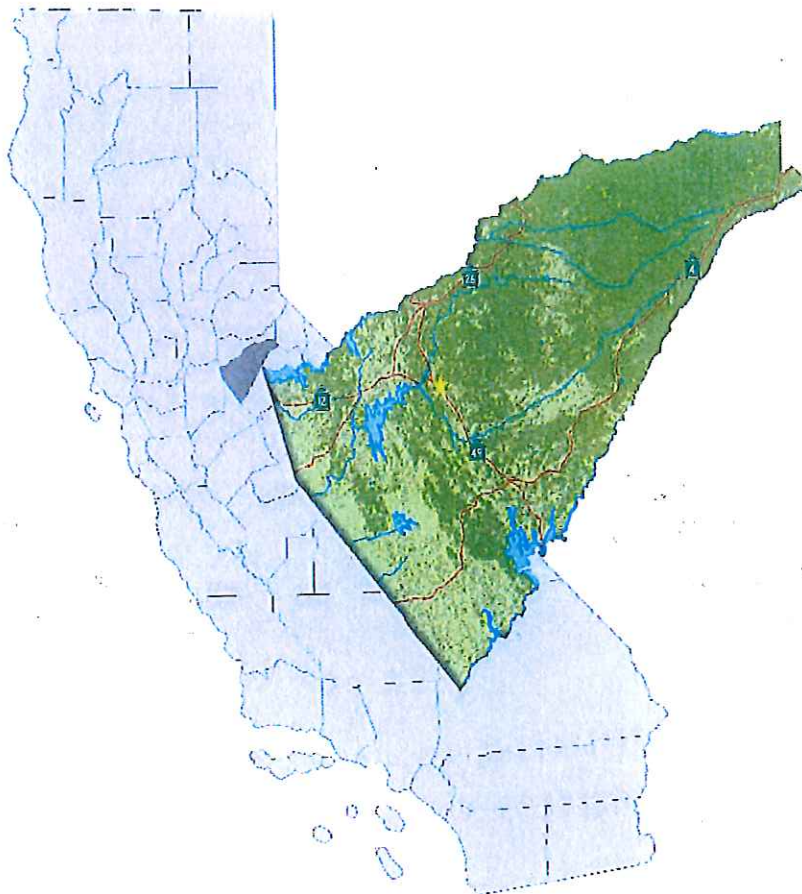


2016 Regional Transportation Improvement Program

February 2016



Submitted and Prepared by the

Calaveras Council of Governments

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Calaveras Council of Governments

**2016 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM (2016 RTIP)
CALAVERAS COUNCIL OF GOVERNMENTS**

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CALAVERAS
COUNCIL of
GOVERNMENTS

February 25, 2016

Rachel Falsetti
Division Chief, Division of Transportation Programming
Attn: Kurt Scherzinger
Department of Transportation
Mail Station 82
PO Box 942874
Sacramento, CA 94272-0001

**SUBJECT: CCOG 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM,
REVISED FEBRUARY 24, 2016**

Dear Mr. Scherzinger:

The Calaveras Council of Governments (CCOG) Board adopted a revised 2016 Regional Transportation Improvement Program (RTIP) on February 24, 2016. The RTIP requests the California Transportation Commission's (CTC) consideration of \$6.8 Million in Regional Improvement Program (RIP) dollars toward Planning, Programming, and Monitoring (PPM) and one capital project—State Route 4 (SR) Wagon Trail. This amount reflects CCOG full RIP county shares (from 2014 STIP) and proposes no programming reductions.

We fully understand the state funding crisis and the difficult decisions the CTC must make to delete \$754 million in State Transportation Improvement Program (STIP) funds. We know that CTC staff, regional transportation planning agencies, and Caltrans are in a devastating position to have to take projects out of the STIP in order for CTC staff to make a financially constrained recommendation to the Commission. At the end of the day, some projects will be cut and some projects will be funded. CCOG wanted to take this opportunity to explain why the Calaveras region believes the full RIP amount on SR 4 (Wagon Trail) (and PPM) be included in that funding recommendation.

We have experienced a recent success, a direct result of the partnership and leadership of Caltrans District 10, in securing \$10.3 Million in State Highway Operation and Protection Program (SHOPP) this past January 2016. Caltrans hand selected this project for its innovative Pilot Program to manage assets in a way that eliminates redundancies in preparing multiple project initiation documents and eradicates a piecemeal approach of constructing different projects with different timelines. Called the SHOPP Asset Management Pilot Program, this allows a consolidation of multiple projects and funds to a single project for delivery. The region's full share of \$6.6 M in STIP for SR 4, along with the \$10.3 million from this innovative SHOPP program, work together in building one significant, consolidated construction project. The leadership at Caltrans District 10 made this possible and CCOG does not want to jeopardize this SHOPP funding.

Specifically, the SHOPP will afford three safety and operation projects along the 6.1 mile segment including an overlay, and guardrail and slope erosion improvements. The project will also include improvements east of Pool Station Road to the Appaloosa Road Intersection. This section of roadway has experienced 25 accidents in a two year period with one fatality.

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The SHOPP funding contribution is for *partial construction only* of the consolidated project. The RIP funds will advance project development, right-of-way, and round out the remaining funds needed *to match SHOPP construction dollars*. The STIP and SHOPP go together and losing one dollar of STIP will jeopardize the SHOPP and overall integrity of the consolidated construction project.

In addition, CTC staff conveyed that the Fiscal Year 15/16 allocation criteria (a list of eighteen total) would guide project prioritization for STIP. CCOG has highlighted (in yellow) five criteria from the "top ten" on this list which apply directly to SR 4 (Wagon Trail) and PPM funding requested in the CCOG RTIP.

1. AB 3090
2. Planning, programming, and monitoring
3. STIP & other competitive funds
4. At risk of federal fund lapse
5. Required mitigation
6. Safety on the state highways
7. Operational improvements on state highways
8. Capacity expansion/operation improvements intercity rail
9. Capacity expansion/operation improvements urban transit w/intercity significant regional benefits
10. Capacity expansion state highway/freight/economy/multi-corridor elements

For these above-mentioned reasons and the project merits (identified in the RTIP and Fact Sheet attached), we urge CTC approve the programming in CCOG Proposed RTIP. Again, without every dollar of STIP funds, the innovative approach to project delivery, or the added SHOPP funds, we could not deliver a meaningful construction project along the last remaining unengineered segment of SR 4.

CCOG looks forward to continued collaboration with CTC during this STIP funding crisis. You may reach me at (209)754-2094 for any questions. Thank you for your attention.

Sincerely,



Melissa Eads
Executive Director

cc. Mr. Dennis Agar, Caltrans District 10 Director

SR 4 WAGON TRAIL – PROJECT NEEDS AND BENEFITS

- Local & State Economic benefits by fostering improved access to businesses including those associated with federal lands and recreational attractions offered in the Sierra foothill communities and high country.
- Safety and operational benefits through improvements to deteriorating pavement, sight distances, and addressing design challenges of a non-engineered road.
- Top priority for the region as evidenced by the project being the single project in Calaveras COG RTIP.
- With recent fires, corridor is essential toward improving the reliability of the region's primary east-west state highway for residents, emergency vehicles and fire protection.
- Improves pedestrian and bicycle mobility and safety.

LEVERAGING SHOPP CONSTRUCTION FUNDS AT RISK OF BEING LOST.

- \$10.3 Million secured in SHOPP for construction in FY 17/18 through an Innovative Pilot Program.
- The region needs the SHOPP funding to build the project.
- RIP (Regional Improvement Program) are matching funds to the SHOPP and removal of RIP jeopardizes this funding commitment.
- The SHOPP funding through the Innovative Pilot Program is a demonstration of partnership- Caltrans and the Region working in collaboration to maximize the delivery of one seamless, integrated project.

DECADES OF CIVIC ENGAGEMENT.

- Community has been directly involved through community workshops in development of project priorities along the corridor.
- Strong community support and expectation of construction.

PROJECT MOMENTUM AND DELIVERY IS ON-SCHEDULE

- Environmental clearance anticipated Spring 2016.
- Protect the validity of and investment in environmental studies.
- Need to keep the momentum to meet construction delivery date of FY 17/18 based upon SHOPP programming

ADVOCATE FOR:

- Zero cuts to Calaveras County STIP Programming. The region cannot afford to be cut \$1.5 Million.
- Need \$2.466 M in RIP funds for design in FY 16/17 and \$4.159 M in RIP funds for right of way & construction funding 17/18 to align with SHOPP programming.
- While not a "self-help, Sales Tax County", Calaveras COG and its partner agencies, have been steadfast with writing grants and other funding strategies to leverage STIP funds. The success of the SHOPP Innovative Pilot Program is a direct result of the leadership and partnership of Caltrans District 10.

DECADES OF COMMUNITY
PLANNING BEHIND
CALAVERAS COUNTY'S ONE
AND ONLY STATE HIGHWAY
PROJECT IN THE STATE
TRANSPORTATION
IMPROVEMENT PROGRAM.

KEY MESSAGING FOR SR 4 WAGON TRAIL



CALAVERAS COUNCIL OF GOVERNMENTS

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:

Steve Kearney (County)

Cliff Edson (County)

Amanda Folendorf (City)

Wes Kulm (City)

Justin Catalano (Citizen Member)

John Gomes (Citizen Member) Chair

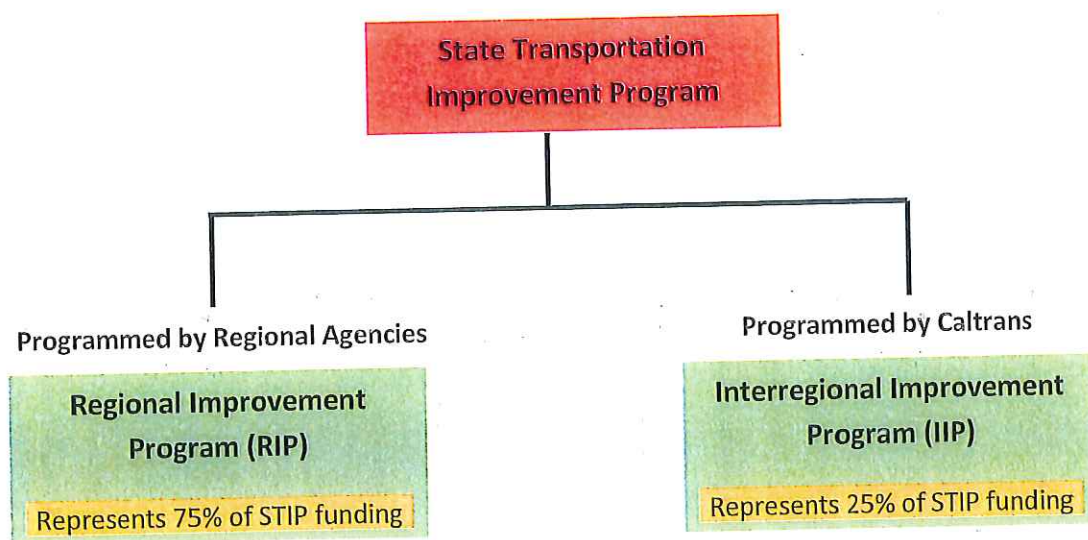
Tim Muetterties (Citizen Member)

2016 Regional Transportation Improvement Program

This is the proposed 2016 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 2016 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) 2016/17 and ending in FY 2020/21.

The 2016 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 under the 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)



In December 2015, CCOG submitted an RTIP to the state as part of the 2016 STIP Process. In January 2016, the CTC released a revised fund estimate, indicating the STIP revenue was \$754 million lower than original projections. The CTC has directed regional agencies to review their RTIP programming and delete projects to assist in financial constraint of the statewide STIP. Each regional agency was provided a “target” towards their share in the funding reductions.

STIP Programming for Calaveras Region

Calaveras COG has worked jointly with Amador and Alpine Counties as part of the Tri-Counties partnership in the previous 2014 RTIP. Partnership with our fellow Mountain Counties remains a regional priority for the Calaveras COG. Further, the Region’s partnership has recently expanded. In January 2016 Caltrans District 10 secured a State Highway Operations and Protection Program (SHOPP) Pilot Program award in the amount of \$10.32 million. The Pilot Program is expected to leverage RIP funds necessary to secure a coordinated meaningful construction project on SR 4. Due to this incredible funding opportunity, one that may not come again to the Calaveras Region for some time, Calaveras COG is recommending zero reductions to the 2016 RTIP. Further Calaveras COG seeks to advance funding necessary to meet the

schedule of the innovative Pilot Program with Construction delivery set for 2017/18. This needed to align with the SHOPP programming schedule.

Table No. 1 depicts the existing projects for reprogramming in the 2016 RTIP. The two projects are the SR 4 (Wagon Trail) Realignment Project and Calaveras COG Planning, Programming, and Monitoring. There are no funding changes (to the total STIP allocation) proposed for the projects. Any cut to the RTIP would decimate the project and not fulfill community expectations for significant and meaningful improvements to the SR 4 Corridor. In addition, the funds recently awarded from the Pilot Program would be at risk, RIP funds are the identified match and necessary to secure design and right of way for the shared STIP/SHOPP construction project.

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

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

	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21
SR4 Wagon Trail	\$2,466,000 (PS & E)	\$1,310,000 (ROW) \$2,849,000 (Const)	\$0	\$0	\$0
PPM	\$53,000	\$53,000	\$52,000	\$51,000	\$0*

* CTC staff stated that no PPM programming is available for FY 20/21.

Section 2. General Information

Regional Agency Name

Calaveras Council of Governments

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

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

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

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

Executive Director or Chief Executive Officer Contact Information

Name Melissa Eads
 Title Executive Director
 Email meads@calacog.org
 Telephone 209.754.2094 X 104

RTIP Staff Contact Information

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 City/State San Andreas, CA 95249
 Email meads@calacog.org
 Telephone 209.754.2094 X 104 Fax 209.754.2096

California Transportation Commission (CTC) Staff Contact Information

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City/State	Sacramento, CA		
Zip Code	95814		
Email	laurel.janssen@dot.ca.gov		
Telephone	916-654-4245	Fax	916-653-2134

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

A. What is the Regional Transportation Improvement Program?

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

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

The Calaveras Council of Governments has an extensive history in developing its Regional Transportation Improvement Programs in collaboration with the counties of Amador and Alpine and Caltrans District 10. In the 2014 RTIP programming, a Tri-County partnership collectively balanced capacity and project delivery needs for the three individual counties. The Tri-Counties programmed projects based upon regional priorities, project deliverability, and prior CTC identified project priorities. The Tri-Counties and Caltrans District 10 have traditionally submitted comprehensive and collective annual programming recommendation 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 CTC asked regions shift projects from FY 15/16 into the 2016 STIP whenever possible.

Calaveras COG and Alpine County Local Transportation Commission worked together to return the \$1.4 million RTIP share loan to ACLTC as part of Alpine's 2016 RTIP submittal. Those funds would go toward the Hot Springs Road Reconstruction Project. Both agencies mutually agreed that in the event other funds were secured for the Hot Springs Road Reconstruction Project

Alpine would enter into a new loan agreement with Calaveras COG for later phases of the SR 4 Wagon Trail Realignment Project.

This cooperation follows the spirit of interregional partnership that has been fostered in each RTIP cycle. It was memorialized in the Letter of Agreement (Appendix E, Section 17) 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 LOA) was in the process of revising its RTIP due to the CTC's mandate in January 2016. While some of the programming information may change, the spirit of partnership exemplified in the 2016 STIP development remains the same and the LOA documents this cooperative planning process in 2015.

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

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

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

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

At the time of the RTIP, the Final Environmental Document was being prepared, scheduled for public release by March 2016. This would enable the region to seek an allocation vote of PS&E, as proposed in the 2016 RTIP, in FY 16/17 (subject to CTC approval).

Section 5. RTIP Outreach and Participation

RTIP Development and Approval Schedule

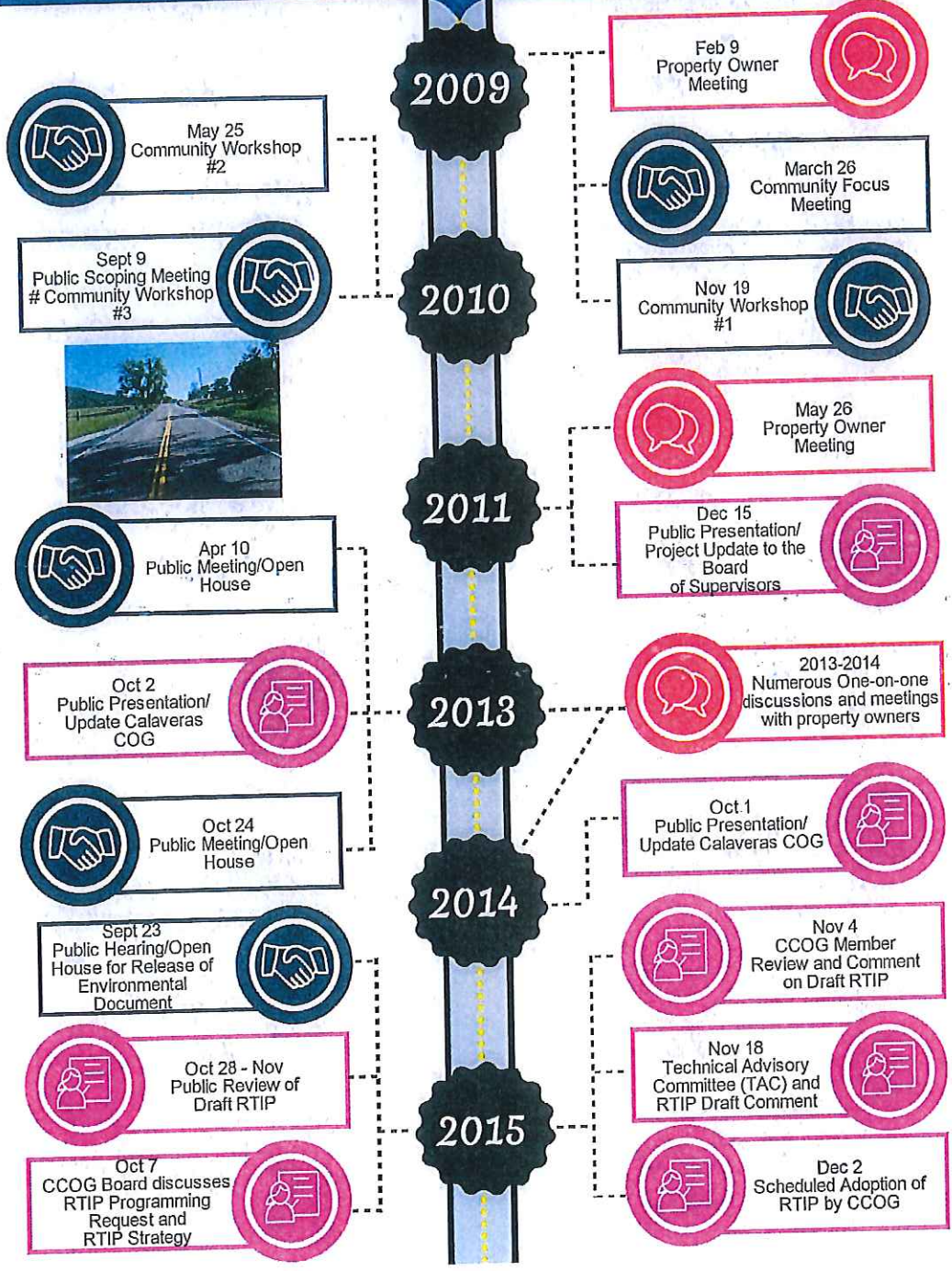
Action	Date
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
Regional Agency adopts 2016 RTIP	December 2, 2015
Caltrans submits draft ITIP	October 15, 2015
Regions submit RTIP to CTC (CCOG staff Submitted Board approved RTIP)	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC releases revised STIP fund Estimate and requests revisions to RTIP by February 26, 2016	January 20, 2016
CTC STIP Hearing Date – Northern California Hearing	March 24, 2016
CTC publishes staff recommendations	April 22, 2016
CTC Adopts 2016 STIP	May 18-19, 2016

A. Public Participation/Project Selection Process

Calaveras COG held many discussions during the development of the 2016 RTIP. Also, the public participation process on the SR 4 Wagon Trail Project has been extensive. It has involved community meetings as well as individual meetings (one-on-one) with property owners. Some key milestones are described in the following exhibit.

SR-4 Wagon Trail Realignment Project





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

Caltrans District: 10

Calaveras Council of Governments has been closely working with Caltrans District 10 on the Wagon Trail Project. As part of the 2016 RTIP development, Calaveras COG staff met several times in the summer of 2015 to review the project need and scope and discuss STIP Programming and other funding options. The Wagon Trail Project needs to be built in phases due to the overall cost of the ultimate realignment. Calaveras COG worked with the Department 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 grant application in September 2015 for a future phase of SR 4 Wagon Trail. This grant was awarded in January 2016 bringing \$10.32 million to the corridor. State Route 4 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.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP. This is due primarily to the decrease in the price-based excise tax. Project currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

Typically, a STIP fund estimate prepared by the California Transportation Commission identifies additional funds for programming as part of the new STIP cycle. In the 2016 STIP Cycle, the CTC initially released a fund estimate that identified no new funding capacity, referred to as a "zero" STIP. In a "zero" STIP, regions were asked to keep existing programming commitments but delay or push back project delivery schedules. Then in January 2016, the CTC released a revised STIP fund estimate indicating funding assumptions for the price-based excise tax were too high. With an adjustment to this assumption, a \$754 million shortfall of STIP funds was identified, creating a situation known as a "negative" STIP. This necessitated a request by CTC to regions to delete projects from the RTIPs submitted in December 2015. Regions were given targeted amounts for funding reduction and a deadline of February 26, 2016 to submit a revised RTIP to the CTC. Of the \$754 million STIP shortfall, CCOG's targeted reduction amount is \$1.5 million.

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 the realignment of SR 4 between Pool Stn Rd, and Appaloosa Road (PM15.83). Included in this project is \$10.3 Million of SHOPP Funds from the Asset Management Program. \$7.6 million of the SHOPP will be used on the construction project, while the balance of the funds, \$2.7 million, will be utilized throughout the corridor consisting of an overlay, guardrail, and slope erosion improvements.	FY 16/17, PS & E - \$2,466,000 FY 17/18, ROW- \$1,310,000 FY 17/18, Construction - \$2,849,000
Project Planning, Programming, & Monitoring	PPM activities consistent with STIP eligibility guidelines	FY 16/17 - \$53,000 FY 17/18 - \$53,000 FY 18/19 - \$52,000 FY 19/20 - \$51,000 FY 20/21 - \$0 (No program capacity)

Section 7. Overview of other Funding Included with Delivery of Regional Improvement Program (RIP) Projects.

This section is not applicable to the CCOG 2016 RTIP.

Section 8. Interregional Improvement Program (ITIP) Funding – OPTIONAL

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 2016 RTIP. However, Calaveras COG is working with Caltrans to explore future funding for subsequent phases of the SR 4 Wagon Trail Realignment Project.

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

At the time of the 2016 RTIP development, there were no (other) projects planned on this corridor.

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

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

Calaveras COG Regional Transportation Plan

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

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

Table B1(a) Evaluation			
Rural Specific Regional Level Performance Indicators and Measures			
Goal	RTP Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (RTP period 2035)
Congestion/ Delay/ ADT/VMT	Intersection Level of Service	LOS A - C	Most Intersections operating at A-C, no intersections performing less than LOS D at am/pm peak hour
	Average Daily Traffic	3,650	5,400
	Design Speed	The current design speed ranges from 25 mph to 55 mph in the project limits	The project will be designed to allow for a consistent posted 55 mph throughout the improved project limits.
	VMT	4,408 VMT AM Peak Hour 4,878 VMT PM Peak Hour (Source: Project Report)	8,210 VMT AM Peak Hour 8,837 VMT PM Peak Hour (Source: Project Report, 2040 Build Year)
Safety on state highways	Accidents as compared to statewide average	Post Mile 12.80 to 14.72 -- Rate is 1.38 Post Mile 14.72 to 16.75 -- Rate is 0.61 Post Mile 16.75 to 19.05 -- Rate is 0.58 Post Mile 12.80 to 19.05 -- Rate is 0.83 (Source: TASAS Database 2007 to 2011)	Within or below statewide average rate of .80; presence of shoulders, appropriate lane widths and increased sight distance will decrease accidents and the associated delays.
Transit	Transit ridership	Not available	Increase
Roadway Maintenance	Pavement Condition Index (local streets and roads)	The current asphalt pavement condition of this stretch of State Route 4 varies from fair to poor condition with reflective cracking (likely from a failed base section) and multiple layers and years of asphalt overlay over an unknown rock base section likely constructed over 100 years ago.	The realigned highway will be built with a standard pavement structural section which will reduce existing maintenance costs. The project will decrease the need for maintenance of pavement, structures, and drainage features; anticipate twenty-year pavement service life for realigned section and 10 years for

			overlay outside of realigned areas.
Truck Safety	Projects with shoulders, turnouts, improved sight distance, other safety features	Improvements needed.	Construction of Operational Improvements, Improved Sight Distance, Shoulder/Safety Improvements
Greenhouse Gas Emissions	Maintains compliance with State and Federal Air Quality Standards	Compliance	Compliance
Economic Well-Being	Increased recreational traffic as measured by seasonal ADT	5,950	13,070
Environmental Sustainability	Construction of Environmentally sensitive or mitigation elements	N/A	AC dike in certain areas to channelize water along the roadway; incorporate context sensitive solutions; mitigate environmental impacts; restore and revegetate riparian corridors

Section 11. Regional and Statewide Benefits of RTIP

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

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

D. Performance and Effectiveness of RTIP

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

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

Table B2(a) Evaluation Rural Specific Cost Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Year 2040 No Build)	Projected Performance (Year 2040 Build)
Congestion/ Delay/ VMT	Change in VMD	20.5 VHD AM Peak Hour 24.3 VHD PM Peak Hour	18.6 VHD AM Peak Hour 21.4 VHD PM Peak Hour
	Change in VMT	8,883 VMT AM Peak Hour 9,570 VMT PM Peak Hour	8,210 VMT AM Peak Hour 8,837 VMT PM Peak Hour
	Change in average delay per vehicle	32.9 Seconds AM Peak Hour 35.9 Seconds PM Peak Hour	41.1 Seconds AM Peak Hour 44.4 Seconds PM Peak Hour
	Change in Vehicle Hours Travelled	190.2 VHT AM Peak Hour 207.1 VHT PM Peak Hour	176.3 VHT AM Peak Hour 191.4 VHT PM Peak Hour
Fuel Consumption	Change in fuel consumption	255.3 gallons AM Peak Hour 275.1 gallons PM Peak Hour	236.8 gallons AM Peak Hour 253.9 gallons PM Peak Hour
Vehicle Emissions	Change in vehicle emissions	4,851 pounds AM Peak Hour 5,227 pounds PM Peak Hour	4,500 pounds AM Peak Hour 4,824 pounds PM Peak Hour

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

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

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

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

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

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

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

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

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

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

- The total project cost is \$50 million or greater.

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

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

The above section is not applicable to CCOG 2016 RTIP.

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

SR 4 Wagon Trail Realignment Project

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

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

The proposed project is needed due to the un-engineered lanes and no adjacent shoulders that exist within the project area. The horizontal and vertical alignments follow the existing rolling topography, resulting in numerous curves and limited sight distance. The existing roadway has un-engineered width and un-engineered geometry and experiences high traffic volumes. Refer to Figure 1 for a Vicinity Map and photos of existing conditions.

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

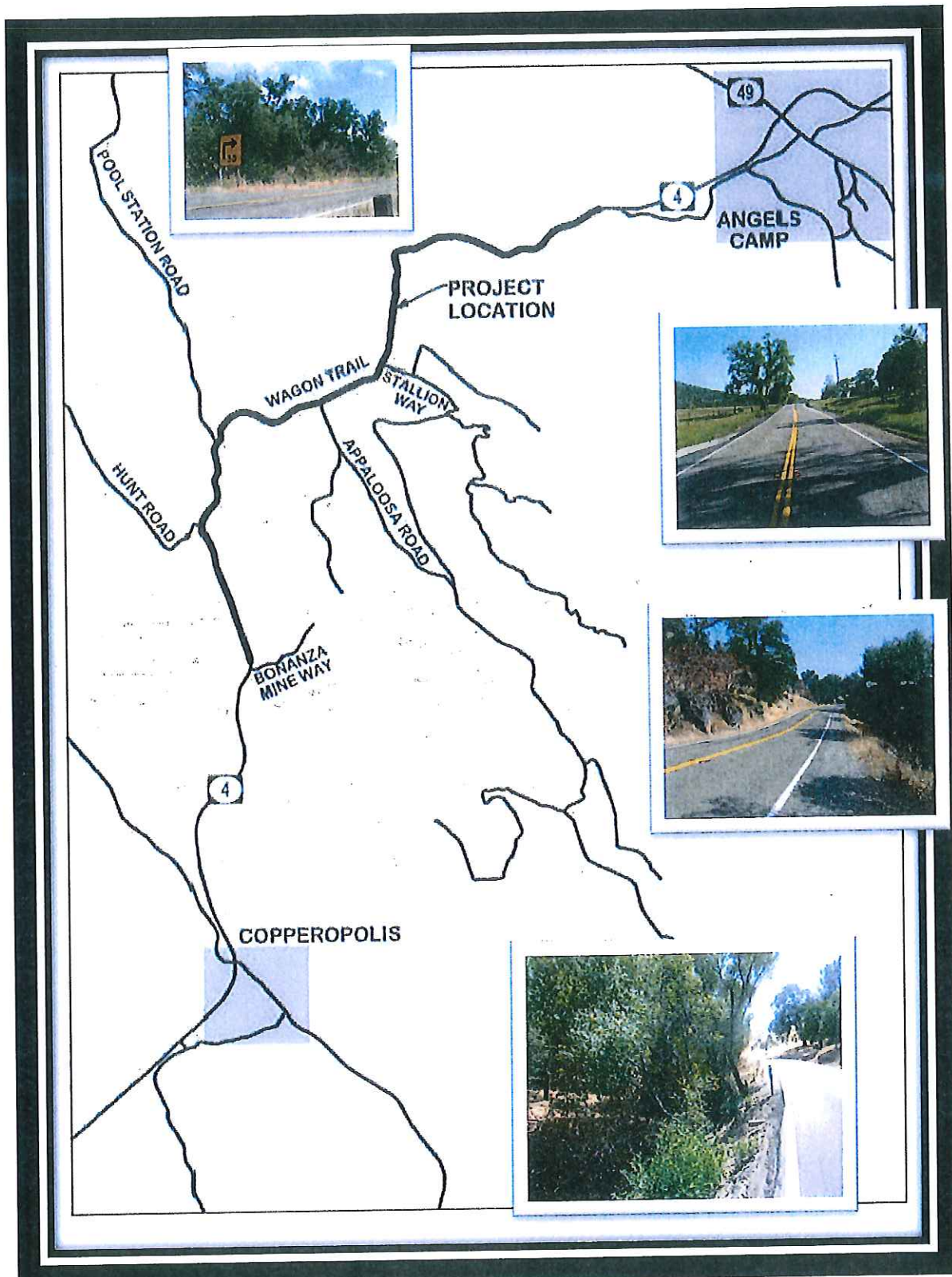
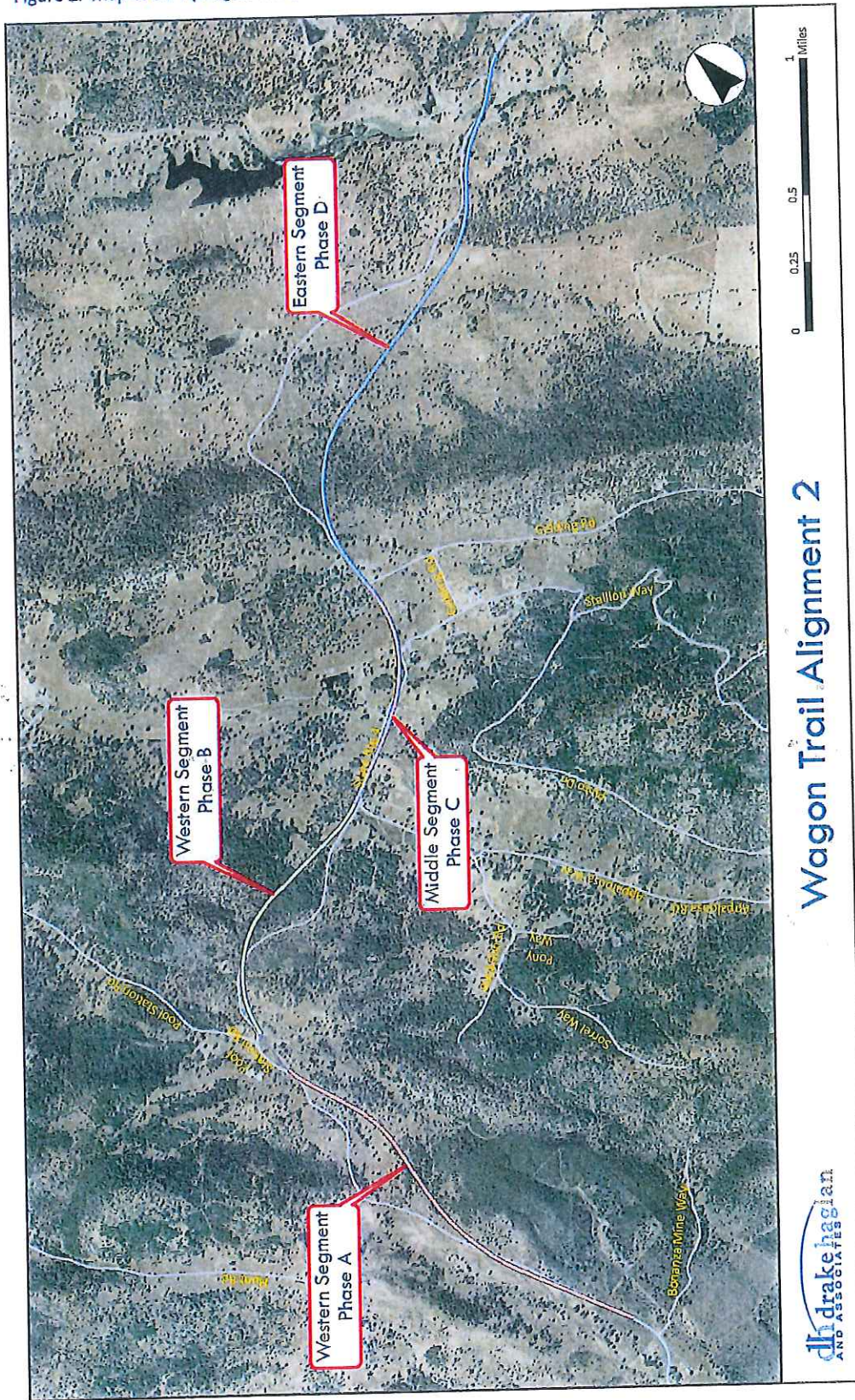


Figure 1. Vicinity Map and Photos of Existing Conditions

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



Specifically, the RIP project (identified in the 2016 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 the realignment improvements between Pool Station Rd and Appaloosa Rd.

Inclusion of SHOPP Asset Management Funding and Related Project Specific Improvements

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

In January 2016, Caltrans awarded CCOG \$10.3 Million SHOPP dollars toward constructing improvements along the SR 4 (Wagon Trail) Corridor. (CCOG had submitted a grant to this program in collaboration with Caltrans District 10 staff.) The project met the program objectives in an approach to prioritize improvements for a single asset (SR 4). This programming approach fully defines and addresses community needs while maximizing the effectiveness of available transportation funding. It consolidates the RIP and SHOPP funds into one project. CCOG and Caltrans then collaborate on one strategy for the RIP to perform project development and right-of-way activities, which then lead to combined RIP and SHOPP resources to focus on construction delivery for an array of improvements.

In addition to the construction activities identified in the RIP project, the SHOPP Asset Management Project will include the following improvements:

- Pavement overlay of 12.2 lane-miles from Bonanza Mine Way to Stockton Road;
- Shoulder improvements and embankment restoration between Hunt Road to 0.2 mile of Pool Station Road;
- Upgrading of existing metal beam guard railing at PM R10.3;
- Installation of guard railing for appurtenances within the clear recovery zone at various locations;
- Installation of a barrier to protect historical water flow at PM R14.0; and
- Extension of existing culvert at PM R16.1.

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

Planning, Programming, and Monitoring

The 2016 RTIP carries forward existing PPM programming from the previous 2014 RTIP. PPM activities will provide technical assistance (to implementing agencies) on STIP funding

compliance, and provides resources for CCOG in representing the region's interest for project delivery.

E. Appendices

Section 15. Project Programming Request Forms

Section 16. Board Resolution for 2016 RTIP – Dated February 24, 2016

Section 17. 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)

Appendix E

Section 15. PPR Forms

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date: 8/3/15	
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
10	0E530	1000000025	3067			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
CAL	4	R10.3	15.83	Calaveras Council of Governments		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Jeff Crovitz		209-754-6401		jcrovitz@co.calaveras.ca		
Project Title						
SR 4 Wagon Trail Realignment						
Location, Project Limits, Description, Scope of Work						
The ultimate project is realignment of SR 4 from 2.6 miles east of Copperopolis (near Bonanza Mine Way) to 1.6 miles west of SR 4 /49 Junction (near Stockton Rd) Post Mile R 10.3/R 16.4. The RIP project is a Phased approach -designing & securing right of way for the Western Segment between Bonanza Mine Way and Appaloosa Road (PM15.83). Construction will be phased, with the "initial" funded phase utilizing a combination of RIP/SHOPP funds to construct the realignment improvements from Pool Station to Appaloosa. (Continued on Project Info Page 2.)						
<input type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED	Calaveras Council of Governments					
PS&E	Calaveras County					
Right of Way	Calaveras County					
Construction	Calaveras County					
Purpose and Need						
The purpose of the State Route 4 Wagon Trail Project is to enhance the safety, improve sight distance and limit access to State Route 4. The project is needed due to the un-engineered lanes and lack of shoulders within the project area. The project is needed to correct the roadways narrow lanes which vary from 18-20', improve the lack of shoulders with widths that vary from 0-2', and improve the horizontal and vertical curves affecting sight distance. The STIP(RIP)/SHOPP project will also address pavement condition, slope erosion from Hunt Road to Pool Station Road, and safety improvements through an upgraded metal beam guard railing.						
Project Benefits						
Improve safety; Provide standard lane and shoulder widths with standard sight distances; Remove the natural barrier and provide a more traversable route for rural residents in geographically dispersed and isolated communities; Reduce vehicle delay and improve level of service, thereby reducing greenhouse gas emissions; Improve SR 4 corridor to enhance economic development of communities in Calaveras County.						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone					Existing	Proposed
Project Study Report Approved					06/29/01	
Begin Environmental (PA&ED) Phase					09/12/08	
Circulate Draft Environmental Document			Document Type	05/01/15	03/25/16	
Draft Project Report					04/01/15	06/01/16
End Environmental Phase (PA&ED Milestone)					12/04/15	04/01/16
Begin Design (PS&E) Phase					02/01/16	07/01/16
End Design Phase (Ready to List for Advertisement Milestone)					09/01/17	06/01/18
Begin Right of Way Phase					07/01/16	07/01/17
End Right of Way Phase (Right of Way Certification Milestone)					09/01/17	05/01/18
Begin Construction Phase (Contract Award Milestone)					02/01/18	12/01/18
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/19	12/01/20
Begin Closeout Phase					01/01/20	01/01/21
End Closeout Phase (Closeout Report)					03/01/20	07/01/21

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, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

Additional Information

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

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

Continued from the Project Benefits Section:

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

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, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	CAL,	4,	0E530	1000000025	3067	
Project Title: SR 4 Wagon Trail Realignment						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	2,101							2,101	Calaveras Council of
PS&E	1,390							1,390	Calaveras County
R/W SUP (CT)									Calaveras County
CON SUP (CT)									Calaveras County
R/W		1,310						1,310	Calaveras County
CON			5,325					5,325	Calaveras County
TOTAL	3,491	1,310	5,325					10,126	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	2,101							2,101	
PS&E		2,466						2,466	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,310					1,310	
CON			13,174					13,174	
TOTAL	2,101	2,466	14,484					19,051	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	250							250	Calaveras Council of Governments \$250 PAED voted 07/01/10
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	250							250	

Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	250							250	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	250							250	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Calaveras Council of Governments
PS&E	1,390							1,390	
R/W SUP (CT)									
CON SUP (CT)									
R/W		1,310						1,310	
CON			3,925					3,925	
TOTAL	1,390	1,310	3,925					6,625	

Proposed Funding (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									
PS&E		2,466						2,466	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,310					1,310	
CON			2,849					2,849	
TOTAL		2,466	4,159					6,625	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	CAL	4	0E530	100000025	3067	
Project Title: SR 4 Wagon Trail Realignment						

Fund No. 3: RIP - National Hwy System (NH)									Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)									Alpine County Local Transportation	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			1,400					1,400		
TOTAL			1,400					1,400		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									Per letter of agreement (in appendix of CCOG 2016 RTIP), ACLTC is reprogramming their \$1.4 M RIP share to Alpine's Hot Springs Road project.	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4: Demo - Demonstration-Pre ISTE A (DEMO)									Program Code	
Existing Funding (\$1,000s)									20.20.400.000	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)	951							951		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	951							951		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	951							951		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	951							951		

Fund No. 5: Demo - High Priority Projects Program (DEMO-ST)									Program Code	
Existing Funding (\$1,000s)									20.30.010.680	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	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		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	CAL, ,	4, ,	0E530	100000025	3067	
Project Title: SR 4 Wagon Trail Realignment						

Fund No. 6: SHOPP Asset Management Program									Program Code
Existing Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans EA-0E530, PPNO 3067
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This is a new funding source awarded to CCOG in January 2016. Contact Samuel Jordan at Caltrans D10 for details.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,325					10,325	
TOTAL			10,325					10,325	

Fund No. 7:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 8:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

Complete this page for amendments only

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	CAL	4	0E530	1000000025	3067	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For TCRP Projects Only

- Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Appendix E
Section 16. Board Resolution

CALAVERAS COUNCIL OF GOVERNMENTS
STATE OF CALIFORNIA
February 24, 2016

RESOLUTION NO: FY 16-22

A RESOLUTION ADOPTING THE 2016
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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 2016 RTIP in compliance with the CTC's adopted 2016 STIP Guidelines and STIP Fund Estimate; and

WHEREAS, the projects contained in the 2016 RTIP are consistent with Calaveras COG's adopted 2012 Regional Transportation Plan (RTP); and

WHEREAS, the 2016 RTIP has been developed in coordination with the technical and management staff representing Calaveras COG's member agencies as well as the Calaveras COG Board of Directors, 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 2016 RTIP programs \$6.872 million in the 2016 STIP cycle (Fiscal Year 2016/17 through 2020/21), which includes carry-over funding for projects currently programmed in the 2014 RTIP that have not yet been allocated funds; and

NOW, THEREFORE BE IT RESOLVED that the Calaveras Council of Governments (CCOG), hereby adopts the 2016 Regional Transportation Improvement Program (RTIP).

The foregoing resolution was duly passed and adopted by the Calaveras Council of Governments, State of California, at a regular meeting hereof, held on the 24th day of February 2016, by the following vote.

AYES: Kearney, Edson, Kulm, Folendorf, Gomes, Muetterties, Catalano

NOES: None

ABSENT: None

ABSTAIN: None



John Gomes, Chair
Calaveras Council of Governments

ATTEST:


Melissa Raggio, Clerk to the Council
Calaveras Council of Governments

Appendix E

Section 17. 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 Program's (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. Darlem

STEVEN W. DARLEM
COUNTY COUNSEL