



CALAVERAS COUNCIL  
of GOVERNMENTS

## TRANSPORTATION PLANNING WORK PROGRAM

### FY 2005 - 2006 *Overall Work Program*

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*Resolution FY05-09*

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# **INTRODUCTION**

## **2005/2006 OVERALL WORK PROGRAM Calaveras Council of Governments**

The Calaveras Council of Governments (CCOG) was formed in January 1998 as the designated Regional Transportation Planning Agency (RTPA) for the County of Calaveras. Calaveras COG is a planning and administrative agency for transportation projects and programs in Calaveras County. The CCOG replaced the previous RTPA, the Local Transportation Commission. Formation of the CCOG was an effort to improve the transportation planning process in the County. Calaveras COG is composed of 7 Council Members – 2 County Supervisors, 2 Council Members from the City of Angels, and 3 members selected from the public at large. Public members serve for 3-year terms and are appointed by the 4 elected members.

Soon after the CCOG was formed, Senate Bill 45 (1997) was felt as a major influence on how each RTPA conducted its business. SB45 requires that each RTPA adopt a Regional Transportation Plan (RTP) every four years for counties under 200,000 population. In addition, Regional Transportation Improvement Programs (RTIPs) which nominate priority transportation projects for state funding are required generally by the end of odd numbered years. This regional planning process is a continuous one in order to respond to the changing needs of Calaveras County and the state.

SB45 also allows RTPAs to reserve 5% of their State Transportation Improvement Program (STIP) funds for Project Programming and Monitoring (PPM) purposes and to aid delivery of existing STIP funded projects. This year Calaveras CCOG is again requesting 5% STIP funds to cover the demands of project monitoring and oversight. Calaveras COG has taken a dynamic view of planning by encouraging and supporting both the County and the City to initiate and complete a variety of planning efforts. In addition, the CCOG must shoulder an increasingly important role in programming and project delivery of state highway projects.

With the responsibilities assigned by SB45, combined with traditional planning and administration associated with TDA funding, Calaveras COG is again undertaking an ambitious planning program in 2005/2006. This program will yield many short and long-term benefits for all modes of transportation in Calaveras County.

## **REGIONAL SETTING**

Calaveras County is situated in the heart of the Mother Lode Region on the western slope of the Sierra Nevada Mountain Range. Calaveras County has one incorporated city, Angels Camp. According to official Department of Finance estimates, the population of the unincorporated areas of the County in 2001 was 37,950 and in Angels Camp 3,150, for a total of 41,100.

The major state highways serving the County are Routes 4, 12, 26, and 49. Highway 4 crosses the Sierra at Ebbetts Pass, but is closed in winter leaving no year-round east/west connection. Two major growth industries in the County are the cultivation of wine grapes and tourism. The local road network is typified by narrow streets, sharp curves, steep gradients and many situations where improvements are difficult if not impossible due to the close proximity of historic structures. The local arterial system is highly dependent upon state highways due to their superior design and capacity.

Congestion is generally not a problem for local traffic except during peak travel times of the tourist season. Tourism is very active during winter due to travelers headed for Bear Valley Ski Resort. Spring and Summer are also active times for tourism. During peak travel times local congestion can be exacerbated by the lack of any alternatives routes to the state highway system.

The County's Regional Transportation Plan (RTP) (updated in 2001), presents a more detailed list of transportation needs and issues in the County.

## **PUBLIC INPUT**

Calaveras Council of Governments (CCOG) has always solicited public review and input when updating its Regional Transportation Plan (RTP). Public input is also welcomed at monthly CCOG meetings regarding any planning item on the agenda. Once a year the CCOG holds a public hearing for Unmet Transit Needs prior to making significant changes in public transit service in the County. The CCOG will also hold a public hearing prior to the acceptance or adoption of any other planning documents or major policy decisions.

Calaveras County's Social Services Transportation Advisory Council (SSTAC) represents public transit providers, transit dependent groups, and advises the Council directly regarding public transit coordination and Unmet Transit Needs. The CCOG provides technical assistance and staff support for the SSTAC.

The CCOG is satisfied that the opportunity for citizen participation is adequate in the County's transportation planning process.

The Calaveras Council of Governments (CCOG) is committed to fulfilling Title VI requirements. CCOG endeavors to greater outreach to Calaveras County's diverse community through public meetings that rotate locations or are served directly by Calaveras Transit, by posting agendas and minutes on the CCOG website and in local newspapers, and by maintaining current demographic data and maps to ensure all interested persons have access to knowledge and ample opportunity for comment. CCOG values public participation in planning and actively pursues engagement of all persons.

## FY 2005/06 REGION NINE

### PLANNING EMPHASIS AREAS (PEAs)

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) identify Planning Emphasis Areas (PEAs) annually to promote priority themes for consideration, as appropriate, in statewide and metropolitan (Unified) planning work programs proposed for FTA and FHWA funding in FY 2005/06.

For FY 2005-06, six key planning themes have been identified: 1) consideration of safety and security in the transportation planning process; 2) linkage of the planning and NEPA processes; 3) consideration of management and operations within planning processes; 4) State DOT consultation with non-metropolitan local officials; 5) enhancement of the technical capacity of planning processes; and 6) coordination of human service transportation.

1. **Consideration of Safety and Security in the Transportation Planning Process.**

TEA-21 included safety and security as factors to consider in the development of plans and programs, in recognition of the importance of safety and security of transportation systems as a national priority. TEA-21 calls for transportation projects and strategies that “increase the safety and security of transportation systems.” This entails communication and collaboration among safety professionals, the enforcement community, and transportation planners in order to successfully integrate safety and security into all stages of the transportation planning process.

FTA and FHWA are working together to advance the state-of-practice in addressing safety and security in the metropolitan and statewide planning process through discussion forums, professional training, applied research, stakeholder workshops, and case studies. An article in the May/June 2003 issue of Public Roads [<http://www.tfhr.gov/pubrds/pubrds.htm>] describes the tools and strategies associated with the implementation of safety conscious planning within Statewide and metropolitan transportation planning processes, including resources targeted to States and MPOs. A training course title “Safety Conscious Planning” is available through NTI. Additional information may be obtained at the TPCB website – [www.planning.dot.gov](http://www.planning.dot.gov) as well as <http://www.fhwa.dot.gov/planning/scp/index.htm>.

2. **Linking the Planning and NEPA Processes.** FHWA and FTA are developing guidance on the appropriate use of planning results during a NEPA review. This guidance will be derived from a study of NEPA case law by FHWA and FTA attorneys that synthesizes what the Federal courts have said about the role of MPO and statewide planning in FHWA's and FTA's NEPA decision-making. The guidance will be posted on the website for the Transportation Planning Capacity Building Program at <http://www.planning.dot.gov> as soon as it is available.

A series of facilitated workshops entitled “Linking Planning and NEPA” were delivered in FY 2004, with another series to be delivered in FY 2005. These workshops are described at the National Transit Institute website, [www.ntionline.com](http://www.ntionline.com),

and the National Highway Institute website, <http://www.nhi.fhwa.dot.gov>. The workshops culminate in the development of Action Plans to change the current process for better coordination of transportation planning and environmental reviews. Participating organizations (State DOTs, transit agencies, Federal and State resource agencies) are expected to later implement these Action Plans.

3. **Consideration of Management and Operations within Planning Processes.** TEA-21 challenged FHWA and FTA to move beyond traditional capital programs for improving the movement of people and goods – focusing on the need to improve the way transportation systems are managed and operated. FTA and FHWA have convened a working group and have commissioned discussion papers on the topic. This information is available at [www.plan4operations.dot.gov](http://www.plan4operations.dot.gov).

A one day NHI course is under preparation and should be available in the second quarter of FY 2005. Also, "Getting More by Working Together-Opportunities for Linking Planning and Operations", a reference guide for use by State DOT's, MPO's, and Transit Operators on opportunities for linking planning and operations, will be released in FY 2005.

4. **State DOT Consultation With Non-Metropolitan Local Officials.** On January 23, 2003, the FTA and FHWA issued a final Rule on consultation, followed by a technical correction on February 14, 2003, which can be accessed at [<http://www.fta.dot.gov/library/legal/federalregister/2003/fr12303.html> and <http://www.fta.dot.gov/library/legal/federalregister/2003/fr21403.html>]. This final rule amended the 1993 Joint FTA/FHWA Planning regulation published in the Federal Register, Volume 58, No. 207, on October 28, 1993. Consultation is a vital issue within the transportation planning process. By February 24, 2004, each State was required to have a documented process(es) that implements consultation with non-metropolitan local officials in the Statewide transportation planning process and development of the Statewide Transportation Improvement Program (STIP), to be separate and discrete from the State's public involvement process. Pursuant to 23 CFR 450.212(i), within two years of process implementation (February 24, 2006) and every five years thereafter, States must review and solicit comments (for a minimum of 60 days) from non-metropolitan local officials and other interested parties on the effectiveness of the existing consultation process(es) and proposed modifications. As part of this requirement, a "specific request for comments shall be directed to the State association of counties, State municipal league, regional planning agencies, or directly to non-metropolitan local officials." In the meantime, FHWA and FTA will be using the Statewide planning findings that accompany approvals of the STIP as the primary mechanism for tracking and monitoring State progress in implementing and later reviewing and refining these processes.

5. **Enhancing the Technical Capacity of Planning Processes.** Reliable information on current and projected usage and performance of transportation systems is critical to the ability of planning processes to supply credible information to decision-makers to support preparation of plans and programs that respond to their localities' unique needs and policy issues. To ensure the reliability of usage and performance data, as well as the responsiveness of policy forecasting tools, an evaluation is needed of the quality of information provided by the technical tools, data sources, and forecasting models, as well as the expertise of staff to ensure its adequacy to support decision-making. If this expertise is found to be lacking, the responsible agencies within

metropolitan and statewide planning processes are encouraged to devote appropriate resources to enhance and maintain their technical capacity.

6. **Coordination of Human Service Transportation**. In communities across the United States, whether urban, suburban, or rural, many citizens rely on transportation services to access work, medical services, schools, or community activities. Human Service Transportation refers to programs that provide for the basic mobility needs of certain groups. It refers, for example, to services that get people with disabilities to work, give older citizens access to medical care, and provide people joining the labor market a ride to work. On February 24, 2004, the White House signed the Executive Order (EO) on Human Service Transportation Coordination. This EO calls for the enhancement of access to human services transportation throughout the over 62 Federal agencies and programs that provide it. The solution is improved coordination. The United We Ride initiative addresses the issue of transportation coordination within a framework of strong Federal, state, and local partnerships. Through United We Ride, Federal, state, and local agencies are being encouraged to work together to ensure that transportation services are seamless, comprehensive and accessible to all citizens.

### **California Planning Emphasis Areas for Fiscal Year 2005/2006 Overall Work Program**

1. **Highway Performance Monitoring System (HPMS)** - The HPMS is a national level highway information system that includes data on the extent, condition, performance, use, and operating characteristics of the Nation's highways. In general, the HPMS contains administrative and extent of system information on all public roads, while information on other characteristics is represented in HPMS as a mix of universe and sample data for arterial and collector functional systems. Limited information on travel and paved miles is included in summary form for the lowest functional systems.

The major purpose of the HPMS is to support a data driven decision process within FHWA, the DOT, and the Congress. The HPMS data are used extensively in the analysis of highway system condition, performance, and investment needs that make up the biennial Condition and Performance Reports to Congress. These Reports are used by the Congress in establishing both authorization and appropriation legislation, activities that ultimately determine the scope and size of the Federal-aid Highway Program, and determine the level of Federal highway taxation.

Recent reviews data have raised concerns with CA's HPMS data. Since the MPOs play an integral role in the collection and reporting of the HPMS data, it has been included as a Planning Emphasis Area for the 2005/2006 OWP submittal.

## Relationship Between Work Elements and Planning Emphasis Areas

Work Item #	Description	Planning Emphasis Areas						
		1) Safety and Security	2) Integrate planning w/environmental	3) Management of Operations	4) Consult with local officials	5) Enhance technical ability	6) HPMS	7) Coordinate with Human Services Transportation
01	TDA ADMINISTRATION	X		X	X			X
02	REGIONAL PLANNING & COORDINATION	X	X	X	X	X	X	X
03	AIR QUALITY CONFORMITY		X					
04	STIP AND SHOPP PROJECT MANAGEMENT	X	X		X	X		
05	EBBETTS PASS SCENIC BYWAY CORRIDOR PLAN	X	X		X	X		
06	WAGON TRAIL PROJECT MANAGEMENT	X	X	X	X			
07	AIRPORT LAND USE PLAN	X	X	X				
08	GIS DEVELOPMENT		X			X		
09	OAK MITIGATION PLAN		X					
10	BENEFIT BASIN FEE PROGRAM			X	X			
11	ANGEL OAKS – FOUNDRY LANE CONNECTION	X	X	X	X			
12	RTP UPDATE	X	X	X	X	X		X
13	BIKEWAY PLAN UPDATE	X						
14	ALPINE COUNTY OWP ADMINISTRATION				X			
15	TRI-COUNTY PARTNERSHIP IN INTEGRATED PLANNING	X	X		X	X		
16	RR FLAT/GLENCOE BIKE-PED PLAN	X						X
17	FOOTHILL COMMUTER SERVICES PROJECT	X		X				X

**OTHER PLANNING ACTIVITIES WITHIN THE REGION**

**Caltrans Informational Element  
Calaveras County Council of Governments  
2005-2006 Overall Work Program (OWP)**

<b>Activity</b>	<b>State Route</b>	<b>Product</b>	<b>Performed By</b>	<b>Status of Product</b>	<b>Draft to Calaveras</b>	<b>Expected Date of Completion</b>
Transportation Planning	Varies	Feasibility Studies	Caltrans Planning Dist 10	Ongoing	Ongoing	Ongoing
Transportation Planning	All	District System Management Plan (DSMP)	Caltrans Planning Dist 10	Internal Draft 07-01-05	2nd Quarter 2005	3rd Quarter 2005
Transportation Planning	All	Air Quality Conformity Efforts	Caltrans Planning Dist 10	Ongoing	Ongoing	Ongoing
Transportation Planning	All	Transportation System Development Program (TSDP)	Caltrans Planning Dist 10	Ongoing	Ongoing	Ongoing

**FUNDING ALLOCATION WORKSHEET**

**INSERT HERE**

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06- 01**

**TDA ADMINISTRATION**

**PURPOSE**

To ensure that all activities related to programs funded under the Transportation development Act are administered and coordinated appropriately.

**PREVIOUS WORK**

- Unmet Transit Needs Finding Process – PUC Section 99401.5
- Notice of Finding – PUC Section 99401.6
- Citizen participation process – PUC Section 99238.5
- Attend SSTAC meetings
- Provide administrative and technical support to SSTAC
- Annual fiscal audits
- Triennial Performance audits

**PROPOSED PRODUCTS**

Continue with all previous work as listed above. Increase information exchange and communication between the COG and SSTAC and the community.

**TASKS/METHODOLOGY**

1. Conduct annual Unmet Transit Needs Hearing and develop required funding.
2. Prepare applications for funding FTA Section 5313 grants.
3. Attend all SSTAC meetings.
4. Review and report to Calaveras COG on matters affecting transit operations in the county.
5. Other TDA administrative functions as needed.
6. Contract with a qualified Certified Public Accounting firm to conduct the annual fiscal audit of CCOG activities.
7. Convene a Section 5310 scoring committee, score applications and prepare programs of projects.

**FUNDING SOURCES**

**2005-06**  
**Dollars**

Local Transportation Fund (LTF) \$50,000

**AGENCY PARTICIPATION**

Contract (LTF) \$ 7,600

Calaveras COG (LTF) \$42,400

**TOTAL \$50,000**

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 – 02**

**REGIONAL PLANNING AND INTER-AGENCY COORDINATION**

**PURPOSE**

To ensure that all phases and activities of the Council of Governments (COG) are conducted in a precise, informative and thorough manner. To assure adequate representation of Calaveras County and City of Angels before the California Transportation Commission and Caltrans in order to plan and fund improvements to State Highways and local roads in the region.

**PREVIOUS WORK**

- COG meetings (agendas, minutes, notices, staff reports etc.)
- Public hearings to satisfy State mandated requirements
- Annual Work Programs
- Citizen Participation Process - PUC Sec. 99238.5
- Oversight on Consultant Contracts

**PROPOSED PRODUCTS**

- Continue with all previous work as listed above.
- Coordinate with other agencies in the region.
- Provide adequate planning documents to guide Caltrans, the County and the City of Angels in providing a transportation system which satisfies the needs of a rapidly growing population.
- Improve funding opportunities for state highway and local road projects.
- Develop planning documents to guide Caltrans, the County and the City of Angels in providing transportation system improvements.

**TASKS/METHODOLOGY**

1. Prepare the annual Overall Work Program which identifies areas for study to accomplish the objectives of the transportation planning process.
2. Attend CCOG meetings.
3. Administer various contracts with consultants conducting studies identified in this work program.
4. Various day-to-day administrative functions.
5. Review and report to the Calaveras CCOG on matters affecting state highway projects.
6. Coordinate with the CTC, Caltrans, the County and the City, Amador and Alpine Counties on STIP and highway planning issues.
7. Maintain access to CCOG activities and documents on a website.
8. Attend the appropriate CTC and Rural Counties Task Force meetings and hearings.
9. Review of and comment on CTC staff reports and recommendations.

10. Consult and coordinate with Caltrans and CTC staff.
11. Consult with California Board of Mi-Wuk on all relevant planning studies.
12. Maintain ongoing public participation in various planning projects.

**FUNDING SOURCES**

**2005-06**  
**Dollars**

Rural Planning Assistance (RPA)	\$ 86,000
Regional Surface Transportation Program (RSTP)	\$ 51,480

**AGENCY PARTICIPATION**

Calaveras COG (RPA)	\$ 86,000
Contract (RSTP)	\$ 5,000
Calaveras COG (RSTP)	\$ 46,480

**TOTAL \$ 132,480**

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 -03**

**AIR QUALITY CONFORMANCE**

**PURPOSE**

Upon designation as a new non-attainment area for air quality, comply with the Clean Air Act requirements for non-attainment areas.

**BACKGROUND**

Calaveras County was designated as a new non-attainment area in June 2004. A budget is included to accommodate staff time to monitor and participate in the process.

**PROPOSED PRODUCT**

Monitor and participate in the process of complying with requirements of the Clean Air Act for non-attainment areas.

**TASKS/METHODOLOGY**

1. Correspondence and communications to and from other governmental agencies.
2. Reports on the status of Calaveras County's participation in the consultation process with Amador County agencies, Caltrans, EPA, and the State Air Resources Board.

<b>FUNDING SOURCE</b>	<b>2005-06 <u>Dollars</u></b>
5% STIP (PPM)	\$13,000
<b>AGENCY PARTICIPATION</b>	
Contract (STIP 5%)	\$13,000
<b>TOTAL</b>	<b>\$13,000</b>

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 – 04**

**STIP AND SHOPP PROJECT MANAGEMENT**

**PURPOSE**

Coordination and completion of environmental document for adoption by City and County of amended circulation elements for the State Route 4 Bypass of Angels Camp and SR 4 passing lane near Black Springs, and complete environmental studies for route adoption by the City, County, and California Transportation Commission (CTC). Monitor progress and assist Caltrans in timely project delivery of all four projects in the Tri-county MOU. Assist Caltrans in timely delivery of Project Study Reports for future projects. Begin environmental studies (PA&ED) for Wagon Trail SR4 project. Assist District 10 in delivery of SHOPP projects.

**PREVIOUS WORK**

- CTC coordination and Caltrans environmental studies.
- CTC allocation for construction in 2005.
- Contract services of consultant(s).
- Select preferred alignment (2/02).
- Approve final environmental document (3/02).
- Complete PSR's on SR4 Wagon Trail and SR12/26 Connector in valley Springs.
- Execute relinquishment agreement.
- Execute Co-op with Caltrans on Wagon Trail Project.
- Construct SR4 passing lane.

**PROPOSED PRODUCT**

- To continue Right-of-Way (ROW) acquisition and design on the Angels Bypass.

**TASKS/METHODOLOGY**

1. Acquire Right-of-Way
2. Complete design
3. Contract service of Project Manager (ongoing).

**FUNDING SOURCES**

	<b>2005-06</b> <b><u>Dollars</u></b>
5% STIP (PPM)	\$40,882

**AGENCY PARTICIPATION**

Contract (5% STIP)	\$18,000
Calaveras COG (5% STIP)	\$22,882

<b>TOTAL</b>	<b>\$40,882</b>
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**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 - 05**

**WAGON TRAIL PROJECT MANAGEMENT**

**PURPOSE**

To complete preliminary engineering work on the SR4 Wagon Trail project.

**PREVIOUS WORK**

Project Study Report (01)

**PROPOSED PRODUCT**

Preliminary engineering documents, including design (30%) and approved environmental document.

**TASKS/METHODOLOGY**

1. Issue a Request for Qualifications (RFQ)
2. Select consultant team
3. Negotiate contract and begin work
4. Cooperate with Caltrans for QR and QC

**FUNDING SOURCES**

**2005-06**

**Dollars**

Federal Earmark Funds

\$20,000

**AGENCY PARTICIPATION**

Calaveras COG (Fed. Earmark)

\$ 8,000

Contract (Fed. Earmark)

\$12,000

**TOTAL**

**\$20,000**

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 – 06**

**EBBETTS PASS SCENIC BYWAYS NOMINATION**

**PURPOSE**

To nominate the SR 4 and Ebbetts Pass corridor as a National Scenic Byway. This element constitutes phase III of an effort to encourage economic development in the County, by gaining national recognition as part of the National Scenic Byways network.

**PREVIOUS WORK**

- In 1984 the County Planning Department wrote a Corridor Plan for SR4.
- In 1990 planners from the US Forest Service took a resolution to the Board of Supervisors to designate SR4 as a Forest Scenic Highway. The resolution was adopted; however no further action was taken. The 1984 plan includes no design controls, and consists primarily of a zoning map of the SR4 corridor.
- In 1999 a proposal was submitted to the Federal Highway Administration (FHWA) for a NSB grant. The proposal was not awarded a grant.
- In 2000 a new proposal was submitted as a collaborative effort of the Department of Recreation and Parks Management at Chico State University, USFS Recreation Solutions Enterprise Unit and COG Staff, and was awarded \$198,000. Almost concurrently, a \$15,000 USFS Rural Economic Recovery Grant was also awarded to the COG to begin the project.
- In 2001-02, the CCOG contracted the services of a qualified consultant to identify those entities supportive of the project and document concurrence of support. A steering committee was formed, whose members act as liaisons with their respective organizations or jurisdictions.
- A series of public workshops to gather input and ideas to guide the CMP (2001-02).
- Adoption of a Corridor Management Plan to maintain scenic, historic, recreational, cultural, natural and archaeological characteristics of the corridor (8/04).
- An inventory of resources in the corridor, using GIS.

**BACKGROUND**

Discussions between Forest Service personnel, Alpine County, COG staff, the Chamber of Commerce, merchant associations, Economic Development Co, Calaveras Visitors Bureau, Golden Chain Council and other groups indicate there is strong community support for the concept of gaining National Scenic Byway designation for SR4 in Alpine and Calaveras counties (east of Arnold). SR4 already has designation as a State Scenic Highway - a prerequisite for qualification at the National level. A collaborative effort between Alpine County, the City of Angels, the Council of Governments, the USFS, EDC, the Chamber, and other parties with an interest in economic development in the corridor could provide many economic, cultural and transportation benefits to the county. Potential qualifying projects include:

- Safety improvements;
- Construction of facilities for pedestrians, bicyclists, rest areas, turnouts, passing lanes, overlooks, and interpretive facilities;
- Improvements to enhance access to recreation areas;
- Protection of scenic, historic, recreational, cultural, natural and archaeological resources in an adjacent area;
- Development and provision of tourist and interpretive information;
- Development and implementation of a marketing program;
- Many others, including historic preservation, archaeological planning and research, control of outdoor advertising, landscaping and scenic beautification, mitigation of water pollution, transportation museums, parking facilities, interpretive signage, acquisition of scenic easements or sites, and roadside rest areas.

Unique opportunities exist to accomplish such a mix of projects, via funding from several federal grant programs. These include National Scenic Byways Grants, Transportation Enhancement Activity (TEA) funds, Federal Lands Highway Program (FLHP) and Public Lands Highway discretionary program for transportation projects. Recognizing that tourism is a growth industry in the county, a coordinated Scenic Byways effort could provide real economic, environmental, and aesthetic benefits to the region.

#### **PROPOSED PRODUCT**

- Designation of the Ebbetts Pass Corridor as a National Scenic Byway.

#### **TASKS/METHODOLOGY**

- Nomination for National Scenic Byway Status.(9/05)
- Form a Steering Committee to guide future work, based on the CMP.

#### **FUNDING SOURCES**

	<b>2005/06 <u>Dollars</u></b>
Rural Planning Assistance Funds (RPA)	\$5,000

#### **AGENCY PARTICIPATION**

Calaveras COG (RPA)	\$5,000
<b>TOTAL</b>	<b>\$5,000</b>



**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 – 08**

**GIS DEVELOPMENT**

**PURPOSE**

The purpose of this element is to support improvements to the Countywide Geographic Information System (GIS) for planning, monitoring, and implementing transportation projects in Calaveras County and the City of Angels.

**PREVIOUS WORK**

- Received grant for software, training (3/99)
- Contract for technical consultant (5/99)
- A functional digital parcel map. (12/99)
- A functional digital map of streets and roads. (2/01)
- A strategic plan, to guide participating entities through the first three years of implementation. (2/01)
- RFP issued and vendor selected to provide Digital Orthophotos
- Digital Orthophotos of the County, in true color at 2-foot resolution (2/03)
- Digital Orthophotos of the County, in true color at 2-foot resolution (4/05)

**PROPOSED PRODUCT**

- A quarterly report on GIS activities completed or underway, to assist CCOG to improve public outreach, project delivery, and inter-agency communication.

**TASKS/METHODOLOGY**

1. Participate in the County GIS Technical and Policy Committees in the strategic, technical and administrative implementation of a viable GIS.
2. Participate in the GIS Transportation Work Group.
3. Prepare proposals for appropriate grants.
4. Identify resources available to assist GIS deployment in the County.
5. Train COG staff in appropriate GIS software and methodologies.
6. Attend appropriate technical conferences or seminars and report these to GIS committee, COG or coordinator.
7. Support the use of Digital Orthophotos by the countywide GIS partners.
8. Develop GIS layer for airport safety zones (see Work element #07).

**FUNDING SOURCES**

**2005-06**

**Dollars**

Rural Planning Assistance (RPA)

\$3,800

**AGENCY PARTICIPATION**

Calaveras COG (RPA)

\$3,800

**TOTAL**

**\$3,800**

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 – 09**

**OAK MANAGEMENT PLAN**

**PURPOSE**

To develop an Oak Management Plan for the County, that will meet state requirements under the Wildlife Conservation Board guidelines, as enacted in AB242 Oak Woodlands Conservation Act, 2001.

**PREVIOUS WORK**

Discussions at CCOG Technical Advisory Committee (TAC) meeting regarding the benefits of developing a management plan.

**TASKS/METHODOLOGY**

1. CCOG staff will work with biologists, environmental planners, and community stakeholders to develop a suitable plan.
2. Submit to Hardwoods Advisory Committee for review.
3. Submit to Planning Department for review.
4. Submit to Planning Commission for approval.
5. Submit to Board of Supervisors for adoption.

**FUNDING SOURCE**

**2005/06**  
**Dollars**

Rural Planning Assistance (RPA)

\$5,000

**AGENCY PARTICIPATION**

CCOG (RPA)

\$5,000

**TOTAL**

**\$5,000**

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 – 10**

**BENEFIT BASIN FEE PROGRAM**

**PURPOSE**

The purpose of the project is to develop a series of Benefit Basin Fee programs to provide funding for road improvements that are directly effected by development in identified geographic areas within the County.

**PREVIOUS WORK**

- Calaveras County RIM Ordinance
- Calaveras County General Plan
- Various existing benefit basins

**PROPOSED PRODUCT**

The result of this work would be a newly structured Benefit Basin Program.

**TASKS/METHODOLOGY**

1. Identify the County roads of localized significance directly affected by development.
2. Identify the localized benefit basin traffic sheds.
3. Identify any existing benefit basins lying within those traffic sheds that could be incorporated into the new basins.
4. Detail the improvements and associated costs for the improvements.
5. Spread those costs over the types and number of development activities to arrive at an appropriate fee schedule.
6. Identify a schedule for construction based on expected revenue stream and construction costs.

**FUNDING SOURCE**

**2005/06**  
**Dollars**

Regional Surface Transportation Program Funds (RSTP)      \$120,000

**AGENCY PARTICIPATION**

County (RSTP)      \$120,000

**TOTAL      \$120,000**

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 - 11**

**ANGEL OAKS-FOUNDRY LANE CONNECTION**

**PURPOSE**

Preparation of a Project Study Report (PSR) and CEQA/NEPA environmental document. Coordination with State of California Department of Transportation to obtain a public road connection at State Highway 4/Angel Oaks Drive (North) and at State Highway 4/Foundry Lane (north).

**PREVIOUS WORK**

- OWP 04/05-12, Foundry Lane Public Road Connection
- 2001 City Wide Circulation Study
- 1999 Angels Camp State Route 49 Arterial Alternate Route Study
- 1992 Foundry Lane Turn Pocket Construction
- 1989 Caltrans Requirements for Public Road Connection

**PROPOSED PRODUCTS**

- Public road connection approval by the California Transportation Commission for Angel Oaks Drive (North)/State Highway 4 and Foundry Lane (North)/State Highway 4.
- Project Study Report and Environmental document.

**TASKS/METHODOLOGY**

1. Preparation of Project Study Report (PSR) in accordance with Caltrans requirements.
2. Preparation of CEQA/NEPA environmental document in accordance with Caltrans requirements.
3. Coordination with Caltrans for public road connection at Angel Oaks Drive and Foundry Lane.

**FUNDING SOURCES**

**2005-06**  
**Dollars**

Regional Surface Transportation Program Funds (RSTP)	\$41,000
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**AGENCY PARTICIPATION**

Contract, City of Angels (RSTP)	\$41,000
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<b>TOTAL</b>	<b>\$41,000</b>
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**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 - 12**

**REGIONAL TRANSPORTATION PLAN UPDATE**

**PURPOSE**

To replace the 2001 Regional Transportation Plan (RTP). Also maintain and amend as necessary the 2004 Regional Transportation Improvement Program (RTIP).

**PREVIOUS WORK**

- The Regional Transportation Plan was updated in 2001.
- County Growth Projections updated, 2002.
- County Traffic Module updated, 2003.
- RFP issued and consultant selected (4/05)

**PROPOSED PRODUCT**

An updated RTP with supplemental information on the current status of local transportation issues and information from circulation studies, transit studies and plans currently in progress.

**TASKS/METHODOLOGY**

1. Work with consultant to update the RTP. Work to include Air Quality Conformity Analysis and Environmental clearance.
2. Amend the Financial Element and related project lists to reflect financial constraints in the Calaveras RTP/RTIP as appropriate.
3. Incorporate community input attained through the Vision 2020 project, and other means as needed.
4. Coordinate with County and City planning efforts such as the Countywide Circulation Study, General Plan Updates, Road Impact Mitigation fee programs, etc.
5. Document areas of agreement and/or disagreement between the RTP and Caltrans' system planning documents.
6. Submit to Caltrans for review and approval.
7. Monitor RTIP relative to MOU with Alpine and Amador Counties.
8. Formal adoption by the CCOG.

**FUNDING SOURCE**

**2005-06**  
**Dollars**

Rural Planning Assistance Funds (RPA)	\$20,000
5% STIP (PPM)	\$35,000

**AGENCY PARTICIPATION**

Calaveras COG (RPA)	\$20,000
Contract (5% STIP)	\$35,000

<b>TOTAL</b>	<b>\$55,000</b>
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**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 - 13**

**BIKEWAY PLAN**

**PURPOSE**

The purpose of this project is to update the Calaveras County Bikeway Plan. This plan needs to be updated every five (5) years to enable the County to compete for bikeway grants through the Caltrans Bicycle Transportation Account.

**PREVIOUS WORK**

Calaveras County Bikeway Plan Update, March 1998

**PROPOSED PRODUCT**

Updated Countywide Bikeway Plan.

**TASKS/METHODOLOGY**

1. Review current plan.
2. Consult with County Planning and Public Works staff to review completed projects.
3. Consult with County Planning and Public Works staff for projects relevant to development activity in the County.
4. Prepare updated draft Bikeway Plan.
5. Conduct/attend public meetings.
6. Adopt updated plan.

**FUNDING SOURCE**

**2005-06**

**Dollars**

Regional Surface Transportation Program (RSTP) \$2,000

**AGENCY PARTICIPATION**

Calaveras COG (RSTP) \$2,000

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 - 14**

**ALPINE COUNTY OWP ADMINISTRATION**

**PURPOSE**

The Calaveras COG and Alpine County Local Transportation Agency have worked closely in recent years with regards to transportation planning, funding and project delivery efforts. The Alpine County LTC has been limited in its ability to fully participate in regional and statewide planning efforts due to limited staff resources and geographic constraints. Conversely, CCOG has been able to establish staffing and consultant resources, develop effective regional and state-level relationships, and to successfully fulfill requirements placed by the State upon RTPAs. Because of these facts the Alpine County LTC has requested the CCOG to provide staff level assistance in work related to RTPA administration, planning, and interagency coordination. The CCOG has agreed to provide these services for a fee consistent with each agency's approved annual Overall Work Program (OWP).

**PREVIOUS WORK**

Until June 30, 2005 the Amador County Transportation Commission provided these services to Alpine County.

**PROPOSED PRODUCT**

- TDA Administration
- Planning and programming administration
- Regional Transportation Improvement Program
- Representation at project, regional and statewide meetings.
- Monthly reports on STIP project status.

**TASKS/METHODOLOGY**

1. TDA program and budget oversight.
2. LTF apportionments and allocations.
3. Annual financial compliance audits.
4. LTC agenda transmittal, agendas and public hearing notices.
5. Annual Overall Work Program and OWP amendments.
6. Annual budget and budget amendments.
7. Maintain Tri-County MOU as necessary, seek full funding for four state highway projects identified therein.
8. Assist in maintaining public communications including public information and outreach to under-represented citizens.
9. Maintain other interagency communications including RCTF, CTC, Tri-County, and Caltrans meetings.
10. Maintain the regional Intelligent Transportation System (ITS) architecture as developed through the Sierra Nevada Regional ITS Strategic Deployment Plan as needs evolve within the region.
11. Maintain consultation with Washoe Tribe for coordination in planning efforts.

12. Monthly and quarterly reports concerning project delivery status.
13. Year-end report concerning efforts to reduce project cost and expedite project delivery schedule.
14. Oversight of Regional Transportation Plan Compliance with CTC guidelines.

<b>FUNDING SOURCE</b>	<b>2005-06</b>
	<b><u>Dollars</u></b>
5% STIP (PPM)	\$25,000
Rural Planning Assistance Funds (RPA)	\$31,000
 <b>AGENCY PARTICIPATION</b>	
Contract (5% STIP)	\$20,000
CCOG (5% STIP)	\$ 5,000
Contract (RPA)	\$ 5,000
CCOG (RPA)	\$26,000
 <b>TOTAL</b>	 <b>\$56,000</b>

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 - 15**

**TRI-COUNTY PARTNERSHIP IN INTEGRATED PLANNING**

**PURPOSE**

To develop a tri-county integrated planning process to address future growth and development and meet transportation infrastructure needs while protecting the environment and preserving the unique communities of the tri-county region.

In the Sierra foothills region of California, the need for economic development, affordable housing, equitable distribution of jobs and housing and other infrastructure is great. Development pressure on communities, the green infrastructure and the existing transportation system is growing. Decisions on land use and infrastructure investment are made by a myriad of agencies at the federal, state and local levels. Planning cycles differ making it difficult to coordinate plans and share planning data. It is critical to address the needs in a balanced and integrated way and to establish a framework that will institutionalize an integrated and collaborative planning process.

The tri-county integrated planning effort will utilize new planning and modeling tools to show the potential impacts of land use decisions on development patterns in the foothills. The UPlan model will be used to map possible future growth scenarios for discussions with local officials, communities and state and federal agencies that have involvement in the region's growth and development. Sharing of data and collaborative planning techniques across the three counties will be built into regional transportation plan updates, general plan updates and other infrastructure and environmental planning efforts.

The goal of the project is to enhance the planning data availability and technical capacity to integrate data with transportation models and to build collaborative partnerships for future planning in the tri-county region.

**PREVIOUS WORK**

- Regional Transportation Plan (2001)
- County General Plan (1996)
- Countywide Traffic Model (2004)

**PROPOSED PRODUCT**

- Upgraded GIS and transportation modeling capability of Calaveras COG and County staff.
- Incorporation of new environmental and land use data layers in COG and County databases.
- Incorporation of UPlan growth scenario modeling and mapping in regional transportation planning process and County General Plan update.
- Enhanced community involvement using new UPlan graphic presentation techniques and outreach.
- Tri-County integrated planning process in place.

**TASKS/METHODOLOGY**

1. Hire GIS analyst and Land Use Planner.
2. Incorporate land use and environmental data layers in COG and county GIS data. Develop new layers as appropriate.
3. Prepare UPlan model runs. Train staff on use of model.
4. Develop Public Outreach Process. Provide educational materials, process for feedback,
5. Develop environmental coordination process with appropriate federal and state agencies.
6. Develop collaborative planning process to incorporate integrated planning data in local land use decision making and General Plan updates.
7. Develop linkage to UPlan and GIS data in Regional Transportation Plan update process.
8. On-going collaboration with Amador and Alpine counties and Caltrans.

**FUNDING SOURCES**

	<b><u>2005-06</u></b> <b><u>Dollars</u></b>	<b><u>2006-07</u></b> <b><u>Dollars</u></b>	<b><u>TOTAL</u></b>
State Planning and Research Grant (SPR)	\$ 98,000	\$87,000	\$185,000
Rural Planning Assistance (RPA - local match)	\$ 24,000	\$24,000	\$ 48,000
<b>TOTAL</b>	<b>\$122,000</b>	<b>\$111,000</b>	<b>\$233,000</b>

**AGENCY PARTICIPATION**

CCOG (SPR)	\$ 38,000	\$23,000	\$ 61,000
CCOG Contract (SPR)	\$ 30,000	\$24,000	\$ 54,000
CCOG (RPA – local match)	\$ 24,000	\$24,000	\$ 48,000
County (SPR)	\$ 30,000	\$40,000	\$ 70,000
<b>TOTAL</b>	<b>\$122,000</b>	<b>\$111,000</b>	<b>\$233,000</b>

**CALAVERAS COUNTY**  
**FY 2005/06 Overall Work Program**  
**Work Element 05/06 - 16**

**RAILROAD FLAT-GLENCOE**  
**BICYCLE/PEDESTRIAN PLAN**

**PURPOSE**

The purpose of this project is to create a pedestrian/bicycle facility plan for the Rail Road Flat and Glencoe communities that will provide the following benefits:

- Safe routes to school
- Non-vehicular access to community facilities and services
- Safe paths for seniors to access senior meals and other community services
- Reduce illegal driving

The communities of Rail Road Flat and Glencoe are in need of pedestrian /bicycle facilities. These communities experience the lowest median income of the county. The area's high level of poverty leaves many residents dependent on alternate modes of transportation.

The goal of the project is to create a pedestrian/bicycle facility master plan that can be easily implemented using volunteer labor and materials to the greatest extent possible.

**PREVIOUS WORK**

The Railroad Flat/Glencoe community planning process started in May 2005. Through this process the community reached a consensus approving the preparation and implementation of a pedestrian/bicycle facility plan. The communities are working together with West Point on a community planning process. In 2003, CCOG completed a pedestrian/bike plan for West Point.

- West Point Bike Lane Study (2003)

**PROPOSED PRODUCT**

- A plan that will qualify projects for funding in the Safe Routes to School Program.
- Pedestrian/Bicycle Facility Master Plan for the communities of Railroad Flat and Glencoe.
- Non-vehicular transportation component for Circulation Element of Community Plans.
- Enhanced community involvement using volunteers to complete maps, drawings and counts for the plan.

**TASKS/METHODOLOGY**

1. Collect traffic counts on existing traffic flows.
2. Produce CADD maps that will designate proposed paths.
3. Prepare preliminary plans and estimates.
4. Consult with County Planning and Public Works staff regarding right-of-way available, county road/pedestrian facility standards, and other applicable design standards.
5. Prepare draft Bicycle/Pedestrian Facility Plan.
6. Conduct/attend Community Planning meetings. Incorporate feedback into draft plan.
7. Submit Plan to CCOG for approval.
8. Submit Plan to County Board of Supervisors for approval.
9. Incorporate Plan into updated community plans.
10. Prepare grant application for Safe Routes to School Program.

<b>FUNDING SOURCES</b>	<b>2005-06 <u>Dollars</u></b>
Local Transportation Fund (LTF) – Bike/Ped Fund	\$10,000
<b>AGENCY PARTICIPATION</b>	
Calaveras COG (LTF-Bicycle Pedestrian Fund)	\$10,000
<b>TOTAL</b>	<b>\$10,000</b>

**CALAVERAS COUNTY**  
**FY 2005/2006 Overall Work Program**  
**Work element 05/06-17**

**FOOTHILL COMMUTER SERVICES PROJECT**

**PURPOSE**

The purpose of this work element is to develop the Foothill Commuter Services (FCS) initial components for a ride-share/ride-matching program in Amador, Calaveras, and Tuolumne Counties. This work element will research foothill commuter/ride-share needs and offer possible alternatives. This project seeks to establish and promote regionally collaborative efforts that will improve transit ridership and offer ride-share options.

The number of single-occupant vehicle (SOV) trips on tri-county highways is increasing. The FCS project will enable tri-county residents/commuters to access, explore, and utilize transportation alternatives and thus reduce the number of SOV trips in, around, to, and from the tri-county areas. Reducing SOV trips will reduce traffic congestion, improve air quality, use fewer natural resources, and improve traffic flows.

The process of developing these initial components of the FCS project includes conducting research, assessing needs, and designing the FCS Web site.

**PREVIOUS WORK**

- FCS Project Summary and Proposal (Oct 2005)
- Caltrans Transit Technical Planning Assistance grant application submission (Oct 2005)
- Valley Clean Air Now (CAN) grant application submission (Dec 2005)
- FCS initial meeting and Steering Committee formation (Jan 2006)

**PROPOSED PRODUCTS**

- Research
- Needs Assessment
- Steering Committee meetings: March, May, June 2006
- FCS Web site

**TASK/METHODOLOGY**

1. Research existing transit routes, ride-share programs, and TMAs (Feb – March 2006)
2. Meet with Steering Committee (March 2006)
  - Identify obstacles and possible solutions
  - Discuss who to survey and develop survey questions
3. Conduct Needs Assessment (March – April 2006)
  - Gather and review existing data
  - Conduct surveys to determine commuter origins/destinations, purposes SOV for trips
  - Assess technology/communication needs
4. Meet with Steering Committee: Review surveys and other information (May 2006)
5. Attend ride-matching software training (date TBD San Joaquin COG)
6. Design Web site (May – June 2006)
7. Enter transit route data (June 2006)

8. Promote program to employers (May – June 2006)
9. Meet with Steering Committee: Review proposed Web site (June 2006)

<b>FUNDING SOURCE</b>	<b>2005-06 <u>Dollars</u></b>
Rural Planning Assistance Funds (RPA)	\$5,000
<b>AGENCY PARTICIPATION</b>	
Contract (RPA)	\$5,000
<b>TOTAL</b>	<b>\$5,000</b>
 <b>Other Agency Participation:</b>	
ACTC	\$5,000
TCTC	\$5,000

Note: Only CCOG's contribution of \$5,000 in RPA funding is shown on the Funding Allocation Table.

**Calaveras COG Work Program Schedule for FY 2005/06**

	<u>Work Element</u>	<u>Start Date</u>	<u>End Date</u>
1	TDA ADMIN.	7/01/05	6/30/06
2	REG. PLANNING & COORDINATION	7/01/05	6/30/06
3	AIR QUALITY CONFORMANCE	7/01/05	6/30/06
4	STIP AND SHOPP MANAGEMENT	7/01/05	6/30/06
5	WAGON TRAIL PROJECT MANAGEMENT	7/01/05	6/30/06
6	EPSB NOMINATION	7/01/05	6/30/06
7	<del>AIRPORT LAND USE PLAN</del>	<del>7/01/05</del>	<del>11/30/06</del>
8	GIS DEVELOPMENT	7/01/05	6/30/06
9	OAK MITIGATION PLAN	7/01/05	6/30/06
10	BENEFIT BASIN FEE PROGRAM	7/01/05	6/30/06
11	ANGEL OAKS-FOUNDRY LANE CONNECTION	7/01/05	6/30/06
12	RTP UPDATE	3/01/05	1/30/06
13	BIKEWAY PLAN UPDATE	7/01/05	6/30/06
14	ALPINE COUNTY OWP ADMINISTRATION	7/01/05	6/30/06
15	TRI-COUNTY PARTNERSHIP IN INTEGRATED PLANNING.	7/01/05	6/30/06
16.	RAILROAD FLAT-GLENCOE BICYCLE/PEDESTRIAN PLAN	12/1/05	6/30/06
17.	FOOTHILL COMMUTER SERVICES PROJECT	3/1/06	6/30/06

**PROJECT PLANNING, PROGRAMMING and MONITORING  
EXPEDITURE PLAN FOR FY 2005-2006**

Calaveras Council of Governments

<b>1.</b>	<b>STIP and SHOPP Management</b>	<b>\$45,000</b>
<b>2.</b>	<b>Air Quality Conformity</b>	<b>\$5,000</b>
<b>3.</b>	<b>Regional Transportation Update</b>	<b>\$35,000</b>
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<b>TOTAL</b>		<b>\$85,000</b>

Funding source: 5% of STIP Regional Share (RIP); see 2004 RTIP.