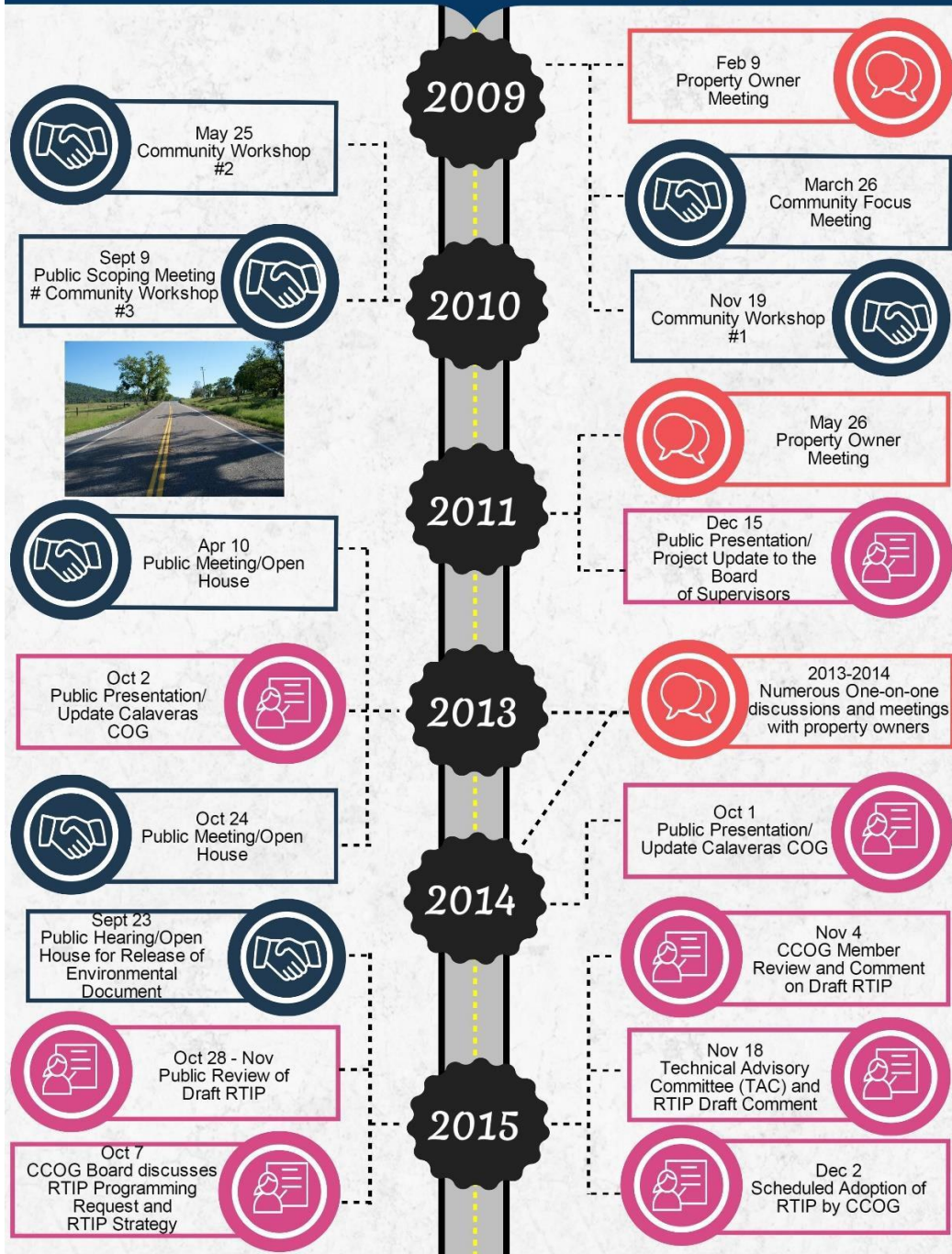
Calaveras COG held several technical and board-level meetings during the development of the 2020 RTIP that provided opportunities for public comment. Also, the public participation process on the SR 4 Wagon Trail Realignment Project has been extensive. It has involved community meetings as well as individual 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)

Calaveras Council of Governments has been working closely with Caltrans District 10 on the Wagon Trail Project. As part of the 2020 RTIP development, Calaveras COG staff met several times in the summer and fall of 2019 to review the project need and scope and discuss STIP Programming and coordination with the SHOPP program. The Wagon Trail Project needs to be built in phases due to the overall cost of the ultimate realignment. Calaveras COG has 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 included 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. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

Calaveras COG's fund share for the 2020 STIP cycle is \$1.334 million, including \$417,000 that can be programmed in the first three years and \$915,000 that can be programmed in the last two years of five-year STIP period (FY20/21 – 24/25).

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 Way (PM15.83). Included in this project is \$10.3 Million of SHOPP Funds from the Asset Management Program toward construction.	Maintain current construction funding of \$4.427 million in FY 20/21.
Project Planning, Programming, & Monitoring	PPM activities consistent with STIP eligibility guidelines.	Add new PPM funding: FY 20/21 - \$46,000 FY 21/22 - \$46,000 FY 22/23 - \$45,000 FY 23/24 – \$45,000 FY 24/25 – \$46,000
Unprogrammed Balance	Per STIP guidelines, a region may, in its RTIP, ask to leave all or part of its county share unprogrammed, thus reserving that amount to build up a larger share for a higher cost project or otherwise to program projects in the county at a later time.	The net amount of new STIP capacity in 2020 minus PPM is \$1.265 million. It will be left <u>unprogrammed</u> as a contingency for the construction phase of the Wagon Trail project in FY 20/21.

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. The Pilot Program has leveraged the RIP funds necessary to secure a coordinated and 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 2020 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 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	SHOPP	Local (RIM)	Fund Source 3	
SR 4 Wagon Trail Realignment Project	\$9,693			\$10,325	\$1,500		\$21,518
							-
							-
							-
							-
							-
							-
							-
							-
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 2020 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 Multi-Modal Corridors (per Sections 11 and 20e)

At the time of the 2020 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.

- A. 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	4,983 VMT AM Peak Hour 5,342 VMT PM Peak Hour <i>(Source: Project Report)</i>	8,327 VMT AM Peak Hour 8,875 VMT PM Peak Hour <i>(Source: Project Report, 2040 Build Year)</i>
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 <i>(Source: TASAS Database 2007 to 2011)</i>	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
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	20.9 VHD AM Peak Hour 25.0 VHD PM Peak Hour	19.2 VHD AM Peak Hour 23.0 VHD PM Peak Hour
	Change in VMT	8,913 VMT AM Peak Hour 9,449 VMT PM Peak Hour	8,327 VMT AM Peak Hour 8,875 VMT PM Peak Hour
	Change in average delay per vehicle	46.1 Seconds AM Peak Hour 51.4 Seconds PM Peak Hour	42.1 Seconds AM Peak Hour 47.2 Seconds PM Peak Hour
	Change in Vehicle Hours Travelled	191.1 VHT AM Peak Hour 205.9 VHT PM Peak Hour	179.3 VHT AM Peak Hour 194.2 VHT PM Peak Hour
Fuel Consumption	Change in fuel consumption	257.8 gallons AM Peak Hour 272.5 gallons PM Peak Hour	239.1 gallons AM Peak Hour 255.2 gallons PM Peak Hour
Vehicle Emissions	Change in vehicle emissions	4,898 pounds AM Peak Hour 5,178 pounds PM Peak Hour	4,543 pounds AM Peak Hour 4,849 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 19D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 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 2020 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 6.5 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 2020 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

The SHOPP Asset Management Program is a new asset management pilot program within the Caltrans-administered 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 allocated \$10.3 Million of SHOPP dollars as part of the 2018 SHOPP program toward constructing improvements along the SR 4 Wagon Trail Corridor. Calaveras COG had submitted a grant to this program in collaboration with Caltrans District 10 staff in 2016. The project met the program objectives 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. Calaveras COG and Caltrans then collaborated on one strategy for the RIP to perform project development and right-of-way activities, which then lead to combining RIP and SHOPP resources on construction to deliver 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 Calaveras COG and the leadership of Caltrans District 10.

Figure 1 Vicinity Map and Photos of Existing Conditions

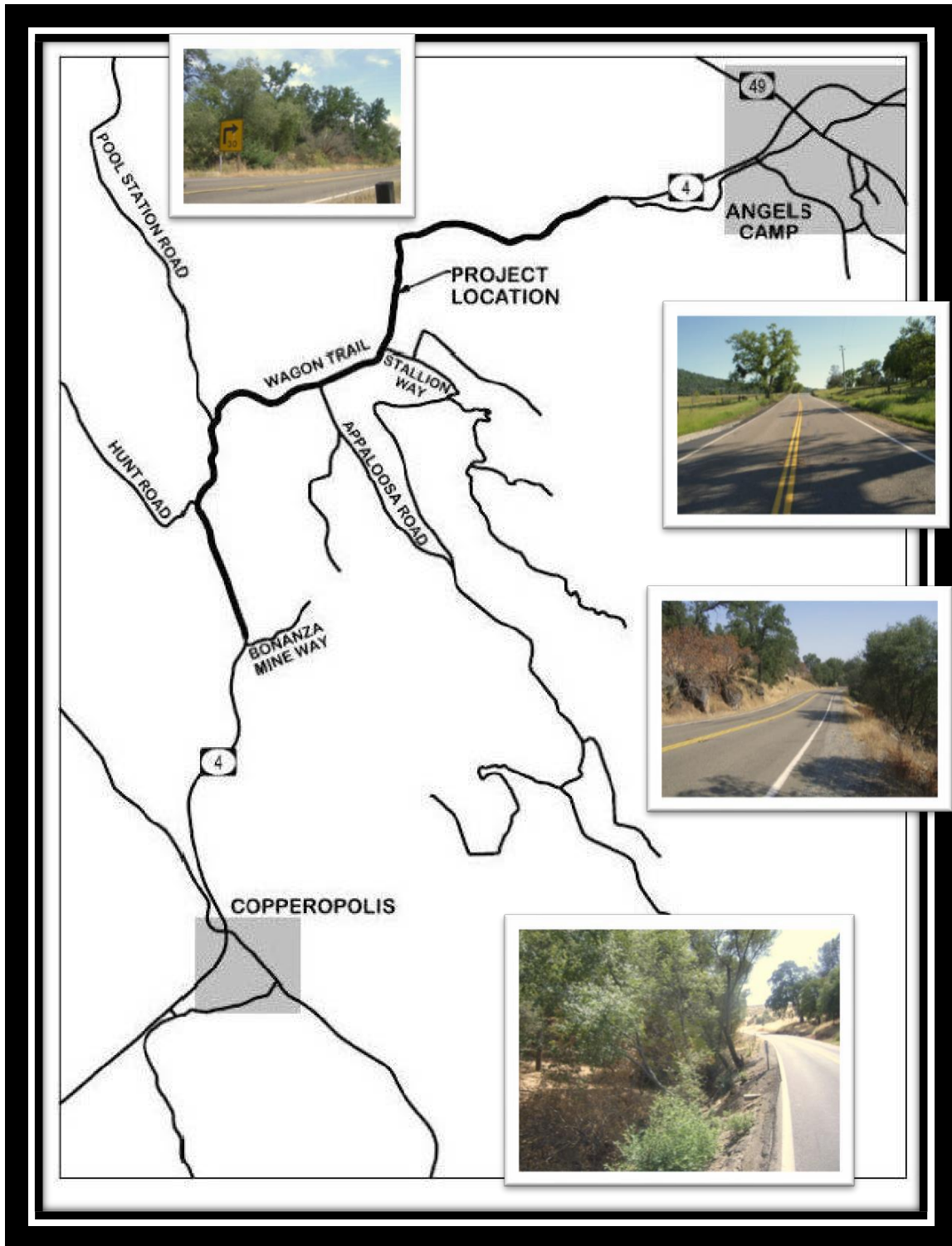
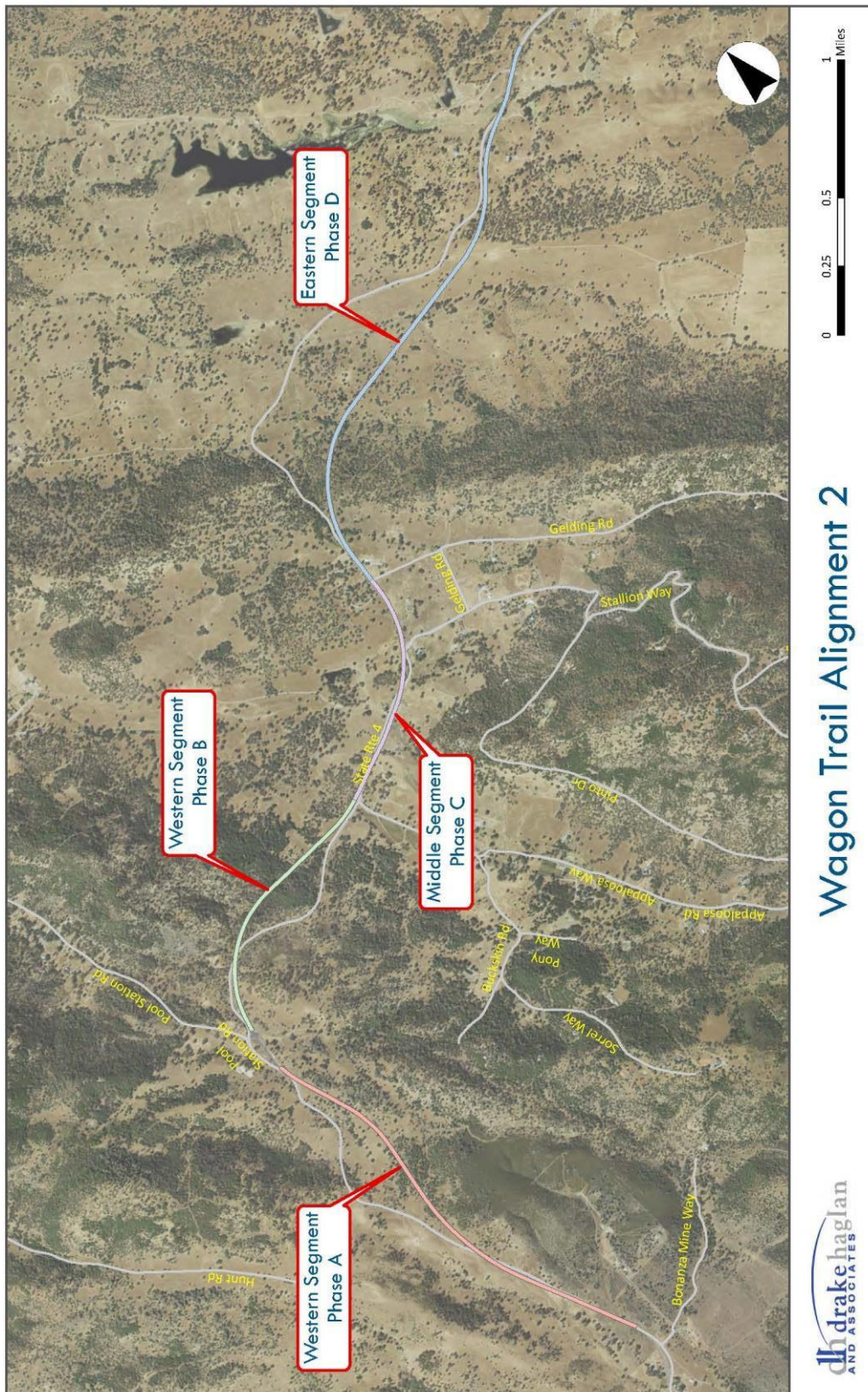


Figure 2. Map of SR 4 (Wagon Trail) "Ultimate" Corridor



Planning, Programming, and Monitoring (PPM)

The 2020 RTIP programs new funding over the five-year period to PPM. This funding will be used to provide technical assistance to implementing agencies on STIP funding compliance and provides resources for Calaveras COG in representing the region's interest for project delivery.

F. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution or Documentation of 2020 RTIP Approval

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

Section 18. Detailed Project Programming Summary Table (Optional) – *Not included*

Section 19. Alternative Delivery Methods (Optional) – *Not included*

Section 20. Additional Appendices - 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 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	10/29/19
District	EA	Project ID	PPNO	MPO ID		
10	OE530	1000000025	3067			
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
CAL	4	R10.3	15.8	Calaveras Council of Governments		
				MPO	Element	
				Non-MPO	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Josh Pack		(209)754-6402		jpack@co.calaveras.ca.us		
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.						
Component						
		Implementing Agency				
PA&ED	Calaveras Council of Governments					
PS&E	Calaveras County					
Right of Way	Calaveras County					
Construction	Calaveras County					
Legislative Districts						
Assembly:	5	Senate:	8	Congressional:	4	
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, and improve SR4 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			Unit	Total
Operational Improvements		Curve and vertical alignment corrections			Miles	6.5
Operational Improvements		Shoulder widening			Miles	6.5
NHS Improvements	Yes	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						12/11/09
Circulate Draft Environmental Document			Document Type	ND/FONSI		09/11/15
Draft Project Report						09/18/15
End Environmental Phase (PA&ED Milestone)						12/29/16
Begin Design (PS&E) Phase						02/05/19
End Design Phase (Ready to List for Advertisement Milestone)						05/19/21
Begin Right of Way Phase						03/12/20
End Right of Way Phase (Right of Way Certification Milestone)						01/20/21
Begin Construction Phase (Contract Award Milestone)						06/30/21
End Construction Phase (Construction Contract Acceptance Milestone)						06/30/22
Begin Closeout Phase						07/01/22
End Closeout Phase (Closeout Report)						07/01/23

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

Fund No. 3:		Demo - High Priority Projects Program (DEMO-ST)							Program Code	
		Existing Funding (\$1,000s)							20.30.010.680	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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)							Notes	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)									Calaveras Council of Governments	
PS&E	2,466							2,466	\$2466 PSE voted 10/18/17 \$2800 PSE EXT. TO 2800	
R/W SUP (CT)										
CON SUP (CT)										
R/W	2,800							2,800		
CON		4,427						4,427		
TOTAL	5,266	4,427						9,693		
		Proposed Funding (\$1,000s)							Notes	
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	5,266	4,427						9,693		

Fund No. 5:		Other State - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							SHOPP	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
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)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		10,325						10,325		
TOTAL		10,325						10,325		

Fund No. 6:		Local Funds - County Funds (CO)							Program Code
Existing Funding (\$1,000s)								20.10.400.110	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Calaveras County Road Impact Mitigation (RIM) Funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,500						1,500	
TOTAL		1,500						1,500	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	460							460	
CON		1,040						1,040	
TOTAL	460	1,040						1,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/29/19
District	EA	Project ID	PPNO	MPO ID		
10		1017000161	C1950			
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
CAL				Calaveras Council of Governments		
				MPO	Element	
				Non-MPO	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Amber Collins		(209)754-2094		acollins@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:	5	Senate:	8	Congressional:	4	
Project Benefits						
Purpose and Need						
PPM is essential for oversight of STIP projects and ensuring compliance with STIP Guidelines.						
Category		Outputs			Unit	Total
NHS Improvements	Y/N	Roadway Class		Reversible Lane analysis	Y/N	
Inc. 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)						

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 10/29/19

District	County	Route	EA	Project ID	PPNO	
10	CAL			1017000161	C1950	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Calaveras Council of
PS&E									Calaveras Council of
R/W SUP (CT)									Calaveras Council of
CON SUP (CT)									Calaveras Council of
R/W									Calaveras Council of
CON	51	53	54	54				212	Calaveras Council of
TOTAL	51	53	54	54				212	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		46	46	45	45	46		228	
TOTAL		46	46	45	45	46		228	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Calaveras Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	51	53	54	54				212	
TOTAL	51	53	54	54				212	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		46	46	45	45	46		228	
TOTAL		46	46	45	45	46		228	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

F. Appendix

Section 16. Board Resolution

Calaveras Council of Governments
COUNTY OF CALAVERAS
State of California
December 4, 2019

RESOLUTION NO: FY20-12

A RESOLUTION ADOPTING THE 2020
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) FOR SUBMITTAL TO THE CALIFORNIA
TRANSPORTATION COMMISSION (CTC)

WHEREAS, the Calaveras Council of Governments (Calaveras COG) is the Regional Transportation Planning Agency (RTPA) for Calaveras County; and

WHEREAS, pursuant to State law, every two years Calaveras COG is required to develop and submit to the California Transportation Commission (CTC) a Regional Transportation Improvement Program (RTIP) that identifies projects to be included in the State Transportation Improvement Program (STIP); and

WHEREAS, Calaveras COG has prepared the 2020 RTIP in compliance with the CTC's adopted 2020 STIP Guidelines and STIP Fund Estimate; and

WHEREAS, the projects contained in the 2020 RTIP are consistent with Calaveras COG's adopted 2017 Regional Transportation Plan (RTP); and

WHEREAS, To the best of Calaveras COG's knowledge, at this time, the projects identified for funding in the proposed 2020 Regional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019; and

WHEREAS, the 2020 RTIP has been developed in coordination with the technical and management staff representing Calaveras COG's member agencies, the Calaveras COG Board of Directors, and Caltrans District 10; and

WHEREAS, a public comment period was conducted to allow and encourage all interested parties to review and comment on the draft RTIP prior to adoption by the Calaveras COG Board of Directors; and

WHEREAS, the 2020 RTIP programs \$4.655 million in the 2020 STIP cycle (Fiscal Year 20/21 through 24/25), which includes carry-over funding for projects currently programmed in the 2018 RTIP that have not yet been allocated funds;

NOW, THEREFORE BE IT RESOLVED that the Calaveras Council of Governments (CCOG), hereby adopts the 2020 Regional Transportation Improvement Program (RTIP).

The foregoing Resolution was duly passed and adopted by the Calaveras Council of Governments at a regular meeting thereof, held on 4th day of December 2019, by the following vote:

RESULT: ADOPTED [UNANIMOUS]
MOVER: Tim Muetterties, Citizen Member
SECONDER: John Gomes, Citizen Member
AYES: Muetterties, Catalano, Mills, Tofanelli, Broglio, Gomes
ABSENT: Amanda Folendorf

ATTEST



Melissa Raggio, Clerk to the Council
Calaveras Council of Governments



Gary Tofanelli, Chair
Calaveras Council of Governments

F. Appendix

**Section 17. Documentation on
Coordination with Caltrans District 10**

Documentation on Coordination with Caltrans District 10

The following is a list of Project Development Team meetings between Caltrans, County, and CCOG staff regarding the SR 4 Wagon Trail Realignment Project.

SUBJECT	LOCATION	START	END	RECURRENCE PATTERN
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 53/66/D10 - ...	Tue 2/4/2020 10:30 AM	Tue 2/4/2020 11:30 AM	the first Tuesday of every 1 month(s) from 10:30 AM to 11:30 AM
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 56/71/D10 - ...	Tue 1/7/2020 10:30 AM	Tue 1/7/2020 11:30 AM	
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 53/66/D10 - ...	Thu 12/12/2019 10:00 AM	Thu 12/12/2019 11:00 AM	
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 53/66/D10 - ...	Tue 11/5/2019 10:30 AM	Tue 11/5/2019 11:30 AM	
FW: FY 19/20 Quarterly VTC - CR	HQ Room 2101 DSM 10...	Tue 10/15/2019 10:00 AM	Tue 10/15/2019 11:30 AM	
October VTC Pre-meeting	VTC Room 6	Thu 10/10/2019 8:30 AM	Thu 10/10/2019 10:00 AM	
Canceled: October VTC Pre-meeting	DOT Room 53/66/D10 - ...	Wed 10/9/2019 9:00 AM	Wed 10/9/2019 10:30 AM	
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 56/71/D10 - ...	Tue 10/1/2019 10:30 AM	Tue 10/1/2019 11:30 AM	
10-0ES30 Wagon Trail Mimi		Tue 9/3/2019 11:30 AM	Tue 9/3/2019 12:00 PM	
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 53/66/D10 - ...	Tue 9/3/2019 10:30 AM	Tue 9/3/2019 11:30 AM	
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 53/66/D10 - ...	Tue 8/6/2019 1:30 PM	Tue 8/6/2019 3:00 PM	
10-0Y440, Cal-4-PM 14.3, Culvert Replacement (Minor B)	Caltrans, D10, Rm 53/66	Mon 7/15/2019 8:30 AM	Mon 7/15/2019 9:30 AM	
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 56/71/D10 - ...	Tue 7/2/2019 10:30 AM	Tue 7/2/2019 11:30 AM	
10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 53/66/D10 - ...	Tue 6/4/2019 10:30 AM	Tue 6/4/2019 11:30 AM	
10-0ES30 / 1000000025 "Wagon Trail Realignment" Focus Meeting	DOT Room 53/66/D10 - ...	Fri 5/17/2019 10:30 AM	Fri 5/17/2019 11:30 AM	
10-0ES30 / 1000000025 Focus Meeting "Wagon Trail Realignment"	DOT Room 53/66/D10 - ...	Tue 5/7/2019 3:00 PM	Tue 5/7/2019 4:00 PM	
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	District 10 Basement Ro...	Tue 5/7/2019 1:30 PM	Tue 5/7/2019 3:00 PM	
Funding update for 10-0ES30	David's Office	Mon 4/29/2019 9:00 AM	Mon 4/29/2019 9:30 AM	
10-0ES30 / 1000000025 "Wagon Trail Realignment" Focus Meeting	DOT Room 51/D10 - 197...	Wed 4/10/2019 1:00 PM	Wed 4/10/2019 2:00 PM	
2019 Mariposa - Tuolumne Counties Construction Meeting	Cal-Fire - 1646 Striker C...	Tue 4/2/2019 10:00 AM	Tue 4/2/2019 11:30 AM	
10-0ES30 / 1000000025 "Wagon Trail Realignment" Focus Meeting	District 10 Equipment S...	Wed 3/27/2019 10:00 AM	Wed 3/27/2019 12:00 PM	
Stanislaus County - 2019 Construction Meeting	CHP Modesto - 4030 Kl...	Wed 3/13/2019 10:00 AM	Wed 3/13/2019 11:30 AM	
HOLD - 10-0ES30 / 1000000025 "Wagon Trail Realignment PDT Meeting	DOT Room 53/66/D10 - ...	Tue 3/5/2019 1:00 PM	Tue 3/5/2019 2:30 PM	
HOLD - 10-0ES30 / 1000000025 Wagon Trail Realignment Survey Kick-Off M...	TBD	Tue 2/5/2019 10:00 AM	Tue 2/5/2019 10:30 AM	
FW: BLOCK D10-6 - Subject: 10-0ES30 Wagon Trail Realignment PS&E Kick...		Tue 2/5/2019 10:00 AM	Tue 2/5/2019 12:00 PM	

The following additional coordination meetings were held between CCOG and Caltrans District 10 Executive staff, including the District 10 Director and Deputy Directors. Coordination between the STIP and SHOPP for the SR 4 Wagon Trail Realignment project were discussed at each meeting.

- October 22, 2019 – Wagon Trail Funding Focus Meeting and Executive Steering Committee Meeting
- August 27, 2019 - Executive Steering Committee Meeting
- July 3, 2019 - Executive Steering Committee Meeting
- May 7, 2019 - Executive Steering Committee Meeting

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.

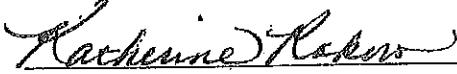
The Parties do agree as follows:

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.

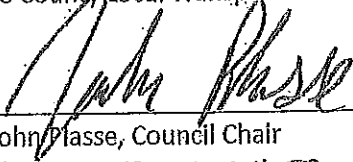
6. Similarly, MCLTC is helping the State achieve a financially constrained STIP through its 2016 RTIP. MCLTC is reprogramming \$814,000 of its RTIP shares for the Chowchilla Mountain Road/Harris Cutoff project in Fiscal Year 15/16 to Fiscal Year 16/17.
7. ACTC needs to maintain their programming capacity 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.



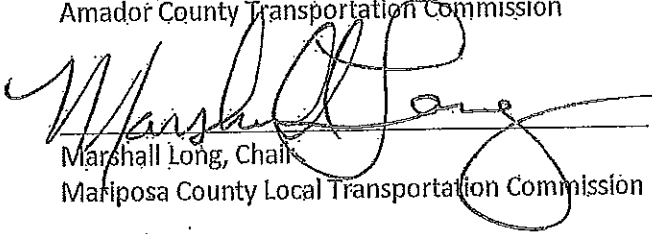
Mr. John Gomes, Council Chair
Calaveras Council of Governments



Ms. Katherine Rakow, Chair
Alpine County Local Transportation Commission

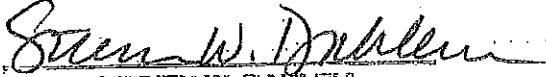


Mr. John Plasse, Council Chair
Amador County Transportation Commission



Marshall Long, Chair
Mariposa County Local Transportation Commission

APPROVED AS TO FORM:



STEVEN W. DANLER
COUNTY COUNSEL