



CALAVERAS COUNCIL
of GOVERNMENTS

TRANSPORTATION PLANNING
WORK PROGRAM

DRAFT
FY 2007 - 2008
Overall Work Program

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INTRODUCTION

CALAVERAS COUNCIL OF GOVERNMENTS 2007/2008 Overall Work Program

Since its inception in 1998, the Calaveras Council of Governments (CCOG) has served as the designated Regional Transportation Planning Agency (RTPA) for Calaveras County. The CCOG is comprised of seven members, two from the Calaveras County Board of Supervisors, two from the Angels Camp City Council and three public “at large” members. The public members serve for 3-year terms and are appointed by the elected members.

The regional planning process is continuous in order to respond to the changing needs of the County (dynamics of land use, general plan update), the increasing importance of reaching beyond the boundaries of the County to its regional neighbors and recognizing the connection/relationship of local land use decisions to regional transportation planning and infrastructure.

Since 1998, the CCOG has delivered in excess of \$6 million in funding and services to the local transportation planning process through its Overall Work Program (OWP) process. Revenues for these efforts include State Regional Improvement Program (RIP) and Planning, Programming and Monitoring (PPM) funds, Rural Planning Assistance (RPA) funds, Local Transportation Funds (LTF), Regional Surface Transportation Program (RSTP) funds, Federal Transit Administration (FTA) “Earmark” funds and other various State and Federal grants. For the FY 07/08 OWP, the CCOG will once again be utilizing 5% STIP funds as authorized under SB 45.

This years Overall Work Program conforms to the Regional Transportation Planning Agency Overall Work Program Guidance as prepared by Caltrans for Fiscal Year 2006/2007.

A number of the work elements in the OWP can be considered as “continuing” work in our transportation planning efforts. Other work elements are “sponsored” by either the CCOG, Calaveras County or Angels Camp.

The CCOG looks forward to continuing its role by providing funding, service and assistance in the vitally important domain of regional and inter-regional transportation planning.

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 industries in the County are the cultivation of wine grapes and tourism. Much of the local road network can generally be described as narrow with little or no shoulders, alignments that perhaps follow historic wagon trails and having no real design or compliance with accepted improvement standards. With limited funding over the past decade, the County has not been able to engage in a meaningful capital improvement program other than spot improvements or through grant or special funding programs opportunities such as those for bridges. Maintenance efforts have likewise been constrained due to funding limitations. The movement of goods and people 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/commute times at localized locations and during the tourist season. Tourism is very active during winter due to travelers headed for Bear Valley Ski Resort. However, with the various other regional county attractions, events and activities, one can encounter traffic delays throughout the year. This can be exacerbated by the lack of any alternative routes to the State highway system.

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

PUBLIC INPUT

The Calaveras Council of Governments is subject to and complies with the Brown Act (also known as the Open Meeting Act). As such, all regular meetings are open to the public and the agendas are posted in accordance with the Brown Act. The agendas are also posted on the CCOG's website at www.calacog.org. Our offices are open during normal business hours and visitors are welcome.

In addition to "normal" business, the CCOG also invites public participation through other activities. These include the Social Services Transportation Advisory Council (SSTAC), community meetings relative to the RTP update, transit related issues or project specific topics.

The CCOG has always solicited public review and input when updating its RTP. The adoption of the RTP is also subject to an open hearing process. 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.

The Social Services Transportation Advisory Council (SSTAC) was established under the requirements of the Transportation Development Act (TDA), to ensure that unmet transit needs are identified within the County. The SSTAC meets on an as-needed basis during the year to review information on possible unmet transit needs as part of the unmet transit needs process. Members and alternates of SSTAC are appointed by the CCOG from a list of applicants. These members shall be appointed according to Section 99238 of the TDA Statutes and California Code of Regulations. The statute indicates a minimum of nine (9) members. Calaveras County's SSTAC will include the following categories of membership:

- One representative of potential transit users who is 60 years of age or older. This requirement will be met by one appointment by the County Department on Aging, and/or a Senior Service Agency volunteer.
- One representative of potential transit users who is handicapped.
- Two representatives of local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- Two representatives of a local social service provider for handicapped, including one representative of a social service transportation provider, if one exists.
- One representative of a local social service provider for persons of limited means.
- Two representatives from the local consolidated transportation service agency, if one exists, including one representative from an operator, if one exists.

In addition, a representative from Caltrans District 10 shall be an ex-officio member of this Advisory Council. The CCOG Board may appoint additional members from the transportation and the social service community in accordance with the above-described procedure. Any qualified person who lives or works in Calaveras County may apply for membership on the Council.

PLANNING EMPHASIS AREAS (PEAs)

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have identified a series of national Planning Emphasis Areas (PEAs) to promote priority themes for consideration in developing the annual work programs for Statewide and metropolitan planning. The PEAs represent topics in Statewide and metropolitan planning that are of strategic national importance and are proposed for consideration by State and local officials as they prepare Overall Work Programs (OWPs) and State Planning and Research (SP&R) programs during the next applicable annual planning program cycle. This year's PEAs broadly promote improved person mobility while addressing Core Accountabilities of FTA's Strategic Business Plan.

For FY 2007/08, five key federal planning themes have been identified by the FTA: 1) Incorporating Safety and Security in Transportation Planning; 2) Participation of Transit Operators in Metropolitan and Statewide Planning; 3) Coordination of Non-Emergency Human Service Transportation; 4) Planning for Transit Systems Management/Operations to Increase Ridership; and 5) Support Transit Capital Investment Decisions through Effective Systems Planning.

1. Incorporating Safety and Security in Transportation Planning

Since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, and in all subsequent surface transportation authorizing legislation, States and Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) have been encouraged to incorporate safety and security in their plans, programs, and ongoing planning activities. Most recently the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has expanded emphasis on safety and security by de-coupling the two concepts and elevating their status as individual factors in the planning process. Communication and collaboration among safety professionals, emergency service providers, the enforcement community, and transportation planners is essential to successfully integrate safety and security into all stages of transportation planning and decision-making.

Regarding transportation system safety, information describing the tools and strategies associated with the implementation of transportation planning within statewide and metropolitan transportation planning processes, including resources targeted to the planning organizations, is available at <http://www.tfsrc.gov/pubrds/pubrds.htm>. A training course titled "Safety Conscious Planning" is available from the Transportation Planning Capacity Building (TPCB) Web site and FHWA and FTA as follows: <http://www.fhwa.dot.gov/planning/scp/index.htm>.

The types of planning work activities addressed under this PEA can include, among others, education, training, development/application of analytical processes related to addressing safety and security in planning on a systematic basis, and development and use of approaches to considering safety and security in settling implementation priorities in plans and programs. The "security" component of this emphasis area refers to maintaining the personal security of transportation system operators that support the "homeland" security of localities, regions, States, and the nation. Coordinated approaches to the training of operators, deployment of communications, control of communications and technologies,

and general coordination of emergency preparedness are among the types of planning activities that fall under this category.

A high-profile theme that spans both security and safety is disaster planning. In particular, areas that are vulnerable to disasters of either man-made or natural origin are encouraged to consider including disaster planning work activities into their SP&Rs and OWPs. Examples of disaster-related planning activities include all stages of emergency preparedness ranging from preparing multimodal evacuation plans to strategies for bringing emergency supplies and relief aid to affected areas after the event. Additional information is available at the following web sites:

- <http://www.planning.dot.gov/Documents/Securitypaper.htm>
- <http://www.planning.dot.gov/Peer/Michigan/detroitSafety.htm>

2. Participation of Transit Operations in Metropolitan and Statewide Planning

SAFETEA-LU expands the mandate and opportunities for transit operator participation in multimodal transportation decision-making through Statewide and metropolitan planning. This PEA outlines a set of strategies for realizing the full potential and benefits of multimodal decision-making. A recent FTA publication, (*Transit at the Table: A Guide to Participation to Metropolitan Decision Making*), available online or in hard-copy, provides candid testimonies of the values and strategies for full achievement of “transit-at-the-table” by transit and MPO leaders from 25 metropolitan areas across the U.S.

Among the planning activities that support the emphasis area are (a) establishing program, project, and technical advisory committees that include representation and active participation by transit operators, (b) developing and monitoring transportation system performance indicators that include measures that involve public transportation, (c) ensuring that travel forecasting methods are sensitive to policies affecting the full range of modal options and that transit ridership forecasts have been validated and are credible, and (d) using criteria for setting project priorities for inclusion in plans and programs that are mode-neutral. Training on ways to ensure that planning process are modally-balanced and the resulting decisions mode-neutral are available through the National Transit Institute (<http://www.ntionline.com>) and the National Highway Institute (<http://www.nhi.fhwa.dot.gov>), with the additional information available through the Transportation Planning Capacity Building web site (<http://planning.dot.gov>) and the Travel Model Improvement Program (<http://tmip.fhwa.dot.gov>). Over the past two years, TPCB has sponsored a number of transit-at-the-table peer exchange workshops, with the results posted on the web site.

3. Coordination for Non-Emergency Human Service Transportation

Following the theme of Executive Order #13330, Human Service Transportation Coordination, SAFTEA-LU provides expanded program authority and funding opportunities to provide transit service to individuals with poor job access and specialized transportation needs. However, these programs, 49 U.S.C 5310 (Special Needs of Elderly Individuals and Individuals with Disabilities), 49 U.S.C 5316 (Job Access and Reverse Commute), and 49 U.S.C. 5317 (New Freedom) all require extensive coordination among DOT-funded services, including preparation of a locally developed, coordinated human service-transportation plan as the basis for project-level funding decisions. The plan has to be developed by local area representatives of public, private, and nonprofit human services

providers, as well as involve participation by the public, including older adults, people with disabilities, and individuals with lower incomes. SAFETEA-LU further outlines that project “competition” for funding awards at the local level should be coordinated with the MPO/RTPA.

Support of this PEA could involve a wide range of work activities in Statewide and metropolitan planning, including forming and hosting meetings of a committee of non-emergency service providers, assemblage of a base-year ridership profile of service users and forecasting future usage, and incorporating these programs of States and MPOs.

United We Ride, an initiative of the Coordinating Council on Access and Mobility has developed a number of tools and strategies for building coordinated human service transportation systems across programs and funding streams. Additional information resources are available at the following web sites:

- <http://www.unitedweride.gov/>
- http://www.planning.dot.gov/Peer/Austin/austin_peer.htm

4. Planning for Transit Systems Management and Operations to Increase Ridership

A regionally coordinated, strategic approach to managing and operating transportation systems can yield dramatic improvements in systems productivity and service cost effectiveness. With regard to transit, a key criterion of operational effectiveness is the number of passenger per vehicle revenue mile traveled. FTA’s Strategic Business Plan has a goal calling for an annual increase in passenger miles, discounted for employment. The ability to accomplish this is tied closely to the effective management and operation of transit systems both individually and within a regional context of multimodal systems management and operations. In addition, transit operational strategies such as fare policies, service characteristics (e.g. headways, transfers, frequency of stops), marketing and public awareness/information, and overall facilities maintenance have a major impact on system ridership.

Work activities in Statewide and metropolitan planning to address this PEA include such efforts as: (a) Convene a system operators coordinating committee to identify issues, share solutions, and establish an ongoing framework for coordination, (b) develop analytical tools and expertise in assessing the impacts of operational strategies, both in conjunction with, and as alternatives to, capital investments, (c) facilitate improved understanding and deployment of advanced technologies to improve the operational efficiency of systems, and (d) improve the tracking, analysis and use of the RTP and program development. FTA has developed an extensive body of information and guidance to assist transit operators in developing strategies that increase use of their systems. The guidance includes technical assistance such as training courses, research studies, and proceedings from conferences that transit operators can use in developing their ridership growth strategies. This guidance is summarized in the report, “Ridership Guidance Quick Study,” which is posted at:

- http://www.fta.dot.gov/17525_ENG_HTML.htm.

5. Support Transit Capital Investment Through Effective Systems Planning

The information, processes, and decisions of metropolitan systems planning lay the foundation for, and have direct impacts upon, corridor-focused project planning and

subsequent stages of project development. There is a strong relationship between systems planning activities, more refined corridor analysis in Alternatives Analysis (or “AA” an FTA requirement for advancing New Starts projects), and their impact on subsequent project development—all within the context of metropolitan planning and decision-making. In systems planning, regional priorities among corridors of need are identified, as well as causes of the corridors’ problems and a reasonable range of possible solutions. An AA investigates the range of possible modal solutions within individual corridors in much greater detail, concluding with a “Locally Preferred Alternative” (LPA). That LPA, in turn, goes to the MPO/RTPA for adoption into the long-range transportation plan and is, ultimately, programmed in the Transportation Improvement Program (TIP). And, as the work of systems planning is carried forward into more focused planning at the corridor level, it becomes readily apparent that the quality of work performed in systems planning sets the foundation—and the quality of the foundation—for subsequent, more detailed planning.

Within systems planning, three planning activities have been found to be the most challenging and, if not performed effectively, to have the most significant impact on the quality and credibility of major transit investment proposals as the advance into project development. These three systems planning topics are (a) Data, Technical Tools, & Analysis; (b) Regional Needs Identification & Corridor Prioritization; and (c) Financial Planning.

Relationship Between Work Elements and Planning Emphasis Areas

Work Item #	Description	Planning Emphasis Areas				
		1) Safety and Security	2) Transit in Statewide Planning.	3) Coordinate Human Service Transp.	4) Increase Ridership	5) Transit Capital Investment.
01	TDA ADMINISTRATION	X	X	X	X	X
02	REGIONAL PLANNING & COORDINATION	X	X	X	X	X
03	AIR QUALITY CONFORMITY	X	X			X
04	STIP AND SHOPP PROJECT MANAGEMENT	X	X	X		X
05	EBBETTS PASS NATIONAL SCENIC BYWAY	X				
06	WAGON TRAIL PROJECT MANAGEMENT	X				X
07	GIS DEVELOPMENT	X	X			X
08	FOOTHILL COMMUTER SERVICES		X	X		
09	PAVEMENT MANAGEMENT PROGRAM	X				
10	RIM FEE OPTION STUDY – PHASE II	X	X			X
11	CIRC. ELEMENT, COUNTY GEN'L PLAN- PHASE II	X	X	X	X	X
12	TDM – TRANSIT/SCHOOL BUS SUPPLEMENT		X	X	X	X
13	CPTP	X	X	X	X	X
14	TRANSCAD IMPLEMENTATION & TRAINING	X	X			
15	TRI-COUNTY PARTNERSHIP IN INTEGRATED PLANNING.	X				X
16	CONGESTION MITIGATION & AIR QUALITY	X	X			X
17	INTERMODEL TRANSIT FACILITY	X	X	X	X	X
18	SR4/49 ROUNDABOUT PLAN. & DESIGN – SOUTH	X	X			
19	SR4/49 ROUNDABOUT PLAN. & DESGIN - NORTH	X	X			

OTHER PLANNING ACTIVITIES WITHIN THE REGION

**Caltrans Informational Element
Calaveras County Council of Governments
2007-2008 Overall Work Program (OWP)**

Activity	State Route	Product	Performed By	Status of Product	Draft to Calaveras	Expected Date of Completion
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 COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08- 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 CCOG 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. Contract with qualified consultant to conduct the triennial performance audit.
8. Convene a Section 5310 scoring committee, score applications and prepare programs of projects.

FUNDING SOURCE

2007-08

Dollars

Local Transportation Fund (LTF) \$107,150

AGENCY PARTICIPATION

Contract (LTF) \$ 30,000

Calaveras COG (LTF) \$ 77,150

TOTAL \$107,150

CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 – 02

REGIONAL PLANNING AND INTER-AGENCY COORDINATION

PURPOSE

To ensure that all phases and activities of the Calaveras Council of Governments (CCOG) 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

- CCOG 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 COG 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

2007-08

Dollars

Rural Planning Assistance (RPA)	\$176,000
Regional Surface Transportation Program (RSTP)	\$126,000

AGENCY PARTICIPATION

Calaveras COG (RPA)	\$ 176,000
Calaveras COG (RSTP)	\$ 126,000

TOTAL \$ 302,000

**CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 -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.
3. Ensure the Angels Camp Bypass is cleared for conformity.

FUNDING SOURCE

**2007-08
Dollars**

5% STIP (PPM)

\$5,000

AGENCY PARTICIPATION

Contract (STIP 5%)

\$5,000

CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 – 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.
- Project delivered – ready to list (RTL) for construction

PROPOSED PRODUCT

- Construct Angels Camp Bypass.

TASKS/METHODOLOGY

1. Assist Caltrans in construction management.

FUNDING SOURCE

5% STIP (PPM)

2007-08

Dollars

\$20,000

AGENCY PARTICIPATION

Contract (5% STIP)

\$20,000

**CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 - 05**

WAGON TRAIL PROJECT MANAGEMENT

PURPOSE

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

PREVIOUS WORK

Project Study Report (01)

Project Charter (06)

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 SOURCE

2007-08

Dollars

Federal Earmark Funds

\$710,000

5% STIP (PPM)

\$ 15,000

AGENCY PARTICIPATION

Contract (Fed. Earmark)

\$710,000

Contract (5% STIP)

\$ 15,000

TOTAL \$725,000

CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 – 06

EBBETTS PASS NATIONAL SCENIC BYWAY

PURPOSE

This element constitutes an effort to encourage economic development in the County, national recognition as part of the National Scenic Byways network through its nationally recognized National Scenic Byway designation.

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 CCOG Staff, and was awarded \$198,000. Almost concurrently, a \$15,000 USFS Rural Economic Recovery Grant was also awarded to the CCOG 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.
- Designated a National Scenic Byway by FHWA (9/05)

PROPOSED PRODUCT

- 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.

TASKS/METHODOLOGY

- Form a Steering Committee to guide future work, based on the CMP.
- Prioritize projects, seek funding to implement.

FUNDING SOURCES

	2007/08
	<u>Dollars</u>
FHWA NSB Grant (RPA)	\$ 25,000
ARTS Contribution	\$ 7,300

AGENCY PARTICIPATION

Contract (NSB Grant)	\$25,000
Contract (ARTs Contribution)	\$ 7,300

TOTAL	\$32,300
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CALAVERAS COUNCIL OF GOVERNMENTS

FY 2007/08 Overall Work Program

Work Element 07/08 – 07

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)
- Digital Orthophotos of the County, in true color at 1-foot resolution (10/06)

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. Identify resources available to assist GIS deployment in the County.
3. Train CCOG staff in appropriate GIS software and methodologies.
4. Attend appropriate technical conferences or seminars and report these to GIS committee, CCOG or coordinator.
5. Support the use of Digital Orthophotos by the countywide GIS partners.
6. Develop GIS layer for airport safety zones (see Work element #07).
7. Develop 3-D modeling tools to assist in project design.

FUNDING SOURCE

2007-08

Dollars

Rural Planning Assistance (RPA)

\$10,000

AGENCY PARTICIPATION

Contract (RPA)

\$10,000

CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 – 08

FOOTHILL COMMUTER SERVICE

PURPOSE

The purpose of this work element is to manage and monitor the Foothill Commuter Services (FCS) ride-share/ride-matching program (established January 2006) for Amador, Calaveras, and Tuolumne Counties.

There has been moderate yet increasing interest and participation in this program that is beginning to reduce the number of single-occupant vehicle (SOV) trips on tri-county roads and highways. Continuing the FCS program is critical to enabling tri-county residents/commuters to access, explore, and utilize transportation alternatives and thus reduce the number of SOV trips, traffic congestion and the resultant impact to air quality, use fewer natural resources, and improve traffic flows.

The process of managing and monitoring this program includes adjusting participating rider information to improve ride matching, continuing to provide ride-matching services, and marketing this program.

PREVIOUS WORK

- FCS Program development and implementation (beginning Jan 2006)
- FCS marketing and brochure distribution (Fall/Winter 2006)
- FCS Web site development and implementation (Sep 2009)
- Amador County Transit Needs survey (Oct, Nov, Dec 2006)
- Public presentations rideshare registration (CTC, Mule Creek State Prison, Sierra Conservation Center, Black Oak Casino, and Jackson Rancheria – Nov 2006, Jan thru March 2007)
- Explored Volunteer Driver Program development in all three Counties (Jan-June 2007)
- FCS Steering Committee meetings (June, Aug, Dec 2006; March, June 2007)
- FCS Marketing Plan (completed and submitted June 2007)

PROPOSED PRODUCTS

- Steering Committee quarterly meetings: Sept, December 2007; March, June 2008
- Designed and printed marketing material distributed to each RTPA
- Newspaper ads
- Web site regularly updated

TASK/METHODOLOGY

- Meet with Steering Committee (Sept., Dec 2007; March, June 2008) to evaluate/assess program
- Manage marketing material design and printing, and supply each county with printed material for distribution
- Run newspaper ads
- Assist with employee presentations and participation in local energy or environment-oriented fairs
- Manage FCS Website (July 2007 – June 2008)
 - Update and modify Web site as necessary
 - Monitor rideshare participation

FUNDING SOURCES/RESPONSIBLE AGENCIES

SOURCE Responsible Agency	ACTC	CCOG	TCTC	TOTAL
ACTC/Consultant	\$15,000	\$15,000	\$15,000	\$45,000

07-08 FCS Budget / Cost breakdown

Web site and database maintenance	\$14,000
Advertising, marketing, printing	\$12,280
Project Consultant - Six hours/week	<u>\$18,720</u>
	\$45,000 (\$15,000/County)

FUNDING SOURCE

2007-08

Dollars

Rural Planning Assistance (RPA)

\$15,000

AGENCY PARTICIPATION

Contract (RPA)

\$15,000

CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 – 9

PAVEMENT MANAGEMENT PROGRAM – Data Update

PURPOSE

As required by the Department of Transportation (Caltrans) and California Streets and Highways Code Section 2108.1, Public Works has maintained a Pavement Management System (PMS) for the County maintained road system. To use federal funds for preventive maintenance projects, local agencies must certify that they have a Pavement Management System.

A Pavement Management System is a decision-making tool that helps cost-effective decision making concerning the maintenance and rehabilitation of pavements. This tool enables Public Works to document the condition of pavements, and establish a credible estimation of existing and future needs, and revenues and shortfalls to maintain and sustain the County-maintained road system. The software stores data, retrieves data, makes multiple complex calculations quickly and efficiently, and provides results in easily understandable reports. The PMS is required to contain the following elements:

- Inventory of arterial and collector routes reviewed and updated biennially.
- Assessment of pavement condition for all routes in system incorporating the use of the international roughness index or the pavement serviceability rating data, updated biennially.
- History of pavement performance.
- Identification of all sections of pavement needing rehabilitation or replacement.
- Determination of budget needs for rehabilitation or replacement of deficient sections of pavement for current biennial period, and for following biennial period.
- Impact of budget decisions on future pavement conditions.

The CCOG intends to coordinate a review of the existing PMS program, conduct survey of road system, and compile and synthesize data as necessary to fully populate the database with current data that reflects existing conditions.

PREVIOUS WORK

OWP 98/99-15. Conversion from DOS to Windows, purchase of software, training.

OWP 99/00-13. Integrate GIS into process, take road inventory.

OWP 00/01-12. Completion of data collection.

Existing pavement management system (Cartegraph).

PROPOSED PRODUCT

Fully populated and updated data on County-maintained roads in pavement management system.

TASKS/METHODOLOGY

1. Solicit, select and contract with traffic engineer.
2. Work with traffic engineer to review the existing PMS and identify the shortcomings of existing practices and data needs.
3. Survey road system and compile data.
4. Integrate data into the system and update the PMS.

FUNDING SOURCE

2007-08
Dollars

5% STIP (PPM)

\$40,000

AGENCY PARTICIPATION

Contract (PPM)

\$40,000

**CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 - 10**

RIM FEE OPTION STUDY – Phase II

PURPOSE

As identified in the Road Impact Mitigation (RIM) Fee Nexus Study adopted in 2004, a significant portion of the projects will require funding above and beyond that attributed to new development. The implementation of a second funding source is essential to fully fund the RIM Fee program and is key to its success. While the two most commonly discussed funding sources are a gasoline tax and a local sales tax increment, all options should be fully evaluated in terms of potential revenue, continuity of revenue stream and acceptability by the public to the implementation of the funding strategy. Virtually all funding strategies require voter approval. The development and presentation of the options will require extensive preparation including public polling, public meetings and study sessions before the Board of Supervisors. This project identifies those conditions that would provide the best chances of success, and coordinate with the City of Angels Camp to implement a joint agreement for assistance in this program.

This request covers the second half of the proposed project as described in the original OWP (Phase I) approved for the 2006/07 FY. It is anticipated that this request will provide for a fully funded RIM Fee Program.

PREVIOUS WORK

Calaveras County Regional Transportation Plan (2001)
Calaveras Countywide Traffic Model Update (2006)
RIM Fee Ordinance (2004)
RIM Fee Option Study Phase I (2007)

PROPOSED PRODUCT

- Polling reports and recommendations through public outreach on:
 - Overall Support for passage of a measure
 - Support for specific projects or programs and funding strategies
 - Arguments for/against the ballot measure
 - Public awareness of sales tax measures funding transportation projects
 - Transportation's priority in the County versus other issues
 - How/if the term of the measure affects support
 - Ballot measure language
- Reports on public outreach and recommendations on issues identified in #1 above, and on the Expenditure Plan composition and adjustments that should be made to the process or schedule.
- A Master Schedule to be updated as needed to guide development of the Expenditure Plan, Ballot Measure, and Ordinance.
- Ballot Measure language.

TASKS/METHODOLOGY

1. Through interviews with staff at Self-Help counties where measures have been successfully passed in the last 10 years, identify best practices and fatal flaws in other counties as measures were introduced and approved (or not) by the voters.
2. Develop a detailed scope of work and submit to CCOG and legal counsel for review
3. Issue a Request for Proposals (RFP) to solicit a qualified consultant to assist in development of the sales tax measure.
4. Execute contract and begin work
5. Adoption of a new agreement with the City of Angels for their fair share portion of the program.
6. Conduct Board of Supervisors Study Session.
7. Conduct and analyze Public Opinion through a public survey.
8. Provide a final report outlining selection and implementation of preferred funding option.

FUNDING SOURCE

2007-08

Dollars

Regional Surface Transportation Program (RSTP) \$40,000

AGENCY PARTICIPATION

Contract (RSTP) \$40,000

CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 – 11

CIRCULATION ELEMENT, GENERAL PLAN– Phase II

PURPOSE

The purpose of this project is to update the Circulation Element of the County’s General Plan. Proper coordination is critical to ensure that the Circulation Element is consistent with other elements of the General Plan and the Regional Transportation Plan. This is anticipated to be a two-year project as a part of the County’s General Plan update. The total project cost is estimated at \$150,000. The FY 2006/2007 OWP provided for \$50,000 for the initial phase of the project. This request is for an additional \$100,000 for the second phase which will incorporate anticipated costs for the third-party contract.

PREVIOUS AND CONCURRENT WORK

- 1) Calaveras County Regional Transportation Plan Update
- 2) Calaveras County-wide Traffic Circulation Study
- 3) Road Impact Mitigation Fee Program and Nexus Study
- 4) Copperopolis Benefit Basin Update
- 5) Valley Springs Benefit Basin Update
- 6) Land Use projection update for the County Traffic Model
- 7) Issue RFP; hire consultant.
- 8) Update County GIS information database.
- 9) Complete updated County-wide growth projections.
- 10) Update the County Traffic Model.
- 11) Conduct public participation workshops to incorporate initial public comments in first draft.
- 12) Bicycle/Pedestrian Plan Update

PROPOSED PRODUCT

Update and revise the Circulation Element of the County General Plan for inclusion in the County’s comprehensive General Plan update.

TASKS/METHODOLOGY

- 1) Draft revised Circulation Element.
- 2) Review consistency with the City of Angels General Plan and Circulation Element.
- 3) Review consistency with the Calaveras County General Plan Update, and Calaveras County Regional Transportation Plan.
- 4) Review consistency with the Calaveras Airport Land Use Plan and current airport Master Plan.
- 5) Prepare for public review

It is anticipated that Tasks 1 through 5 be funded for FY 06/07 with the remainder of the work funded and be completed next fiscal year. The majority of the work is to be done by consultants with the County and CCOG providing project management.

FUNDING SOURCE

2007-08

Dollars

Regional Surface Transportation Program (RSTP) \$50,000

AGENCY PARTICIPATION

Contract (RSTP) \$50,000

CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 - 12

TRANSPORTATION DEMAND MANAGEMENT
SCHOOL BUS SUPPLEMENT

PURPOSE

The purpose of this element is to prepare a feasibility report that would study a Transportation Demand Management tool by which school buses could be supplemented with Calaveras Transit buses. Preliminary discussions with school district staff indicate that a number of situations exist where this type of supplemental service could be effective. Recent studies both State-wide and across the Country have shown the need to provide services to children that provide a safe and an intellectually enhancing environment that provide for some form of supervision instead of the “latchkey” or worse, turning kids out to the street situation. However, in many instances, the lack of transportation is cited as a hindrance to utilizing these programs. Additionally, the traditional types of activities such as sporting events or recreational activities such as dances, demonstrate the need to provide transportation after the normal school bus schedules and costs allow. Another emphasis area would be to study the desirability of providing alternative transportation to relieve congestion many schools encounter with parents transporting their children to school.

PREVIOUS WORK

None in Calaveras County

PROPOSED PRODUCT

The proposed product would take studies commissioned in other areas of the State and Country and utilize that data to apply it locally. It is envisioned that the report would study the types of events/functions to be offered through high school, elementary, alternative, time of day, numbers of students and socio-economic need and coordination that would be needed with the transit system. The report would also suggest schedules and routes and compare that to costs to ensure cost-effectiveness. Finally, if a need is identified, an implementation plan together with funding strategies to ensure long-term viability of a program would be parts of the report.

TASKS/METHODOLOGY

1. Gather existing studies.
2. Conduct interviews with all County school districts to understand needs and opportunities.
3. Meet with Calaveras Transit manager and operator to determine availability and cost of providing service.
4. Determine feasibility.
5. If feasible, develop implementation plan and funding.

FUNDING SOURCE

2007/08

Dollars

Local Transportation Fund (LTF)

\$10,000

AGENCY PARTICIPATION

CCOG (LTF)

\$10,000

**CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 - 13**

COORDINATED PUBLIC TRANSPORTATION PLAN (CPTP)

PURPOSE

The purpose of this element is to coordinate human services transportation in Calaveras County and in surrounding counties to the greatest extent possible. Coordination of services is aimed at producing a transportation system that is as efficient, effective and user-friendly as possible. Additional goals are to eliminate existing or potential areas of service overlap or duplication allowing for a more connected/coordinated community mobility effort.

PREVIOUS WORK

Previously, a CPTP was not required to receive funding from the Federal Transit Administration for the 5310, 5316 and 5317 grant monies. All grant applications must now stem from the CPTP in development or have an approved CPTP in place.

PROPOSED PRODUCT

An approved, practical effective and inclusive Coordinated Public Transportation Plan.

TASKS/METHODOLOGY

Participate in the rural counties "Master Contract" to complete this effort and comply with new FTA guidelines.

FUNDING SOURCES

2007-08

Dollars

Local Transportation Funds (LTF)

\$10,000

AGENCY PARTICIPATION

CCOG (LTF)

\$10,000

**CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 - 14**

TransCAD - IMPLEMENTATION AND TRAINING

PURPOSE

The purpose of this element is to integrate county traffic counts and new development impacts into the TransCAD forecast model. The software has already been purchased by the CCOG. At this point it simply needs to be integrated with data that is being collected so the benefits of the program can be realized. The above described work requires training of staff.

PREVIOUS WORK

Purchase of the software and license has already been done. Model is currently being run by consultants, Fehr and Peers and LSC.

PROPOSED PRODUCT

Travel forecast modeling specific to Calaveras County and neighboring Counties run by County staff. In-house knowledge and forecasting capabilities that can help strengthen County and CCOG assessments of development impacts, future congestion mitigation and infrastructure impacts.

TASKS/METHODOLOGY

Coordinate training for County and CCOG staff in use of TransCAD software

FUNDING SOURCES

2007-08

Dollars

Regional Surface Transportation Program (RSTP) \$10,000

AGENCY PARTICIPATION

CCOG (RSTP) \$10,000

CALAVERAS COUNTY
FY 2006/07 Overall Work Program
Work Element 07/08 - 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 CCOG 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 CCOG 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

**2007-08
Dollars**

State Planning and Research Grant (SPR) \$177,526

AGENCY PARTICIPATION

Contract (SPR) \$117,273

CCOG (SPR) \$ 60,253

TOTAL \$177,526

**CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 - 16**

CONGESTION MITIGATION AND AIR QUALITY – Program Compliance

PURPOSE

The purpose of this element is to perform the necessary work to implement and monitor the State Implementation Plan (SIP) for Air Quality conformity in Calaveras and Amador Counties. It is anticipated that the SIP will be adopted by June 15, 2007. This work element will include developing a Congestion Mitigation and Air Quality (CMAQ) project list.

To establish eligibility for CMAQ funding for any particular project, including possible air conformity analysis to demonstrate that the project will contribute to attainment of the National Ambient Air Quality Standard (NAAQS), primarily for ozone (O3) and carbon monoxide (CO). To complete the NAAQS attainment demonstration, the County may contract with a consultant to provide findings for proposed CMAQ projects.

CCOG will solicit a “call for projects” for CMAQ funding from qualified agencies in Calaveras County. There are currently 2 proposed projects from Calaveras County. The first proposed project is the intersection signalization of State Highways 12 and 26 in downtown Valley Springs. The second proposed project is the construction of a Public Transit facility east of Angels Camp (refer to Work Element 07/08 - 16) which will serve as the operational hub of Calaveras Transit.

PREVIOUS WORK

None

PROPOSED PRODUCT

Approval of CMAQ funded projects that contribute to NAAQS attainment.

TASKS/METHODOLOGY

1. Solicit a “call for projects” for CMAQ funding.
2. Review the proposed projects with Caltrans, California Air Resource Board (CARB) and other inter-agencies through consultation process to complete feasibility screening of projects.
3. Select project(s) to be funded with CMAQ funds including consideration the project meets the SIP and contribute to NAAQS attainment.
4. Solicit, select and contract with air quality professional with specialized expertise in air quality conformity analysis, as needed.
5. The air quality professional consultant will forecast the air quality impacts that would result from the proposed projects and offer a determination of air quality conformity.
6. Selection of the CMAQ projects and findings will be adopted by the Calaveras Council of Governments.

FUNDING SOURCE

Rural Planning Assistance (RPA)

AMOUNT

\$15,000

AGENCY PARTICIPATION

Contract (RPA)

\$15,000

**CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 – 17**

CALAVERAS COUNTY INTERMODAL TRANSIT FACILITY

PURPOSE

The federal transportation appropriations bill for FY07/08 includes an earmark for funding design and environmental review of an intermodal transportation facility east of Angels Camp. The facility will serve as the operational hub for Calaveras Transit while also providing a park and ride facility for the community, and a public multi-modal center for, walkers, bikers, riders, carpoolers and drivers. It is anticipated that the facility will be located on surplus right of way at the eastern limits of the SR 4 bypass and construction should coincide with completion of the bypass.

Earmark funding for FY07/08 in the amount of \$500,000 covers design and environmental review and requires a 20% local match of \$100,000. We are currently seeking additional earmarks in future appropriations bills to fund construction.

PREVIOUS WORK

None

PROPOSED PRODUCT

Preliminary Design and Environmental Review for the Calaveras County Intermodal Transit Facility

TASKS/METHODOLOGY

1. Solicit, select and contract with design consultant for preliminary engineering and environmental review
2. Develop needs assessment, design criteria and conceptual design for community review and input.
3. Finalize preliminary design and project description.
4. Initiate environmental review and incorporate appropriate mitigation measures.
5. The consultant shall complete a thorough environmental review following all requirements for NEPA and CEQA to clear this project of all environmental constraints and where needed provide necessary mitigation measures to the County.
6. Findings will be adopted by the Calaveras County Board of Supervisors.

FUNDING SOURCE

2007-08

Dollars

Local Transportation Fund (LTF)

\$100,000

AGENCY PARTICIPATION

Contract (LTF)

\$100,000

**CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 – 18**

**ROUNABOUT PLANNING AND DESIGN:
SR4/SR49 SOUTH INTERSECTION**

PURPOSE

Identify viable alternatives for construction of a roundabout at the SR4/SR49 south intersection.

PREVIOUS WORK

Caltrans SR4/SR49 Intersection PSR

PROPOSED PRODUCT

The result of this work will be a report which will discuss roundabout alternatives and costs, including recommendations for consideration by the City of Angels.

TASKS/METHODOLOGY

1. Base mapping preparation from aerial mapping and as-built information including utility mapping.
2. Traffic operations analysis including air quality aspect.
3. Develop and screen intersection concepts including structures, right of ways, environmental, and costs.
4. Prepare visual simulation of roundabout operations.
5. Preparation of report and attendance at public hearing for preferred alternative determination.

FUNDING SOURCE

5% STIP (PPM)

2007-08

Dollars

\$55,000

AGENCY PARTICIPATION

Contract (PPM)

\$55,000

**CALAVERAS COUNCIL OF GOVERNMENTS
FY 2007/08 Overall Work Program
Work Element 07/08 – 19**

**ROUNDBOUT PLANNING AND DESIGN:
SR4/SR49 NORTH INTERSECTION AND
ANGEL OAKS DRIVE/SR4 INTERSECTION**

PURPOSE

Identify viable alternatives for construction of roundabouts at the SR4/SR49 north intersection and Angel Oaks Drive/SR4 Intersection.

PREVIOUS WORK

Draft PSR - New Connections, Angel Oaks Drive and Foundry Lane to SR4.

PROPOSED PRODUCT

This work will result in a report which will discuss roundabout alternatives and costs, including recommendations for consideration by the City of Angels.

TASKS/METHODOLOGY

1. Base mapping preparation from aerial mapping and as-built information including utility mapping.
2. Traffic operations analysis including air quality aspect.
3. Develop and screen intersection concepts including structures, right of ways, environmental, and costs.
4. Prepare visual simulation of roundabout operations.
5. Preparation of report and attendance at public hearing for preferred alternative determination.

FUNDING SOURCE

2007-08

Dollars

Regional Surface Transportation Program (RSTP) \$45,000

AGENCY PARTICIPATION

Contract (RSTP) \$45,000

Calaveras COG Work Program Schedule for FY 2007/08

	<u>Work Element</u>	<u>Start Date</u>	<u>End Date</u>
1	TDA ADMIN.	7/01/07	6/30/08
2	REG. PLANNING & COORDINATION	7/01/07	6/30/08
3	AIR QUALITY CONFORMANCE	7/01/07	6/30/08
4	STIP AND SHOPP MANAGEMENT	7/01/07	6/30/08
5	WAGON TRAIL PROJECT MANAGEMENT	7/01/07	6/30/08
6	EBBETTS PASS NATIONAL SCENIC BYWAY	7/01/07	6/30/08
7	GIS DEVELOPMENT	7/01/07	6/30/08
8	FOOTHILL COMMUTER SERVICE	7/01/07	6/30/08
9	PAVEMENT MANAGEMENT PROGRAM	7/01/07	6/30/08
10	RIM FEE OPTION STUDY – PHASE II	7/01/07	6/30/08
11	CIRCULATION ELEMENT, GENERAL PLAN-II	7/01/07	6/30/08
12	TDM SCHOOL BUS SUPPLEMENT	7/01/07	6/30/08
13	CPTP	7/01/07	6/30/08
14	TRANSCAD IMPLEMENTATION & TRAINING	7/01/07	6/30/08
15	TRI-COUNTY PARTNERSHIP IN INTEGRATED PLAN.	7/01/07	6/30/08
16	CONGESTION MITIGATION & AIR QUALITY	7/01/07	6/30/08
17	INTERMODEL TRANSIT FACILITY	7/01/07	6/30/08
18	SR4/49 ROUNDABOUT PLANNING & DESIGN - SOUTH	7/01/07	6/30/08
19	SR4/49 ROUNDABOUT PLANNING & DESIGN - NORTH	7/01/07	6/30/08

**PROJECT PLANNING, PROGRAMMING and MONITORING
EXPEDITURE PLAN FOR FY 2007-2008**

Calaveras Council of Governments

1.	STIP and SHOPP Management	20,000
2.	Air Quality Conformity	5,000
3.	Wagon Trail Project Management	15,000
4.	RIM Fee Option Study – Phase II	40,000
5.	SR4/49 Roundabout Planning & Design – South	55,000
<hr/>		
TOTAL		\$135,000

Funding source: 5% of STIP Regional Share (RIP); see 2006 RTIP.