

# 2024 Regional Transportation Improvement Program



## Calaveras Council of Governments

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**Insert cover letter(s) here**

# 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP) CALAVERAS COUNCIL OF GOVERNMENTS

## Table of Contents

	<u>Page Number</u>
<b><u>Cover Letter</u></b>	
<b>A. <u>Overview and Schedule</u></b>	
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>A. <u>2024 STIP Regional Funding Request</u></b>	
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
Section 10. Highways to Boulevards Pilot Conversion Program .....	11
Section 11. Complete Streets Consideration	
<b>B. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u></b>	
Section 12. Regional Level Performance Evaluation .....	11
Section 13. Regional and Statewide Benefits of RTIP .....	13
<b>C. <u>Performance and Effectiveness of RTIP</u></b>	
Section 14. Evaluation of the Cost Effectiveness of RTIP .....	14
Section 15. Project Specific Evaluation .....	15
<b>D. <u>Detailed Project Information</u></b>	
Section 16. Overview of Projects Programmed with RIP Funding.....	16
<b>E. <u>Appendices</u></b>	
Section 17. Project Programming Request Forms	
Section 18. Board Resolution or Documentation of 2020 RTIP Approval	
Section 19. Fact Sheet	
<del>Section 20. Documentation on Coordination with Caltrans District (Optional) -- Not Included</del>	
<del>Section 21. Detailed Project Programming Summary Table (Optional) -- Not included</del>	
<del>Section 22. Alternative Delivery Methods (Optional) -- Not included</del>	
Section 23. Letter of Agreement Between Calaveras Council of Governments, Amador County Transportation Commission, Alpine County Local Transportation Commission, and Mariposa County Local Transportation Commission (submitted as part of December 2016 RTIP)	

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# A. OVERVIEW AND SCHEDULE

## **Section 1. Executive Summary**

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:**

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### **2024 Regional Transportation Improvement Program**

This is the proposed 2024 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, 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 2024 RTIP to assist with the programming and implementation of the region's transportation system of projects as identified in Calaveras COG's adopted Regional Transportation Plan (RTP). This RTIP covers a 5-year programming period, beginning in Fiscal Year (FY) 2024/25 and ending in FY 2028/29.

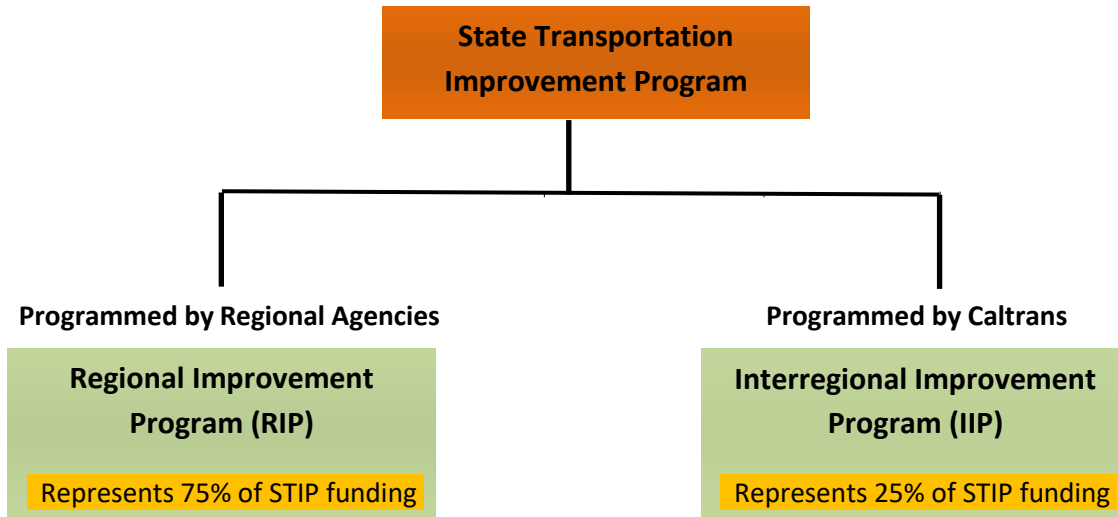
On August 16, 2023, the California Transportation Commission (CTC) adopted the 2024 State Transportation Improvement Program (STIP) Fund Estimate (FE). According to the adopted Fund Estimate, the Calaveras region has \$1,117,000 in new programming capacity available in FY 28/29.

The 2024 RTIP is a prioritized program of projects designed to ensure that projects contribute to the overall creation of an effective transportation system. It identifies key state highway and local road projects in the Calaveras region with the intent of improving mobility, reducing congestion, and improving air quality as it relates to transportation-related air pollution. The 2024 RTIP is consistent with the CTC's 2024 STIP Guidelines, which were also adopted on August 16, 2023.

The 2024 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 6.4 mile SR-4 Wagon Trail Realignment Project, located between the community of Copperopolis and the City of Angels Camp, has been the region’s highest priority for the past five STIP cycles and the recipient of new STIP funding capacity. In total, the Calaveras COG Board has programmed approximately \$15.5 million in STIP funding to it, reaffirming the project’s priority and the region’s commitment to this important project. Key milestones in the project’s delivery are:

- Project Approval & Environmental Documentation Phase, Entire Project: Completed February 2017
- Authorization to Proceed with Final Design/Right-of-Way, Western Segment: October 2017
- Right-of-Way appraisal & acquisitions, Western Segment: April 2021 (RW Certification Milestone)
- Design Phase, Western Segment: May 2021 (Ready to List)
- Construction Funding Allocation, Western Segment: June 2021
- Construction Begins, Western Segment: January 2022
- Construction Ends, Western Segment, December 2024
- Design Phase, Eastern Segment: June 2026 (Ready to List)
- Construction Begins, Eastern Segment: July 2027
- Construction Ends, Eastern Segment: June 2029

The current funding strategy for delivering the ultimate, 6.4 mile project is to:

1. Construct the entire Western Segment. Calaveras County received a \$5.988 million Local Partnership Program (LPP) competitive grant combined with \$10.325 million in SHOPP funding from Caltrans to close the construction funding shortfall. Construction began in 2021 and will be completed in 2024.



2. Construct the Middle Segment. Caltrans has programmed \$9.7 million in SHOPP funding to realign SR 4 and replace a bridge over Nassau Creek east of Appaloosa Road. Calaveras County is contributing local road improvement mitigation funds to complete this. Construction began in 2022 and will be completed in 2024.
3. By accomplishing #1 and #2, leveraging power will be gained to seek other State and federal funds to design and construct the entire Eastern Segment. And in fact, Calaveras County received a \$5.25 million grant from the 2022 Trade Corridor Enhancement Program (TCEP) cycle for the purchase of project right of way starting in FY 24/25. Construction is scheduled to begin in 2027 and be completed in 2029.

For the 2024 STIP funding cycle, Calaveras COG will use new funding capacity to fund Planning, Programming and Monitoring up to the statutory limits and add the balance of funds to delivering the Eastern Segment of the project in FY 27/28.

Table 1 identifies the general breakdown of total RIP funds to be programmed in the Calaveras COG 2024 RTIP.

**Table 1: Breakdown of Available STIP Funding FY 24/25 – 28/29**

Regional Improvement Program (RIP) Funds Availability	Funding Apportionment
New Formula Distribution (Regional County RIP Shares)	\$3,409,000
<ul style="list-style-type: none"> <li>• Balance through FY 27/28</li> </ul>	-\$2,292,000 (advanced)
<ul style="list-style-type: none"> <li>• Available for Programming in FY 28/29</li> </ul>	\$1,117,000
<b>Total Regional Shares Programmed</b>	<b>\$3,409,000</b>

Table 2 identifies \$135,000 in prior programming that will remain programmed in the 2024 RTIP.

**Table 2: Projects Carried Over from 2022 RTIP**

Project	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
Planning, Programming & Monitoring	\$46,000	\$44,000	\$45,000			\$135,000

Table 3 summarizes the proposed projects to be programmed with new Regional Improvement Program (RIP) funding in the 2024 RTIP.

**Table 3: Projects Programmed with New Funding**

Project	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	TOTAL
SR-4 Wagon Trail Eastern Segment: CON				\$1,042,000		<b>\$1,042,000</b>
Planning, Programming & Monitoring				\$35,000	\$40,000	<b>\$75,000</b>
<b>TOTAL PROGRAMMING</b>				<b>\$1,077,000</b>	<b>\$40,000</b>	<b>\$1,117,000</b>

Through Table 1 shows new funding available for programming in FY 28/29, funding is requested in FY 27/28 to be consistent with the schedule of the 2022 TCEP grant awarded to the project.





## 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 (ACLTC) 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 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 (Appendix, Section 23) 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, 2020 and 2022 RTIPs, Calaveras COG's strategy for the SR 4 Wagon Trail Realignment Project was 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

22/23, in partnership with Caltrans District 10.

**Table 4: SR 4 Wagon Trail – Delivery Schedule**

<b>Project Milestones</b>	<b>Date</b>
<b>6.4 Mile Corridor – Entire Project (Western, Middle, Eastern Segments)</b>	
Project Study Report Approved	04/01/2001
Begin Environmental (PA&ED) Phase	12/11/2009
Circulate Draft Environmental Document	09/11/2015
Draft Project Report	09/18/2015
End Environmental Phase (PA&ED Milestone)	01/10/2017
<b>Western Segment – by Calaveras County</b>	
Begin Design (PS&E) Phase	02/05/2019
End Design Phase (Ready to List for Advertisement Milestone)	05/19/2021
Begin Right of Way Phase	03/12/2020
End Right of Way Phase (Right of Way Certification Milestone)	04/02/2021
Begin Construction Phase (Contract Award Milestone)	10/30/2021
End Construction Phase (Construction Contract Acceptance Milestone)	12/30/2024
<b>Middle Segment – by Caltrans</b>	
Begin Design (PS&E) Phase	02/03/2020
End Design Phase (Ready to List for Advertisement Milestone)	05/16/2022
Begin Right of Way Phase	04/23/2020
End Right of Way Phase (Right of Way Certification Milestone)	05/02/2022
Begin Construction Phase (Contract Award Milestone)	12/1/2022
End Construction Phase (Construction Contract Acceptance Milestone)	08/30/2024
<b>Eastern Segment – by Calaveras County</b>	
Begin Design (PS&E) Phase	08/30/2022
End Design Phase (Ready to List for Advertisement Milestone)	06/30/2026
Begin Right of Way Phase	07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	06/30/2026
Begin Construction Phase (Contract Award Milestone)	07/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)	06/30/2029
Begin Closeout Phase	07/01/2029
End Closeout Phase (Closeout Report)	07/01/2030

**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 entire corridor 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 on the Western Segment through Plans, Specifications, and Estimates (PS&E), Right of Way (RW) and Construction (CON). Table 4 shows the environmental and project approval schedule for the entire 6.4 mile corridor and the schedule for the design, right if way acquisition, and construction of the Western and Eastern segments, respectively.

**Section 5. RTIP Outreach and Participation**

A. RTIP Development and Approval Schedule

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
CCOG adopts 2024 RTIP	December 6, 2023
CCOG submits RTIP to CTC (postmark by)	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

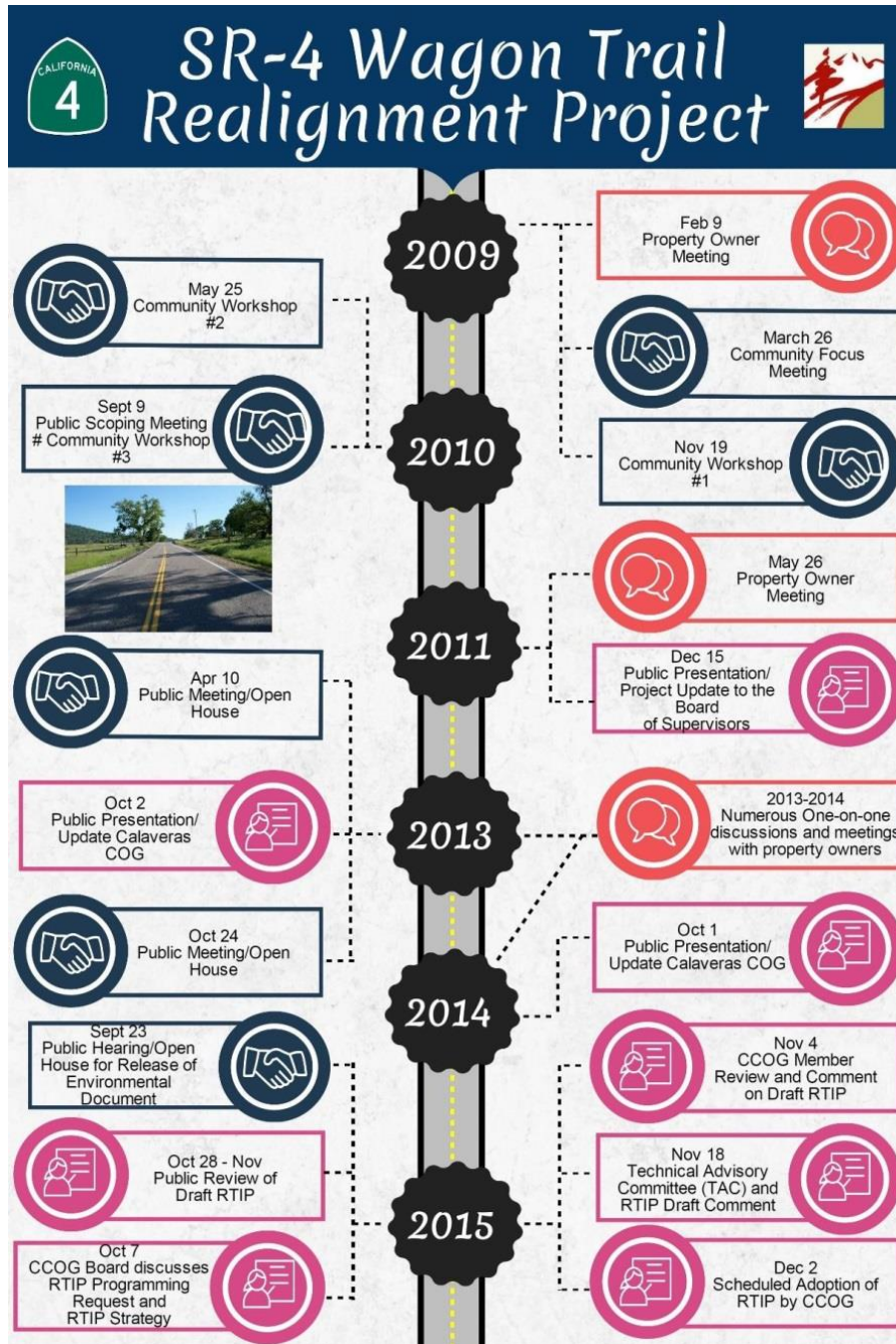
B. Public Participation/Project Selection Process

Calaveras COG held several technical advisory and board-level meetings during the development of the 2024 RTIP beginning in October 2023 that provided opportunities for public comment. Also, the public participation process on the SR 4 Wagon Trial 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 10

Calaveras Council of Governments has been working closely with Caltrans District 10 on the Wagon Trail Project. As part of the 2024 RTIP development, Calaveras COG staff met with Caltrans 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 in the past 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 to construct the Western Segment. The Wagon Trail project was one of thirty-seven (37) applications statewide receiving a total of 10% of the statewide available funds. The Wagon Trail project is also supported in the 2020 SHOPP. Through consultation with Calaveras COG and Calaveras County, and with a \$300,000 match of local funds, \$9.664 million is included in the 2020 SHOPP to realign SR 4 and replace a bridge over Nassau Creek east of Appaloosa Road as part of the Eastern Segment. 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.



## B. 2024 STIP Regional Funding Request

### Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Calaveras COG's fund share for the 2024 STIP cycle is \$1.117 million available in the fifth year of the five-year horizon, FY 28/29.

B. Summary of Requested Programming –

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
SR 4 Wagon Trail Realignment – Eastern Segment	The Eastern Segment of the SR 4 Wagon Trail Realignment Project consists of designing, securing right of way and constructing improvements on SR 4 between Stallion Way (PM16.3) to about 1.6 miles west of the State Route 4 /49 Junction near Stockton Rd (PM 18.769).	FY 27/28 - \$1,042,000 for construction of the Eastern Segment.
Project Planning, Programming, & Monitoring	PPM activities consistent with STIP eligibility guidelines.	Add new PPM funding:  FY 27/28 – \$35,000 FY 28/29 – \$40,000

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

Additional funds committed to this project include Federal Demonstration Funds, SHOPP funding, SB1 Local Partnership Program – Competitive, and Calaveras County Road Impact Mitigation (RIM) fee program funds. Additional funds will be secured and may include Federal competitive funds, SHOPP funding, SB1 Local Partnership Program – Competitive, and Calaveras County Road Impact Mitigation (RIM) fee program funds.

Proposed 2024 RTIP	Total RTIP	Other Funding						Total Project Cost
		Federal Demo	SHOPP	Local (RIM)	SB 1 LPP	SB1 TCEP	Future Funds (Uncommitted)	
SR 4 Wagon Trail Realignment Project - Western Segment	\$11,208	\$1,851	\$10,325	\$1,923	\$5,988		-	\$31,295
SR 4 Wagon Trail Realignment Project – Middle Segment (PPNO 3325 (SHOPP))	-	-	\$9,664	\$300	-		-	\$9,964
SR 4 Wagon Trail Realignment Project - Eastern Segment	\$5,542	-	-	\$2,250	-	\$5,250	\$42,688	\$56,000
<b>TOTAL</b>	<b>\$16,750</b>	<b>\$1,851</b>	<b>\$19,989</b>	<b>\$4,473</b>	<b>\$5,988</b>	<b>\$5,250</b>	<b>\$42,688</b>	<b>\$97,259</b>

**Note:** Table in thousands of dollars



## **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 2024 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**

At the time of the 2024 RTIP development, there were no other projects planned on this corridor.

## **Section 10. Highways to Boulevards Conversion Pilot Program**

In this STIP cycle, regions have the opportunity to repurpose highways to boulevards as part of a Conversion Pilot Program. There are no candidate projects in Calaveras County.

## **Section 11. Complete Streets Consideration**

Consistent with Caltrans' Complete Streets Action Plan, complete streets elements have been incorporated where feasible into the SR-4 Wagon Trail project. The existing two-lane undivided highway between Copperopolis and Angels Camp passes through the rural foothills of the Sierra Nevada mountain range. It has numerous sharp curves, steep accents and descents, and limited sight distance. The existing pavement width of 18 to 20 feet including 0 to 4 foot shoulders will be replaced with 40 feet of pavement width including two 12 foot lanes, two 8 foot shoulders and turn pockets at left turns. This should increase walking and bicycling options and reduce reliance on the automobile as the predominate mode of travel in Calaveras County.

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

## **Section 12. Regional Level Performance Evaluation (per section 22A 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).**

<b>Table B1(a) Evaluation Rural Specific Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>RTP Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (RTP period 2035)</b>
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  <i>(Source: Project Report)</i>	8,210 VMT AM Peak Hour 8,837 VMT PM Peak Hour  <i>(Source: Project Report – numbers are for 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
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 13. 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 visitors 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 a total of 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 California State University Stanislaus, the University of the Pacific, Modesto Junior College, and San Joaquin Delta College.

# D. Performance and Effectiveness of RTIP

## Section 14. 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 91 direct construction jobs, an additional 226 indirect jobs, and 166 induced jobs that will be driven by construction spending and supporting job workers. These jobs will have a significant impact to a county where the unemployment rate has recently been as high as 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 15. Project Specific Evaluation**

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).

**Section 15 is not applicable to Calaveras COG's 2024 RTIP.**

## **E. Detailed Project Information**

### **Section 16. 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 6.4 miles 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.

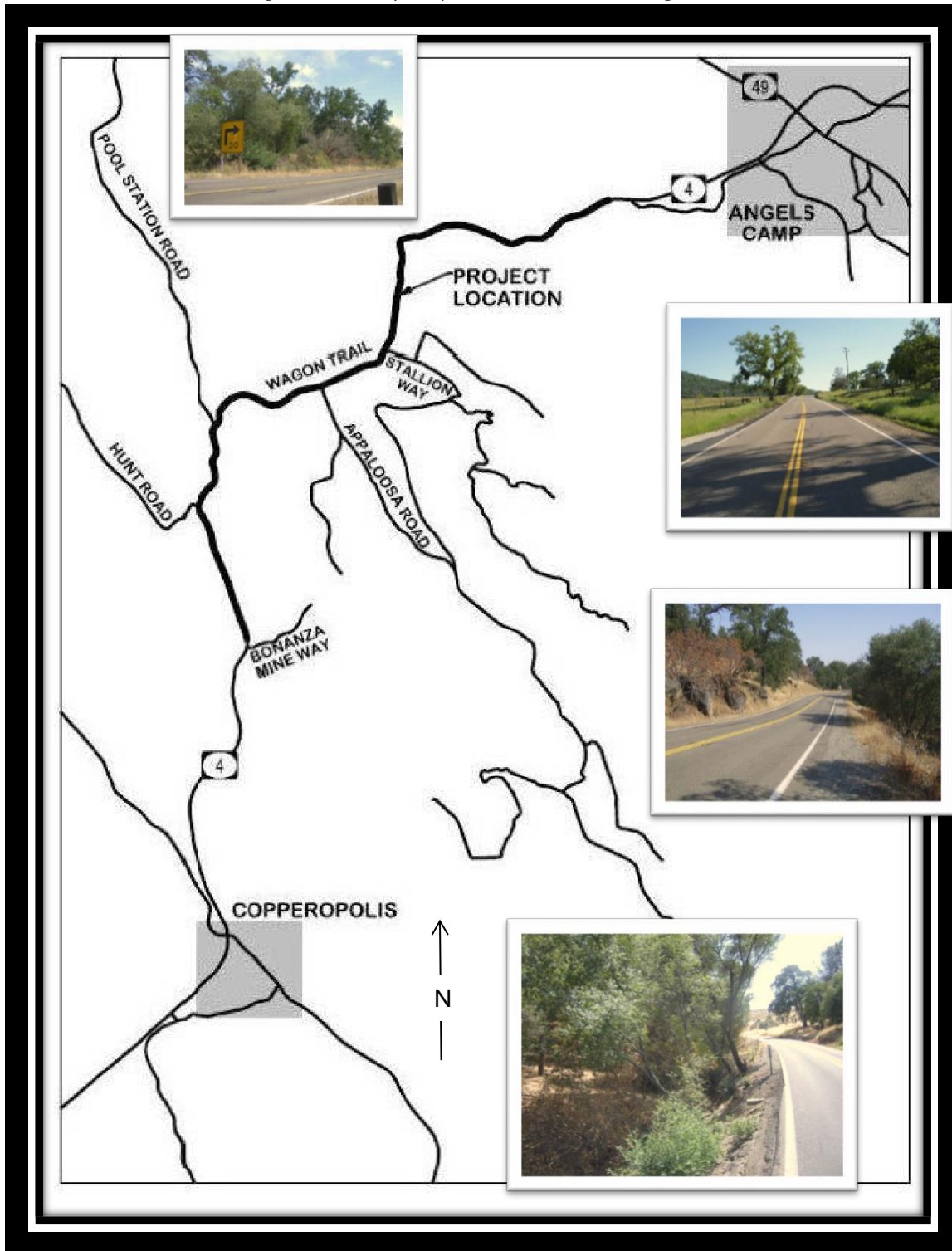
Specifically, the RIP project identified in the 2024 RTIP is a segment of the ultimate project--designing improvements on SR 4 denoted as the Eastern Segment.

#### **Planning, Programming, and Monitoring (PPM)**

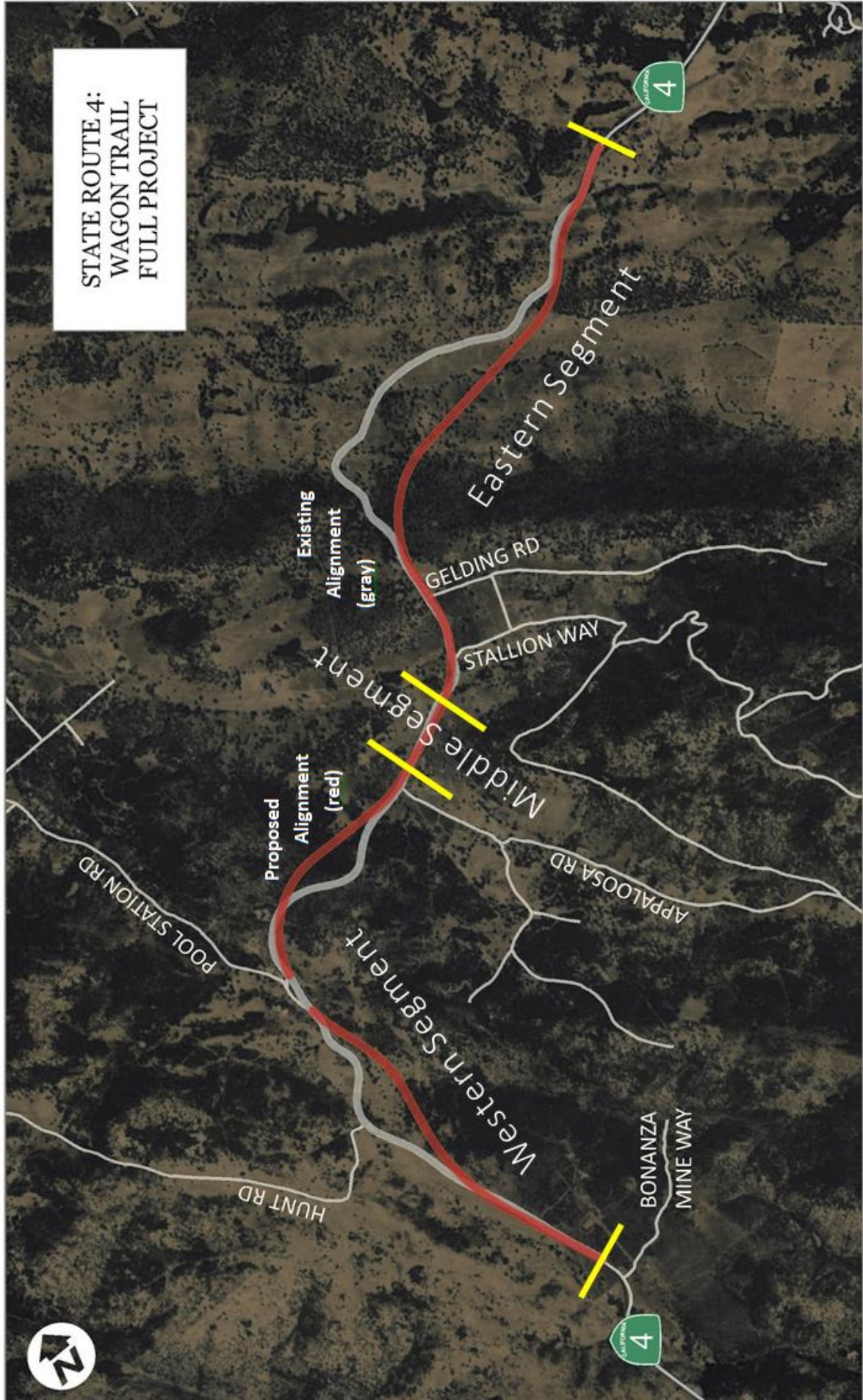
The 2024 RTIP programs new funding over the five year period to PPM. This funding will be used to provide technical assistance to implementing agencies on STIP funding compliance, and provides resources for Calaveras COG in representing the region's interest for project delivery.



Figure 1 Vicinity Map and Photos of Existing Conditions



STATE ROUTE 4:  
WAGON TRAIL  
FULL PROJECT



## **F. Appendices**

**Section 17. Projects Programming Request Forms**

**Section 18. Board Resolution or Documentation of 2024 RTIP Approval**

**Section 19. RTIP Fact Sheet**

~~**Section 20. Documentation on Coordination with Caltrans District (Optional) Not Included**~~

~~**Section 21. Detailed Project Programming Summary Table (Optional) — *Not included***~~

~~**Section 22. Alternative Delivery Methods (Optional) — *Not included***~~

**Section 23. 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)**

## **Section 17.**

# **Project Programming Request Forms**



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/29/2023 12:09:56
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
10	1Q290	1022000262	3546	Calaveras County	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Calaveras County	4	16.300	18.769	Calaveras Council of Governments	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Robert Pachinger			209-754-6401	rpachinger@co.calaveras.ca.us	

**Project Title**

SR 4 Wagon Trail Realignment Project (Eastern Segment)

**Location (Project Limits), Description (Scope of Work)**

The project is located on State Route 4 between the town of Copperopolis and the City of Angels Camp in Calaveras County. The Eastern Segment of the SR 4 Wagon Trail Realignment Project consists of constructing SR 4 on a new alignment between Stallion Way and approximately 1.6 miles west of the State Route 4/49 Junction near Stockton Road.)

Component	Implementing Agency
PA&ED	Calaveras County
PS&E	Calaveras County
Right of Way	Calaveras County
Construction	Calaveras County

**Legislative Districts**

Assembly:	8	Senate:	5	Congressional:	4
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Project Milestone	Existing	Proposed
Project Study Report Approved	04/01/2001	
Begin Environmental (PA&ED) Phase		12/11/2009
Circulate Draft Environmental Document	Document Type (ND/MND)/FONSI	09/11/2015
Draft Project Report		09/18/2015
End Environmental Phase (PA&ED Milestone)		01/20/2017
Begin Design (PS&E) Phase		08/30/2022
End Design Phase (Ready to List for Advertisement Milestone)		06/30/2026
Begin Right of Way Phase		07/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2026
Begin Construction Phase (Contract Award Milestone)		07/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2029
Begin Closeout Phase		07/01/2029
End Closeout Phase (Closeout Report)		07/01/2030

Date 09/29/2023 12:09:56

**Purpose and Need**

Improve Safety, reduce delay, and improve traffic operations on SR 4 between Copperopolis and Angels Camp.  
Project benefits will be improved traffic mobility, improved traffic safety, reduce congestion, and related improvements to the level of service.

NHS Improvements  YES  NO      Roadway Class 1      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Pavement (lane-miles)	Roadway lane miles	Miles	6.42
Operational Improvement	Turn pockets constructed	EA	7
Pavement (lane-miles)	Mainline Shoulders construction	Miles	6.42
Operational Improvement	Curve and vertical alignment corrections	EA	5



Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Change in Daily Vehicle Hours of Delay	Hours	-210	0	-210
	TCEP	Change in Daily Truck Hours of Delay	Hours	-19	0	-19
Throughput (Freight)	TCEP	Change in Truck Volume	# of Trucks	141,947	141,947	0
	TCEP	Change in Rail Volume	# of Trailers	0	0	0
			# of Containers	0	0	0
Velocity (Freight)	TCEP	Travel Time or Total Cargo Transport Time	Hours	14,904,401	24,840,688	-9,936,287
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.04	0	0.04
			PM 10 Tons	0.06	0	0.06
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	44.61	0	44.61
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	1.16	0	1.16
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	-0.01	0	-0.01
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-1,027.27	0	-1,027.27
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	5.19	0	5.19
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0.03	0.4	-0.37
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.27	4.93	-4.66
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0.39	1.2	-0.81
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.81	14.78	-13.97
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	778	0	778
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	2.729	0	2.729

District	County	Route	EA	Project ID	PPNO
10	Calaveras County	4	1Q290	1022000262	3546

Project Title

SR 4 Wagon Trail Realignment Project (Eastern Segment)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Calaveras County
PS&E									Calaveras County
R/W SUP (CT)									Calaveras County
CON SUP (CT)									Calaveras County
R/W									Calaveras County
CON									Calaveras County
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E	4,500							4,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W		7,500						7,500	
CON					44,000			44,000	
<b>TOTAL</b>	4,500	7,500			44,000			56,000	

Fund #1: Local Funds - Developer Fees (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Calaveras County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,250						2,250	
CON									
<b>TOTAL</b>		2,250						2,250	

Fund #2:	Other Fed - Future Federal Funding (Discretionary) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Calaveras County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									STIP funds are the back-up if federal funds are not approved.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					42,958			42,958	
TOTAL					42,958			42,958	
Fund #3:	RIP - National Hwy System (Committed)								
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Calaveras Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,500							4,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,500							4,500	

Fund #4:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									TCEP Regional Funding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		5,250						5,250	
CON									
TOTAL		5,250						5,250	
Fund #5:	RIP - National Hwy System (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Calaveras Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,042			1,042	
TOTAL					1,042			1,042	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,042			1,042	
TOTAL					1,042			1,042	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/23/2023 16:09:01
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
10				Calaveras Council of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Calaveras County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Melissa Raggio			209-754-2094	mraggio@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:	8	Senate:	4	Congressional:	5
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document <span style="float: right;">Document Type</span>		
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)		

Date 10/23/2023 16:09:01

**Purpose and Need**

PPM is essential for oversight of STIP projects and ensuring compliance with STIP Guidelines.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total



Additional Information

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
10	Calaveras County				

Project Title  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Calaveras Council of Governments
PS&E									Calaveras Council of Governments
R/W SUP (CT)									Calaveras Council of Governments
CON SUP (CT)									Calaveras Council of Governments
R/W									Calaveras Council of Governments
CON									Calaveras Council of Governments
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,736	46	44	45	35	40		1,946	
<b>TOTAL</b>	<b>1,736</b>	<b>46</b>	<b>44</b>	<b>45</b>	<b>35</b>	<b>40</b>		<b>1,946</b>	

Fund #1: RIP - State Cash (Committed) Program Code  
20.30.600.670

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Calaveras Council of Governments
PS&E									\$25 CON voted 07/16/98
R/W SUP (CT)									\$32 CON voted 12/01/99
CON SUP (CT)									\$64 CON voted 07/01/00
R/W									\$79 CON voted 07/01/01
CON									\$181 CON voted 04/03/03
TOTAL									\$85 CON voted 02/26/04
									\$85 CON voted 03/03/05
									\$85 CON voted 09/29/05

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,736	46	44	45	35	40		1,946	
<b>TOTAL</b>	<b>1,736</b>	<b>46</b>	<b>44</b>	<b>45</b>	<b>35</b>	<b>40</b>		<b>1,946</b>	

## **Section 18.**

### **Board Resolution**

# **Section 19.**

## **Fact Sheet**



## Fact Sheet

# 2024 State Transportation Improvement Program (STIP)

The 6.4 mile SR-4 Wagon Trail Realignment Project, located between the community of Copperopolis and the City of Angels Camp, has been Calaveras COG's highest priority for the past five STIP cycles and the recipient of new STIP funding capacity. In total, the Calaveras COG Board has programmed approximately \$15.5 million in STIP funding to it, reaffirming the project's priority and the region's commitment to its completion.



**SR 4 CONNECTING SAN FRANCISCO BAY TO THE SIERRA NEVADA**

The current non-engineered roadway literally follows the 1840s wagon trail between the San Joaquin Valley and the gold country. It climbs, descends and curves through rolling foothill topography. It lacks shoulders and recovery areas and risks traveler safety with deficient sight distances. Construction of the project will eliminate a truck advisory on SR-4 between the county's only incorporated city, Angels Camp, and SR-99, I-5 and the Port of Stockton. This advisory currently limits truck trailers to under 30 feet in length. Trucks over that length travel out of direction to access Angels Camp and the forestry-related business in the high Sierras along SR-4. One goal of the project partners is for SR-4 to be a continuous Terminal Access (STAA) Route between the Central Valley and Calaveras and Alpine counties to promote economic development.

The project is being delivered in three segments. The Western Segment is under construction and scheduled to be completed in 2024. It is approximately 3.0 miles in length. The Middle Segment will replace the bridge over Nassau Creek between Appaloosa Way and Stallion Way. Construction is under way and is scheduled to be completed in 2024. The 3.4 mile Eastern Segment is in design and is scheduled to start construction in 2027. Construction is expected to take two years to complete. The total estimated cost of the three project segments is \$97.3 million.



For the 2024 STIP funding cycle, Calaveras COG is applying \$1.042 million in new funding to the construction of the Eastern Segment in FY 27/28. Planning, Programming and Monitoring will receive \$75,000 in funding in new funding over FYs 27/28 and 28/29.

The project is a partnership between Calaveras COG, Caltrans and the Calaveras County. Calaveras County is the lead agency for design, right of way and construction.





The Wagon Trail project will advance the following regional and state goals:



**Improve Safety:** Realigning the geometrically deficient segment of SR-4 between Copperopolis and Angels Camp will reduce accidents and relieve current and future traffic congestion.

**Improve State of Good Repair:** The reconstruction of the non-engineered roadway structural section will address existing safety issues such as unsafe roadway surfaces.

**Enhance Economic Competitiveness:** This project will facilitate economic development of the surrounding communities by eliminating an STAA truck advisory. SR-4 is a major access route for freight trucks moving goods to and from the Port of Stockton. SR-4 is also a major access route for tourists who travel into the Sierras for special events and seasonal recreational activities.

**Enhance Environmental Sustainability:** The project will improve environmental sustainability by providing bridges and culverts into the design to increase space for wildlife connectivity throughout the three wildlife corridors, located within the project site.

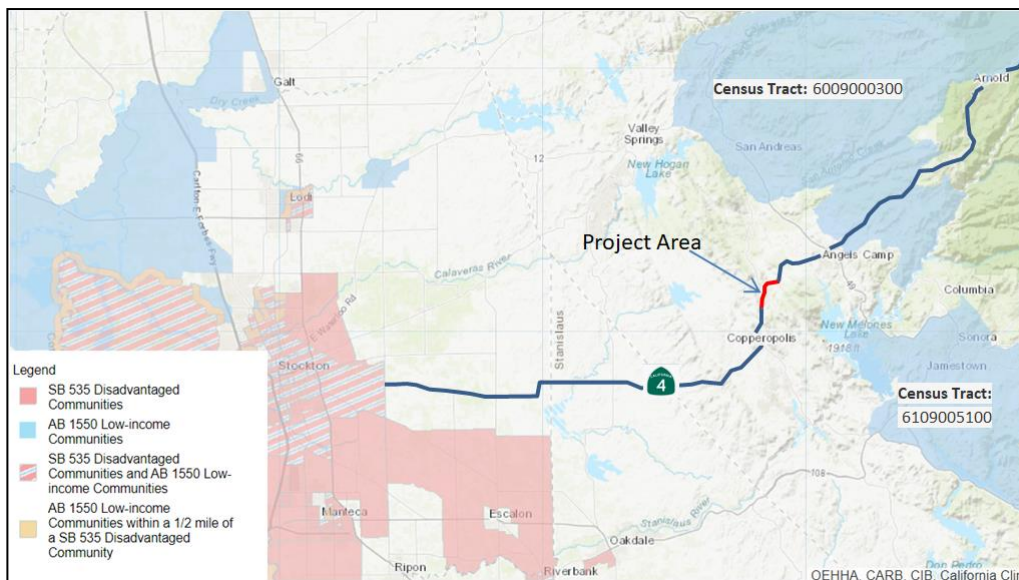
**Improve Transit Efficiency and Bicycle & Pedestrian Mode Split:**

The project will facilitate transit service effectiveness and ridership in the corridor. These transit benefits, combined with the construction of shoulders should increase walking and bicycling options and reduce reliance on the automobile as the predominate mode of travel in the county.



**Supports Access to Jobs for Disadvantaged Communities:**

Median household income throughout Calaveras County has historically tracked below the state average. Within the county are five census tracts comprising designated AB 1550 Low income Communities. The



project will assist disadvantaged working families commuting to Stockton, Modesto and other San Joaquin Valley cities by improving the safety of their commute and reducing the accident delays and related detours they endure as they try to stretch their below-state average incomes by working in the Valley and living in the foothills.

**Section 23.**  
**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 4<sup>th</sup> 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.

*John Gomes*

Mr. John Gomes, Council Chair  
Calaveras Council of Governments

*Katherine Rakow*

Ms. Katherine Rakow, Chair  
Alpine County Local Transportation Commission

*John Plasse*

Mr. John Plasse, Council Chair  
Amador County Transportation Commission

*Marshall Long*

Marshall Long, Chair  
Mariposa County Local Transportation Commission

APPROVED AS TO FORM:

*Steven W. Danler*

STEVEN W. DANLER  
COUNTY COUNSEL