

AMADOR COUNTY BOARD OF SUPERVISORS
COUNTY ADMINISTRATION CENTER
BOARD OF SUPERVISORS CHAMBERS
810 Court Street
Jackson, CA 95642

Please Note: All Board of Supervisors meetings are tape-recorded.

Anyone who wishes to address the Board must speak from the podium and should print their name on the Board Meeting Speaker list, which is located on the podium. The Clerk will collect the list at the end of the meeting.

Public hearing items will commence no sooner than the times listed on the agenda. Closed Session agenda items may be heard before or after scheduled public hearings, dependent upon progression of the agenda.

REGULAR MEETING AGENDA

DATE: Tuesday, August 14, 2018
TIME: 9:00 AM
LOCATION: COUNTY ADMINISTRATION CENTER
BOARD OF SUPERVISORS CHAMBERS
810 Court Street
Jackson, CA 95642

CLOSED SESSION **8:30 A.M.** may be called for labor negotiations (pursuant to Government Code §54957.6), personnel matters (pursuant to Government Code §54957), real estate negotiations/acquisitions (pursuant to Government Code §54956.8), and/or pending or potential litigation (pursuant to Government Code §54956.9).

1. CONFERENCE WITH LABOR NEGOTIATORS: Pursuant to Government Code Section 54957.6.

1.a. Labor Negotiations: Pursuant to Government Code Section 54957.6: County Negotiators: Greg Gillott, County Counsel, Judy Dias, Human Resource Director, and Darrell P. Murray, IEDA. Employee Organization:; All Units
Suggested Action: Discussion and possible action

2. CONFERENCE WITH COUNTY COUNSEL: EXISTING LITIGATION - {Government Code 54956.9(d)}

2.a. County of Amador v. Department of Interior, In the United States Supreme Court, No. 17-432
Suggested Action: Discussion and possible action relative to the existing litigation.
(Government Code 54956.9 (d)(1))

3. CONFERENCE WITH COUNTY COUNSEL: ANTICIPATED LITIGATION - {Government Code 54956.9(d) (2)}

3.a. Buena Vista Rancheria
Suggested Action: Discussion and possible action relative to the anticipated litigation
(Government Code 54956.9(d)(2))

4. CONFIDENTIAL MINUTES:

4.a. Confidential Minutes:

Suggested Action: Review and possible approval of the July 24, 2018 Confidential Minutes

REGULAR SESSION **9:00 A.M.**

PLEDGE OF ALLEGIANCE:

PUBLIC MATTERS NOT ON THE AGENDA: Discussion items only, no action to be taken. Any person may address the Board at this time upon any subject within the jurisdiction of the Amador County Board of Supervisors; however, any matter that requires action may be referred to staff and/or Committee for a report and recommendation for possible action at a subsequent Board meeting. Please note - there is a three (3) minute limit per person.

APPROVAL OF AGENDA: Approval of agenda for this date; any and all off-agenda items must be approved by the Board (pursuant to §54954.2 of the Government Code.)

APPROVAL OF ITEMS ON THE CONSENT AGENDA: Items listed on the consent agenda (#6) are considered routine and may be enacted by one motion. Any item may be removed for discussion and possible action, and made a part of the regular agenda at the request of a Board member(s).

5. REGULAR AGENDA:

- 5.a. Central Sierra Child Support Agency: Presentation of a Resolution Proclaiming August 2018 as Child Support Awareness Month in Amador County.
Suggested Action: Presentation only.
- 5.b. Earth Day Amador: Discussion and possible action relative to a presentation by the Environmental Justice Committee of Foothills Rising regarding Earth Day Amador proposed to be held on April 27, 2019.
Suggested Action: Discussion and possible action
- 5.c. California Department of Corrections Request
Temporary Road Closure - Dave Brubeck Road (PM 0.0 to 2.21)
Finish Roadway Work (Repair Areas Damaged During Construction, New Asphalt & Base)
Closure Schedule: 14-days, beginning September 4, 2018 through September 18, 2018
Suggested Action: 1. Approve temporary road closure of Dave Brubeck Road from Post Mile 0.0 (West Marlette Street) to 2.21 (Cook Road) for 14-days beginning September 4, 2018 through September 18, 2018; and
2. Direct Staff to post road closure information.
- 5.d. General Services Administration: Airport Budget Shortfall for State Grant Matching Funds
Suggested Action: Discussion and possible action to provide additional funding options for the Airport Budget
- 5.e. Update on ACTC System Safety Analysis Report (SSAR) affecting County Roads
Suggested Action: 1. Direction to Staff as desired.

- 5.f. Equipment Purchase – Asphalt Grinder (a.k.a. “Zipper”)
Suggested Action: 1) Declare the 2006 Zipper Model AZ-480HD as surplus property and;
2) Dependent upon whichever is greater, authorize the sale of surplus property in accordance with Government Code Section 25504 at public auction utilizing Public Surplus or accept the manufacturers trade-in offer of \$10,000.00 and;
3) Authorize the Purchasing Agent to issue a Purchase Order for a new Asphalt Zipper 480i-200E Reclaimer/Stabilizer in an amount not to exceed \$190,464.30.
- 5.g. Minutes: Review and possible approval of the July 24, 2018 Board of Supervisors Meeting Minutes.
Suggested Action: Approval

6. CONSENT AGENDA: Items listed on the consent agenda are considered routine and may be enacted by one motion. Any item may be removed for discussion and possible action, and made a part of the regular agenda at the request of a Board member(s).

- 6.a. Board of Supervisors: Resolution declaring a Local State of Emergency in Amador County due to Pervasive Tree Mortality. (Original resolution adopted on February 23, 2016 and updated on September 13, 2016, February 28, 2017 and January 9, 2018.)
Suggested Action: Adopt Resolution
- 6.b. District Attorney: Auto Fraud Grant Resolution for the California Department of Insurance, Automobile Insurance Fraud Program for FY 2018-2019
Suggested Action: Adopt Resolution
- 6.c. Human Resources: Resolution regarding Salaries and Fringe Benefits for Management Employees. The Management Unit is proposing an increase to the Community Development Director of 5% retroactive to 7/24/2018.
Suggested Action: Adopt resolution
- 6.d. Public Works: Regional Surface Transportation Program Claim Form Requesting Amador County Apportionment of \$365,261
Suggested Action: Adopt a Resolution authorizing the Chair to sign RSTP Claim Form with ACTC; and Direct Staff to transmit original signed RSTP Claim Form to ACTC for final execution and allocation of the apportioned \$365,261 to Amador County.
- 6.e. Auditor: MGT of America, Inc. - Professional Services Agreement for SB90 State Mandated Claims & Cost Allocation Plan Services
Suggested Action: Approve the Professional Services Agreement with MGT for both the SB90 State Mandated Cost Claims and the Cost Allocation Plan Services.
- 6.f. Conservator's Office: Second Amendment to Agreement between Amador County Public Conservator/Guardian/Administrator and Panoramic Software, Inc. to provide support and maintenance on an Integrated Case Management and Fiduciary Accounting System, for three fiscal years beginning July 1, 2018 and continuing through June 30, 2021.
Suggested Action: Recommend approval and signature on Amendment

- 6.g. General Services Administration: Carbondale Grazing Lease – 3rd Amendment
Suggested Action: Approve a 3rd Amendment to the Grazing Land Lease Agreement with Cheryl Clark for an additional five (5) years.
- 6.h. General Services Administration: Wicklow Way Grazing Lease – 2nd Amendment
Suggested Action: Approve a 2nd Amendment to the Grazing Land Lease Agreement with J.W. Dell’Orto and/or Anne Dell’Orto for an additional five (5) years.
- 6.i. Social Services: CDSS Services Contract Agreement 18-5003 regarding the coordination of adoption services; California Civil Rights Laws Certification; and Resolution in regard to said Services Contract Agreement.
Suggested Action: Approval and execution of: (1) Resolution; (2) CDSS Services Contract Agreement 18-5003; and (3) California Civil Rights Laws Certification.
- 6.j. Commission on Aging: Appointment of Chris Kalton, Member-at-Large, and Julie Traxler, District 2 Representative, for terms of three years.
Suggested Action: Approve appointments
- 6.k. Administration: Request to waive building permit fees for various building permits being obtained by the Lockwood Fire Protection District on County property
Suggested Action: Waive all fees for LFPD
- 6.l. General Services Administration: Resolution, Notice of Completion, and Agreement and Release of Claims for Bid 18-01 for the Probation Office Carpet Replacement Project.
Suggested Action: Accept the work of Harold Thompson Inc. for Bid 18-01 for the Probation Office Carpet Replacement Project and; Authorize the GSA Director to sign and record a Notice of Completion and release retention and final payment to the contractor and; Authorize the Board Chair to sign the Agreement and Release of Claims form
- 6.m. General Services Administration: Resolution, Notice of Completion, and Agreement and Release of Claims for Bid 18-04 for the Amador County District Attorney Elevator Tower Replacement Project
Suggested Action: Accept the work of Laguna Gold Mortgage, Inc. DBA LGM Construction for Bid 18-04 for the District Attorney Elevator Tower Replacement Project and; Authorize the GSA Director to sign and record a Notice of Completion and release retention and final payment to the contractor and; Authorize the Board Chair to sign the Agreement and Release of Claims form
- 6.n. General Services Administration: Election Services Contract - Waiver of County Policy 4-400 Insurance Requirements for Contracts and Agreements
Suggested Action: Waive County Policy 4-400
- 6.o. Human Resources: 2019 Benefit Plan Year Renewal per the Health Benefit Advisory Committee (HIAC) recommendation. The Committee majority consensus was for the buy-up to \$3000 per person per calendar year deductible/ \$3000 orthodontia (lifetime max).
Suggested Action: Approve
- 6.p. Social Services: Reclassification of a full time employee (FTE) CPS Social Worker II to Social Worker III to be effective September 12, 2018.
This is a Merit System position and their standards and guidelines must be followed.
Suggested Action: Approve reclassification.

- 6.q. Social Services: Authorization to Hire One Administrative Assistant I (Office Assistant I in Merit System) for One New, Extra Help/Temporary Position in Child Protective Services (CPS) / Adult Protective Services (APS) / In-Home Supportive Services (IHSS). No General Fund Dollars will be used for this position; it will be funded by available funds due to not immediately back-filling other positions.
This is a Merit System position and their standards and guidelines must be followed.
Suggested Action: Approve and authorize the hiring of one new, extra help/temporary position.

ADJOURNMENT: UNTIL AUGUST 28, 2018 AT 9:00 A.M. (CLOSED SESSION BEGINS AT 8:30 A.M.)

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the Clerk of the Board staff, at (209) 223-6470 or (209) 257-0619 (fax). Requests must be made as early as possible and at least one-full business day before the start of the meeting. Assisted hearing devices are available in the Board Chambers for public use during all public meetings.

Pursuant to Government Code 54957.5, all materials relating to an agenda item for an open session of a regular meeting of the Board of Supervisors which are provided to a majority or all of the members of the Board by Board members, staff or the public within 72 hours of but prior to the meeting will be available for public inspection, at and after the time of such distribution, in the office of the Clerk of the Board of Supervisors, 810 Court Street, Jackson, California 95642, Monday through Friday, between the hours of 8:00 a.m. and 5:00 p.m., except for County holidays. Materials distributed to a majority or all of the members of the Board at the meeting will be available for public inspection at the public meeting if prepared by the members of the Board or County staff and after the public meeting if prepared by some other person. Availability of materials related to agenda items for public inspection does not include materials that are exempt from public disclosure under Government Code sections 6253.5, 6254, 6254.3, 6254.7, 6254.15, 6254.16, or 6254.22.

Board of Supervisors Agenda Item Report

Submitting Department: Board of Supervisors

Meeting Date: August 14, 2018

SUBJECT

Labor Negotiations: Pursuant to Government Code Section 54957.6: County Negotiators: Greg Gillott, County Counsel, Judy Dias, Human Resource Director, and Darrell P. Murray, IEDA. Employee Organization;; All Units

Recommendation:

Discussion and possible action

4/5 vote required:

No

Distribution Instructions:

None

ATTACHMENTS

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Board of Supervisors Agenda Item Report

Submitting Department: County Counsel

Meeting Date: August 14, 2018

SUBJECT

County of Amador v. Department of Interior, In the United States Supreme Court, No. 17-432

Recommendation:

Discussion and possible action relative to the existing litigation. (Government Code 54956.9 (d)(1))

4/5 vote required:

No

Distribution Instructions:

BOS

ATTACHMENTS

-

Board of Supervisors Agenda Item Report

Submitting Department: County Counsel

Meeting Date: August 14, 2018

SUBJECT

Buena Vista Rancheria

Recommendation:

Discussion and possible action relative to the anticipated litigation (Government Code 54956.9(d)(2))

4/5 vote required:

No

Distribution Instructions:

BOS

ATTACHMENTS

-

Board of Supervisors Agenda Item Report

Submitting Department: Board of Supervisors

Meeting Date: August 14, 2018

SUBJECT

Confidential Minutes:

Recommendation:

Review and possible approval of the July 24, 2018 Confidential Minutes

4/5 vote required:

No

Distribution Instructions:

None

ATTACHMENTS

-

Board of Supervisors Agenda Item Report

Submitting Department: Board of Supervisors

Meeting Date: August 14, 2018

SUBJECT

Central Sierra Child Support Agency: Presentation of a Resolution Proclaiming August 2018 as Child Support Awareness Month in Amador County.

Recommendation:

Presentation only.

4/5 vote required:

No

Distribution Instructions:

Presentation to CSCSA

ATTACHMENTS

- [Resolution Child Support Aware Month.docx](#)

**BEFORE THE BOARD OF SUPERVISORS OF THE
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF

RESOLUTION PROCLAIMING AUGUST 2018
AS CHILD SUPPORT AWARENESS MONTH
IN AMADOR COUNTY

RESOLUTION NO. 18-xxx

WHEREAS, the vision of the Central Sierra Child Support Agency is Partnering with Families to Create Self-Sufficiency; and

WHEREAS, the professional staff of the Central Sierra Child Support Agency worked diligently to fulfill this vision by partnering with families involved in more than 5,200 cases and collecting over \$11 million in support last federal fiscal year; and

WHEREAS, the Central Sierra Child Support Agency declares its commitment to having a meaningful impact on the families it serves; and

WHEREAS, the Central Sierra Child Support Agency is engaged in educating its customers regarding their cases and the community regarding the services it provides; and

WHEREAS, the Central Sierra Child Support Agency affirms the important role it plays in partnering with parents to support the well-being of children; and

WHEREAS, the Central Sierra Child Support Agency encourages parents to be accountable for their children, providing them many opportunities to succeed; and

WHEREAS, Child Support Awareness Month recognizes and acknowledges parents who work diligently to support their children to provide both emotional and stable financial stability, thus having a positive impact on their children; and

WHEREAS, the Central Sierra Child Support Agency thanks its partner agencies and recognizes its child support professionals, who strive to continuously improve their customer service and make a difference in the lives of the children in our community.

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Board of Supervisors, County of Amador, State of California, does hereby designate the month of August 2018 to be declared "Child Support Awareness Month" in Amador County and applauds the Central Sierra Child Support Agency for its continued service to the families throughout our community.

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Amador at a regular meeting thereof, held on the 14th day of August 2018, by the following vote:

AYES: Lynn A. Morgan, Brian Oneto, Patrick Crew, Richard M. Forster,
Frank U. Axe

NOES: None

ABSENT: None

Lynn A. Morgan, Chair, Board of Supervisors

ATTEST:

JENNIFER BURNS, Clerk of the
Board of Supervisors, Amador County,
California

Deputy

Board of Supervisors Agenda Item Report

Submitting Department: Board of Supervisors

Meeting Date: August 14, 2018

SUBJECT

Earth Day Amador: Discussion and possible action relative to a presentation by the Environmental Justice Committee of Foothills Rising regarding Earth Day Amador proposed to be held on April 27, 2019.

Recommendation:

Discussion and possible action

4/5 vote required:

No

Distribution Instructions:

Board Clerk

ATTACHMENTS

- [Earth Day Memo.pdf](#)
- [Earth Day Budget.pdf](#)

The Environmental Justice Committee of Foothills Rising, working with County Govt., Civic Organizations, Schools, Agriculture and Businesses is planning

EARTH DAY AMADOR

April 27, 2019

11:00 - 4:00

Detert Park, Jackson

Our intent is to:

* Showcase those organizations and businesses who have developed earth-sustaining programs, philosophies or products

- Offer participants opportunities to increase their knowledge of how to restore our planet's health and plan for a liveable future through booth displays and presentations focusing on our own foothills communities
- Build bridges of understanding, seek common ground between the divergent points of view in our community, acknowledging not only the interconnectedness of our natural systems but the interconnectedness of our people as we work together for the common purpose of building a liveable future.

We hope to partner with the County of Amador, especially agencies that deal with environmental issues. The city of Jackson has a history of sponsoring Earth Days, most recently under the leadership of the late Mike Daley, Jim McHargue and others. We want to build on their foundation.

We especially want to work with schools and will be meeting with their administrative staff in September to explore possibilities such as essay and art contests.

We want to promote agricultural farms, ranches, vineyards who are using regenerative practices and offer them the opportunity to present their operation through a panel discussion or presentation at the event. We will be meeting with Master Gardeners and Farms of Amador Boards of Directors in September to begin the planning.

We are also reaching out to any business or civic group that promotes a program, philosophy or product that can take us into a liveable future.

Earth Days at their core are opportunities to educate ourselves about how to better take care of our planet. For us, that means our foothills home. We can also have fun at the same time so we will have music, great food, and other festivities to celebrate the possibilities of the day.

Earth Day Amador 2019	
	Draft Budget
Revenue	
Vendor/Sponsors Fees	1500.00
Donations	1500.00
Total revenue	\$3,000.00
Expenses	
Fees-County	
Insurance	300.00
Music (5 acts, donated time)	600.00
Rental (presentation tent, 40 chairs)	550.00
Publicity:	
Posters/flyers	300.00
Banners (on-site)	400.00
Newspaper ads	200.00
Promo letters	200.00
Postage	150.00
Sound	0.00
Supplies	300.00
Total expense	\$3,000.00
Net	0.00

Board of Supervisors Agenda Item Report

Submitting Department: Public Works

Meeting Date: August 14, 2018

SUBJECT

California Department of Corrections Request

Temporary Road Closure - Dave Brubeck Road (PM 0.0 to 2.21)

Finish Roadway Work (Repair Areas Damaged During Construction, New Asphalt & Base)

Closure Schedule: 14-days, beginning September 4, 2018 through September 18, 2018

Recommendation:

1. Approve temporary road closure of Dave Brubeck Road from Post Mile 0.0 (West Marlette Street) to 2.21 (Cook Road) for 14-days beginning September 4, 2018 through September 18, 2018; and
2. Direct Staff to post road closure information.

4/5 vote required:

No

Distribution Instructions:

CAO, County Counsel, CDD

ATTACHMENTS

- [2018-8-14_CDCR Temp Road Closure Final Work.pdf](#)
- [County of Amador Mail - RE_ Dave Brubeck Road - Completion status.pdf](#)
- [2018.07.31 - MCIC Brubeck Scope Exhibit.pdf](#)
- [Exhibit 2 - Pavement Scope of Work.pdf](#)



AMADOR COUNTY COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION & PUBLIC WORKS

PHONE: (209) 223-6429

FAX: (209) 223-6395

WEBSITE: www.amadorgov.org

EMAIL: PublicWorks@amadorgov.org

COUNTY ADMINISTRATION CENTER • 810 COURT STREET • JACKSON, CA 95642-2132

MEMORANDUM

TO: Board of Supervisors

FROM: Jered Reinking, Public Works Director

DATE: August 14, 2018

SUBJECT: Temporary Road Closure - Dave Brubeck Road (PM 0.0 to 2.21)
Finish Roadway Work (Repair Areas Damaged During Construction, New Asphalt & Base)
Closure Schedule: 14-days, beginning September 4, 2018 through September 18, 2018

CONTACT: Jered Reinking (223-6226)

Overview

The Department, on behalf of the California Department of Corrections and Rehabilitation (CDCR), is requesting a FINAL 14-day temporary closure of a section of Dave Brubeck Road, **beginning the week of September 4, 2018 through September 18, 2018**, to facilitate required roadway repair work resulting from construction of a sewer pipeline installed by CDCR over the summer.

Staging of the temporary closure of this section of roadway will minimize access conflicts for property owners and residents in the areas bounded by Five Mile Drive, Dave Brubeck Road, Cook Road, and Jackson Valley Road between State Route 88 and 104. The northern closure will start at the intersection of Dave Brubeck Road and West Marlette Street in Lone. This will allow traffic to continue to either State Route 124 in Lone or to State Route 104 west of Lone. Electronic traffic signage will be provided on State Route 88 and 104 indicating the temporary closure.

Requested Actions:

1. Approve temporary road closure of Dave Brubeck Road from Post Mile 0.0 (West Marlette Street) to 2.21 (Cook Road) for 14-days beginning September 4, 2018 through September 18, 2018; and
2. Direct Staff to post road closure information.

Fiscal Impact

Not applicable for this agenda Item.

Attachments:

Correspondence between PW and CDCR, dated July 31, 2018

Roadway Repair Exhibits



Jered Reinking <jreinking@amadorgov.org>

RE: Dave Brubeck Road - Completion status

1 message

Sleppy, Bob@CDCR <Robert.Sleppy@cdcr.ca.gov>

Tue, Jul 31, 2018 at 1:00 PM

To: Jered Reinking <jreinking@amadorgov.org>

Cc: Jack O'Brien <jobrien@amadorgov.org>, "Figel, Chad E." <CFigel@henselphelps.com>, "Way, Tim D." <TWay@henselphelps.com>

Jered/Jack:

Our contractor, H.P., has now confirmed that all of the necessary roadway subcontractors are scheduled for the grinding/treatment/paving and roadway repair work in the section of Dave Brubeck Road where our effluent pipeline was installed. I apologize for the delay in confirming this information but it was challenging getting commitments this time of year from the subcontractors.

CDCR and its contractor now request a 14-day closure of Dave Brubeck Road from **September 4, 2018 to September 18, 2018**. Our contractor anticipates working throughout this period to complete all of the work including weekends. If the work is completed sooner than 14 days our contractor will re-open this part of Dave Brubeck Road. However, our contractor believes it will take all 14 days to complete the work.

I have attached two sets of exhibits that demonstrate the planned work and the scope of that work. The first attachment provides detailed engineering information on the scope of the work; it shows the boundary between the City of Lone and County of Amador. We believe the scope of this work is consistent with our discussions with your office and the City of Lone. The second exhibit is a graphic that simplifies the scope of the work; it might be appropriate for any community/supervisory presentations.

We are available to answer questions about this request. If the request for closure is presented to the Board before August 30th I will plan to attend the meeting. Otherwise we will have staff from H.P. available for that meeting.

Thank you,

Robert Sleppy

CDCR Facility Planning, Construction and Management

From: Jered Reinking [mailto:jreinking@amadorgov.org]**Sent:** Tuesday, July 31, 2018 12:27 PM**To:** Sleppy, Bob@CDCR**Cc:** Jack O'Brien**Subject:** Dave Brubeck Road - Completion status

19

Hello Bob,

I think it is getting pretty close to the time when CDCR needs to expedite wrapping up the work on Dave Brubeck Road. The next Board meeting is August 14th. If you have a plan for the last closure to repair the road and finish project, I will need that very soon (the end of this week).

please provide a status.

thank you,

Jered C. Reinking, PE

Public Works Director

Amador County Department of Transportation and Public Works


810 Court Street, Jackson CA 95642

209.223.6429 - Department

209.223.6226 - Direct

jreinking@amadorgov.org

2 attachments

 **2018.07.31 - MCIC Brubeck Scope Exhibit.pdf**
5944K

 **Exhibit 2 - Pavement Scope of Work.pdf**
124K

Dave Brubeck Road - Pavement Scope of Work (NTS)







Legend

- 3" Asphalt Concrete over 12" of Cement Treated Base
- 3" Asphalt Concrete over CDF Base on 5' Wide Trench Only
- Road Centerline
- City of Ione and Amador County Line
- NB North Bound Lane
- SB South Bound Lane

Amador County - Pavement Scope of Work (NTS)







Legend

-  3" Asphalt Concrete over 12" of Cement Treated Base
-  3" Asphalt Concrete over CDF Base on 5' Wide Trench Only
-  Road Centerline
-  City of Ione and Amador County Line
- NB North Bound Lane
- SB South Bound Lane

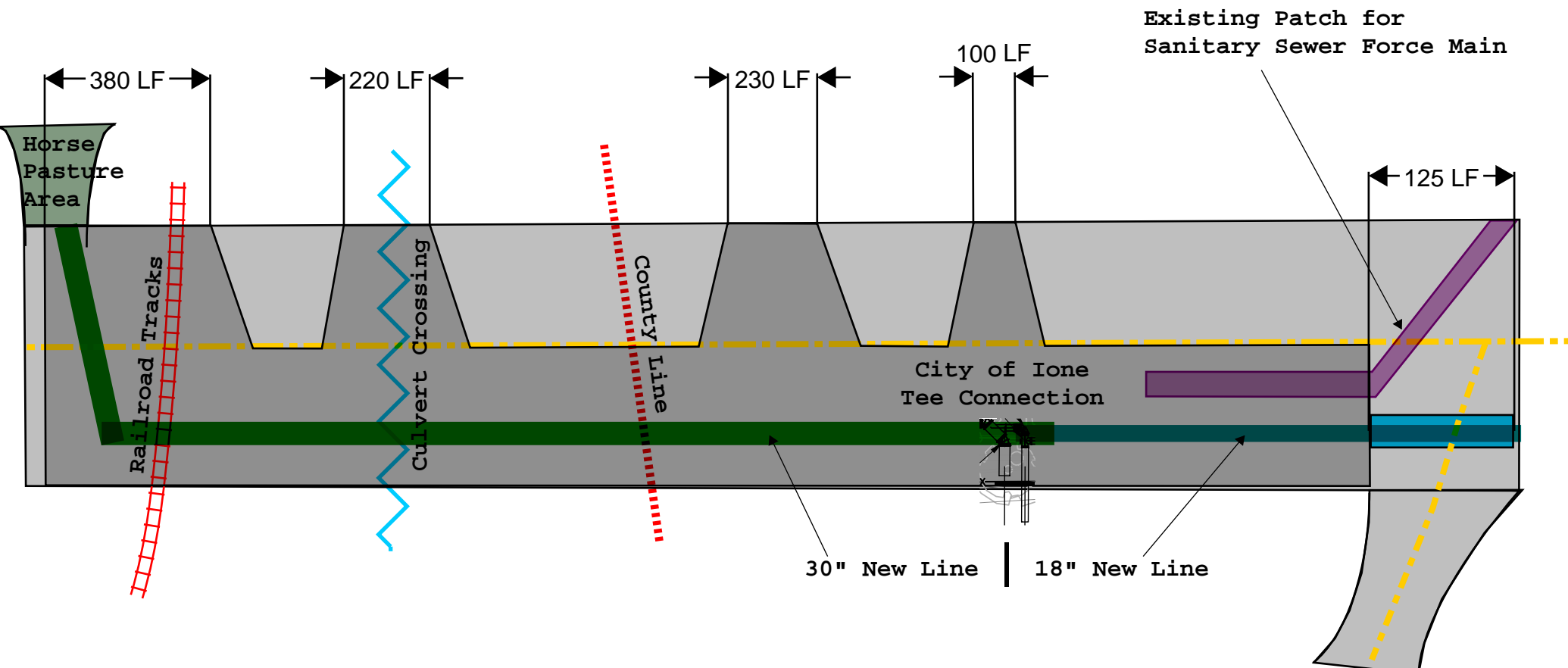
City of Ione - Pavement Scope of Work (NTS)



Legend	
	3" Asphalt Concrete over 12" of Cement Treated Base
	3" Asphalt Concrete over CDF Base on 5' Wide Trench Only
	Road Centerline
	City of Ione and Amador County Line
NB	North Bound Lane
SB	South Bound Lane

Dave Brubeck Rd. - Paved Areas

NTS



- 3" AC over CDF Base on 5' Wide Trench
- 3" AC over 12" of Cement Treated Base (Soil Analysis TBD)

Board of Supervisors Agenda Item Report

Submitting Department: General Services Administration

Meeting Date: August 14, 2018

SUBJECT

General Services Administration: Airport Budget Shortfall for State Grant Matching Funds

Recommendation:

Discussion and possible action to provide additional funding options for the Airport Budget

4/5 vote required:

Yes

Distribution Instructions:

Chuck Iley, CAO; Auditor-Controller

ATTACHMENTS

- [Airport Budget Shortfall Memo 8.7.18.pdf](#)

GENERAL SERVICES ADMINISTRATION

MAIL: 12200-B Airport Road, Jackson, CA 95642

LOCATION: 12200-B Airport Road, Martell, CA

PHONE: (209) 223-6744 FAX: (209) 223-0749 E-MAIL: jhopkins@amadorgov.org



SUMMARY MEMORANDUM

TO: Board of Supervisors

FROM: Jon Hopkins, GSA Director *JHop*

DATE: August 7, 2018

SUBJECT: Airport Budget Shortfall for State Grant Matching Funds

Background: On September 26, 2017, the County approved two resolutions (resolutions no. 17-107 & 17-108) for the California Department of Transportation, Aeronautics Division, for State matching grants. These grant applications were for FAA Grant Projects 1) Wildlife Hazard Assessment & 2) Update Airport Layout Plan (ALP) Narrative Report Study, Update ALP drawing set and Aeronautical study.

On September 28, 2017, Airport Staff submitted the complete Grant applications to Caltrans Division of Aeronautics. During the month of October, Airport Staff was contacted by Caltrans to discuss these applications. Caltrans told staff they were waiting for funding to determine which, if any, of the grant applications it had received could be funded. On December 27, 2017, I contacted Shannon Montano with Caltrans Division of Aeronautics and was told that Caltrans did not receive sufficient funding to offer the County the matching grants. This is the first time in 15 plus years that Caltrans has not funded their share of these projects and at that time the Airport anticipated being able to cover this unanticipated change.

As a result, during the Board of Supervisors meeting of January 9, 2018 the Board decided not to withdraw from the Federal Grants totaling up to \$300,000.00 and utilize Airport budget resources to fund the additional \$7,500.00 per project.

Subject or Key Issue: During the initial development of the Airport budget for FY 2018/19 Airport staff was able to budget for these two (2) projects. Because these two projects carried over from FY 2017/18 to FY 2018/19, the budget line items needed to be updated reflecting the current balances for these projects. During this update, it was discovered that the FUND BALANCE (reserve account) originally anticipated was no longer available.

Analysis: Not receiving additional funding will not allow the Airport to pay \$15,000.00 in contractual expenses.

Alternatives: Provide the Airport with a short term loan of \$15,000.00 to balance the Airport budget anticipating satisfying this loan in the 19/20 fiscal year utilizing fuel sales, rents and concessions.

Fiscal or Staffing Impacts: Without a loan, the Airport will be unable meet its obligations.

4/5ths vote: Yes

Recommendation(s): Discussion and possible action to provide additional funding options for the Airport Budget.

c: Chuck Iley, CAO
file

Board of Supervisors Agenda Item Report

Submitting Department: Public Works

Meeting Date: August 14, 2018

SUBJECT

Update on ACTC System Safety Analysis Report (SSAR) affecting County Roads

Recommendation:

1. Direction to Staff as desired.

4/5 vote required:

No

Distribution Instructions:

CAO, CDD

ATTACHMENTS

- [2018-8-14_Update ACTC SSAR.pdf](#)
- [2018_SSAR.pdf](#)



AMADOR COUNTY COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION & PUBLIC WORKS

PHONE: (209) 223-6429

FAX: (209) 223-6395

WEBSITE: www.amadorgov.org

EMAIL: PublicWorks@amadorgov.org

COUNTY ADMINISTRATION CENTER • 810 COURT STREET • JACKSON, CA 95642-2132

MEMORANDUM

TO: Board of Supervisors

FROM: Jered Reinking, Public Works Director

DATE: August 14, 2018

SUBJECT: Update on ACTC System Safety Analysis Report (SSAR) affecting County Roads

CONTACT: Jered Reinking (223-6226)

Overview

On August 2, 2018, the Amador County Transportation Commission (ACTC) discussed the completion status of their System Safety Analysis Report (SSAR), prepared by an ACTC consultant, and recommendations for referral to Amador County, Cities, and Caltrans for potential safety related enhancements to roads within Amador County. A prior referral for improvements to Ridge Road and Running Gold Road intersection has already been discussed at the July 10, 2018 Board of Supervisors meeting where direction was given to staff to prepare a Highway Safety Improvement Program (HSIP) grant application to assist with funding the improvements.

At the ACTC meeting on August 2, 2018, several additional referrals were discussed:

- potential Roadway Signing and Safety Audit (RSSA);
- potential guardrail installation locations (Stony Creek Road, Shenandoah Road, and Coal Mine Road);
- potential locations for advanced intersection flashing beacons (Latrobe Rd/Old Sacramento Rd, Jackson Valley/Buena Vista Rd);
- potential segment lighting in Martell and Drytown (Hwy 49 and 88);
- potential high friction surface treatment (Latrobe Road and Jackson Valley Road);
- potential pedestrian crossing enhancements (Jackson, Lone, Plymouth, and County crossings)

All of the above referrals could be pursued as additional HSIP applications due August 31, 2018. The County would be required, at a minimum, to provide "matching" funds for any initial grant awarded to the County, plus fund any additional amounts above the awarded grant at 100%.

Requested Actions:

1. Direction to Staff as desired.

Fiscal Impact

Should the BOS elect to pursue additional HSIP grant applications at this time, Staff would need to evaluate FY 18/19 and beyond budget situation. The department is currently very limited on funding, generally.



117 Valley View Way
Sutter Creek, CA 95685
209.267.2282
fax: 209.267.1930

DATE: August 2, 2018
TO: Amador County Transportation Commission
FROM: John Gedney, Executive Director
SUBJECT: **Systemic Safety Analysis Report (SSAR)**

RECOMMENDATION:

Review and provide comments on SSAR and direct staff to prepare the final report.

The complete draft of the System Safety Analysis Report (SSAR) submitted by ACTC consultant Mark Thomas is available on the main page of ACTC's website, www.actc-amador.org. Daniel Blomquist from Mark Thomas will be available to answer any questions and take direction regarding preparing the final report.

JG

Amador and Alpine Counties Systemic Safety Analysis Report

DRAFT SUBMITTAL: MAY 2018



Presented to:



Provided by:



Signing and stamping this Systemic Safety Analysis Report, the engineer is attesting to this report's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made.

Prepared by:

DRAFT

 Daniel Blomquist, PE Date
 Professional Civil Engineer, C65875
 Project Manager, Mark Thomas

Signed for Approval:

DRAFT

 John Gedney Date
 Executive Director
 Amador County Transportation Commission

DRAFT

 Brian Peters Date
 Director
 Alpine County Community Development Department

*Section 148 of Title 23, United States Code [23 U.S.C. §148(h) (4)]
 REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS,
 SURVEYS, AND INFORMATION—Notwithstanding any other provision of law, reports, surveys,
 schedules, lists, or data compiled or collected for any purpose relating to this section, shall not
 be subject to discovery or admitted into evidence in a Federal or State court proceeding or
 considered for other purposes in any action for damages arising from any occurrence at a
 location identified or addressed in the reports, surveys, schedules, lists, or other data.*

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APPENDICES

Appendix A1: Amador Countywide Maps

- Animal Collisions
- Bike/Pedestrian Collisions
- DUI Collisions
- Fatal/Severe Injuries
- Inclement Weather Collisions
- Motorcycle Collisions
- Nighttime Collisions
- Total Collisions
- Truck Collisions
- Unsafe Speed Collisions

Appendix A2: Alpine Countywide Maps

- Animal Collisions
- Bike/Pedestrian Collisions
- DUI Collisions
- Fatal/Severe Injuries
- Inclement Weather Collisions
- Motorcycle Collisions
- Nighttime Collisions
- Total Collisions
- Truck Collisions
- Unsafe Speed Collisions

Appendix B: Crash Rates/Costs for Preliminary Segments and Intersections

Appendix C1: Amador County Focus Location Write Ups

Appendix C2: Alpine County Focus Location Write Ups

Appendix D1: Amador County Focus Location Collision Maps

- Stony Creek Rd (North)
- Rams Horn Grade
- Stony Creek Rd (South)
- Coal Mine Rd
- Latrobe Rd
- Jackson Valley Rd
- Shenandoah Rd
- State Route 49/State Route 88 (Jackson) A
- State Route 49/State Route 88 (Jackson) B

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State Route 49/State Route 88 (Jackson) C
State Route 104/State Route 124 (Ione)
Ridge Rd (Sutter Creek)
Route 26 and Deer Ln Intersection
Ridge Rd and Running Gold Rd Intersection

Appendix D2: Alpine County Focus Location Collision Maps

State Route 88 (West)
State Route 88 (East)
State Route 89
State Route 88 and State Route 89 (Towards Markleeville) Intersection

Appendix E1: Jackson Segment Lighting (Preliminary)

Appendix E2: Drytown Segment Lighting (Preliminary)

Appendix E3: Ridge Rd and Bowers Rd Traffic Signal (Preliminary)

Appendix E4: Alpine County High Friction Surface Treatment (Preliminary)

Appendix F1: Amador and Alpine State Routes SSAR Project

Appendix F2: Amador County SSAR Project

Appendix G: Advance Intersection Flashing Beacons Project

Appendix H: Segment Lighting Project

Appendix I: High Friction Surface Treatment Project

Appendix J: Ridge and Running Gold Widening Project

Appendix K: Pedestrian Crossing Enhancements Projects

Appendix L: Guardrail Upgrades Project

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ACRONYMS

ACTC	Amador County Transportation Commission
ADT	Average Daily Traffic
AADT	Annual Average Daily Traffic
B/C	Benefit Cost Ratio
Caltrans	California Department of Transportation
CHP	California Highway Patrol
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
LRSM	Local Roadway Safety Manual
MPH	Miles per Hour
PCF	Primary Collision Factor
RSSA	Roadway Signing and Safety Audit
SHSP	Strategic Highway Safety Plan
SR	State Route
SSAR	Systemic Safety Analysis Report
SSARP	Systemic Safety Analysis Report Program
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System

EXECUTIVE SUMMARY

The purpose of the Systemic Safety Analysis Report Program (SSARP) is to help underserved local agencies identify safety projects that could receive future Highway Safety Improvement Program (HSIP) funding. This report covers both Amador and Alpine County roadways. The Counties' main focus with the SSAR is analyzing collision history to identify those most critical locations and crash trends on the roadway network, ultimately taking a step in preemptively addressing these top safety concerns.

Data was gathered from two online resources, TIMS and SWITRS, and refined to include only collisions caused by existing facility conditions. The mapping and addition of property damage only collisions were crucial for the analysis since only 45% of the total crashes for Amador County and 44% of the total crashes for Alpine County resulted in an injury. The most frequently occurring collision type in both counties was 'hit object', meaning a vehicle departed the travel lane and struck an object on the side of the road such as an embankment, fence, guardrail, tree or other structure. 'Wrong Side of the Road' and 'Unsafe Speeds' were determined to be the most frequent factors in Amador County collisions. 'Improper turning' and 'Unsafe Speeds' were determined to be the most frequent factors in Alpine County collisions.

Further investigation into the data led to identifying 15 roadway segments and 3 intersections where there were concentrations of collisions. These focus locations were selected based on rankings of 3 different criteria: total collisions, crash rate, and crash cost, and based on input from the local agencies and public from comments provided on the project website at safertricityroads.com. Each of the focus locations were analyzed to determine appropriate countermeasures to address each area's safety concerns based on the historical data and trends. Some of the top countermeasures identified for potential safety improvement projects were upgrading existing roadside signs to improve curve warnings, edge delineation and nighttime visibility, adding high friction surface treatments to improve traction and skid resistance in high incident curves, improving roadway segment lighting, upgrading existing guardrails, and pedestrian crossing upgrades. While it is a main concern of local jurisdictions, maintenance activities for existing facilities, such as roadway pavement rehabilitation and restriping, is not eligible for federal safety funding.

Viable safety projects identified in this SSAR for potential HSIP Cycle 9 grant applications include conducting a Roadside Signing Safety Audit (RSSA) to upgrade signs on County roads, installing street lighting in the Amador County communities of Martell and Drytown, adding intersection advance warning signs with flashing beacons at multiple locations, and improving the visibility of pedestrian crosswalks with hi-visibility pavement markings and signs.

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1. BACKGROUND

1.1 Project Location

Amador and Alpine Counties are primarily rural neighboring counties located in the foothill and mountainous region of the Sierra Nevada Mountains between Sacramento, Lake Tahoe, and Yosemite Valley. The counties' elevations range from 100 feet to 11,500 feet with popular scenic highways that connect residents and visitors to historic downtowns and recreational opportunities in Eldorado, Stanislaus, and Humboldt-Toiyabe National Forests. There is a total of 867 lane miles and 287 lane miles of roadways in Amador and Alpine Counties, respectively.

Amador County is located on the west side of the Sierra Nevada Mountains of California, approximately 45 miles southeast of Sacramento as shown in Figure 1.1. According to the United States Census Bureau, the county has a population of 38,626 people as of July of 2017 across approximately 595 square miles of land. There are also 12 square miles of water including Lake Amador, Lake Camanche, Pardee Reservoir, Silver Lake, Sutter Creek, Cosumnes River, Mokelumne River, and Jackson Creek. Major State Routes through Amador County include 49, 16, 88, and 26.

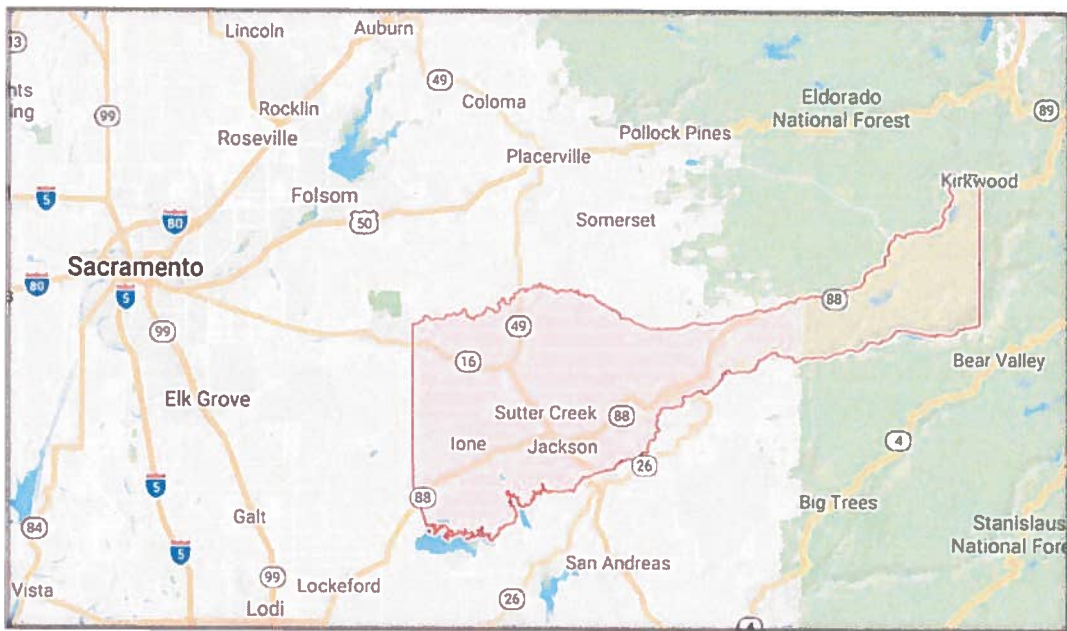


Figure 1.1- Amador County Map

Alpine County is located on the east side of the Sierra Nevada Mountains in California, to the east of Amador and Calaveras Counties as seen in Figure 1.2. According to the United States Census Bureau, the county has a population of 1,120 people as of July of 2017, across approximately 738 square miles of land. There are also 4.8 square miles of water including Lake Alpine, Caples Lake,

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Red Lake, Winnemucca Lake, Round Top Lake, and several other small lakes and reservoirs. Major State Routes through Alpine County include 88, 89, and 4.



Figure 1.2- Alpine County Map

1.2 Project Background

The Regional Transportation Planning Agencies for the counties of Amador (ACTC) and Calaveras (CCOG), and Alpine County have teamed together to study roadway safety throughout the region. The goal of this Systemic Safety Analysis Report (SSAR) is to identify systemic safety measures that could prevent life threatening crashes by applying the 4 E's: Education, Enforcement, Engineering, and Emergency Response. Conceptual projects will be developed based upon the findings and selection of cost effective engineering countermeasures.

The SSAR Program was initiated by the California Department of Transportation (Caltrans) to help local agencies take a more proactive approach to identifying safety improvement projects by completing a system-wide, data-driven, analysis of vehicular collisions to identify potential safety issues on the roadway network throughout each jurisdiction. The SSAR evaluation includes analyzing available collision records, reviewing high crash concentration areas to identify potential safety issues, and compiling a list of appropriate countermeasures that can be applied systemically to reduce collisions throughout the jurisdiction rather than at a single location.

The intent of this SSAR is to help participating local agencies focus on key safety activities with the objective of reducing the number and severity of crashes within their jurisdiction and to help position them to secure federal safety funding.

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Federal funds are available to reduce fatal and severe injuries on roadways through the Highway Safety Improvement Program (HSIP), which is administered in Caltrans. On April 30, 2018, Caltrans announced the HSIP Cycle 9 Call for Projects. The total federal funds available for HSIP Cycle 9 is estimated at approximately \$140 million to \$160 million (actual funding amount will depend on the delivery of the active HSIP projects). The deadline to submit an application under HSIP Cycle 9 is August 31, 2018.

1.3 Key Tasks

The systemic analysis of the roadway networks in Amador and Alpine Counties involved the following steps:

Step 1 – Data Gathering – Collision data was compiled for each county and summary statistics were determined for the most frequent collision type and factors. Collision data was collected from SafeTREC Transportation Injury Mapping System (TIMS), an internet based tool developed by UC Berkeley to access California Highway Patrol’s Statewide Integrated Traffic Records System (SWITRS) database and local law enforcement crash reports and citations. The collected collision data was analyzed for crash frequency and crash rates to identify locations with a high frequency of similar crash types. Physical characteristics of the roadway network, roadway infrastructure and current design standards were also considered.

Step 2 – Priority Location Selection – The selection process was data driven; priority locations were identified from the collision data, stakeholder agency input and field assessments. Public notifications of safety concerns were evaluated to refine the prioritization.

Step 3 – Identify Countermeasures – An initial list of countermeasures was selected from the approved list of safety countermeasures included in ‘Local Road Safety, A Manual for California’s Local Road Owners’ (LRSM), published by Caltrans in April 2018. The selected countermeasures were evaluated utilizing a systemic approach (i.e., across the roadway network) and spot location approach (i.e., at high crash concentration locations). Prevention of the highest occurring crash type and cost-effectiveness were also considered.

Step 4 – Develop Priority Projects – Priority locations were evaluated using a Benefit and Cost (B/C ratio) methodology. Specific formulas have been developed by Caltrans for use in evaluating HSIP projects. The B/C ratio formulas are based on Crash Reduction Factors (CRF) and Crash Mitigation Factors (CMF) determined by the FHWA. CRF and CMF included in this report were obtained from the LRSM. B/C ratios for potential projects were refined by analyzing the countermeasure cost and/or changing the mix of countermeasures. Identifying locations with similar characteristics for implementation of countermeasures was considered as part of the SSAR approach.

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Step 5 – Prepare Final SSAR – Findings from the above tasks have been incorporated into this report, which is submitted to ACTC, Alpine County and partner agencies for review. Once comments from ACTC, Alpine County and the partner agencies are incorporated into the SSAR, the Final Report will be submitted for approval by the implementing agencies.

1.4 Report Limitations

This report is intended to be used for systemic safety planning purposes only. All work presented in this report is in accordance with generally accepted engineering practices and has been prepared under the guidance of a professional engineer. Recommendations, results and conclusions in this report are professional opinions, and are contingent upon assumptions stated in this report.

2. SAFETY DATA UTILIZED (CRASH, VOLUME, ROADWAY)

2.1 Crash and Volume Data

Crash record information used to prepare the SSAR was collected from online statewide databases and from local law enforcement agencies for the 5-year period from January 1, 2013 to December 31, 2017. The primary source of data was from the online TIMS and SWITRS databases, which compiles collision records from the California Highway Patrol (CHP) and local law enforcement agencies. While there is an overlap in information between the two sources, TIMS does not include property damage collisions, while SWITRS does. The combination of both databases was important for Amador and Alpine counties due to the relatively low percentage of fatal and severe injury crashes compared to property damage only crashes. Additional crash records were provided by local law enforcement agencies and were incorporated to the analysis where TIMS and SWITRS data was not available. Additional collision records were obtained from the following agencies:

- CHP offices in South Lake Tahoe and Jackson
- Amador County Sheriff's Department
- Police Departments in the Cities of Jackson, Lone, and Sutter Creek.

2.2 Roadway Data

Roadway alignments and jurisdictional boundaries were obtained from Amador County's GIS files. This data was supplemented by field assessments and the use of Google Earth to gain insight on the existing roadway configuration and existing safety infrastructure. These visual evaluations included information such as roadway geometry and cross section, pavement condition, lane configurations, and existing traffic control devices.

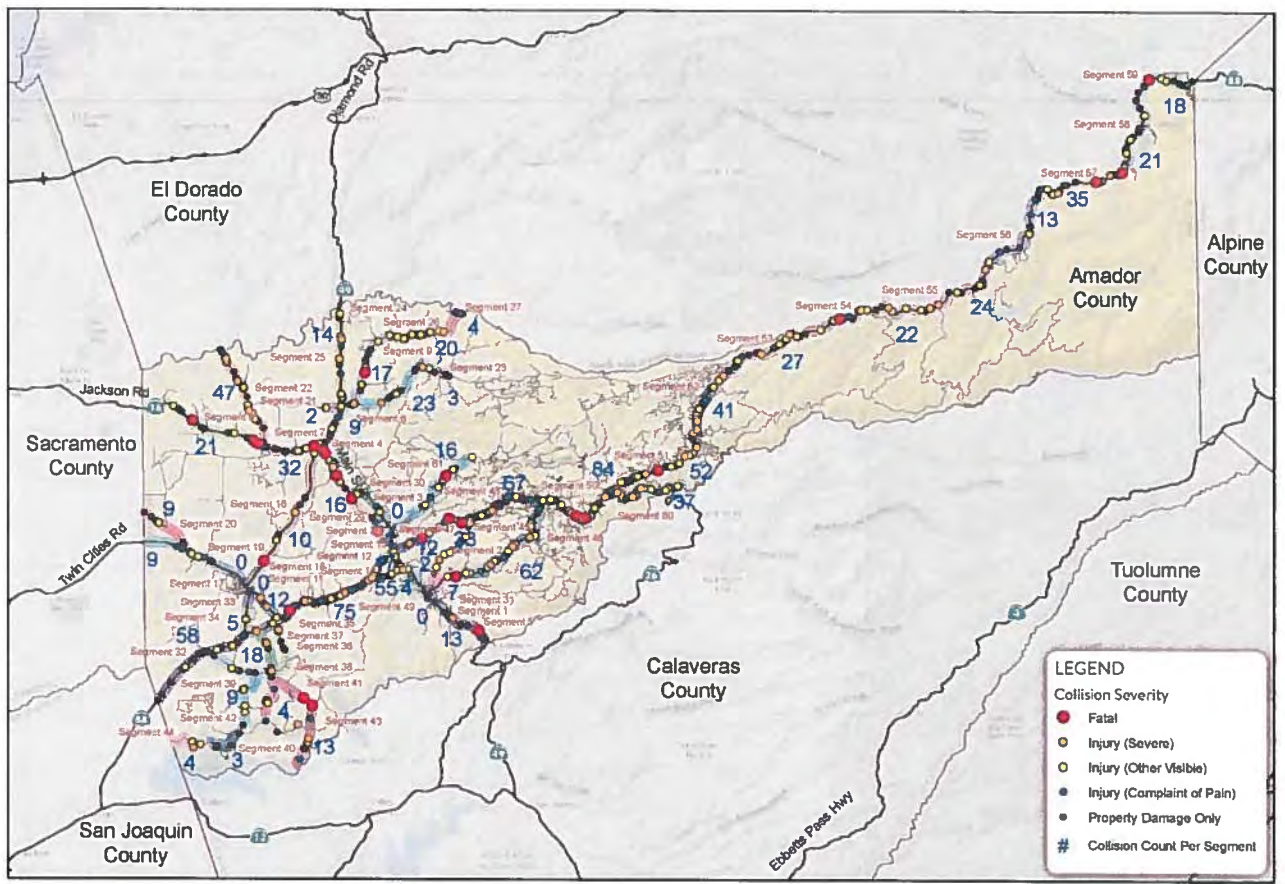
Maps showing the locations of crashes throughout Amador and Alpine Counties are shown in Section 3. Additional countywide maps are provided in Appendix A.

3. DATA ANALYSIS TECHNIQUES AND RESULTS

Analysis of crash records is the most critical step in the evaluations of roadway safety. It pinpoints specific areas that have the most severe safety issues and exposes patterns in the data allowing for more informed decisions when it comes to countermeasure selection. Both a systemic and spot location approach are needed so that there is not only a focus on identifying the most critical locations, but also a widespread look at the entire network to prevent future incidents at locations with similar attributes.

3.1 Countywide Crash Data

The preliminary analysis included a countywide assessment of crash trends and statistics. Figures 3.1 and 3.2 show all the segments analyzed in Amador and Alpine Counties, respectively and the total number of collisions on each segment. Table 3.1 presents the total number of collisions and fatalities reported through SWITRS for each year included in the study.



Amador County Collisions

Figure 3.1- Amador County Segment and Collision Overview

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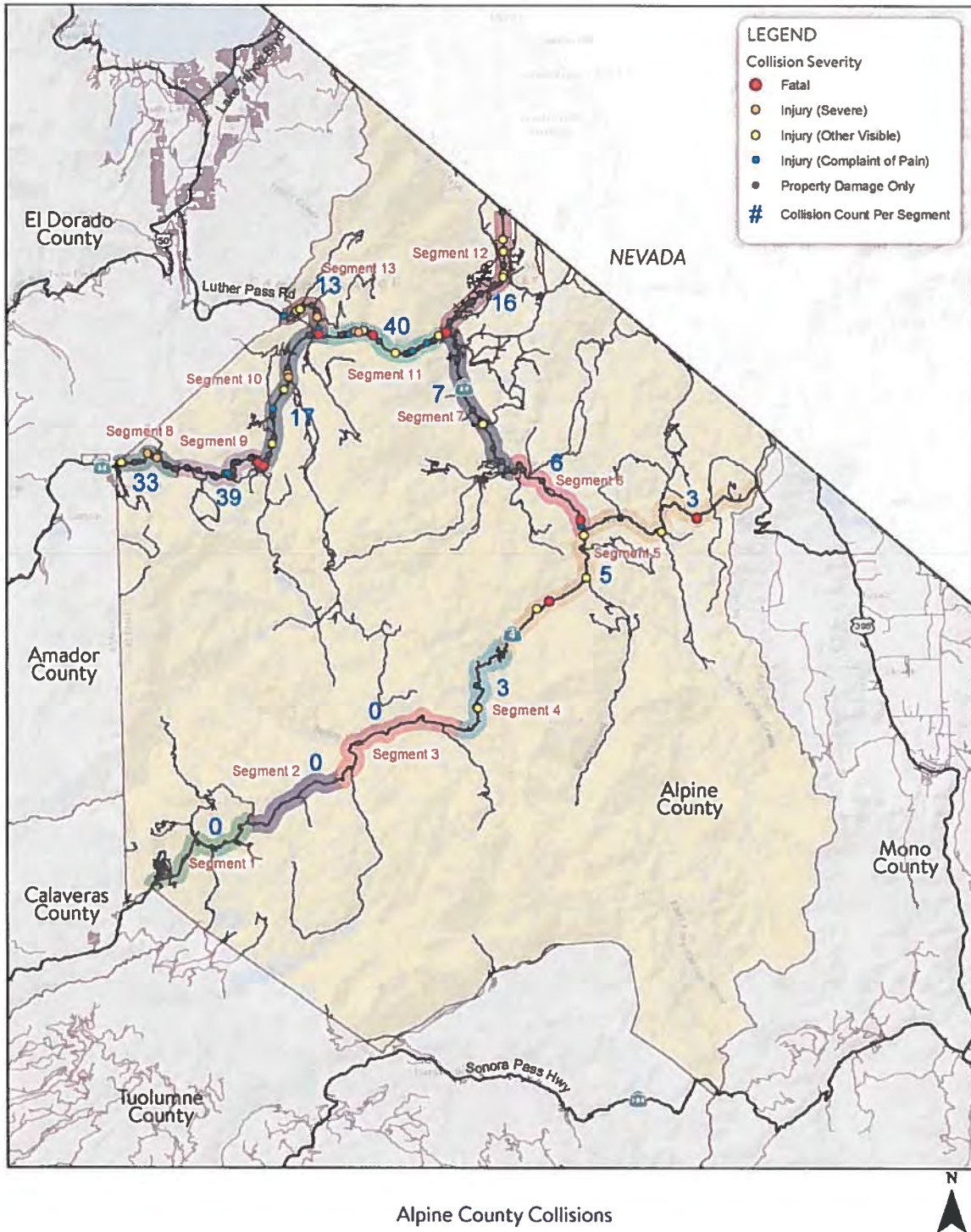


Figure 3.2- Alpine County Segment and Collision Overview

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Table 3.1- Total Crashes and Fatalities Broken Out by Year

	2013	2014	2015	2016	2017
Amador County Crashes/Fatalities	330/4	352/7	360/6	410/11	449/9
Alpine County Crashes/Fatalities	64/1	54/1	70/2	95/4	89/4

Following discussion with the partner agencies, several key factors contributing to collisions were determined. The collision analysis included factors such as the frequency of nighttime collisions, collisions involving inclement weather, driving under the influence of alcohol or drugs (DUI), etc. Identification of primary collision factors can aid in countermeasure selection and provide additional insight as to what trends are occurring at the time of collision for each roadway segment and intersection. The frequency for each of the primary collision factors identified for Amador and Alpine County can be found in Table 3.2 below. Maps showing the locations of the specific collision types identified are provided in Appendix A.

Table 3.2-Additional Collision Statistics

	Amador County % of	Alpine County % of	Statewide Comparison*
Speed Related Collisions	24.6% of all injury collisions	31.9% of all injury collisions	18%
Nighttime Collisions	27.1% of all injury collisions	15.4% of all injury collisions	-
Inclement Weather Collisions	6.5% of all injury collisions	11.1% of all injury collisions	-
DUI Related Collisions	22.1% of all fatal and severe injury collisions	10.8% of all fatal and severe injury collisions	32%
Construction Related Collisions	2.8% of all fatal and severe injury collisions	0% of all fatal and severe injury collisions	1.7%
Collision Involving an Animal	0.9% of all injury collisions	3.7% of all injury collisions	-
Collisions Involving a Truck	0.1% of all fatal and severe injury collisions	3.1% of all fatal and severe injury collisions	7%
Pedestrian/Bicycle Collisions	2.1% of all fatal and severe injury collisions	7.7% of all fatal and severe injury collisions	25%

* Data retrieved from the California Strategic Highway Safety Plan (SHSP) Challenge Areas

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3.2 Analysis of Crash Rates

To compare locations and determine high crash concentration locations on which to focus the analysis, a crash rate was calculated for each location using available traffic volumes provided by Caltrans, dated 2016, and Amador County for the period of 2002 through 2006.

As defined in the LRSM, the equation used to calculate the crash rates is:

$$\text{Crash Rate} = \frac{C * 1,000,000}{V * 365 * N * L}$$

Where:

C = Total number of crashes per million vehicle miles (MVM)

V = Traffic Volumes using Average Annual Daily Traffic (AADT) volumes

N = Number of years of data

L = Length of roadway segment in miles

In order to determine what constitutes a high crash rate, roadway segment and intersection crash rates were compared to the statewide average crash rates provided in the 2014 Caltrans report for 'Collision Data on California State Highways'. Tables 3.3 and 3.4 below provide the statewide averages that were used.

Table 3.3- Average Statewide Segment Accident Rates

Area	Lanes	2014 Total Per MVM	2012,2013, 2014 Total Per MVM	2014 Fatalities/Severe Injuries Per MVM	2012,2013,2014 Fatalities/Severe Injuries Per MVM
Rural (Outside City)	2 and 3 Lane2	0.94	0.87	0.44	0.42
Urban (Inside City)	2 and 3 Lane2	1.37	1.19	0.60	0.53

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Table 3.4- Average Statewide Intersection Accident Rates

Area	Intersection Type	Control Type	2014 Total Per MVM	% Fatal
Rural	Tee	Stop or Yield Sign	0.16	1.7
Rural	Four Way	Stop or Yield Sign	0.6	0.8
Suburban	Tee	Stop or Yield Sign	0.14	0.7
Urban	Four Way	Signal	0.27	0.4
Rural	Tee	Uncontrolled	0.12	1.6

Refer to Appendix B for a summary of the calculated crash rates for all roadway segments and intersections included in the study. The top segments for each county, based solely on crash rates, are provided in Table 3.5.

Table 3.5- Top Segments Based on Crash Rates

Segment Name	Description	Crash Rate
Amador County		
Stony Creek Rd	From Ellis Ranch Rd to Argonaut Ln	3.70
Rams Horn Grade	From National St to Shake Ridge Rd	3.52
Route 104/Main St (lone)	From Foothill Blvd to SR 124	2.95
SR 88	From the Amador/Alpine County Line to 2.5 miles west of the county line	2.49
SR 49	Through Martell and Sutter Hill	2.37
SR 104 (Ridge Rd)	From SR 88 to SR 49 in Sutter Hill	2.24
Stony Creek Rd	From Buena Vista Rd to Ellis Ranch Rd	2.24
SR 26	From SR 88 to the Amador Calaveras County Line	2.19
SR 88	From Mormon Emigrant Trail to Tragedy Springs	2.07
SR 88	From SR 104 (Ridge Rd) to SR 49	2.06
Alpine County		
SR 88	From Alpine/Amador County Line to east side of Caples Lake	2.49
SR 88	From East side of Caples Lake to east side of Red Lake	1.72
SR 89	From Luther Pass Rd to SR 89 towards Markleeville	1.32
SR 89 (Luther Pass Rd)	From Alpine/Amador County Line to SR 88	0.86
SR 89	From Laramie St to SR 4	0.72

3.3 Analysis of Crash Costs

The second factor used to determine high crash concentration locations included the determination of crash cost, which is based on the severity of injury resulting from the collision. Injury collisions are recorded under the category of fatal (i.e., at least one party involved was

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killed from injuries resulting from the collision), severe injury, other visible injury, or complaint of pain. If there is no apparent injury reported, collisions are recorded as property damage only. Each collision was assigned a crash cost based on values provided in the LRSM and are shown in Table 3.6.

Table 3.6- HSIP Crash Costs for Intersections and Roadway Segments

<i>Collision Severity</i>	<i>Crash Cost</i>	
	<i>Intersection</i>	<i>Segment</i>
Fatal	\$ 1,460,000 <i>signalized</i>	\$ 2,000,000
	\$ 2,310,000 <i>non-signalized</i>	
Injury (Severe)	\$ 1,460,000 <i>signalized</i>	\$ 2,000,000
	\$ 2,310,000 <i>non-signalized</i>	
Injury (Other Visible)	\$ 126,500	\$ 126,500
Injury (Complaint of Pain)	\$ 71,900	\$ 71,900
Property Damage Only	\$ 11,800	\$ 11,800

A summary of the collision severity data for each county is presented below in Figures 3.3 and 3.4. It is evident that most of the collisions in both counties resulted in property damage only. Approximately 2% and 3% of the collisions resulted in fatalities for Amador and Alpine Counties, respectively. This solidified the importance of attaining the additional records from SWITRS and the local agencies as there were insufficient numbers of only fatal and severe injury crashes to fully assess the roadway network and identify potential safety issues.

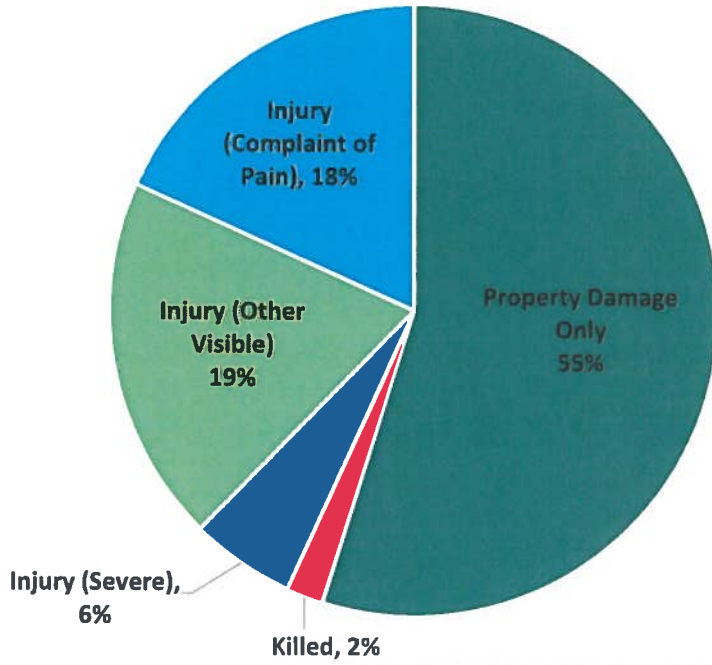


Figure 3.3- Amador County Collision Severities

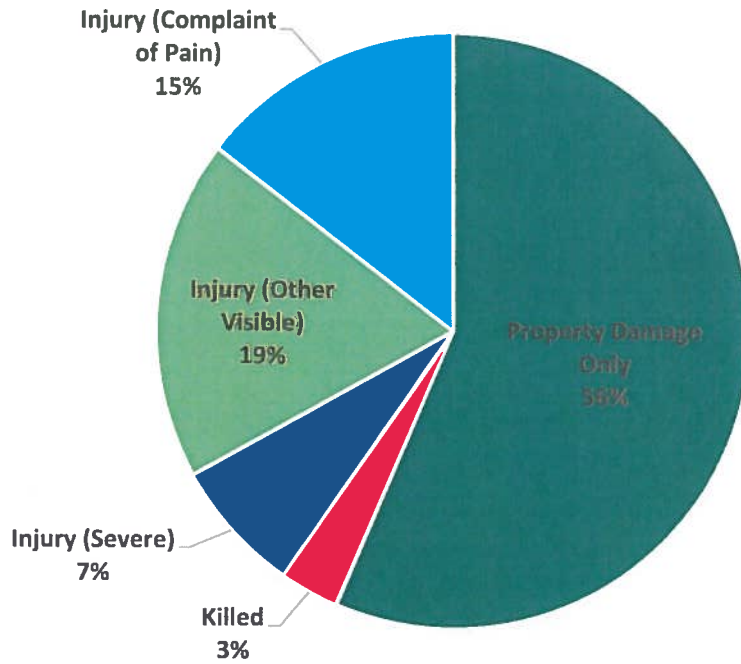


Figure 3.4- Alpine County Collision Severities

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An initial list of priority roadway segments and intersections on which to focus the analysis was identified based on the calculated crash rates and costs. These lists can be seen in Tables 3.7 and 3.8. A high crash rate does not always correlate to a high crash cost due to the cost differences between fatal and property damage only crashes. Also, a high crash rate does not always correlate to a large number of crashes on a segment if the traffic volume is low. Preference was given to the segments and intersections with high crash rates and costs while balancing the focus locations between State Routes and local roadways.

Table 3.7- Amador County Initial Focus Segments and Intersections

Amador County			
Location	Description	Crash Rate	Cost
Stony Creek Rd	5.43-mile segment south of Martell/Jackson	3.70	\$2,395,700
Rams Horn Grade	2.82-mile segment north of Volcano	3.52	\$6,323,800
Route 104/Main St	0.75-mile segment through lone	2.95	\$1,166,500
SR 88	5.8-mile segment	0.66	\$19,584,400
SR 49	3.35-mile segment through Jackson	0.86	\$16,073,200
SR 88	4.63-mile segment from Pine Grove to Pioneer	0.98	\$13,990,300
SR 88 and Buena Vista Rd	Unsignalized intersection south of lone	1.39	\$6,150,400
SR 26 and Deer Ln	Unsignalized intersection between Pioneer and Pine Grove	2.08	\$2,567,400
Ridge Rd and Running Gold Rd	Unsignalized intersection east of Sutter Hill	0.32	\$2,615,700
SR 124 and SR 16	Unsignalized intersection north of Drytown	0.08	\$2,381,900

Table 3.8- Alpine County Initial Focus Segments and Intersections

Alpine County			
Location	Description	Crash Rate	Cost
SR 88	2.9-mile segment from the county line to east of Caples Lake	2.49	\$4,312,000
SR 88	4.96-mile segment from east of Caples Lake to East of Red Lake	1.72	\$4,950,300
SR 89	5.54-mile segment from Luther Pass Rd to Woodford	1.32	\$6,581,200
SR 88	6.52-mile segment from east of Red Lake to Luther Pass Rd	0.57	\$5,075,700
SR 89	2.59-mile segment also called Luther Pass Rd	0.86	\$4,707,700

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SR 88 and SR 89	Unsignalized intersection in Woodfords	0.48	\$2,603,900
SR 89 and Luther Pass Rd	Unsignalized intersection west of Sorensens	0.18	\$2,321,800
SR 88 and Diamond Valley Rd	Unsignalized intersection in Paynesville	0.15	\$126,500

4. HIGHEST OCCURRING CRASH TYPES AND PRIMARY COLLISION FACTORS

4.1 Crash Types

About 44% of the crashes in Amador County resulted in hitting an object. In these cases, hitting an object indicates that the vehicle departed from the roadway. Other types of common collision types were rear ends (15%) and broadsides (12%), which are generally intersection related, and overturns (11%). The highest occurring crash types for Amador County can be seen in Figure 4.1.

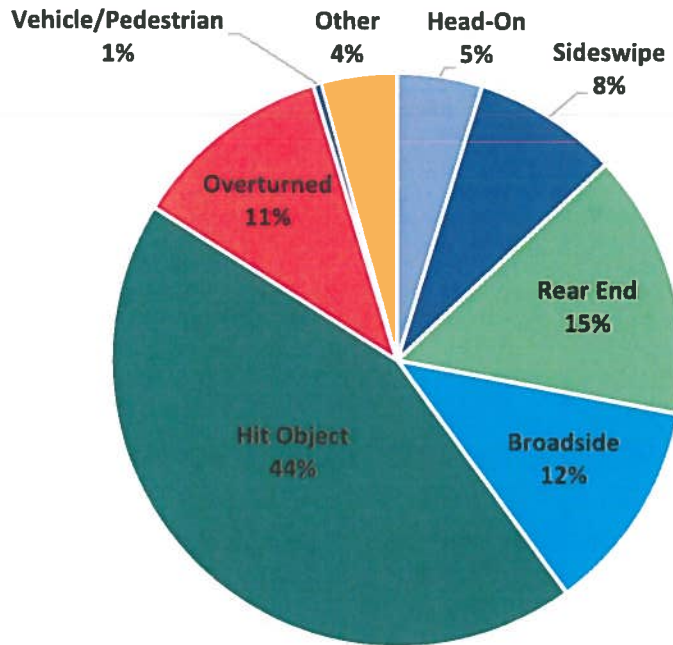


Figure 4.1- Amador County Collision Types

For Alpine County, 47% of the crashes resulted in hitting an object. The majority of the other crashes resulted in overturning (21%). The highest occurring crash types for Alpine County can be seen in Figure 4.2. There are fewer intersection related crashes (rear end, sideswipe, broadside) compared to Amador County, which shows a difference in the type of roadways analyzed for Alpine County.

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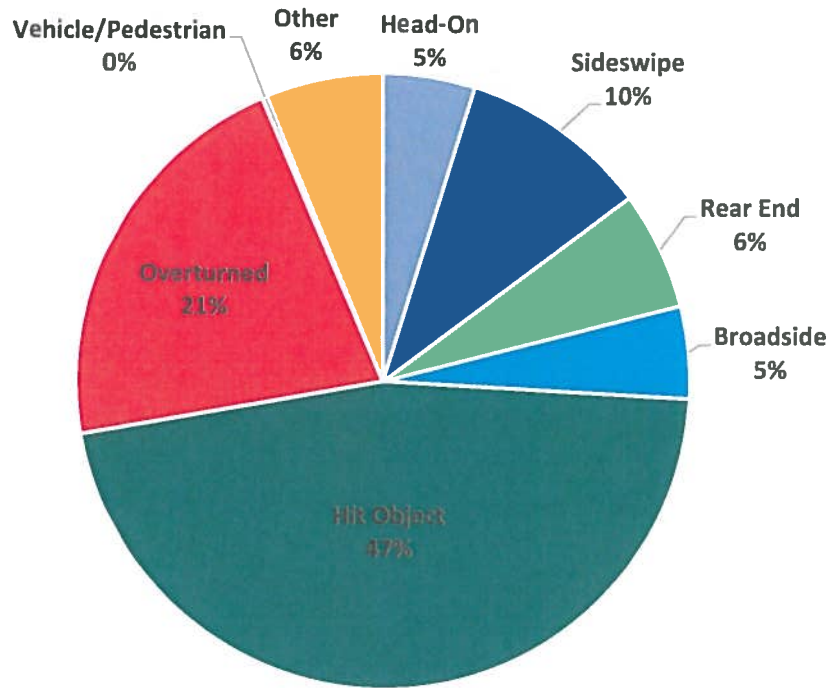


Figure 4.2- Alpine County Collision Types

4.2 Primary Collision Factors

Another key component to understanding the collisions on each roadway network is the primary collision factor (PCF). The PCF is typically the vehicle code violation that is attributed to a specific crash. Figures 4.3 and 4.4 present the primary collision factors for Amador and Alpine Counties, respectively. The most common PCF for Amador County is 'wrong side of the road' while it is 'unsafe speed' for Alpine County. These PCF's were taken into consideration while selecting appropriate countermeasures. For example, 'wrong side of the road' collisions lend themselves to countermeasures like centerline rumble strips and raised pavement markers. 'Unsafe speed' can be addressed through engineering countermeasures, such as improved warning signs or by increased enforcement and education measures.

Driving under the influence of drugs or alcohol (DUI), is another common PCF in Amador and Alpine counties. For DUI's, education and enforcement are going to be more effective than engineering countermeasures.

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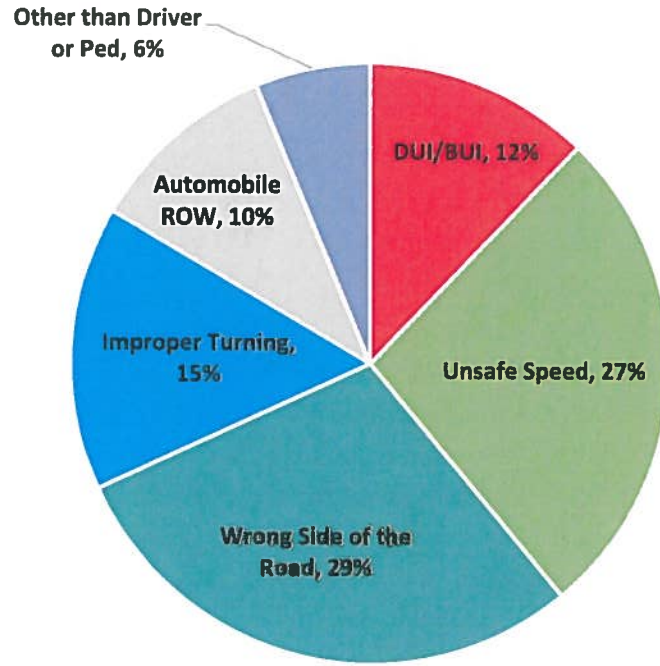


Figure 4.3- Amador County Primary Collision Factors

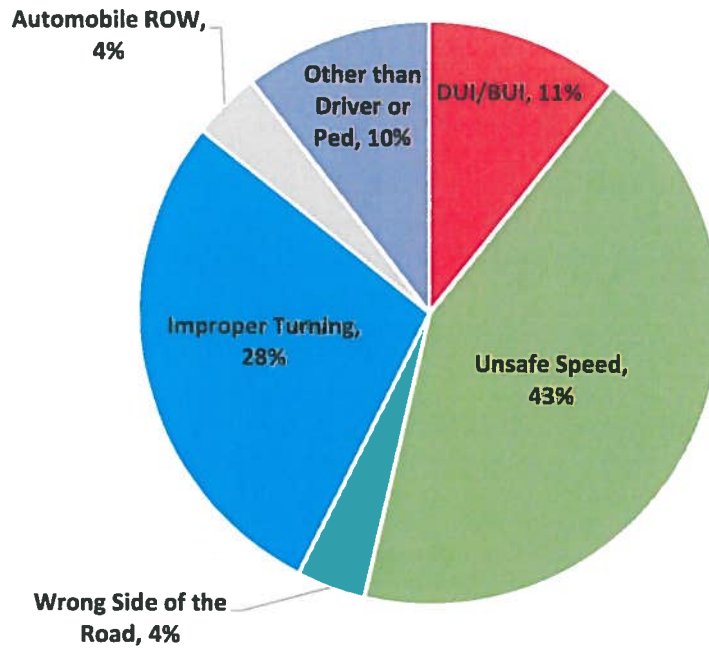


Figure 4.4- Alpine County Primary Collision Factors

5. HIGH-RISK CORRIDORS AND INTERSECTIONS (CRASH HISTORY AND ROADWAY CHARACTERISTICS)

Based on the rates and types of crashes that occur throughout the counties, a spot location approach was used to locate high crash concentration (i.e., focus) corridors and intersections at which to conduct a detailed review of collisions to identify potential safety issues to guide the selection of countermeasures and develop potential projects. The list of focus locations was determined using the top ten crash rate and crash cost locations identified in Section 3. The final list was amended following discussion with the partner agencies to confirm the locations identified were adequate and to incorporate other locations with potential safety concerns and based on input provided by the public on the project website at safetricountyroads.com.

Table 5.1 lists the focus segments and intersections identified for the detailed analysis.

Table 5.1- Focus Locations with Crash Rates and Crash Costs

Amador County Rural Road Segments		
	Crash Rate	Crash Cost
<i>Stony Creek Rd (North)</i>	3.70	\$2,395,700
<i>Rams Horn Grade</i>	3.52	\$6,323,800
<i>Stony Creek Rd (South)</i>	2.24	\$504,100
<i>Coal Mine Rd</i>	2.04	\$451,400
<i>Latrobe Rd</i>	1.74	\$8,075,100
<i>Jackson Valley Rd</i>	1.64	\$3,069,100
<i>Shenandoah Rd</i>	1.61	\$167,400
Amador County Urban Street Segments		
<i>Route 49/Route 88 (Jackson) A</i>	0.86	\$865,500
<i>Route 49/Route 88 (Jackson) B</i>	0.20	\$9,906,700
<i>Route 49/Route 88 (Jackson) C</i>	1.52	\$7,351,500
<i>Route 104/Route 124 (Ione)</i>	0.77	\$1,166,500
<i>Ridge Road (Sutter Creek)</i>	1.21	\$5,040,600
Amador County Intersections		
<i>Route 26 and Deer Ln</i>	2.08	\$2,567,400
<i>Ridge Rd and Running Gold Rd</i>	0.32	\$2,615,700
Alpine County Rural Road Segments		
<i>Route 88 (West)</i>	2.49	\$4,312,000
<i>Route 88 (East)</i>	1.72	\$4,950,300
<i>Route 89</i>	1.32	\$6,581,200
Alpine County Intersections		
<i>Route 89 (Towards Markleeville) and Route 88</i>	0.48	\$2,603,900

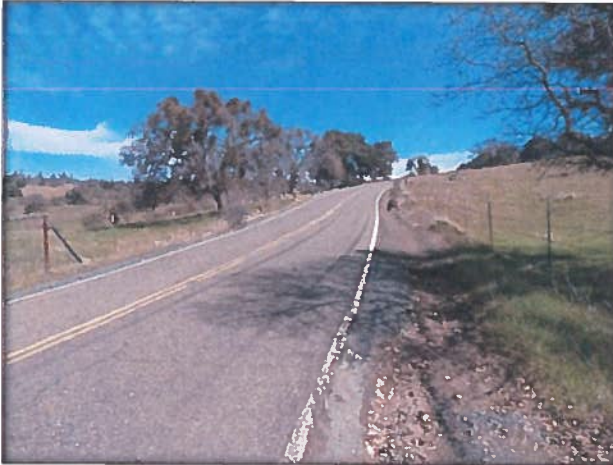
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Due to the rural nature of both counties, more roadway segments were identified than intersections. GIS tools were used to map the specific collisions at each segment and intersection. Additional qualitative analysis was then conducted at each location with a site visit and review of Google Earth to confirm existing conditions and identify potential safety issues that could be remedied with systemic safety countermeasures.

Below are summaries of the roadway characteristics and crash histories for the top crash focus locations identified for each county. Appendix C and Appendix D include a more detailed explanation of each location and GIS collision maps.

5.1 Amador County Focus Locations

Stony Creek Road (North) from Argonaut Lane to 0.7 Miles South of Ellis Ranch Rd



CRASH HISTORY

0 Fatalities
1 Severe Injury
2 Injury - Visible
1 Injury - Pain
6 Property Damage

TOTAL # COLLISIONS

10

TOP COLLISION TYPE

(8) Hit Object

TOP VIOLATION

(4) Unsafe Speed

Stony Creek Road is a narrow, winding, two lane road with primarily gravel shoulders. Travel lanes widths are nine feet to ten feet wide and paved shoulders range from zero to two feet wide. There is no posted speed limit on either end of the roadway segment. Two curves have posted curve warning signs with advisory speeds of 30 and 35 MPH and chevron markers. Adjacent land use is

primarily agricultural. The northern end of the roadway segment approaches playing fields for Argonaut High School and has a 25 MPH school zone speed limit posted on both sides of the roadway.

Center and edge line striping is worn and faded through much of the segment. The bridge for Jackson Creek at the south end of the segment has a metal railing but lacks guardrails on both approaches. Two drainage culverts along the roadway have object markers posted but lack railings and guardrails. Roadside ditches, steep embankments, and fences next to the roadway were observed along portions of the segment.

Rams Horn Grade from Shake Ridge Road to National Street



CRASH HISTORY
 0 Fatalities
 3 Severe Injury
 2 Injury - Visible
 0 Injury – Pain
 6 Property Damage

TOTAL # COLLISIONS
 11
TOP COLLISION TYPE
 (6) Hit Object
TOP VIOLATION
 (6) Wrong Side of the Road

Rams Horn Grade is a winding, two lane road with 11-foot lanes. Paved and gravel shoulders range between 0 and 2-feet wide. An “End 40 MPH Zone” sign is posted at the north end of the segment and a 25 MPH speed limit is posted on the south end, entering the Town of Volcano. The north end of the roadway connects with Shake Ridge Road at the Daffodil Hill area.

Steep mountainside embankments were observed close to the travel lanes along with limited curve warnings. The pavement is in fair condition but the striping is worn and faded at locations where vehicles may be crossing over the center line of the roadway. Bicyclists are known to frequent this segment of roadway but there are no reported bicycle-involved collisions in the past five years.

Stony Creek Road (South) from 0.7 Miles South of Ellis Ranch Rd to Buena Vista Rd



CRASH HISTORY
 0 Fatalities
 0 Severe Injury
 2 Injury - Visible
 3 Injury – Pain
 3 Property Damage

TOTAL # COLLISIONS
 8
TOP COLLISION TYPE
 (4) Hit Object
TOP VIOLATION
 (5) Wrong Side of the Road

Stony Creek Road is a narrow, winding, two lane road with limited shoulders. Travel lanes range between 9 and 10-foot wide with 0 to 2-foot wide paved and gravel shoulders throughout. This segment joins the north segment of Stony Creek Road at Jackson Creek and provides access to the Pardee Lake Recreation Area.

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No posted speed limit was observed on either end of the segment. Several of the curves do not have curve warning signs or curve advisory speeds. The guardrails protecting approaches to the north side of the Pardee Reservoir Dam crossing show signs of being hit. The approaches to the dam on the south side lack guardrail. Portions of the roadway pavement is in poor condition. Striping is worn and faded in several locations along the segment.

**Coal Mine Rd from Buena Vista Rd to
Camanche Pkwy North**



CRASH HISTORY

0 Fatalities
0 Severe Injury
3 Injury - Visible
1 Injury – Pain
0 Property Damage

TOTAL # COLLISIONS

4

TOP COLLISION TYPE

(3) Overturn

TOP VIOLATION

(1) Unsafe Speed
(1) Wrong Side of the Road

Coal Mine Road is a narrow two-lane road with a half-mile long reversing curve section midway through the segment. The roadway has 9-foot wide travel lanes with gravel or no shoulders through most of the segment.

No speed limit is posted on either end of the segment. Chevrons and a curve warning sign have been provided on the southbound approach to the reverse curve section but not on the northbound approach. Portions of the roadway pavement are in poor condition and striping is worn and faded along most of the segment.

Latrobe Rd from SR 16 to the El Dorado County Line



CRASH HISTORY

0 Fatalities
3 Severe Injury
10 Injury - Visible
7 Injury – Pain
26 Property Damage

TOTAL # COLLISIONS

47

TOP COLLISION TYPE

(30) Hit Object

TOP VIOLATION

(23) Wrong Side of the Road

Latrobe Road is a winding, two-lane road that connects the El Dorado County Line at the Cosumnes River Bridge to Highway 16. Within El Dorado County, Latrobe Road has 12-foot wide lanes with 8-foot paved shoulders and a 55 MPH posted speed limit. Within Amador County, Latrobe Road narrows to 10 to 11-foot wide travel lanes with 1 to 2-foot wide paved shoulders. There is no posted speed limit on the

Amador County segment of Latrobe Road.

Curve warning signs and chevrons are posted at multiple locations along the segment. However, several curves lack warning signs or markers. There is a four-way stop-controlled intersection at Old Sacramento Road as well as stop control for Latrobe Road approaching Highway 16.

Jackson Valley Rd from SR 88 to Ione Buena Vista Rd



CRASH HISTORY

0 Fatalities
1 Severe Injury
6 Injury - Visible
3 Injury – Pain
7 Property Damage

TOTAL # COLLISIONS

18

TOP COLLISION TYPE

(8) Hit Object

(8) Overturn

TOP VIOLATION

(8) Wrong Side of the Road

Jackson Valley Road is a two-lane road with 11-foot lanes and shoulder widths ranging from 0 to 2-feet wide. The intersection of Jackson Valley Road and Buena Vista Road is four-way stop controlled. There is no posted speed limit on this segment of Jackson Valley Road. The striping is worn and faded in some areas.

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There is a reversing curve approximately 0.5 miles south of State Route 88 that is experiencing high numbers of hit object and overturn collisions despite having posted curve warning signs.

**Shenandoah Rd from the County Line
to 0.15 Miles South of Spring Lane**



CRASH HISTORY

0 Fatalities
0 Severe Injury
1 Injury - Visible
2 Injury - Pain
2 Property Damage

TOTAL # COLLISIONS

5

TOP COLLISION TYPE

(3) Hit Object

TOP VIOLATION

(2) Unsafe Speed

(2) Wrong Side of the Road

Shenandoah Road is a winding, two-lane road that runs through the community of River Pines. There are several cross streets and driveways along this segment. The segment ends at the El Dorado County line on the Cosumnes River Bridge. Roadway travel lanes are 12-feet wide with 4-foot shoulders. There is a 25-MPH speed limit posted on both ends of the segment.

The curve on the north end of the segment has curve warnings and a 20-MPH advisory speed. A pedestrian warning sign indicates pedestrians crossing the roadway or walking on the shoulders in this area. Approaches to the Cosumnes River bridge have guardrail that shows signs of being hit.

**State Route 49/88 through Jackson
from Argonaut Ln. to Sutter St.**



CRASH HISTORY

- 0 Fatalities
- 0 Severe Injury
- 4 Injury - Visible
- 5 Injury – Pain
- 0 Property Damage

TOTAL # COLLISIONS
9

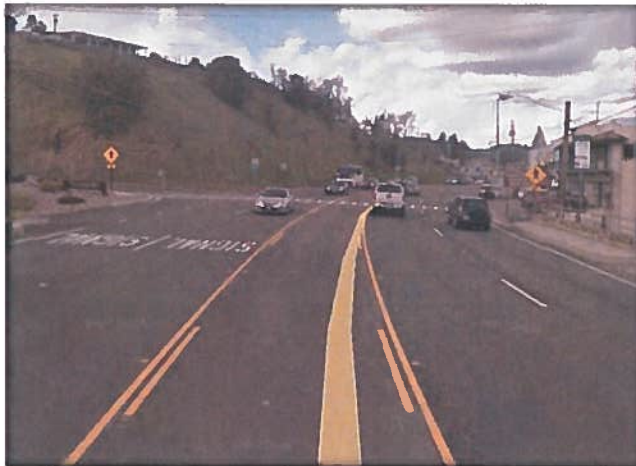
TOP COLLISION TYPE
(3) Rear End

TOP VIOLATION
(3) Unsafe Speed

Most of this northern portion of SR 49/88 through Jackson consists of 3 lanes (one lane traveling south and two lanes traveling north) and a two way left turn lane. An additional southbound lane begins half way between Vogan Toll Road and Sutter Street. There are discontinuous pedestrian facilities along this portion of SR 49/88. There is a posted speed limit of 50 MPH

near Argonaut Lane, which is reduced to 40 MPH near Vogan Toll Road.

**State Route 49/88 through Jackson
from Sutter St. to SR 88 E**



CRASH HISTORY

- 1 Fatality
- 3 Severe Injury
- 2 Injury - Visible
- 23 Injury – Pain
- 0 Property Damage

TOTAL # COLLISIONS
29

TOP COLLISION TYPE
(14) Rear End

TOP VIOLATION
(14) Unsafe Speed

This middle portion of SR 49/88 runs through the downtown “core” of Jackson and consists of four lanes with a continuous two way left turn lane and intermittent sidewalk on either side. There are six pedestrian crossings on this 0.58-mile-long segment. Four of the six crossings are uncontrolled. The posted speed limit is 30 MPH through with

numerous side street intersections and commercial driveways. Despite there being ample opportunities for pedestrians to cross the street, the lack of continuous sidewalk forces pedestrians to walk in the shoulders.

**State Route 49 through Jackson from
SR 88 E to Middle Bar Rd.**



<u>CRASH HISTORY</u>
2 Fatalities
1 Severe Injury
5 Injury - Visible
10 Injury - Pain
0 Property Damage

<u>TOTAL # COLLISIONS</u>
18
<u>TOP COLLISION TYPE</u>
(7) Broadside
<u>TOP VIOLATION</u>
(10) Automobile Right of Way

This southern portion of SR 49 through Jackson consists of 4 lanes and a two way left turn lane from SR 88 East to French Bar Road and then is reduced to a two-lane road with a two way left turn lane heading south. The speed limit begins at 40 MPH but increases to 45 MPH and 50 MPH in the southbound direction heading out of town.

There is a continuous right turn lane in the southbound direction for the shopping centers and approaching the intersection of French Bar Road. There are multiple closely spaced warning signs leading up to French Bar. Within 500 feet of the intersection, there is a pedestrian warning, a no parking sign, Thru Traffic Merge Left, signal warning, Right Lane Turns Right Ahead, Right Lane Must Turn Right, and another no parking sign.

**Ridge Rd (SR 104) through Sutter
Creek from Bowers Rd. to SR 49**



<u>CRASH HISTORY</u>
0 Fatalities
2 Severe Injury
0 Injury - Visible
16 Injury - Pain
44 Property Damage

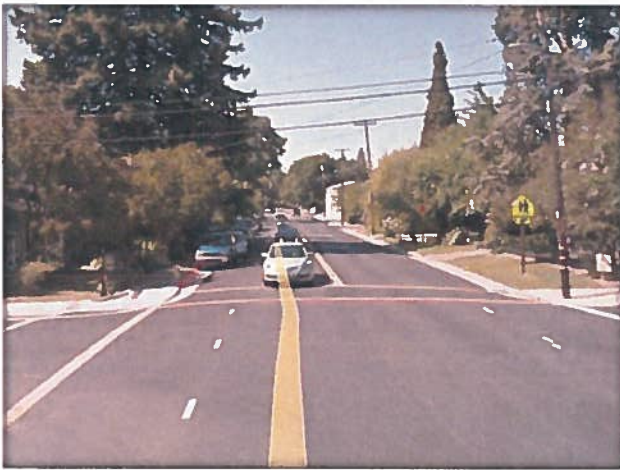
<u>TOTAL # COLLISIONS</u>
61
<u>TOP COLLISION TYPE</u>
Not Specified
<u>TOP VIOLATION</u>
(28) Automobile Right of Way

State Route 49 and Ridge Road (SR 104) meet in the center of Sutter Hill, a small community in Sutter Creek. Approximately 19,000 vehicles pass through this intersection each with adjacent businesses including gas stations and a Walgreens. The intersection is signalized with pedestrian crossings.

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Approaching Bowers Road, Ridge Road has one through lane, one left turn lane, and one right turn lane. Traffic on Ridge Road does not stop while Bowers Road (Prospect Drive across the street) has a stop sign. There is a crest on Ridge Road between Bowers Road and SR 49 which limits sight distance for vehicles turning onto Ridge Road from Bowers Road or Prospect Drive.

State Route 104/ State Route 124 in
Ione



CRASH HISTORY
0 Fatalities
0 Severe Injury
Injury - Visible
Injury – Pain
17 Property Damage

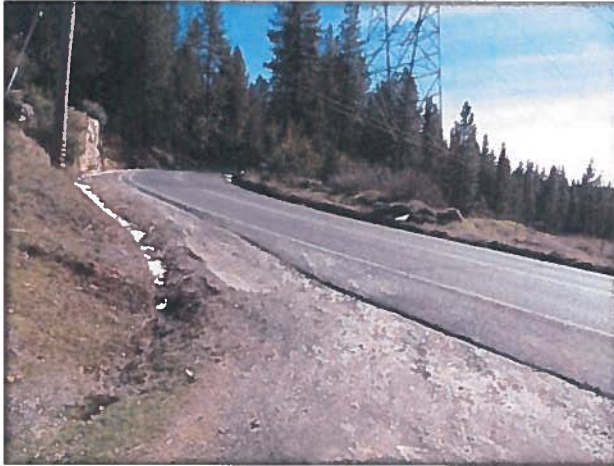
TOTAL # COLLISIONS
26
TOP COLLISION TYPE
(9) Hit Object
TOP VIOLATION
(7) Unsafe Speed

State Route 104, E Main Street, and Preston Avenue run through the City of Ione. Ione elementary is located at SR 104 and Ione Street and there are several small shops along E Main Street in downtown Ione. SR 104 has one lane in each direction and sidewalk on one side from Ione Street to E Main Street. E Main Street also has one lane in each direction with parking on each side of the road. Preston Ave. from E Main Street to SR 124 has one lane in each direction

and sidewalk on both sides.

Most of the pedestrian crossings lack high visibility signage and markings and ADA compliant curb ramps.

**State Route 26 and Deer Ln
Intersection**



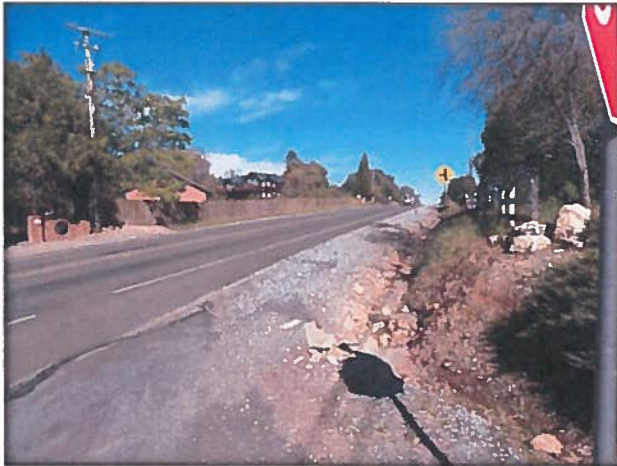
limited by vertical and horizontal curves on SR 26.

CRASH HISTORY
 0 Fatalities
 1 Severe Injury
 1 Injury - Visible
 1 Injury – Pain
 5 Property Damage

TOTAL # COLLISIONS
 8
TOP COLLISION TYPE
 (4) Hit Object
TOP VIOLATION
 (3) Wrong Side of the Road

The State Route 26 (SR 26) and Deer Lane intersection is located on the outskirts of the community of Pioneer. SR 26 has 12-foot lanes with 1-foot shoulders and the speed limit is assumed to be 55 MPH. Most of the collisions are along SR 26 between Deer Lane and Marilyn Lane. Both Deer Lane and Marilyn Lane are local roads serving residences and have very low traffic volumes. Visibility at the intersection is

**Ridge Rd and Running Gold Rd
Intersection**



Sight distance at the intersection is limited by a crest vertical curve on Ridge Road, east of the intersection. The maximum sight distance to the east is 575'. Advance intersection warning signs are posted at this location and there is a street light at the intersection. There is no turn lane on Ridge Road on to Running Gold Road, therefore, though traffic on Ridge Road must stop behind the turning vehicle.

CRASH HISTORY
 1 Fatalities
 0 Severe Injury
 1 Injury - Visible
 2 Injury – Pain
 3 Property Damage

TOTAL # COLLISIONS
 6
TOP COLLISION TYPE
 (5) Rear End
TOP VIOLATION
 (5) Unsafe Speed

The intersection of Ridge Road and Running Gold Road is located near the outskirts of the City of Sutter Creek. Ridge Road is a two-lane road with 10-foot lanes and 6-foot shoulders that connects Sutter Creek to the community of Pine Grove. The posted speed limit on Ridge Road is 55 MPH. Running Gold Road is a two-lane road that leads into a neighborhood.

5.2 Alpine County Focus Locations

State Route 88 from the County Line to the East Side of Caples Lake



CRASH HISTORY
 2 Fatalities
 2 Severe Injury
 3 Injury - Visible
 4 Injury – Pain
 24 Property Damage

TOTAL # COLLISIONS
 33
TOP COLLISION TYPE
 (22) Hit Object
TOP VIOLATION
 (20) Unsafe Speed

This section of State Route 88 begins at the Alpine/Amador County Line at Kirkwood and continues past Caples Lake. This segment includes the portion of roadway known as the ‘Ice Box’ which experiences frequent icy conditions during winter months. Caltrans is investigating potential Road Weather Information Systems (RWIS) and a potential

ice detection and warning system to deploy at the Ice Box area.

The roadway consists of two 12-foot lanes and a shoulder ranging from 0 to 30-feet for pullouts. Several improvements have been made to this segment to aid drivers during the snowy winters. The pavement, signage, and striping have all been recently updated. Caltrans is developing plans to improve roadway safety along SR 88 in Alpine County with a project to install centerline rumble strips, repair of existing asphalt surfaces, restriping the roadway and improving warning signs and markings.

State Route 88 from the East Side of Caples Lake to the East Side of Red Lake



CRASH HISTORY
 1 Fatalities
 2 Severe Injury
 4 Injury - Visible
 4 Injury – Pain
 29 Property Damage

TOTAL # COLLISIONS
 39
TOP COLLISION TYPE
 (17) Hit Object
TOP VIOLATION
 (19) Unsafe Speed

This portion of State Route 88 shares the same features as the adjacent segment, described above. The roadway is windy and narrows in several areas, leaving vehicles driving next to steep embankments. These embankments, or the guardrails protecting them, result in

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the hit object type collisions caused by unsafe speed. Caltrans is developing plans to improve roadway safety along SR 88 in Alpine County with a project to install centerline rumble strips, repair of existing asphalt surfaces, restriping the roadway and improving warning signs and markings.

State Route 88/89 from Luther Pass to
State Route 89 at Woodfords



CRASH HISTORY

3 Fatalities
1 Severe Injury
7 Injury - Visible
10 Injury – Pain
23 Property Damage

TOTAL # COLLISIONS

40

TOP COLLISION TYPE

(24) Hit Object

TOP VIOLATION

(14) Unsafe Speed

This portion of State Route 88/89 connects the small community of Sorensens to Woodfords and Alpine Village. Most of this segment has 12-foot lanes with 2-foot paved shoulders. The pavement, signage, and striping have all been recently upgraded. Large trees parallel the roadway on both sides. Caltrans is developing plans to improve roadway safety along SR 88/89

in Alpine County with a project to install centerline rumble strips, repair of existing asphalt surfaces, restriping the roadway and improving warning signs and markings.

This segment becomes difficult to traverse during winter driving conditions. Vehicles travelling at an unsafe speed during inclement weather do not have a lot of room for error when making turns, which results in a high number of hit object type collisions. Public comments have been provided regarding vehicles stopped in the shoulder and encroaching on the roadway when installing tire chains.

State Route 88 and State Route 89
Intersection


CRASH HISTORY

1 Fatalities
0 Severe Injury
1 Injury - Visible
2 Injury – Pain
2 Property Damage

TOTAL # COLLISIONS
6

TOP COLLISION TYPE
(2) Rear End

TOP VIOLATION
(3) Unsafe Speed



To differentiate between two intersections with the same name, this intersection is with State Route 89 heading south towards Markleeville. SR 89 is stop controlled while SR 88 has the right of way. Flashing beacons overhead help warn motorists of the intersection. SR 88 has a designated right turn lane but not a left turn lane onto SR 89. SR 89 has one lane for left turns and one lane for right turns and through movements.

Sight distance is limited by the large trees, and a horizontal curve on SR 88, making it difficult for motorists on SR 89 to determine when it is safe for them to proceed through the intersection.

6. COUNTERMEASURES IDENTIFIED TO ADDRESS THE SAFETY ISSUES

The primary focus of this SSAR is the identification of engineering countermeasures that could be applied systemically to roadways throughout the counties to improve roadway safety. Section 6.1 provides descriptions of the engineering countermeasures recommended for implementation in Amador and Alpine Counties. Strategies to improve roadway safety through education, enforcement and emergency response measures are discussed in Section 6.2.

6.1 Engineering Countermeasures

Engineering countermeasures are individual elements that can help improve the overall safety of a specific location based on the types of collisions experienced and existing road characteristics. The challenging aspect of selecting engineering countermeasures is identifying those that will have the greatest benefit for the specific area of interest. The selection of improper engineering countermeasures can sometimes result in more harm than benefit, so proposed safety improvements must be reviewed to ensure that they will help reduce the likelihood of future crashes.

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The two factors that are indicators of the effectiveness of a countermeasure are Crash Modification Factors (CMFs) and Crash Reduction Factors (CRFs). CMFs help estimate the expected number of crashes after implementing a specific treatment while CRFs measure the percentage of crashes that the treatment is expected to reduce. These two values can be used interchangeably as $CRF = 1 - CMF$. Higher CRF percentages represent a greater reduction in crashes.

The engineering countermeasures considered for implementation in Amador and Alpine Counties are sorted into three categories: rural roads, urban streets, and intersections. Table 6.1 summarizes systemic countermeasures identified for implementation. A list of all HSIP-approved countermeasures is included in the LRSM. Additional countermeasures may be considered using the FHWA CMF Clearinghouse website at <http://www.cmfclearinghouse.org/>.

Table 6.1- Countermeasures Considered for Amador and Alpine Counties

COUNTERMEASURE		CRASH REDUCTION FACTOR	EXPECTED LIFE (YEARS)	FEDERAL FUNDING ELIGIBILITY	SYSTEMATIC APPROACH OPPORTUNITY
Rural Roads					
R4	Install guardrail	25%	20	100%	High
R24	Improve pavement friction (High Friction Surface Treatments)	40%	10	100%	High
R26	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	15%	10	100%	Very High
R27	Install chevron signs on horizontal curves	40%	10	100%	Very High
R28	Install curve advance warning signs	25%	10	100%	Very High
R31	Add delineators, reflectors, and/or object markers	15%	10	100%	Very High
R32	Install edge-lines and centerlines	25%	10	100%	Very High
R34	Install centerline rumble strips/stripes	20%	10	100%	High
R35	Install edgeline rumble strips/stripes	15%	10	100%	High
Urban Streets					

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COUNTERMEASURE		CRASH REDUCTION FACTOR	EXPECTED LIFE (YEARS)	FEDERAL FUNDING ELIGIBILITY	SYSTEMATIC APPROACH OPPORTUNITY
R1	Add segment lighting	40%	10	100	Medium
R15	Road Diet (To reduce number of lanes or add bike lanes)	30%	20	90%	Medium
R26	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	15%	10	100%	Very High
R38	Install pedestrian crossing (with enhanced safety features)	30%	10	90%	Medium
N/A	Install Radar Speed Feedback Signs (Not an approved HSIP Countermeasure)	-	-	-	High
Intersections					
S1	Signalized-Add intersection lighting	40%	20	100%	Medium
S9	Signalized- Install flashing beacons as advanced warning	30%	10	100%	Medium
S11	Signalized-Improve pavement friction (High friction surface treatments)	40%	10	100%	Medium
NS1	Non-Signalized- Add intersection lighting	40%	20	100%	Medium
NS3	Non-Signalized-Install signals	25%	20	100%	Low
NS5	Install/Upgrade larger or additional stop signs or other intersection warning/regulatory signs	15%	10	100%	Very High
NS7	Non-Signalized- Install flashing beacons at stop-controlled intersections	15%	10	100%	High
NS8	Non-Signalized- Install flashing beacons as advance warning	30%	10	100%	High
NS9	Non-Signalized- Install transverse rumble strips on approaches	20%	10	90%	High
NS10	Improve Sight Distance at Intersection (Clear Sight Triangles)	20%	10	90%	High
NS14	Non-Signalized- Install right turn lane	20%	20	90%	Low

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COUNTERMEASURE		CRASH REDUCTION FACTOR	EXPECTED LIFE (YEARS)	FEDERAL FUNDING ELIGIBILITY	SYSTEMATIC APPROACH OPPORTUNITY
NS15	Non-Signalized- Install left turn lane (where no left turn lane exists)	35%	20	90%	Low
NS18	Non-Signalized- Install pedestrian crossing at uncontrolled locations (with enhanced safety features)	35%	20	100%	Medium

Rural Road Countermeasures

Add or Upgrade Guardrail [R4]

Guardrails reduce the severity of hit object crashes by redirecting vehicles away from steep embankments or fixed objects and dissipating the energy of the vehicle prior to the collision. Existing guardrails show signs of damage from vehicle collisions with bent rails and posts. For Cycle 9 HSIP funding, upgrading (i.e., replacing) existing guardrail is considered a set-aside countermeasure and does not need a B/C ratio for the application. Further, guardrail upgrades do not count towards the agency maximum HSIP limit of \$10 million. An HSIP application to upgrade existing guardrails need only be limited to locations with existing guardrail that needs replacement. Installation of new guardrails, however, does require B/C ratio calculations.

The costs associated with guardrail vary based on type of guardrail, what is being protected, extent of shoulder improvements or widening needed, and whether the guardrail is being installed or upgraded. Additional costs to install a new guardrail on a bridge approach may require substantial additional cost to upgrade the bridge railing to meet current standards. Installing new guardrail along a creek crossing is approximately \$95 per linear foot.

High Friction Surface Treatment at High Incident Curves [R24]

Application of a high friction surface treatment is intended for locations along curves where appropriate warning signs and delineators, or other lower cost countermeasures have been installed and a high number of incidents are still occurring. This treatment improves skid

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resistance during wet and dry weather and reduces crashes resulting from crossing the centerline or running off the road. High friction surface treatments are a suggested countermeasure included in the SHSP as a substantially lower cost and lower impact improvement compared to realigning a roadway. As such, this treatment is considered a set-aside countermeasure in HSIP Cycle 9. B/C ratios are required and it does count towards the agency maximum HSIP limit of \$10 million.

High friction surface treatments should only be applied to roadways with good pavement conditions. Therefore, pavement rehabilitation and crack sealing may be needed prior to treatment. Accounting for needed pavement repairs or rehabilitation, applying a high friction surface treatment costs approximately \$40 per square yard. For snowy and icy areas, the recommended thickness of the high friction surface treatment is increased which increased the cost to \$70 per square yard.

**Improve Roadway Signage (Curve Warnings, Edge Delineation,
and Nighttime Visibility) [R26] [R27] [R28] [R31]**

Roadway signs are installed throughout County to increase driver awareness to upcoming potential hazards including intersections, curves in the roadway, narrowing pavement or shoulders, animal crossings, and to mark obstructions near the edge of the roadway. Improving roadway warning and regulatory signage is one of the least expensive methods to improve roadway safety. Typical improvements include replacing damaged, worn-out, and non-standard sign panels, relocating signs to improve visibility, adding advisory speeds in advance of curves, and adding new signs.

New technology allows for a comprehensive review of roadside signage that could be used to improve roadway signage throughout the County. By conducting a Roadway Signing Safety Audit (RSSA), the County and local jurisdictions can create a plan for carrying out detailed recommendations related to roadway signing. The RSSA consists of the following:

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Mobile LiDAR Scanning and 360-Degree Field of View Photos of roadway corridor

- LiDAR= Light Detection and Ranging and provides:
 - Sign type and classification
 - GPS coordinates for location of every sign
 - Location in relation to adjacent roadway
 - Post type
 - Sign height and condition
 - Sign visibility



Curve Advisory Reporting System (CARS)

- GPS enabled to correlate data with mobile LiDAR
- Establishes curve advisory warning speeds
- Chevron spacing

Advanced Mobile Asset Collection (AMAC)

- Collection and evaluation of sign retroreflectivity
- Sign luminance
- Contrast ratio for regulatory signs
- Predicts retroreflectivity and sign replacement needs

The data collected from these three tools is analyzed by engineers and consolidated into a final report with collision data, current conditions, and a plan of action to upgrade signs along the full extents of the roadways analyzed.

A prior HSIP application prepared by Nevada County to conduct an RSSA on 48 miles of county roads utilized an overall CRF of 0.33. Costs to conduct RSSA's vary depending on the amount of data extracted from the Lidar survey, such as for embankment slopes adjacent to the roadway, and for level of effort to complete environmental clearance and prepare construction documents. The estimated cost of conducting an RSSA is \$1,400 per mile. The cost for implementing the improvements and sign upgrades is an additional \$2,000 per mile.

Restripe and Add Reflective Pavement Markers [R32]



Upgrading traffic striping and adding reflective pavement markers is one of the other cost-effective methods to improve roadway safety to address run-off-the-road, head-on, nighttime and inclement weather-related crashes. Painted traffic stripes are typical throughout the rural areas of the counties and are worn and faded in many locations. Painted stripes need regular maintenance to ensure adequate visibility. However, restriping roadways is not eligible for federal HSIP funds unless the new striping provided is a substantial upgrade to the existing roadway striping or markers. As a systematic improvement, striping improvements would typically be included with a roadway improvement or rehabilitation project.

Caltrans' 'Guideline for Selecting Materials and Standard Special Provisions for Traffic Striping and Pavement Marking', dated December 2011, includes multiple options for improving striping on roadways where roadways are frequently snowplowed or where enhanced wet night and fog visibility is needed. Recommendations include:

- Thermoplastic traffic stripes
- Two-component paint traffic stripe and pavement markings for snowplowed roads
- Recessed thermoplastic traffic stripes for frequently snowplowed roads
- Thermoplastic traffic stripes with glass beads for enhanced wet night visibility when reflective pavement makers cannot be used
- Lane delineation using a combination of traffic stripes and raised, non-reflective, pavement markers is recommended on roadways in fog areas to provide a tactile and audible warning to errant drivers.

A Roadway Striping Safety Audit is a potential project to improve striping on multiple roadways and on long segments. A Roadway Striping Safety Audit can be conducted alongside an RSSA (see above) to correct the limits of 'no passing zones' or add striping in areas where needed.

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Separate from any project to improve the roadway, the anticipated cost to improve roadway striping is \$8/LF to include grinding the existing striping. This cost does not include any needed pavement rehabilitation or repairs. Local jurisdictions need to consider the added cost associated with replacing enhanced stripes and pavement markers with future roadway rehabilitation projects.

Install Rumble Strips [R34] [R35]

Edgeline and center line rumble strips aim to reduce the number of vehicles running off the road or crossing into oncoming traffic. They provide an auditory and vibratory warning when driven on, which alerts drivers when they are leaving the roadway or crossing the center line.



Adequate roadway width is needed to provide edgeline rumble strips without impacting bicyclists. Based on Caltrans District 10 Office of Traffic Safety adopted criteria, edgeline rumble strips should not be installed on roadways with paved shoulder widths less than 4', where rail/dike is within 4' from the edge of travel way, where travel lane width is less than 11.5', on winding roads or through transition areas at intersections. This precludes installation of edgeline rumble strips on most of the county roadways within Amador County and on most of the State Routes within Alpine County.

When pavement is in good condition, milling rumble strips is quick and is relatively inexpensive. If pavement is in poor condition, pavement rehabilitation, such as a grind and overlay, would be needed prior to installing the rumble strips. Installing 6" rumble strips costs approximately \$64 per 100'.

Frequent roadway sweeping is also needed to keep the rumble strips free of debris, especially in areas where roadways are sanded for increased traction during the winter.

Provide Tapered Pavement Edge Treatment [Non-HSIP Countermeasure]

Many of the rural county roadways have vertical roadway edges within two feet of the edge of travel way. Providing a tapered edge treatment would help prevent run-off-the-road crashes by

helping drivers stay on the roadway when a tire leaves the paved surface. As a systematic improvement, tapered edge treatments would typically be included as a low-cost improvement with a roadway improvement or rehabilitation project. Pavement rehabilitation is not eligible for federal HSIP funds.

Urban Streets

Add Street Lighting Between Intersections [R1]

Installing new street lighting aims to reduce crashes occurring at nighttime, as drivers may be unaware of the roadway characteristics in a low light situation. Lighting also helps improve sight distance for motorists and increases awareness to pedestrians walking on the shoulder.

Adding segment lighting can be considered a high cost countermeasure due to costs associated with lighting, power, poles, and routine maintenance. Installing new street lights with 220-foot spacing would cost approximately \$240,000 per mile.

Road Diet (Narrow Travel Lanes) [R15]

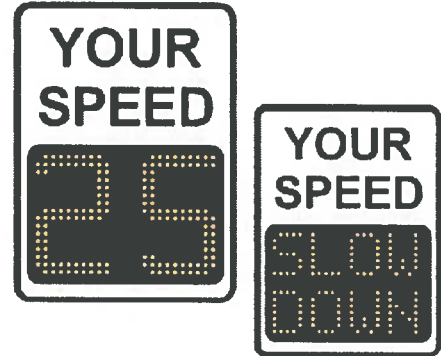
Road Diet (Narrow Travel Lanes) [R15]

The reduction of travel lane widths is a frequently proposed countermeasure on roadway segments within urban areas. Typically, these measures are undertaken to install new turn lanes or bike lanes on an existing roadway. Without changes to the existing number of travel lanes, there would be limited benefit for reduced vehicle speeds and safety may worsen with increased sideswipe or turning collisions. Reducing the number of travel lanes requires a traffic analysis to verify there is sufficient roadway capacity to handle the reduced travel lanes and potential vehicle diversions to other streets. Locations considered for implementation in Amador County include a portion of SR 49/88 through Jackson.

Install Radar Speed Feedback Signs [Non-HSIP Countermeasure]

Radar speed feedback signs help to alert drivers of their speed compared to the posted speed limit. They are most effective when installed at locations where a set of warrants are met including²:

- 85th Percentile Speeds exceed the posted speed limit by more than 5 MPH
- ADT exceeds 500 vehicles per day
- Site exhibits a correctable speed-related accident history
- Sites exhibits a pedestrian-related accident history
- Sites where posted speed limit is 25 MPH or greater



Locations particularly suited for installation of Radar Speed Feedback Signs include school zones and parks, transition zones entering a developed area (with a lower speed limit) from a less developed area (with a higher speed limit), as a supplemental curve warning device or where vehicle speeds approaching a signalized intersection exceed 45 MPH.

There is currently no approved CRF for radar speed feedback signs so funding would need to be obtained from a source other than HSIP. The cost to install a Radar Speed Feedback sign varies between \$6,000 to \$10,000 depending on the availability of electrical power or if solar powered systems are implemented.

Intersections

Install Advance Warning Signs or Upgrade Signs to Include Flashing Beacons [S9] [NS5] [NS7] [NS8]

Installing new advance warning signs for upcoming intersections would improve driver awareness and reduce the amount of intersection related crashes. This countermeasure includes replacing existing signs and installing new signs.

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Adding advance intersection warning signs can be done quickly, with minimal impacts, and at low cost. Installing one new sign costs approximately \$250. Due to the low cost per installation, installation or replacement of advance warning signs as a systemic countermeasure would be difficult using HSIP funds with the required minimum project cost of \$100,000, which would necessitate identifying many locations. However, advance warning signs could be included as a category with the RSSA and Sign Upgrade project.



Installing flashing beacons above stop signs or on advance warning signs would increase driver awareness to the intersection where signs have already been installed but there are still frequent rear end and broadside crashes. Flashing beacons can improve driver awareness of the stop-controlled and signalized intersections and reduce auto right of way related violations. Additionally, they would improve nighttime visibility for drivers approaching the intersection.



Flashing beacons can be installed with minimal environmental and right of way impacts and with relatively low costs. The availability of LED beacons allows for increased use of solar power systems that reduce installation cost and ongoing costs for electrical power. The estimated cost to install a flashing beacon on one approach per intersection is \$1,000 to \$3,000.

Install Transverse Rumble Strips [NS9]



Installing transverse rumble strips on approaches for stop controlled intersections would help reduce intersection related crashes such as broadsides and sideswipes. They provide an auditory and tactile sensation for motorists approaching the intersection, alerting them of the stop sign. This countermeasure would be particularly effective on rural roads, where stop signs are few and far between, and advance warning signs and flashing beacons have proven ineffective.

Transverse rumble strips can be installed quickly and with minimal impacts. Due to the noise generated as the vehicles pass over the rumble strips, care should be taken when deciding on the placement and location of this countermeasure so avoid disruption to residents and businesses. The estimated cost to install transverse rumble strips is \$148 per 100 feet.

Trim Vegetation [NS10]



Trimming vegetation is intended to improve sight distance at the intersection by removing obstructions from the field of vision. Common obstructions include tree branches below 7' high, and fences, shrubs and grasses over 3' high. This countermeasure applies to both stop and yield controlled intersections and aims to alleviate sideswipes and broadsides. Removing obstructions would allow drivers to see other approaching vehicles and make better decisions about entering the intersection safely. Clearing roadside vegetation is a low-cost countermeasure but the costs would vary depending on the type of obstruction.

As a systematic countermeasure, trimming vegetation is typically conducted as part of regular road maintenance activities if located within the public right-of-way. If the obstruction is located on private property, the removal is typically undertaken by the property owner upon notification by the local jurisdiction. Trimming vegetation may be eligible for HSIP funds if included as part of a larger project meant to clear roadside obstructions including trees, fences, signs, etc., (without major reconstruction of the roadway) to improve sight distance.

Restripe/Widen Street to Add Turn Pockets (Potential High Cost Countermeasure) [NS14] [NS15]

For roadways with higher vehicle speeds, ADT's, and limited sight distance, installing left or right turn lanes would reduce the amount of rear end, broadside and sideswipe crashes at uncontrolled intersections. Adding a left or right turn lane will remove the vehicles stopped or decelerating in the travel lane from the traffic stream. Providing a separate location for the drivers waiting for a gap in the opposing through traffic will allow them to make safer decisions when turning left as they are not holding up the through traffic behind them.

For roadways with adequate shoulder width, left right turn lanes can be added by restriping, which can be done quickly and with minimal impacts. For other locations, the shoulder may need to be paved or widened, which can be a high cost countermeasure involving greater environmental impacts, acquisition of right of way, and relocation of utilities. Care must be taken to study the potential impacts to pedestrians when adding a left or right turn lane.

Restripe Pedestrian Crosswalks and Add High-Visibility Treatments [NS18]



Enhancements for existing pedestrian crosswalks aim to prevent pedestrian related collisions. For HSIP, these enhancements include high visibility 'continental, ladder or zebra-style' crosswalk markings, advance yield lines, advance warning signs and potentially pedestrian-activated lighted warning systems.

Upgrades to existing crossings are considered set-asides for Cycle 9 HSIP funding and do not require a B/C ratio. Upgrade projects are limited to a maximum of \$250,000 per jurisdiction. The cost to install an improved high-visibility crosswalk with flashing beacons can be considered a high cost countermeasure as the costs vary depending on site specific issues such as where new curb ramps, bulb-outs, and sidewalk improvements are required.

Additional Items Considered but Not Recommended as Systemic Countermeasures

In addition to the systemic countermeasures discussed above, other countermeasures, both short term and long term, were reviewed to improve safety throughout each county's roadway network. Below are brief descriptions of what each countermeasure would entail. These descriptions include countermeasures that could be utilized in future HSIP applications once other, lower cost, measures are implemented. Additional information for each countermeasure and additional countermeasures can be found in the LRSM.

Install Traffic Signal or Roundabout [NS3] [NS4]

Installation of traffic signals and roundabouts at unsignalized intersections may be considered a potential safety countermeasure to prevent broadside collisions that can lead to severe and fatal injuries. Other lower cost countermeasures, such as improving intersection advance warning signs or adding turn lanes, must be implemented in an attempt to reduce collisions prior to installing a traffic signal or roundabout as installation of traffic control device will frequently lead to an increase in other collision types, such as rear end collisions, and increased roadway congestion. Installation of a traffic signal must comply with the Manual on Uniform Traffic Control Devices (MUTCD) Warrants for Traffic Signals. In addition, any new signal or roundabout installed on a State Route would require an Intersection Control Evaluation, approved by Caltrans, that analyzes potential traffic impacts and makes consideration for other potential intersection control measures. Intersection control devices typically cost from \$350,000 to much higher depending on the work necessary for roadway and ADA improvements and right of way needed to accommodate the new features.

Roadway Realignment [R19] [R20] [R21]

Realigning roadways to improve horizontal and vertical alignments typically has a very high cost and results in impacts to the natural environment and/or acquisition of property to create new right of way for the roadway. As such, roadway realignment can only be considered as a HSIP-

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eligible countermeasure if an agency has pursued other lower cost countermeasures and is still documenting a higher than average collision rate. Lower cost countermeasures discussed in this SSAR as alternative to roadway realignment include clearing vegetation and other obstructions, signage upgrades, striping upgrades, high friction surface treatments, rumble strips and guardrails. Roadway realignment may be considered on roadway segments or at unsignalized intersections where sight distance is limited. Cost vary widely depending on the scope of the improvements desired.

6.2 Non-Engineering Countermeasures

comprehensive approach to improving roadway safety must address all “4 E’s of Safety”. These include Engineering, Enforcement, Education and Emergency Medical Services. The engineering countermeasures discussed in this SSAR will not resolve all safety issues identified on roadways throughout the County. Many of these issues are discussed as challenge areas in the California Strategic Highway Safety Plan (SHSP), which provides an implementation plan to improve roadway safety throughout the state.

Issues that have been identified as areas of concern for the County during the preparation of this SSAR include:

- Speeding and aggressive driving,
- Driving under the influence of drugs and alcohol (DUI),
- Distracted driving,
- Chain installation and removal areas,
- Commercial vehicle enforcement,
- Emergency Medical Service Response, and
- Sharing the road with bicyclists and pedestrians.

Speeding and Aggressive Driving:

The SHSP reports that 18 percent of traffic-related fatalities and injuries in California between 2012 and 2015 involved speeding or aggressive driving. Within Amador and Alpine Counties between 2013 and 2017, 24.6 and 31.9 percent of traffic-related fatalities and injuries involved unsafe speed as the primary collision factor reported, respectively. Unsafe speed can either mean driving too fast for conditions or exceeding the posted speed limit.

Vehicle speed is one of the critical factors when it comes to reducing fatal and severe injury crashes. As speed increases the likelihood of crashes and severe or fatal injury also increases.¹ This is of particular concern in rural areas where vehicle speeds and speed limits are higher than in urban areas.

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One of the key issues identified on the rural county roads is the lack posted speed limits. A posted speed limit is required for enforcement of a maximum speed below 55 MPH. In order to determine and post a speed limit sign, an Engineering and Traffic Survey must be conducted by the CHP or local law enforcement to determine the maximum safe speed for the roadway. Refer to the Caltrans Manual for Setting Speed Limits for additional information. Once a speed limit has been determined and approved by the jurisdiction with authority, speed limit signs should be posted frequently along each roadway segment. This will alert drivers as to the maximum safe speed to approach the upcoming segment. There is no CRF associated with conducting a speed survey or posting speed limits so these projects would need to be paid for with local funds.

Once speed limits are set, reductions in vehicle speeds rely on a combination of engineering, enforcement and driver education. Strategies discussed in the SHSP include providing high-profile speed enforcement at high-visibility locations, increasing the use of radar speed units to aid speed measurement, and conducting an outreach campaign to educate drivers on the risks associated with speeding. The California Office of Traffic Safety (OTS) provides grants to assist with increased speed enforcement measures.

Driving Under the Influence of Drugs or Alcohol:

The SHSP reports that 32 percent of traffic-related fatalities and severe injuries in California between 2012 and 2015 involved an impaired person. Within Amador and Alpine Counties between 2013 and 2017, 22.1 and 10.8 percent of traffic-related fatalities and severe injuries involved DUI as the primary collision factor reported, respectively.

Collisions involving DUI are not readily addressed using engineering countermeasures. Under HSIP, collisions involving DUI are not allowed to be considered in the calculation of the B/C ratio. The SHSP includes strategies to reduce DUI-related collisions through a combination of enforcement and education measures with increased treatment programs for repeat or high-blood alcohol content offenders. As discussed in Table 6.2 below, the OTS provides grants to local law enforcement agencies for increased enforcement activities like high-profile DUI checkpoints and officer training for roadside detection of impaired drivers. The California Department of Alcoholic Beverage Control offers grants to expand efforts for treatment of alcohol-related problems.

Commercial Vehicle Enforcement:

The SHSP reports that 7 percent of traffic-related fatalities and severe injuries in California between 2012 and 2015 involved commercial vehicles, which can include trucks and buses. Within Amador and Alpine Counties between 2013 and 2017, 0.1 and 3.1 percent of traffic-related fatalities and severe injuries involved commercial vehicles, respectively.

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Collisions involving commercial vehicles are exacerbated by the narrow and winding roadways typical throughout the counties. Achieving reduction in commercial vehicle collisions involves outreach to commercial vehicle industry stakeholders especially regarding any changes to commercial vehicle routes and regulations. Engineering measures like rumble strips and improved signage can further help reduce collisions.

Emergency Medical Services Response:

Emergency medical response in rural areas is a primary concern. Transporting a patient to an emergency/trauma center within the “golden hour” is a key measure of the ability of emergency responders to reduce fatalities. The SHSP reports that 37 percent of fatal collisions in rural areas are 30 or more miles from an emergency/trauma center; whereas, 8 percent of fatal collisions in urban areas are 30 or more miles from an emergency/trauma center.

Additional outreach is needed with emergency responders in Amador and Alpine counties to study response times and document specific measures to improve response to crashes within the “golden hour”. One area that could be benefitted with measures included in this report is the identification of ‘choke points’ or narrow roadway segments or bridges that can prevent large fire trucks and ambulances from responding to a fire or crash. The RSSA may be used to identify potential choke points throughout the counties.

Table 6.2- Enforcement Funding Sources

Name	Description	Website
California Department of Alcoholic Beverage Control Grants	Funds the expansion of efforts in addressing alcohol-related problems.	Abc.ca.gov
Community Policing Development Program	Funds the development of capacity of law enforcement to implement community policing strategies.	Cops.usdoj.gov
California Office of Traffic Safety Grants	Funds efforts to reduce alcohol/drug impaired driving, motorcycle safety, police traffic services and more.	Ots.ca.gov
Grant Assistance Program	A resource for grant research, alerts, and application help.	Policegrantshelp.com

Bicycle and Pedestrian Safety:

The percentage of collisions involving bicycles and pedestrians is relatively low throughout the counties. However, as the number of facilities available for walking and biking are increased, it is expected the number of collisions is expected to increase.

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Engineering countermeasures discussed in this SSAR, including road diets to add bike lanes and crosswalk upgrades, are good systematic improvements to reduce bike and pedestrian involved collisions. However, other measures that have been identified to add new facilities for walking and biking through Jackson, including sidewalk gap closures and other new facilities for walking and biking, will require funding sources other than HSIP.

Table 6.3 provides potential funding sources for increased walking and biking facilities and well as education and encouragement measures that can help improve safety for all roadway users.

Table 6.3- Funding Sources for Education/Encouragement Countermeasures

Name	Description	Website
Federal Funding		
Transportation Alternatives (Under MAP-21)	Funds education and encouragement programming for pedestrians and bicyclists. Also includes streetscape projects such as sidewalks, paths, and trails.	Fhwa.dot.gov
Surface Transportation Program (Under MAP-21)	Funds road, bridge, transit, bicycle facilities, sidewalks, trails, crosswalks, and other facilities.	Fhwa.dot.gov
Pilot Transit-Oriented Development Planning (Under MAP-21)	Funds projects that seek to facilitate multimodal connectivity and access to transit hubs for pedestrian and bicycle traffic.	Transit.dot.gov
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Funds the building of bicycle and pedestrian facilities that reduce automobile travel. Not to be used for purely recreational facilities.	Fhwa.dot.gov
Partnership for Sustainable Communities	Funds bicycle and pedestrian infrastructure to decrease household transportation costs, reduce our nation's dependence on foreign oil. Improve air quality, and promote public health.	Epa.gov
Federal Transit Act	Funds shelters and parking facilities for bicycles around mass transit facilities and installation of bike racks or other equipment for transporting bicycles on mass transportation vehicles.	Transit.dot.gov
Community Transformation Grants	Funds active transportation infrastructure and programs that promotes a healthy lifestyle.	Cdc.gov
State Funding		
Active Transportation Program	Funds infrastructure, education, encouragement, enforcement, and planning activities for increasing the safety and mobility of nonmotorized users.	Dot.ca.gov

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State Highway Account	Caltrans is required to set aside money for the construction of nonmotorized facilities that will be used in conjunction with the state highway system. Project approvals and funding depend on how much money is needed/requested.	Dot.ca.gov
Office of Traffic Safety Grants	Grants can be used to establish new traffic safety programs or expand ongoing programs. Grants are not to be used for construction.	Ots.ca.gov

7. VIABLE PROJECT SCOPES AND PRIORITIZED LIST OF SAFETY PROJECTS

7.1 Prioritized List of Safety Projects

Based on the systemic and site-specific safety analysis conducted and selection of safety countermeasures included in this SSAR, potential safety projects were evaluated for potential HSIP applications. Locations were identified for the implementation of each systemic countermeasure suggested which were then analyzed for cost effectiveness using the HSIP application process. This evaluation narrowed each countermeasure list down to only those that would produce the highest benefit.

Project cost estimates were prepared and include both the construction costs and the project development and administration costs. Allowances were added to each potential project's cost estimate including mobilization, contingency, construction management, engineering/design, environmental studies and documentation, and right of way acquisition, if needed. B/C ratios were calculated for each countermeasure using the HSIP Analyzer tool. Providing individual ratios and a group ratio for each countermeasure helps determine how projects should be combined for the greatest B/C ratio and HSIP potential. A summary of the top projects and their B/C ratios is provided in Table 7.1. The detailed cost estimate and B/C ratio calculations for each project are in Appendix E.

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Table 7.1- Viable HSIP Safety Projects

Priority No.	Project Name	Location(s)	B/C Ratio	Estimated Project Cost	Federal Funding Eligibility
1A	Amador County RSSA and Sign Upgrades	Various locations throughout Amador County	109.2	\$1,168,100	100%
1B	Amador Alpine State Route RSSA and Sign Upgrades	State Routes throughout Amador and Alpine Counties (Subject to Caltrans approval)	218.4	\$1,362,100	100%
2	Amador County Advance Intersection Flashing Beacons	Unsignalized intersections in Amador County	25.9	\$114,900	100%
3	Amador County Segment Lighting	Martel and Drytown	5.9	\$1,162,500	100%
4	High Friction Surface Treatment	Latrobe Rd and Jackson Valley Rd	5.8	\$481,100	100%
5	Ridge Rd and Running Gold Rd Widening	Ridge Rd and Running Gold Rd Intersection	5.3	\$665,100	90%
6	Pedestrian Crossing Enhancements	Jackson, Lone, Plymouth and County Crossings	N/A (Set Aside)	\$250K Max	100%
7	Guardrail Upgrades	Stony Creek Rd and Shenandoah Rd	N/A (Set Aside)	\$260,000 (\$1M Max)	100%

7.2 Viable Project Scopes

1. RSSA and Sign Upgrades

The RSSA projects have been separated out for Amador County roads and State Routes through Amador and Alpine Counties. A complete list of the roadways included in the RSSA can be seen in Figures 7.1 and 7.2 and in Appendix F. Any work on State Routes must be completed under a Caltrans Encroachment Permit.

These projects have a particularly high B/C ratio because all the collisions on each segment are considered and the audit and sign upgrades are relatively inexpensive to complete. This project

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is the first step in upgrading roadway safety. If high collision rates persist after the upgrades, these roadways would then be eligible for more extensive upgrades through HSIP.

The construction estimate, which can also be seen in Appendix F, assumes \$1400 per miles for the RSSA and \$2000 per mile for the construction (relocating, upgrading, removing signs). Mobilization and traffic control are also included. Engineering, construction management, and environmental fees are added in the HSIP application for the B/C calculation.

Depending on approval from Caltrans, there is potential option to conduct an RSSA on all State Routes throughout Amador and Alpine counties. Caltrans would then either use the recommendation provided through the RSSA to further analyze and program sign upgrades or allow the local agencies to complete the sign upgrades under a Caltrans Encroachment Permit.

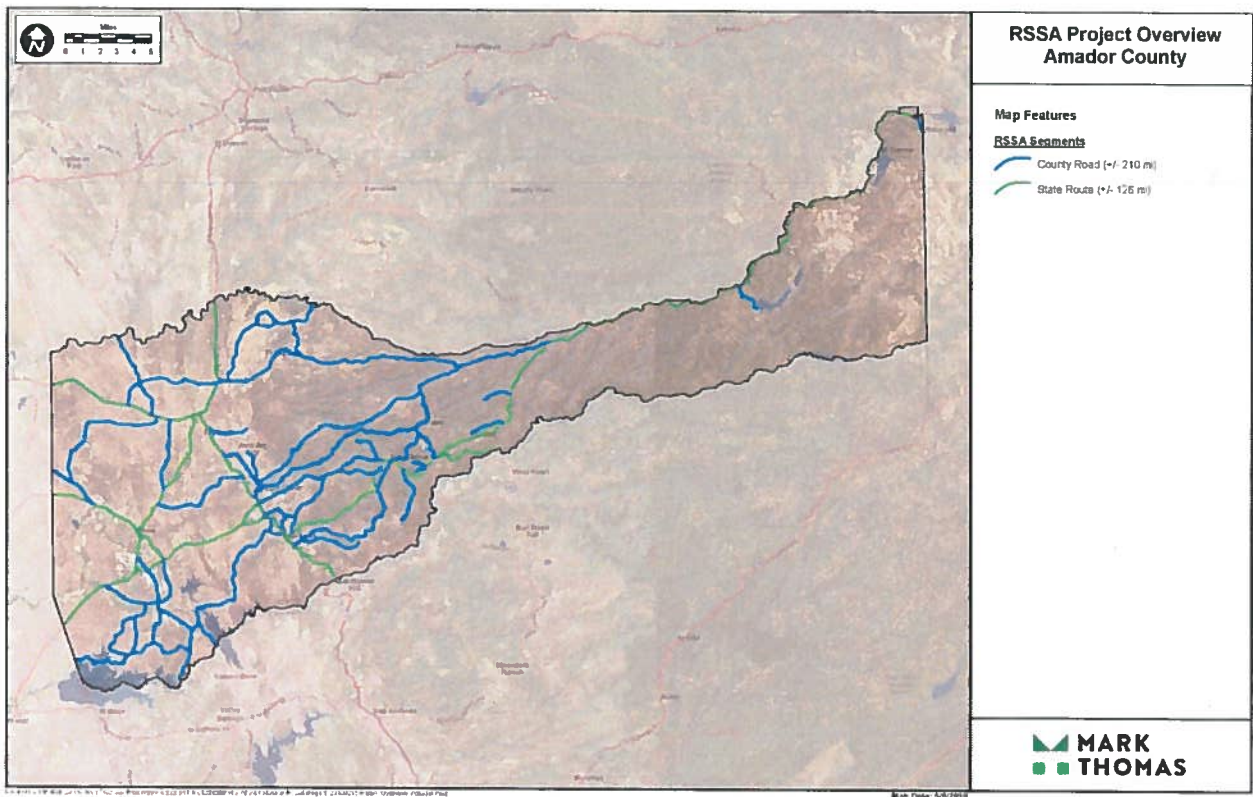


Figure 7.1- Amador County Roads and State Routes Included in the RSSA

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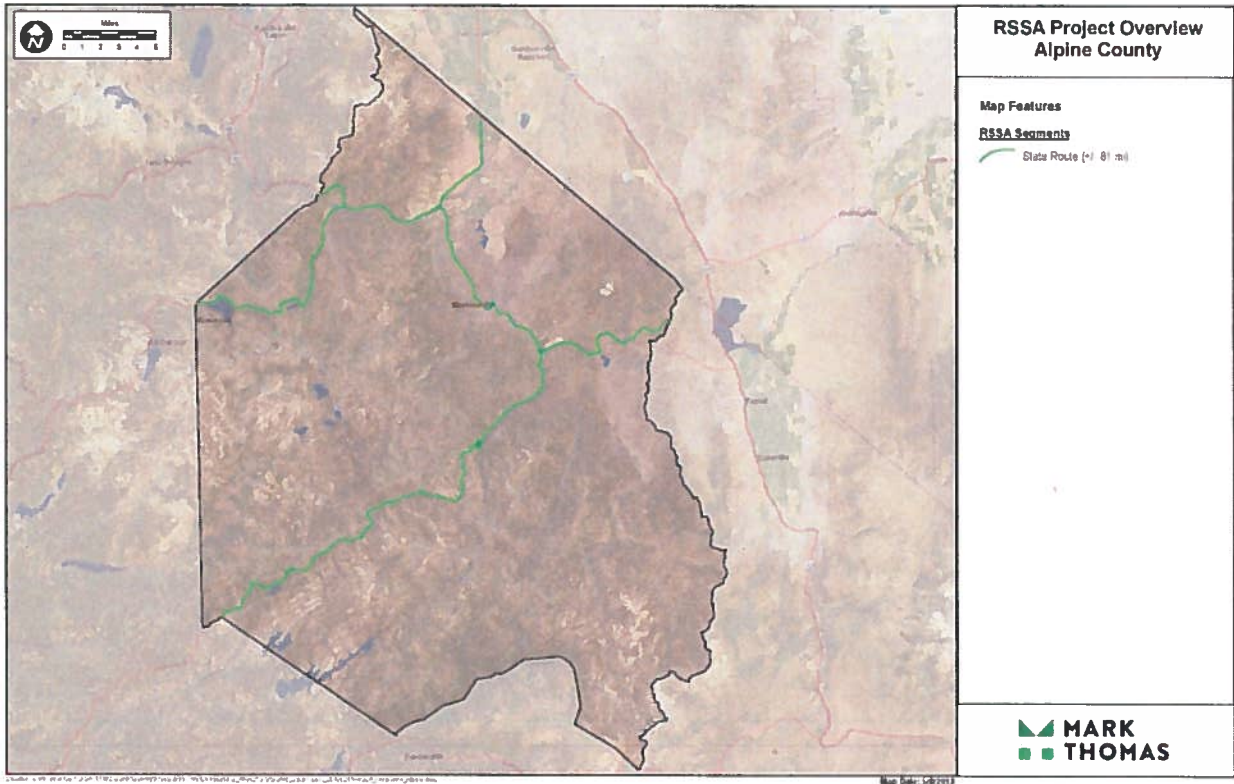


Figure 7.2- Alpine County State Routes Included in the RSSA

2. Advance Intersection Flashing Beacons

Solar Powered flashing beacons and intersection warning signs will be installed as advanced warning for the following non-signalized intersections:

- Latrobe Road and Old Sacramento Road
- Jackson Valley Road and Buena Vista Road
- Ridge Road and Running Gold Road

The construction estimates include mobilization, traffic control, water control, and the installation of beacons and signs. Additional environmental, engineering, and construction management fees are included in the HSIP forms. Additional project information can be found in Appendix G.

3. Segment Lighting

The benefit calculation for this countermeasure only considers collisions that occur at night, therefore, only specific sections of the focus segments could be considered for segment lighting. There were several nighttime collisions along SR 49 through Drytown. The length of the lighting

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segment is approximately 1,075 feet from north of Spanish Street to south of China/Church Street. Lighting will also be installed along SR 88 through Martell. The lighting segment will be approximately 5,800 feet long from Wicklow Way to Kennedy Mine Road. Segment lighting maps can be seen in Appendix H.

The construction estimate, which can be seen in Appendix H, assumes a 220' spacing between lights. Mobilization and traffic control are also included. Engineering, construction management, and environmental fees are added in the HSIP application for the B/C calculation.

4. High Friction Surface Treatment

High friction surface treatment will be applied to two high incident curves in Amador County. The first location is south of the city of Lone, along Jackson Valley Road approximately 0.4 miles south of SR 88. The high friction segment is approximately 1,325 feet long. The second location is approximately 2 miles south of the Amador County line, on Latrobe Road. The high friction segment is approximately 980' long and extends along the Lorentz Road curve. Maps for the high friction surface treatment locations can be seen in Appendix I.

While this countermeasure was also suggested for Alpine County, the B/C ratio was much lower due to the need to apply a double layer to be effective in snowy regions. This increased the construction cost estimate, which decreased the B/C ratio. All information pertaining to this project, including locations and B/C ratio calculations can be found in Appendix I.

The construction estimate assumes that the roadway will need to first be resurfaced before applying the high friction surface treatment. A grind and overlay is included along with new striping, mobilization, and traffic control. Engineering, construction management, and environmental fees are added in the HSIP application for the B/C calculation.

5. Ridge Road and Running Gold Road Widening

Ridge Road will be widened on both sides of Running Gold Road to add a left turn lane and an acceleration lane. The construction estimate includes all of the necessary items for roadway widening along with relocating a fire hydrant, signing, mailboxes, and tree removal. Additional project information can be found in Appendix J.

6. Pedestrian Crossing Enhancements

The enhancement of existing pedestrian crossings includes the addition of high visibility striping, signage, flashing beacons, and modifying curb ramps to ADA standards, where applicable. Appendix K includes information on locations and construction estimates for this project.

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This countermeasure is considered a set-aside and does not require a B/C ratio, however, there is a funding limit. HSIP will award a maximum \$250K per agency. HSIP applications will need to be submitted separately for Plymouth, Jackson, lone and Amador County to maximize the benefits of this countermeasure.

To help determine the priority locations, it is suggested that the pedestrian crossings nearest schools be considered for upgrades first. Table 7.2 provides the crossings near schools for the Amador County, Jackson, lone, and Plymouth projects. Appendix J provides a summary of all pedestrian crossings considered for these projects.

Table 7.2- Suggested Pedestrian Crossing Priorities

	School Crossing Locations	Project Cost
City of lone	SR 104 and E Market St	\$97,500
City of Plymouth	Main St and Locust St	\$73,000
City of Plymouth	Sherwood St 200' S of Main St	\$32,200
Amador County (Pioneer)	SR 88 E of Pioneer Creek Rd	\$72,200

7. Guardrail Upgrades

Field reviews provided three locations where existing guardrails were damaged, most likely from vehicle collisions. The first location is on Stoney Creek Road, crossing Jackson Creek. The project will consist of installing Midwest guardrail, flare ends, and relocating signs. The second location is on Stony Creek Road at the Pardee Reservoir Dam. Midwest guardrail, transition railing, and flared ends (or end caps) will be installed along with relocating signs. The third location is on Shenandoah Road, crossing the Cosumnes River in River Pines. Midwest guardrail, transition railing, flared ends (or end caps), and signs will be installed at this location. Additional project details can be found in Appendix L.

Upgrading guardrails is considered a set aside project and does not require a B/C ratio.

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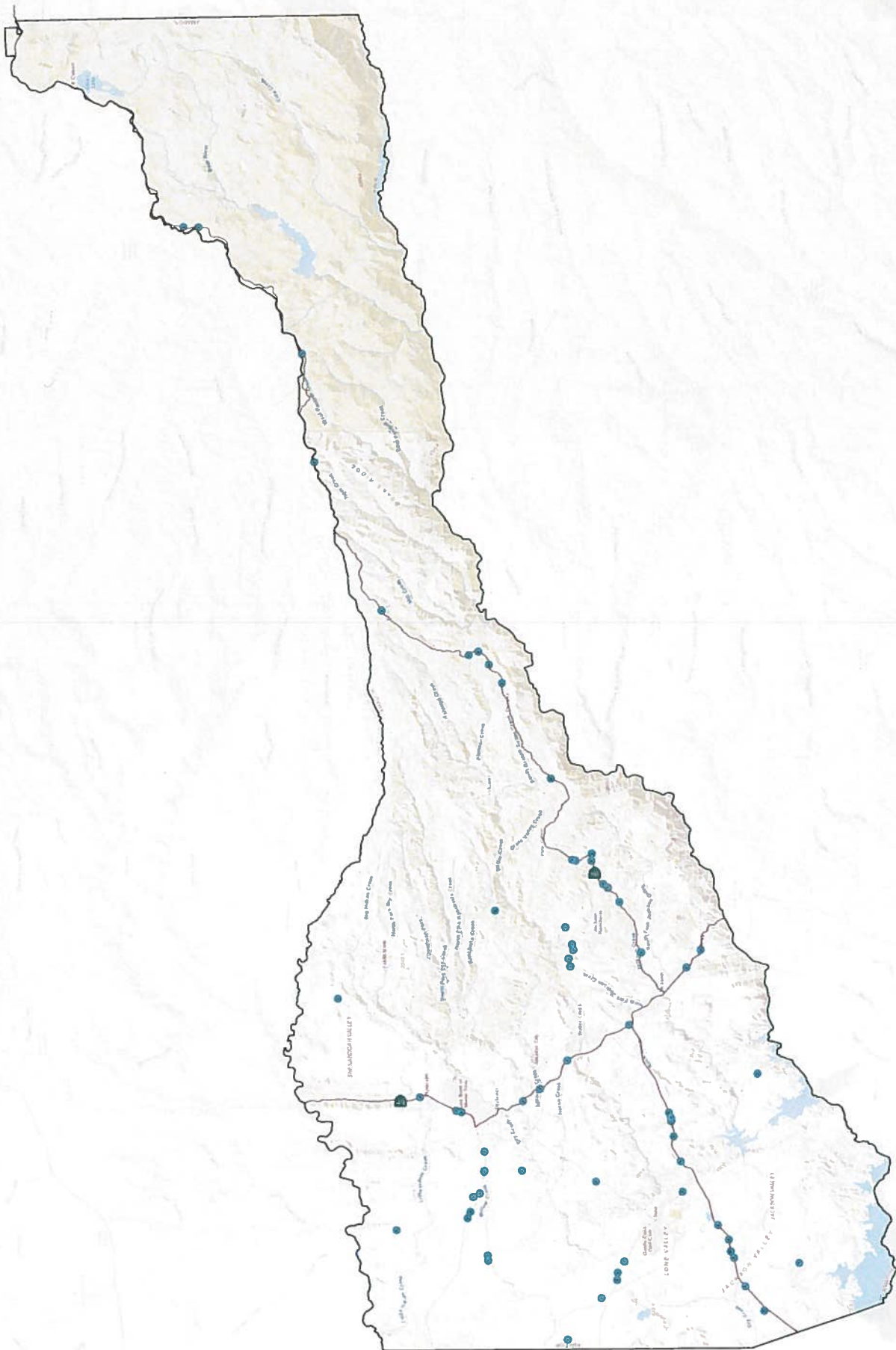
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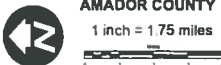
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Appendix A1: Amador Countywide Maps



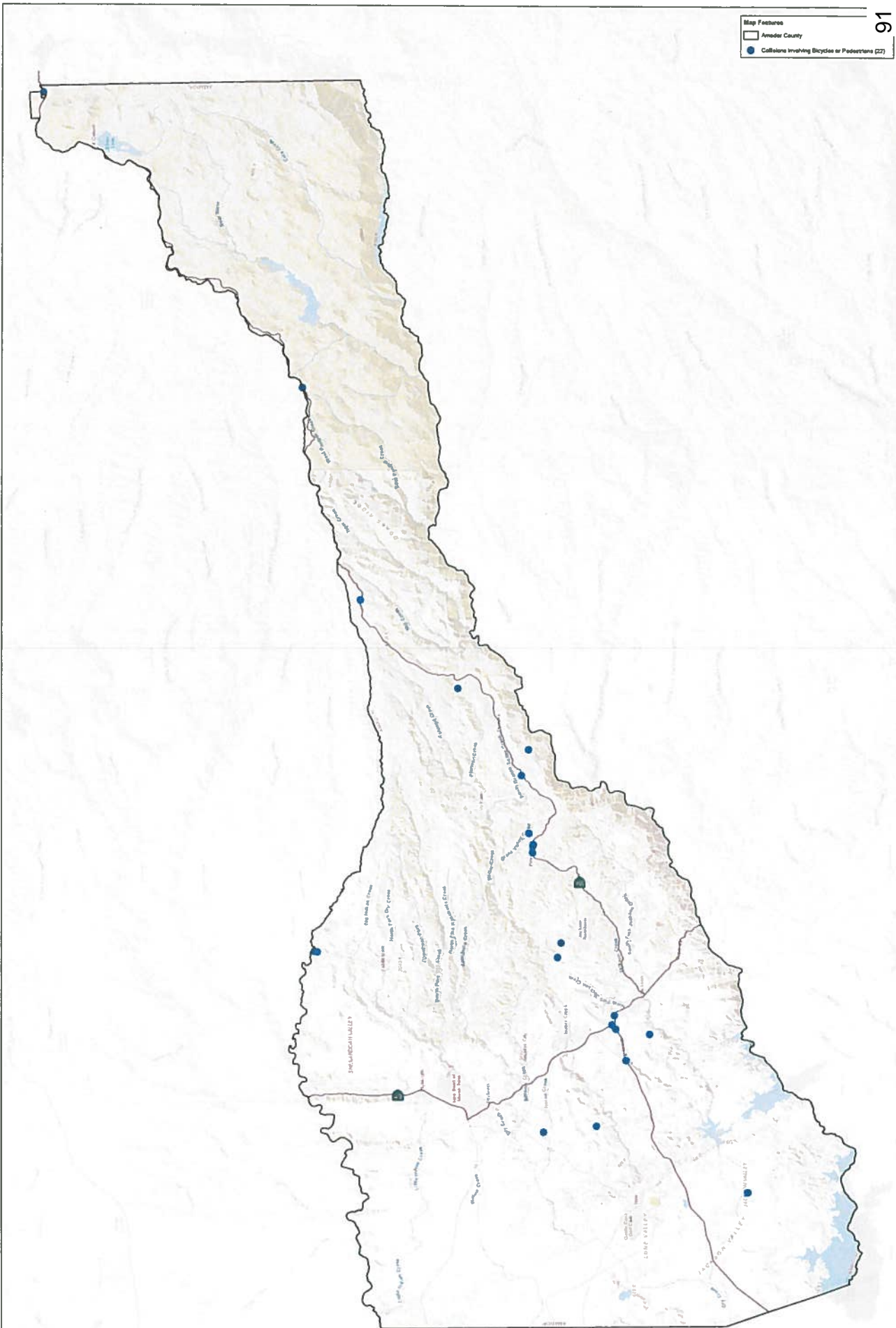
AMADOR COUNTY
1 inch = 1.75 miles



© 2015 Mark Thomas. All rights reserved. This map is a service of Mark Thomas and is not to be used for any other purpose without the express written consent of Mark Thomas.

Map Features

- Amador County
- Collisions Involving Bicycles or Pedestrians (27)

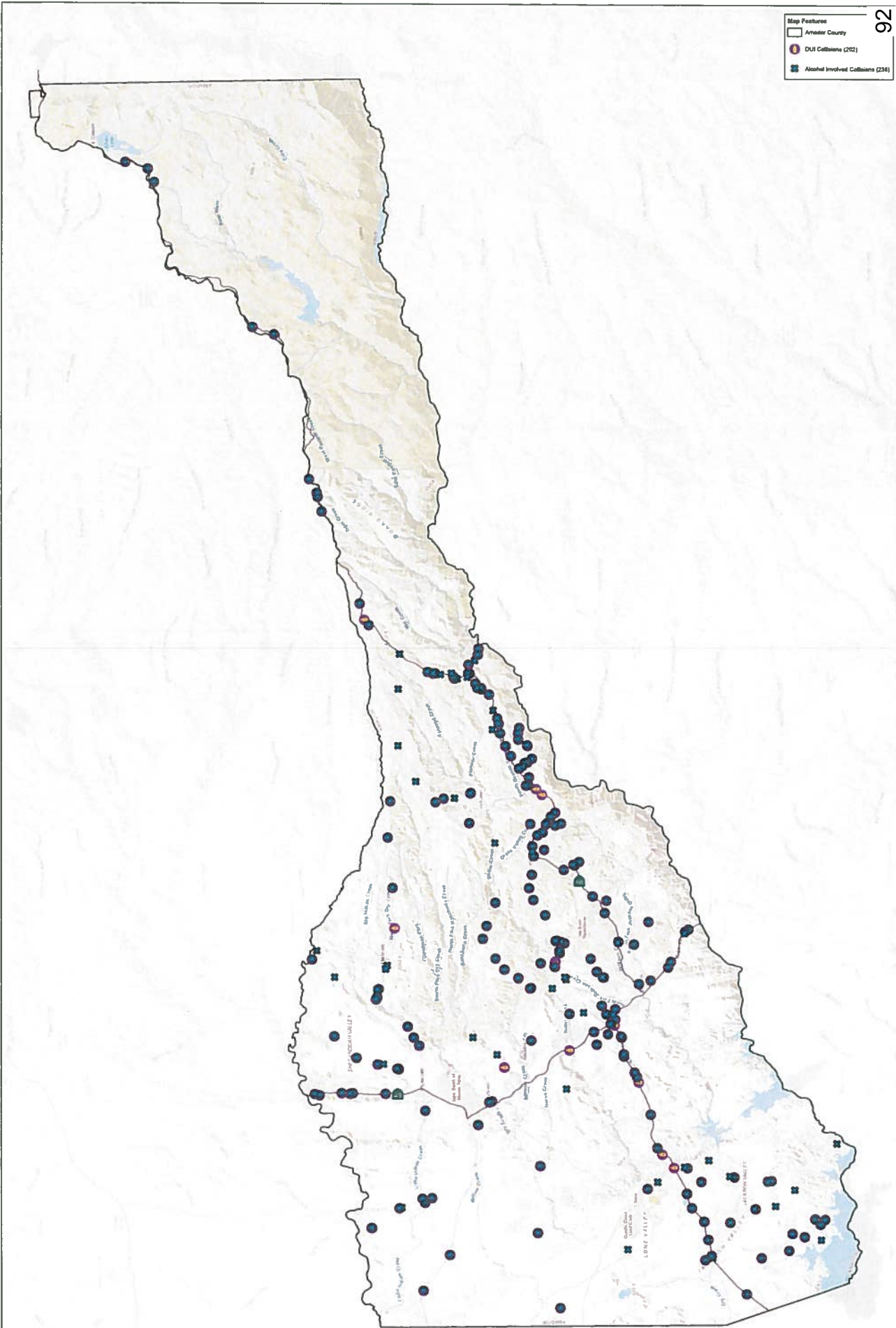


AMADOR COUNTY
1 inch = 1.75 miles

MARK THOMAS

Map Features

- Amador County
- DUI Collisions (212)
- Alcohol Involved Collisions (236)



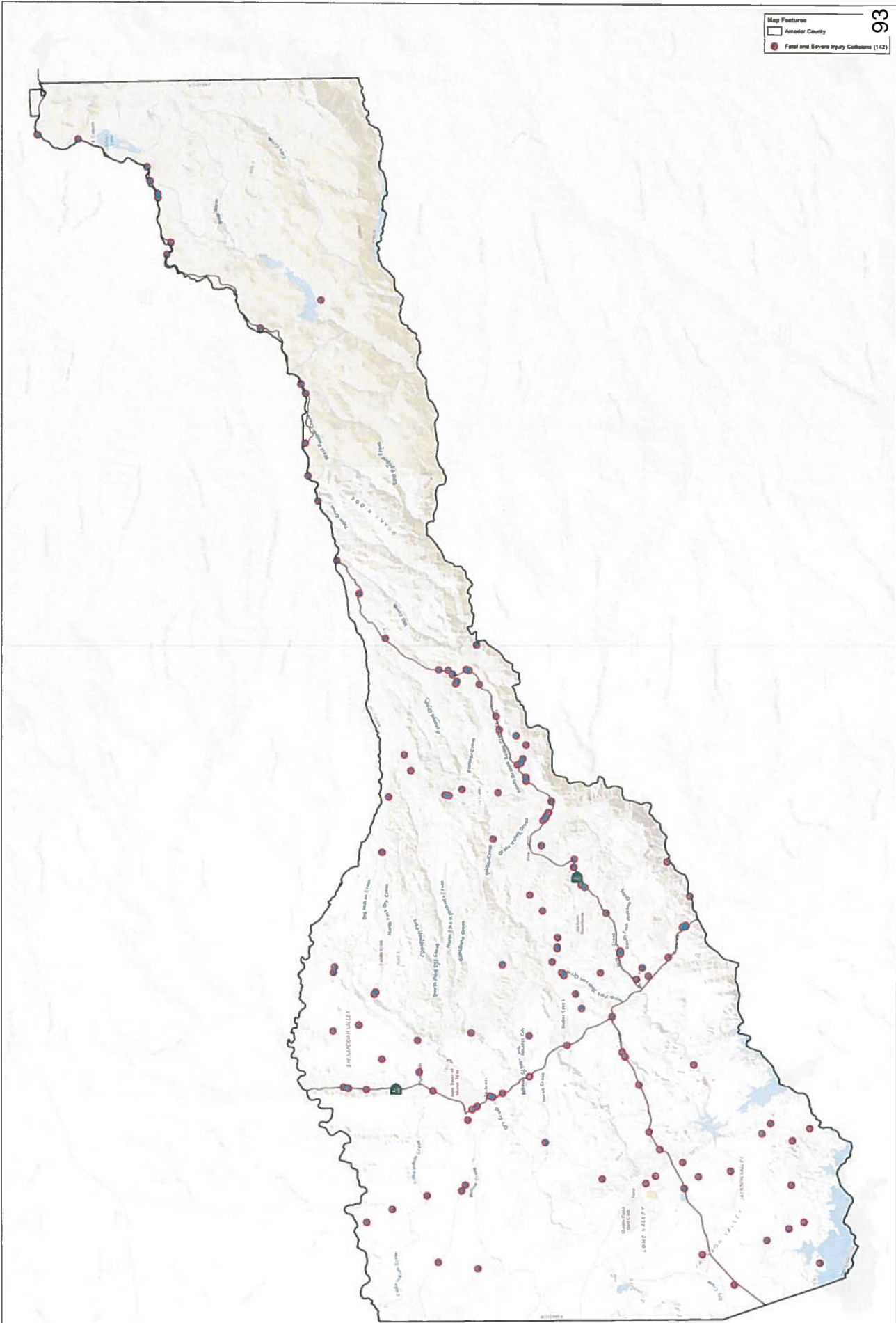
AMADOR COUNTY
 1 inch = 1.75 miles

MARK THOMAS

Source: Where in CA? The Geographic Information System and GIS Data Explorer. Amador County and Regional Data for CA. Map Date: 01/2019

Map Features

- Amador County
- Fatal and Severe Injury Collisions (142)



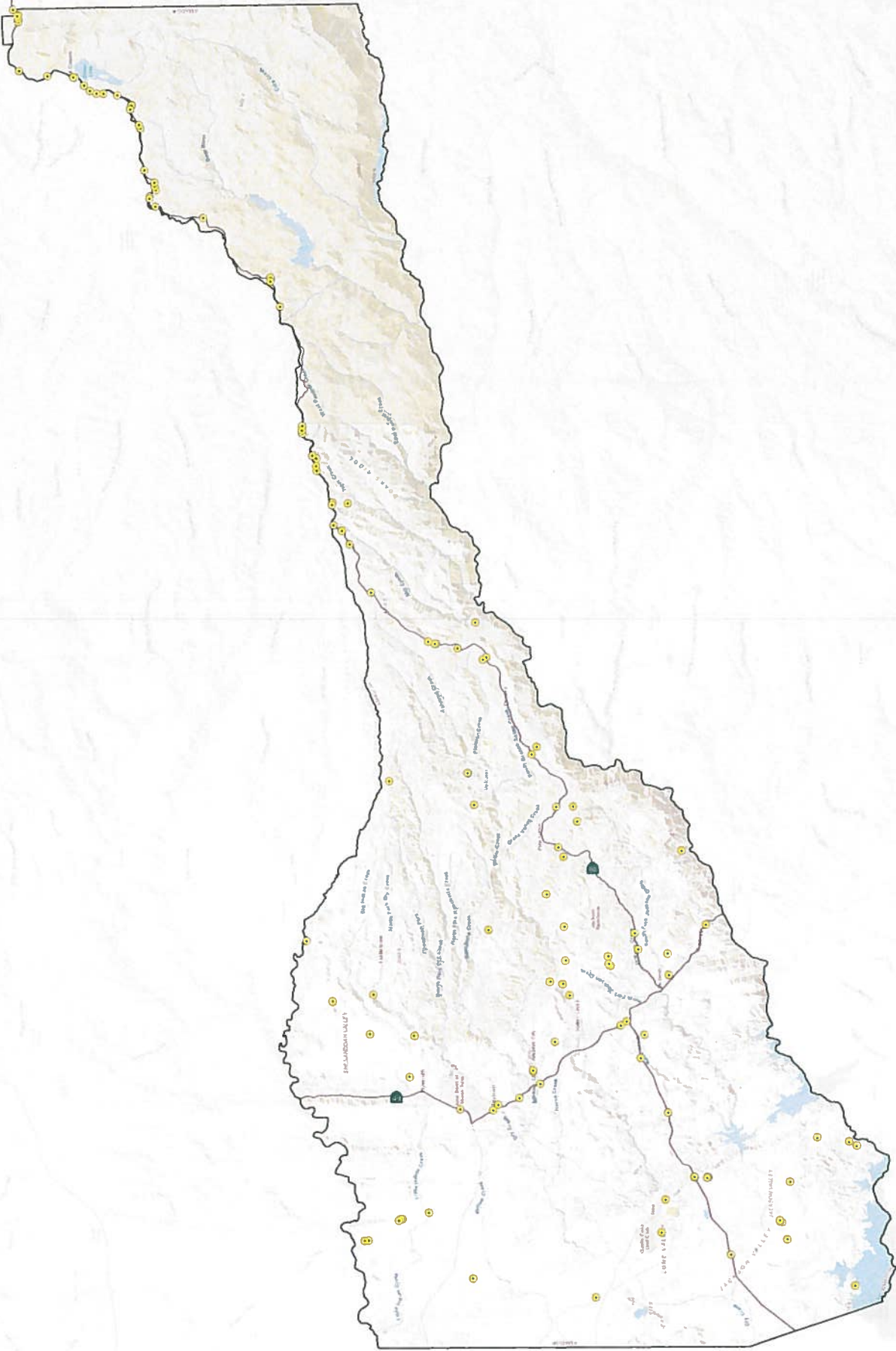
AMADOR COUNTY
 1 inch = 1.75 miles

MARK THOMAS

Source: Where in CA: The geographers and cartographers that created this interactive map are responsible for any errors.

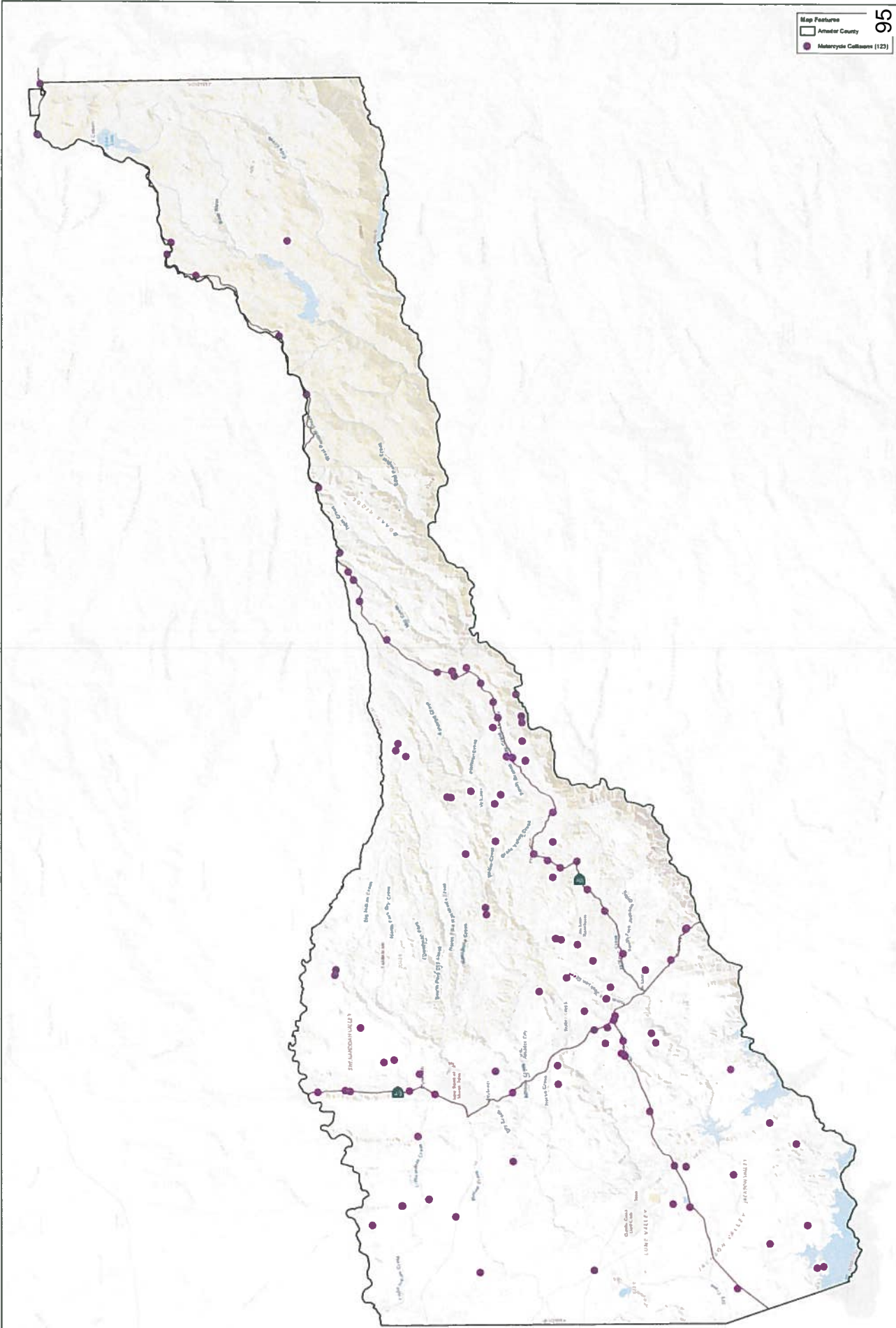
Map Features

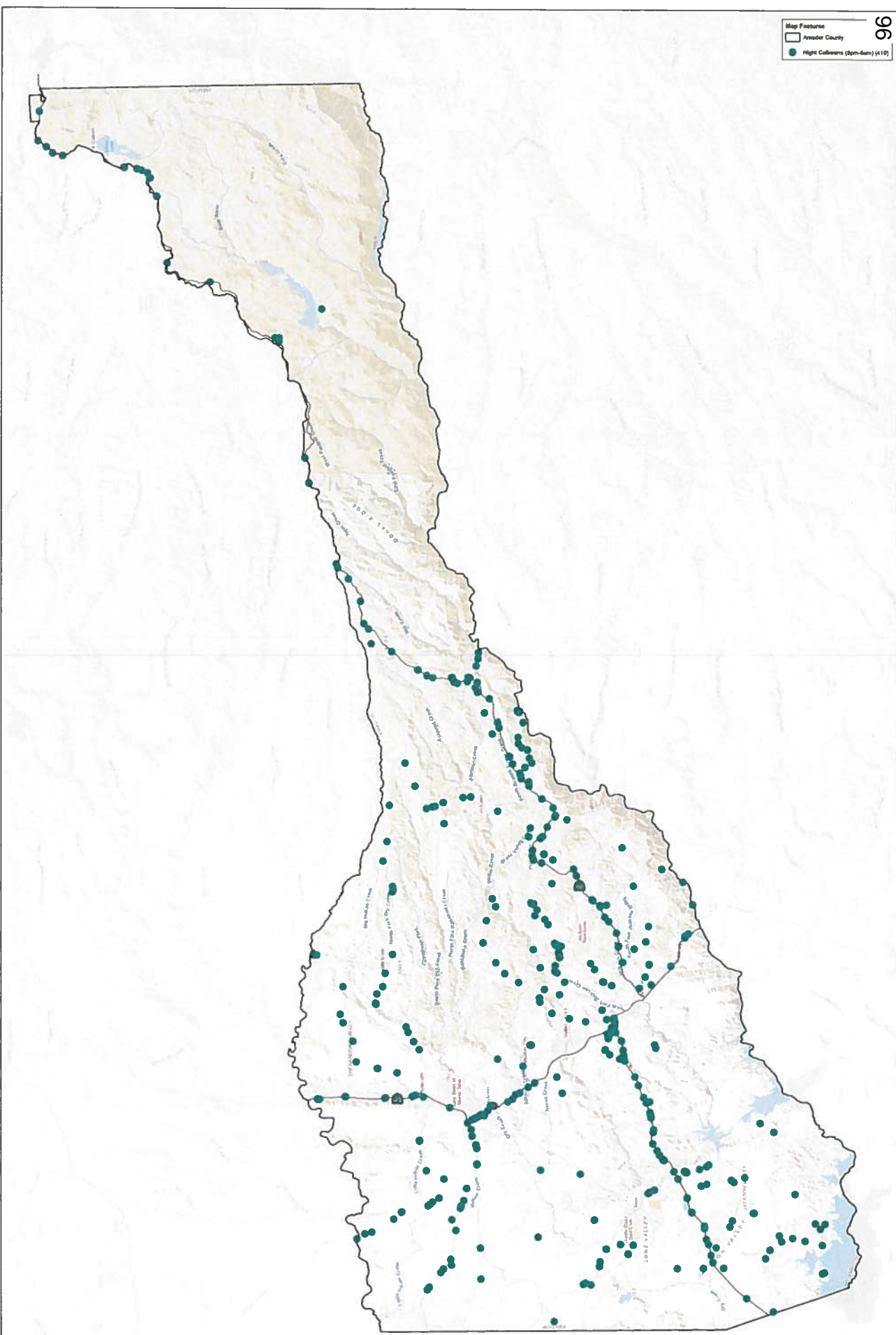
- Amador County
- Collisions in Inclement Weather (Rain/Snow/Fog) (132)

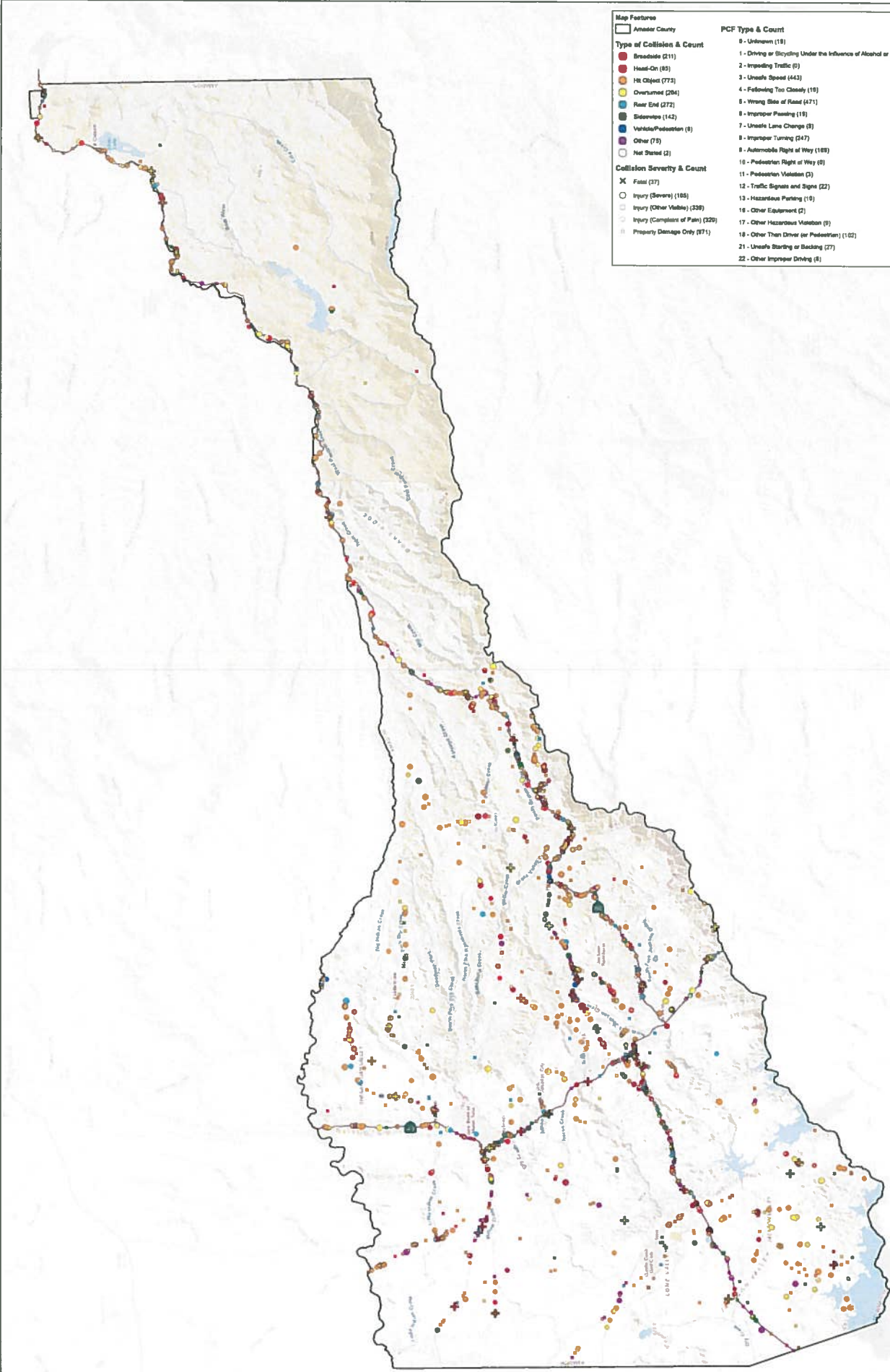


AMADOR COUNTY
1 inch = 1.75 miles

MARK THOMAS



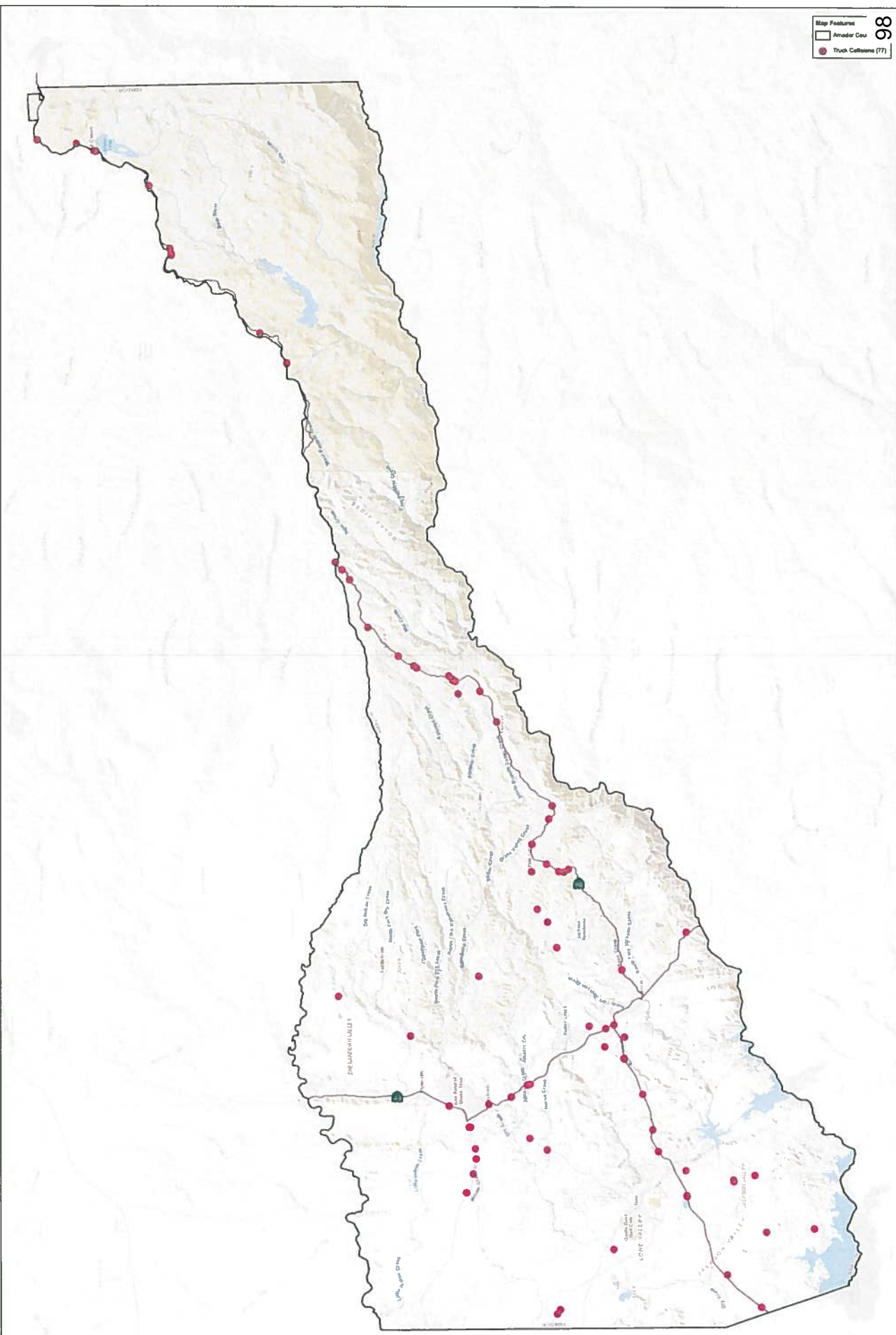




Map Features	
Amador County	
Type of Collision & Count	
●	Broadside (211)
●	Head-On (85)
●	Hit Object (773)
●	Overturned (294)
●	Road End (272)
●	Side-swipe (142)
●	Vehicle/Pedestrian (8)
●	Other (75)
○	Not Stated (2)
Collision Severity & Count	
X	Fatal (37)
○	Injury (Severe) (185)
○	Injury (Other Vehicle) (339)
○	Injury (Completion of Pain) (226)
○	Property Damage Only (871)
PCF Type & Count	
0	Unknown (18)
1	Driving or Bicycling Under the Influence of Alcohol or Drug (202)
2	Impeding Traffic (6)
3	Unsafe Speed (443)
4	Following Too Closely (19)
5	Wrong Side of Road (471)
6	Improper Passing (18)
7	Unsafe Lane Change (8)
8	Improper Turning (247)
9	Automobile Right of Way (188)
10	Pedestrian Right of Way (6)
11	Pedestrian Violation (3)
12	Traffic Signals and Signs (22)
13	Hazardous Parking (18)
14	Other Equipment (2)
15	Other Hazardous Violation (9)
16	Other Than Driver or Pedestrian (102)
17	Unsafe Starting or Backing (27)
18	Other Improper Driving (8)

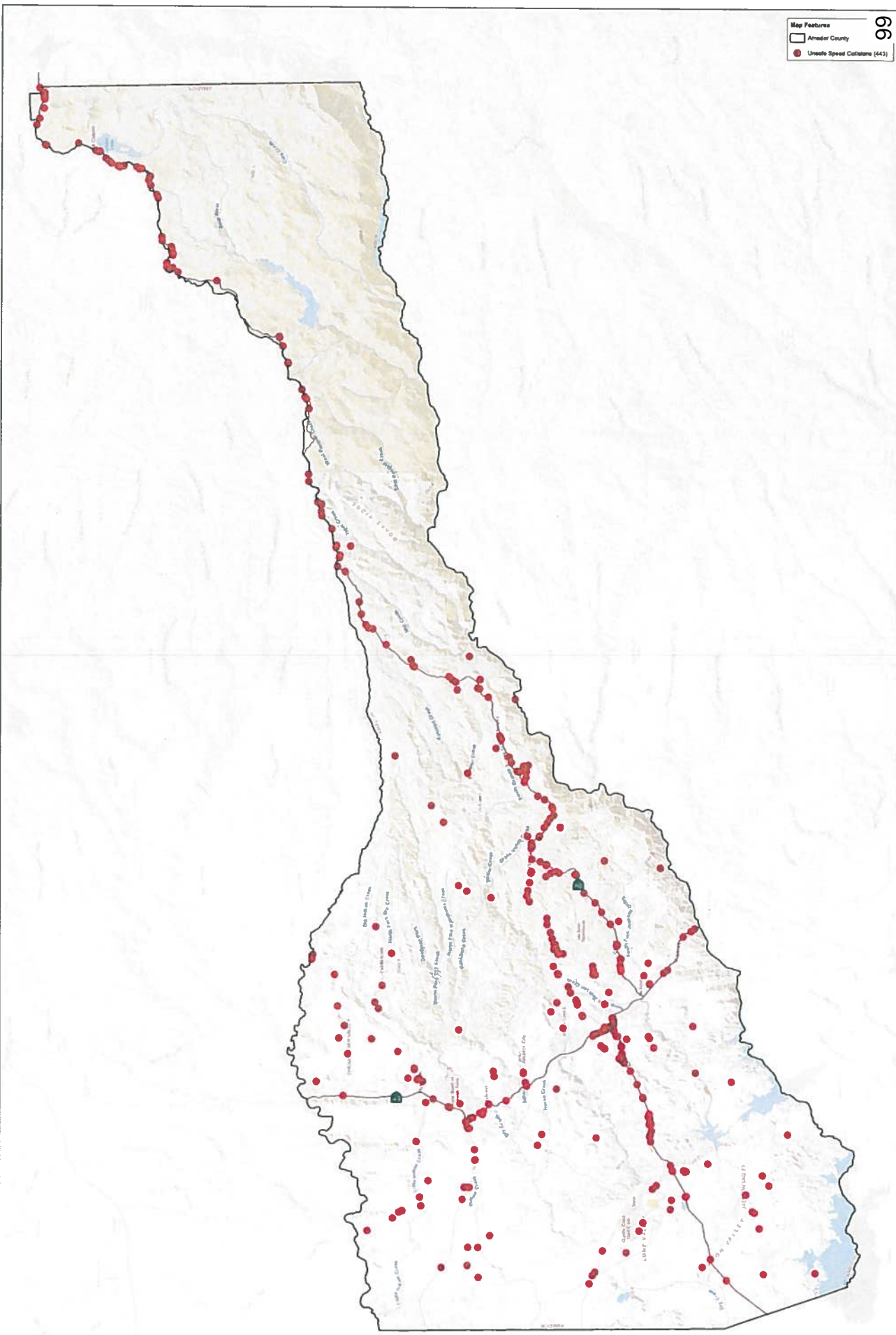
AMADOR COUNTY
1 inch = 1.75 miles



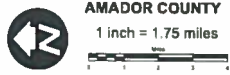


AMADOR COUNTY
 1 inch = 1.75 miles

MARK THOMAS

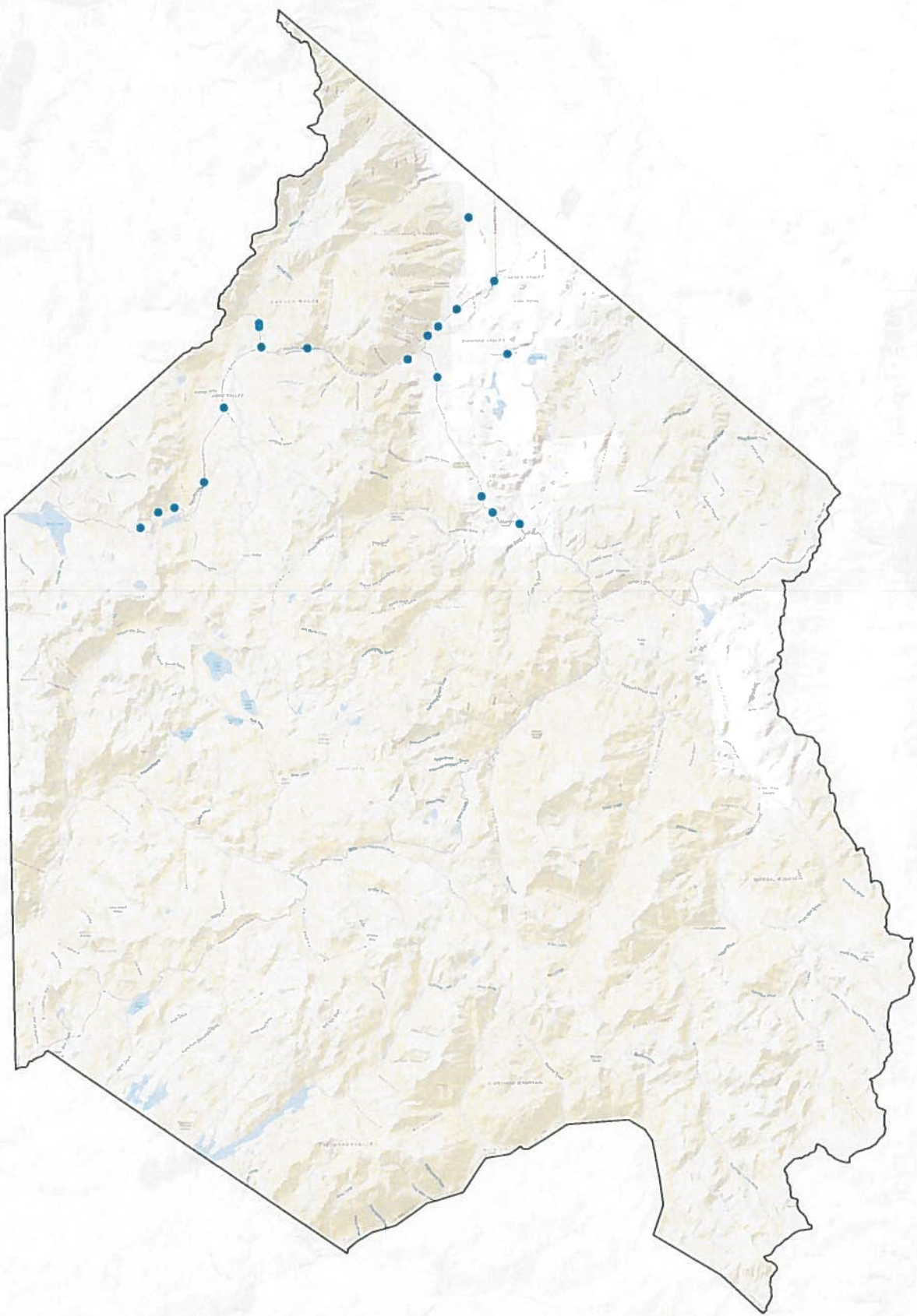


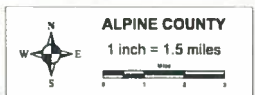
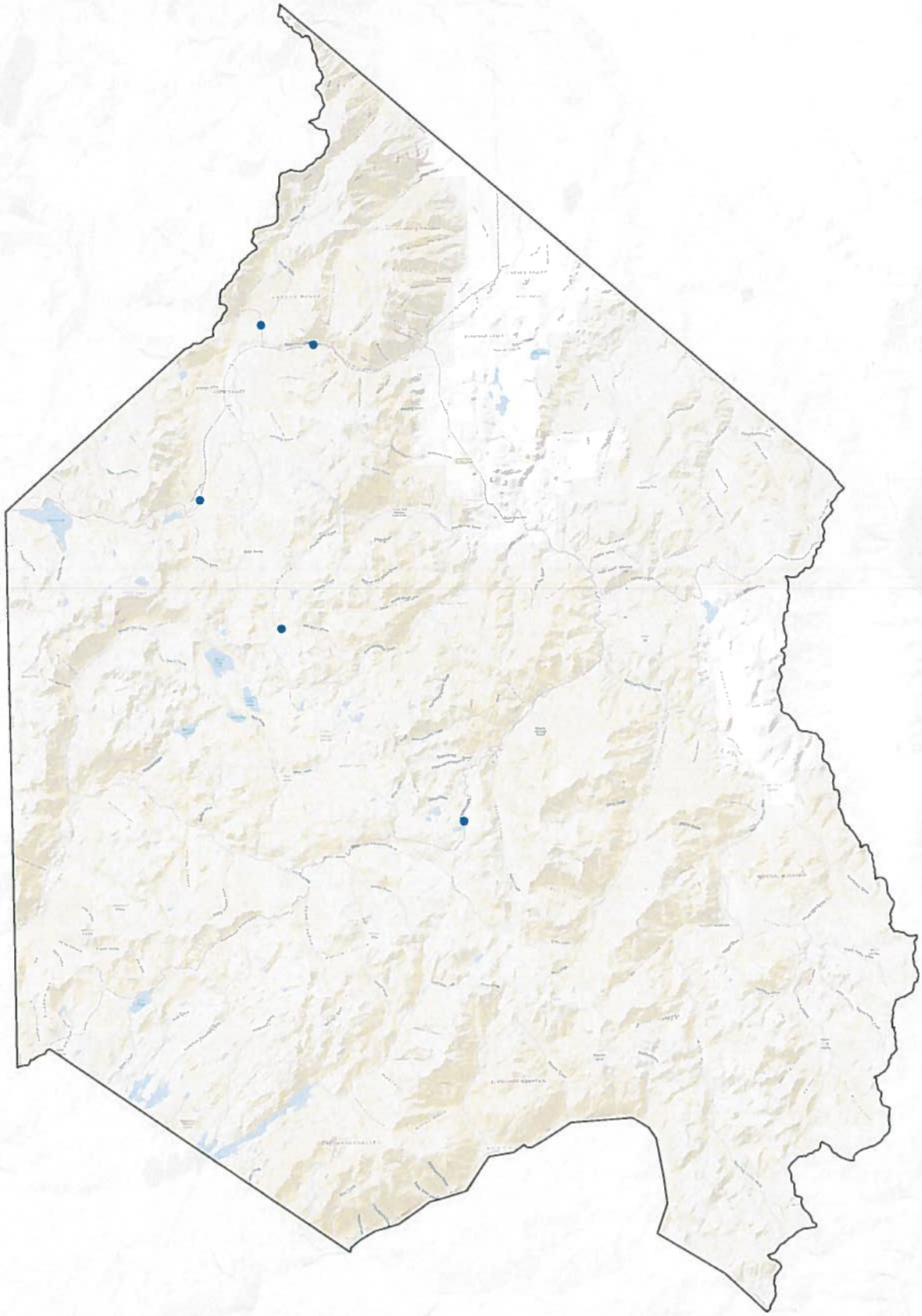
AMADOR COUNTY
1 inch = 1.75 miles



A north arrow is located to the left of the scale bar. The scale bar is marked in miles, with increments of 0.5 miles up to 2 miles.

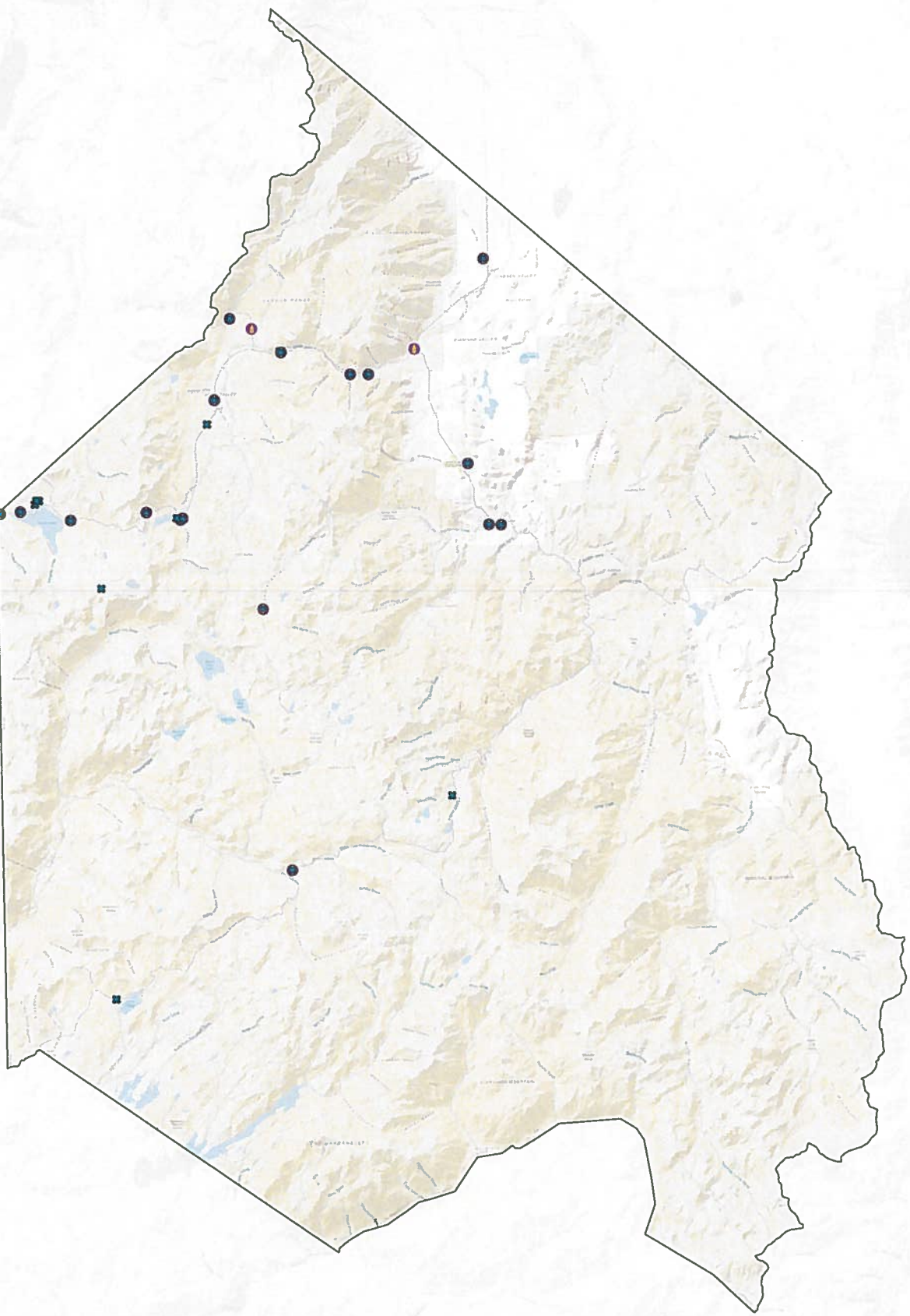
Appendix A2: Alpine Countywide Maps





Map Features

- Alpine County
- DUI Cellars (PCR) (1)
- Alcohol Involved Cellars (2)

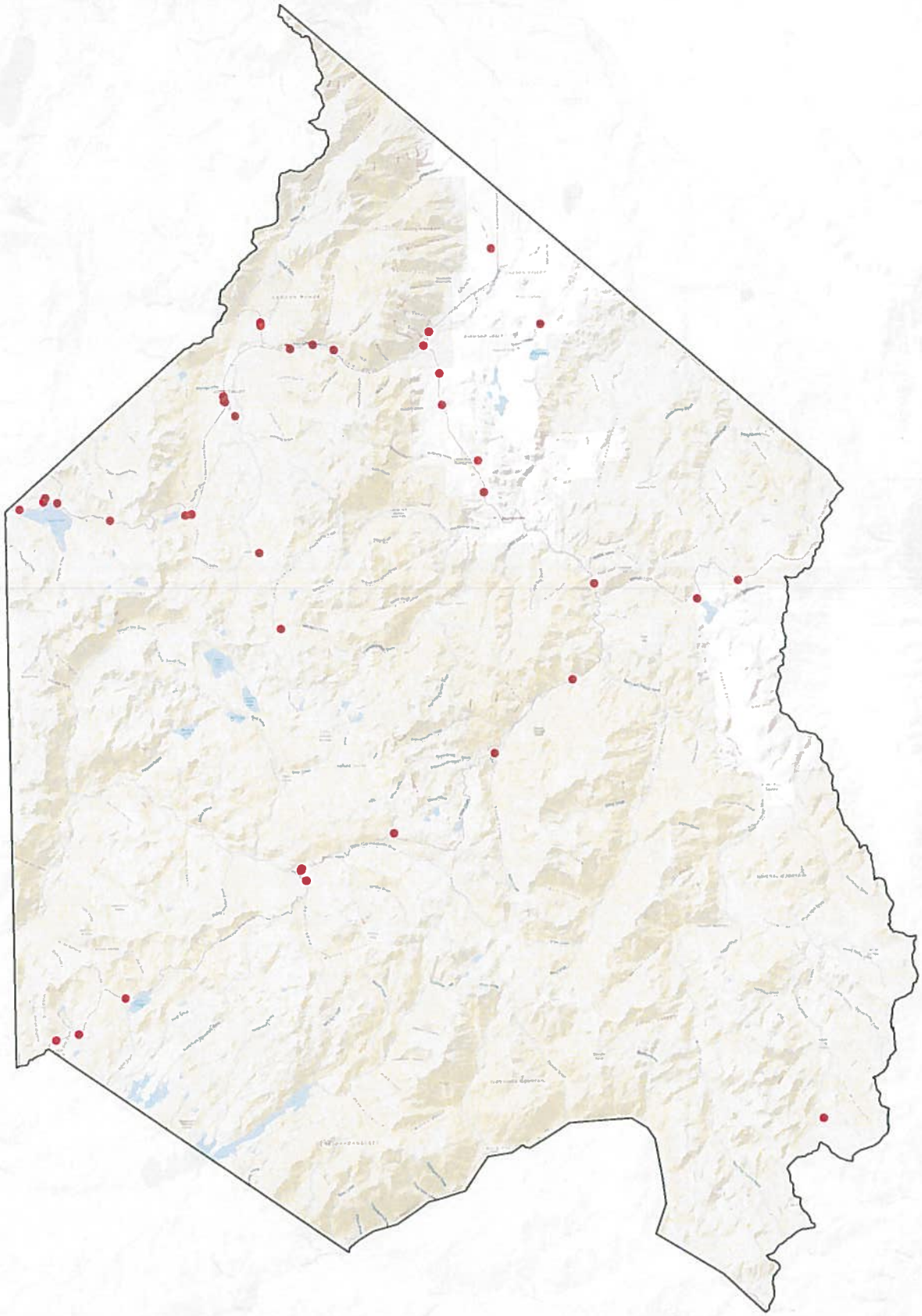


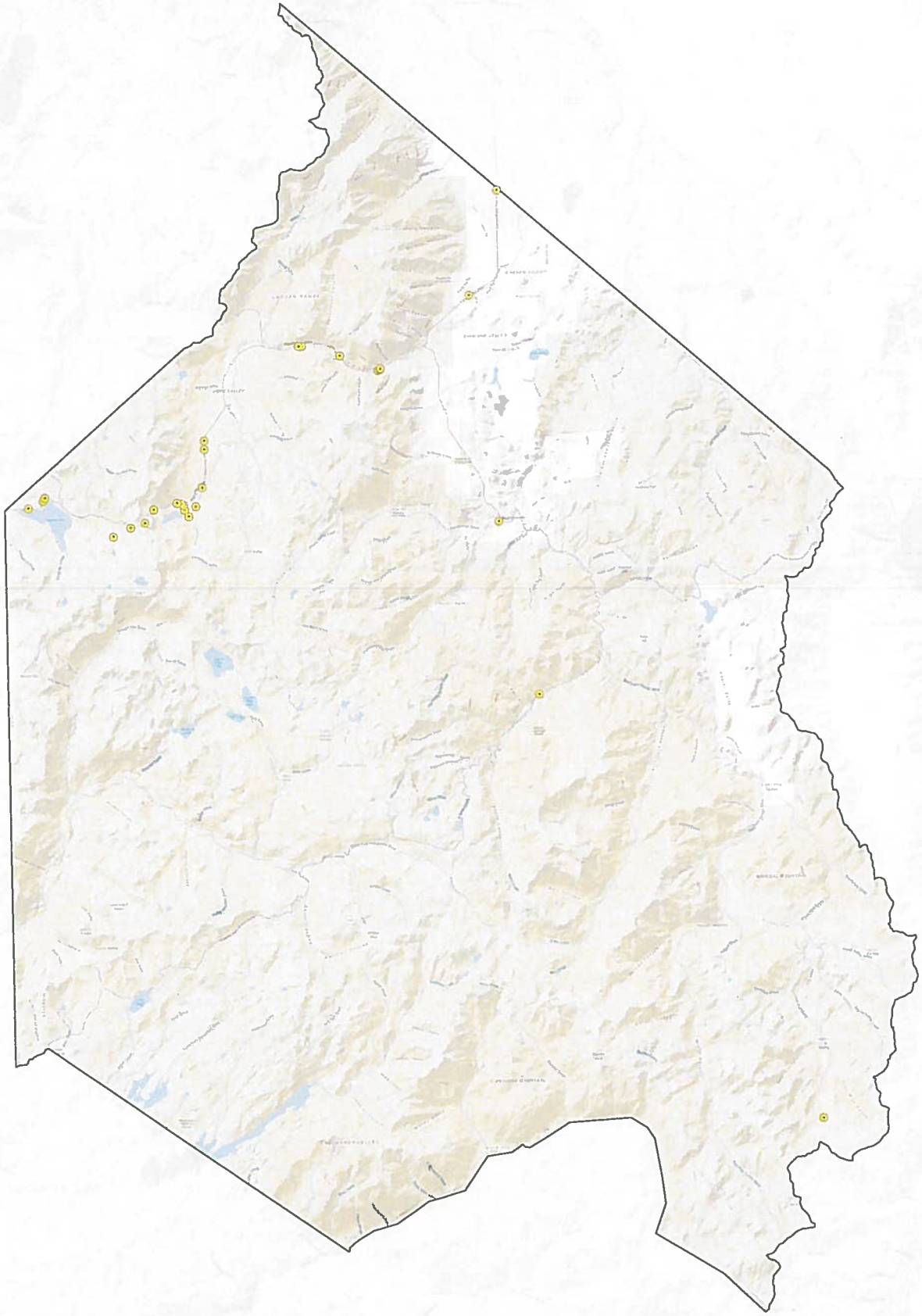
ALPINE COUNTY
1 inch = 1.5 miles

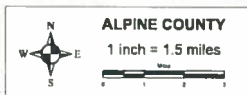
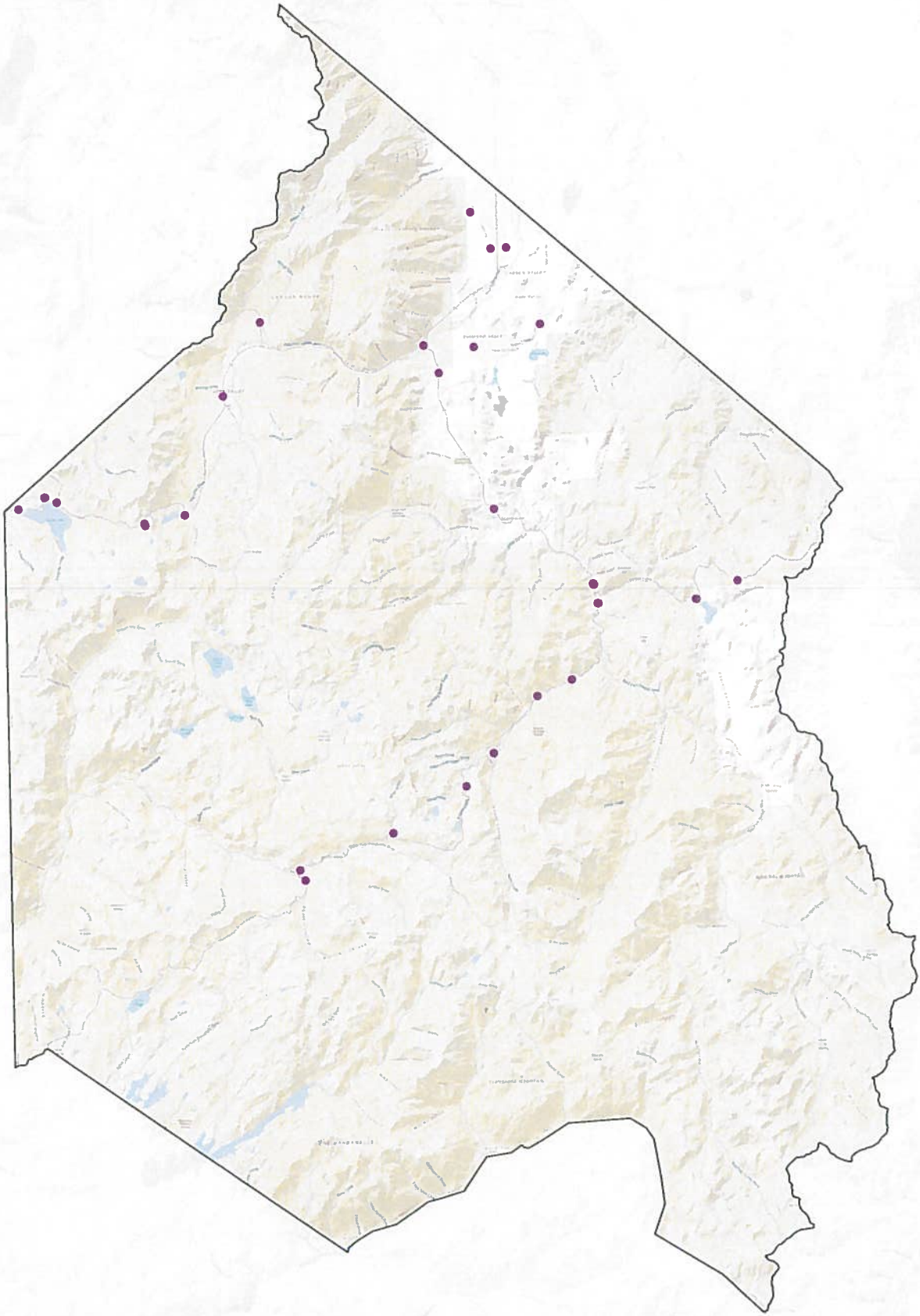
A compass rose showing North (N), South (S), East (E), and West (W). Below it is a scale bar with markings for 0, 1, and 2 miles.

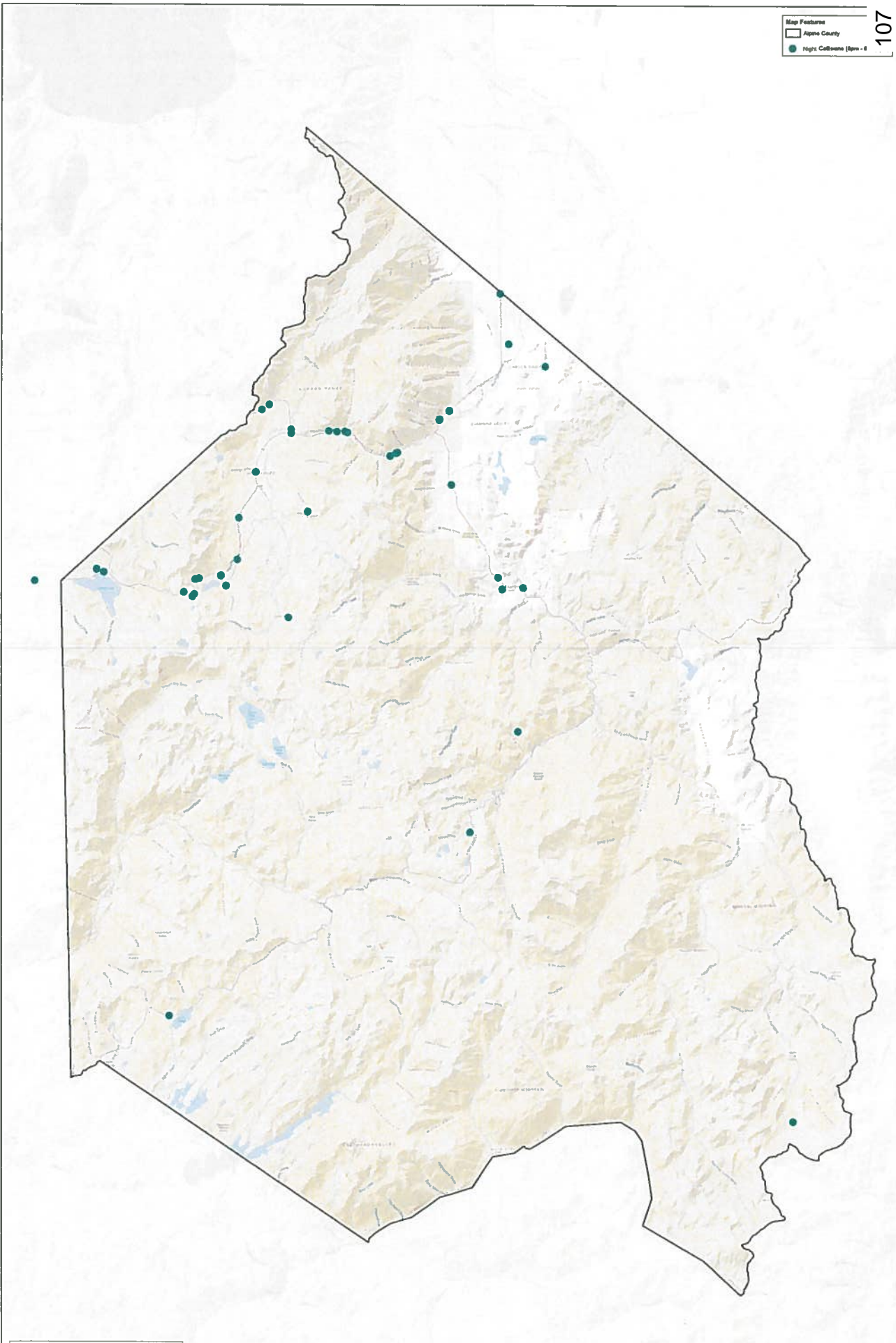
MARK THOMAS

The logo for Mark Thomas, featuring a stylized 'M' and 'T' in a square.

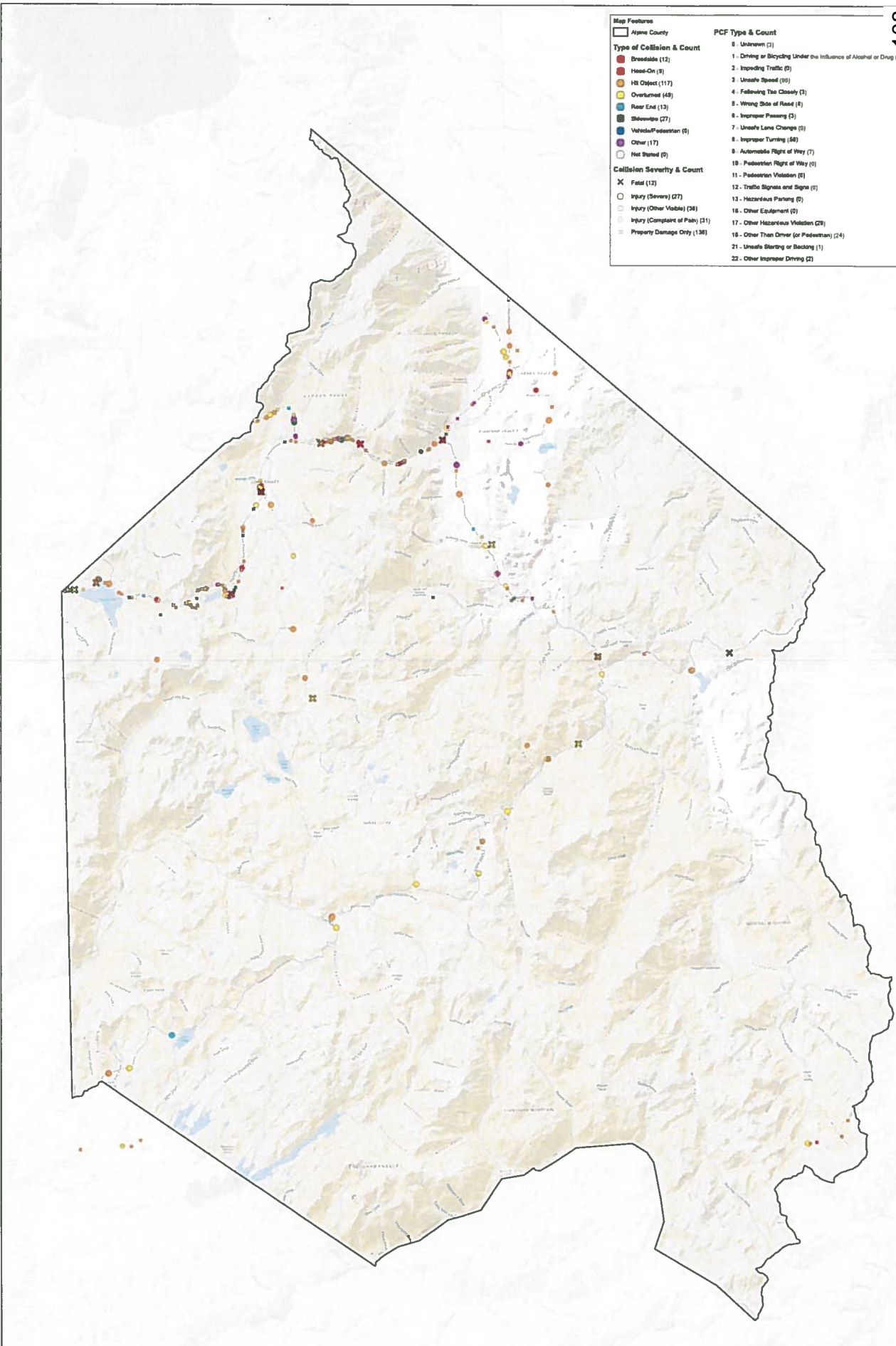








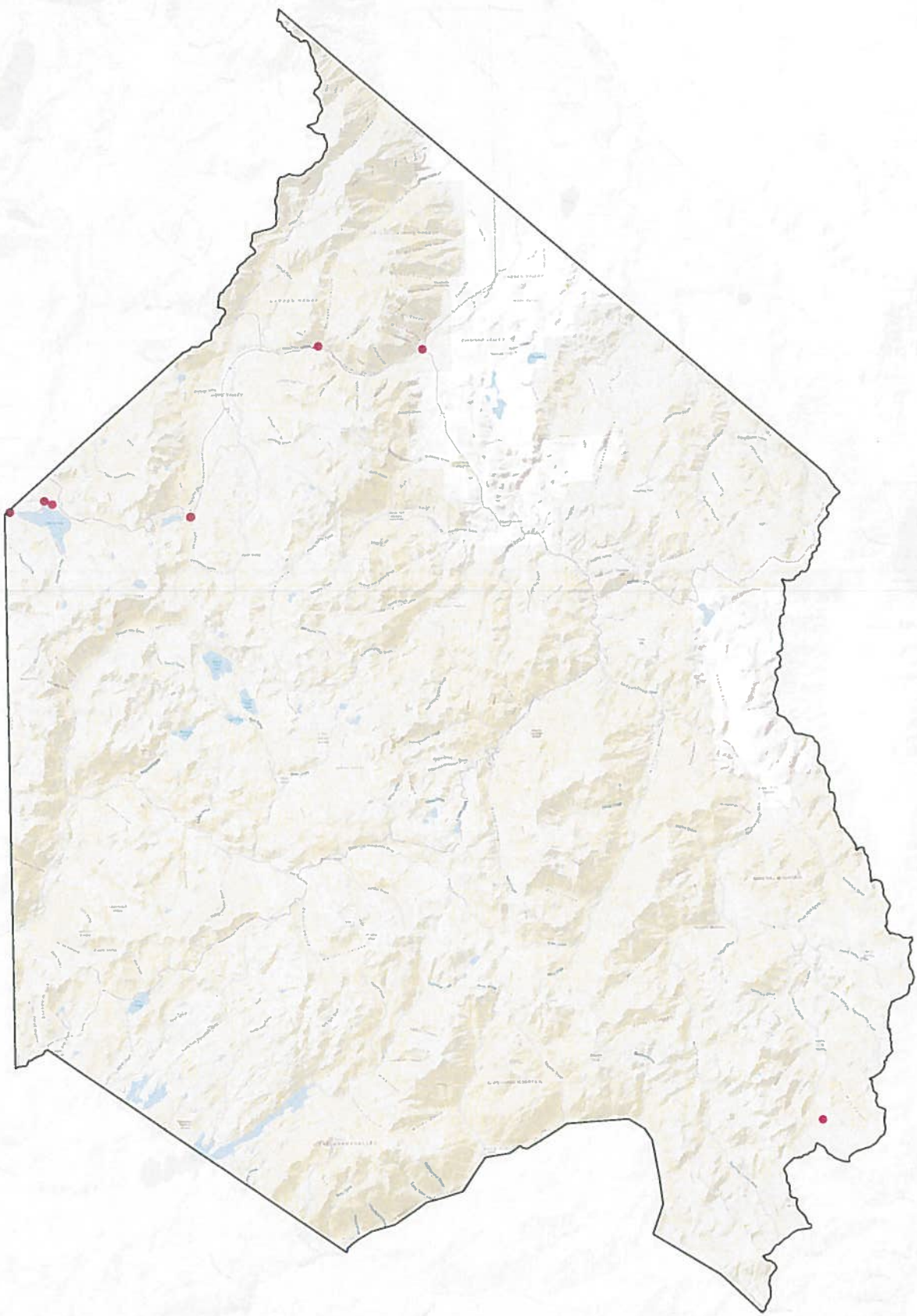
Map Features	
	Alpine County
Type of Collision & Count	
	Breast-On (12)
	Head-On (9)
	Hit Object (117)
	Overturned (48)
	Rear End (13)
	Shoulder (27)
	Vehicle/Pedestrian (5)
	Other (17)
	Not Stated (0)
Collision Severity & Count	
	Fatal (12)
	Injury (Severe) (27)
	Injury (Other Visible) (38)
	Injury (Complete or Part) (21)
	Property Damage Only (136)
PCF Type & Count	
	0 - Unknown (2)
	1 - Driving or Bicycling Under the Influence of Alcohol or Drug (18)
	2 - Impeding Traffic (0)
	3 - Unsafe Speed (30)
	4 - Following Too Closely (3)
	5 - Wrong Side of Road (8)
	6 - Improper Passing (3)
	7 - Unsafe Lane Change (0)
	8 - Improper Turning (48)
	9 - Automobile Flight of Way (7)
	10 - Pedestrian Right of Way (0)
	11 - Pedestrian Violation (0)
	12 - Traffic Signs and Signals (0)
	13 - Hazardous Parking (0)
	14 - Other Equipment (0)
	15 - Other Hazardous Violation (28)
	16 - Other Than Driver (or Pedestrian) (24)
	17 - Unsafe Starting or Backing (1)
	18 - Other Improper Driving (2)




ALPINE COUNTY
1 inch = 1.5 miles



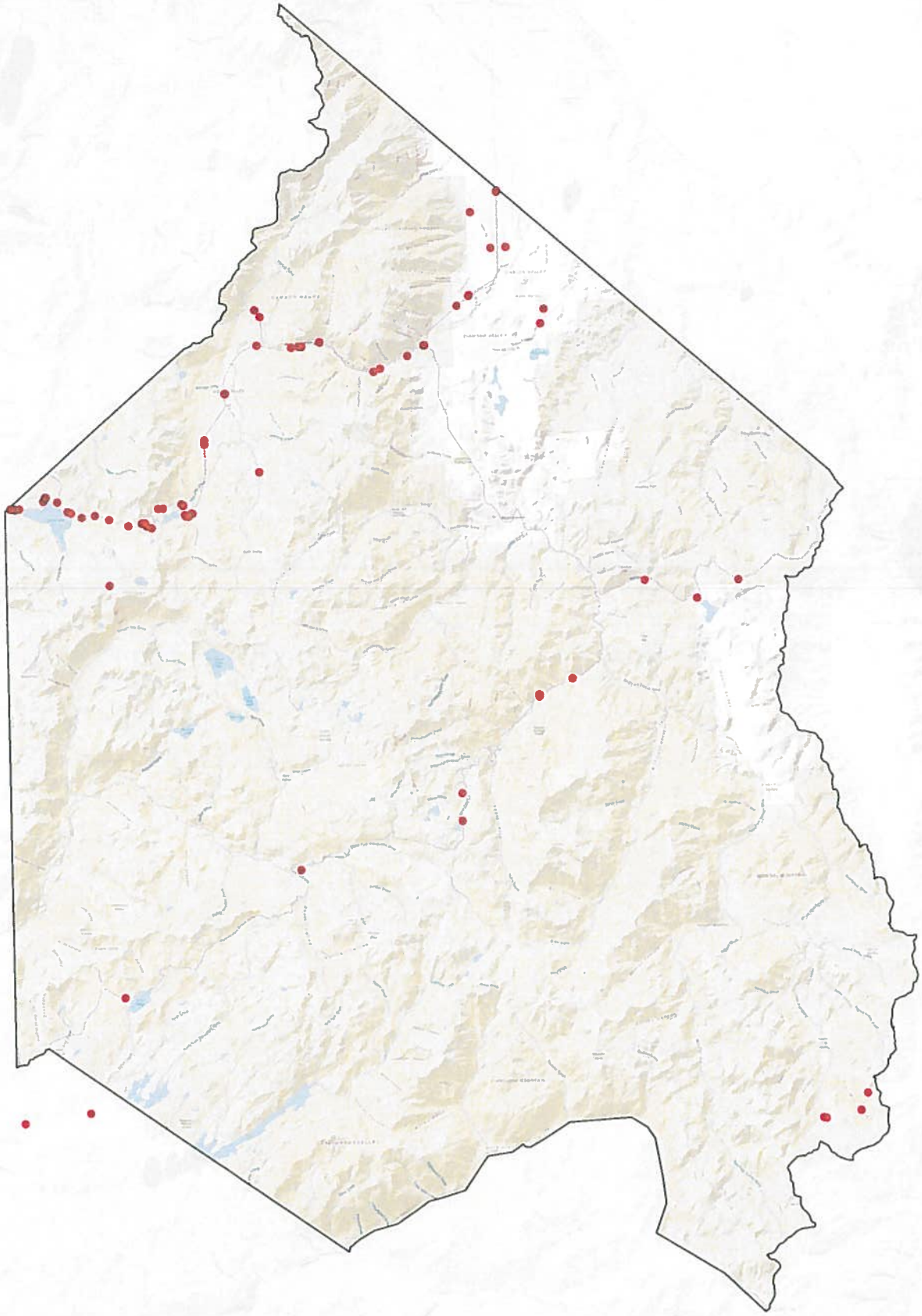
Source: CALTRANS, CALIFORNIA STATE POLICE, AND NATIONAL HIGHWAY TRAFFIC SAFETY BOARD. SOURCE: COUNTY OF ALPINE



ALPINE COUNTY
1 inch = 1.5 miles



A compass rose is positioned to the left of the text, showing cardinal directions (N, S, E, W). Below the text is a horizontal scale bar with markings for 0, 1, 2, and 3 miles.



ALPINE COUNTY
1 inch = 15 miles

Appendix B: Crash Rates and Costs for Preliminary Segments and Intersections

Alpine County

Segment #	Description	Length (mi)	# Collisions	AADT	Crash Rate	# Fatalities	\$ Fatal	# Severe Injuries	Severe \$	# Other Visible Injuries	\$ Other Visible	# Complaint of Pain	\$ Complaint	# Property Damage Only	\$ Property Damage	Segment Total \$
1	Route 4	6.12	0	1250	0.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
2	Route 4	4.31	0	1000	0.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
3	Route 4	7.48	0	600	0.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
4	Route 4	6.26	3	490	0.54	0	\$0	0	\$0	2	\$253,000	0	\$0	1	\$11,800	\$264,800
5	Route 4/89	17.31	8	500	0.51	2	\$4,000,000	0	\$0	3	\$379,500	1	\$71,900	0	\$0	\$4,451,400
6	Route 89	4.79	6	950	0.72	1	\$2,000,000	0	\$0	1	\$126,500	0	\$0	1	\$11,800	\$2,138,300
7	Route 89	6.55	7	2000	0.29	0	\$0	0	\$0	1	\$126,500	1	\$71,900	3	\$35,400	\$233,800
8	Route 88	2.9	33	2500	2.49	0	\$0	2	\$4,000,000	2	\$253,000	0	\$0	5	\$59,000	\$4,312,000
9	Route 88	4.96	39	2500	1.72	2	\$4,000,000	0	\$0	3	\$379,500	4	\$287,600	24	\$283,200	\$4,950,300
10	Route 88	6.52	17	2500	0.57	1	\$2,000,000	1	\$2,000,000	4	\$506,000	3	\$215,700	30	\$354,000	\$5,075,700
11	Route 89	5.54	40	3000	1.32	2	\$4,000,000	1	\$2,000,000	3	\$379,500	1	\$71,900	11	\$129,800	\$6,581,200
12	Route 88	5.95	16	3700	0.40	0	\$0	0	\$0	7	\$885,500	9	\$647,100	21	\$247,800	\$1,780,400
13	Route 89	2.59	13	3200	0.86	0	\$0	2	\$4,000,000	4	\$506,000	1	\$71,900	11	\$129,800	\$4,707,700

Amador County

Segment #	Description	Length (mi)	# Collisions	AADT	Crash Rate	# Fatalities	\$ Fatal	# Severe Injuries	Severe \$	# Other Visible Injuries	\$ Other Visible	# Complaint of Pain	\$ Complaint	# Property Damage Only	\$ Property Damage	Segment Total \$
1	Route 49 (Jackson)	3.35	66	12500	0.86	3	\$6,000,000	3	\$6,000,000	11	\$1,391,500	35	\$2,516,500	14	\$165,200	\$16,073,200
1A	Route 49 (Jackson)	1.29	9	19000	0.20	0	\$0	0	\$0	4	\$506,000	5	\$359,500	0	\$0	\$865,500
1B	Route 49 (Jackson)	0.58	29	18000	1.52	1	\$2,000,000	3	\$6,000,000	2	\$253,000	23	\$1,653,700	0	\$0	\$9,906,700
1C	Route 49 (Jackson)	1.48	18	8700	0.77	2	\$4,000,000	1	\$2,000,000	5	\$632,500	10	\$719,000	0	\$0	\$7,351,500
2	Route 49	1.46	120	19000	2.37	0	\$0	0	\$0	5	\$632,500	11	\$790,900	104	\$1,227,200	\$2,650,600
3	Route 49	4.64	16	10200	0.19	3	\$6,000,000	0	\$0	2	\$253,000	2	\$143,800	9	\$106,200	\$6,503,000
4	Route 49	1.75	36	10200	1.11	2	\$4,000,000	2	\$4,000,000	9	\$1,138,500	7	\$503,300	15	\$177,000	\$9,818,800
5	Route 49	2.49	13	7100	0.40	1	\$2,000,000	3	\$6,000,000	1	\$126,500	2	\$143,800	6	\$70,800	\$8,341,100
6	Route 49	2	9	7700	0.32	0	\$0	0	\$0	2	\$253,000	1	\$71,900	6	\$70,800	\$395,700
7	Route 16	3.66	32	8000	0.60	0	\$0	0	\$0	5	\$632,500	3	\$215,700	23	\$271,400	\$1,119,600
8	Route 16	6.59	21	6400	0.27	3	\$6,000,000	0	\$0	2	\$253,000	3	\$215,700	13	\$153,400	\$6,622,100
9	Route 49	4.35	14	2050	0.85	0	\$0	2	\$4,000,000	3	\$379,500	4	\$287,600	5	\$59,000	\$4,726,100
10	Route 88	0.91	0	8900	0.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
11	Route 88	5.12	75	12000	0.67	1	\$2,000,000	4	\$8,000,000	9	\$1,138,500	16	\$1,150,400	45	\$531,000	\$12,819,900
12	Route 104	1.68	55	8000	2.24	0	\$0	0	\$0	2	\$253,000	8	\$575,200	7	\$82,600	\$910,800
13	Ridge Rd	1.93	51	12000	1.21	1	\$2,000,000	1	\$2,000,000	1	\$126,500	5	\$359,500	47	\$554,600	\$5,040,600
14	Route 88	1.64	55	8900	2.06	0	\$0	1	\$2,000,000	8	\$1,012,000	15	\$1,078,500	30	\$354,000	\$4,444,500
15	New York Ranch Rd	1.16	2	2300	0.41	0	\$0	0	\$0	1	\$126,500	0	\$0	1	\$11,800	\$138,300
16	Route 124	6.87	10	2800	0.28	2	\$4,000,000	1	\$2,000,000	2	\$253,000	0	\$0	5	\$59,000	\$6,312,000
17	Route 124	1.17	0	3000	0.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
18	Route 104	1.66	0	4400	0.00	0	\$0	0	\$0	4	\$506,000	0	\$0	10	\$118,000	\$624,000
19	Route 104	4.16	9	2500	0.47	0	\$0	0	\$0	5	\$632,500	4	\$287,600	4	\$47,200	\$967,300
20	Michigan Bar Rd	3.12	9	2157	0.73	0	\$0	0	\$0	1	\$126,500	1	\$71,900	7	\$82,600	\$281,000
21	Main St/Old Sacramento Rd	1.13	2	1700	0.57	0	\$0	0	\$0	2	\$253,000	0	\$0	0	\$0	\$253,000

22	Latrobe Rd	5.47	47	2700	1.74	0	\$0	3	\$6,000,000	10	\$1,265,000	7	\$503,300	26	\$306,800	\$8,075,100
23	Fiddletown Rd	1.13	3	1106	1.32	0	\$0	0	\$0	0	\$0	0	\$0	3	\$35,400	\$35,400
24	Fiddletown Rd	5.25	23	1735	1.38	0	\$0	4	\$8,000,000	3	\$379,500	4	\$287,600	12	\$141,600	\$8,808,700
25	Shenandoah Rd	4.11	17	3200	0.71	1	\$2,000,000	0	\$0	4	\$506,000	2	\$143,800	10	\$118,000	\$2,767,800
26	Shenandoah Rd	3.78	20	2600	1.12	0	\$0	2	\$4,000,000	12	\$1,518,000	2	\$143,800	4	\$47,200	\$5,709,000
27	Shenandoah Rd	0.69	4	1970	1.61	0	\$0	0	\$0	0	\$0	2	\$143,800	2	\$23,600	\$167,400
28	Main St (Sutter Creek)	1.27	1	?	-	0	\$0	0	\$0	0	\$0	0	\$0	2	\$23,600	\$23,600
29	Gopher Flat Rd	1.55	0	?	-	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	\$0
30	Old California 49/Main St (Amador City)	2.48	6	?	-	0	\$0	0	\$0	2	\$253,000	1	\$71,900	2	\$23,600	\$348,500
31	Argnaut Ln/Hoffman St	1.77	4	1816	0.68	0	\$0	0	\$0	0	\$0	1	\$71,900	3	\$35,400	\$107,300
32	Route 88	7.52	58	8500	0.50	0	\$0	2	\$4,000,000	14	\$1,771,000	14	\$1,006,600	30	\$354,000	\$7,131,600
33	Route 124/ S Church St	0.89	0	7000	0.00	0	\$0	0	\$0	2	\$253,000	0	\$0	6	\$70,800	\$323,800
34	Route 124	1.42	5	6000	0.32	0	\$0	0	\$0	1	\$126,500	1	\$71,900	3	\$35,400	\$233,800
35	Route 104	1.68	12	5200	0.75	0	\$0	2	\$4,000,000	2	\$253,000	1	\$71,900	7	\$82,600	\$4,407,500
36	Jackson Valley Rd	3	18	2000	1.64	0	\$0	1	\$2,000,000	6	\$759,000	3	\$215,700	8	\$94,400	\$3,069,100
37	Ione Buena Vista Rd	2.7	12	2200	1.11	0	\$0	2	\$4,000,000	1	\$126,500	1	\$71,900	8	\$94,400	\$4,292,800
38	Old Valley Rd	3.42	12	1247	1.54	0	\$0	0	\$0	2	\$253,000	3	\$215,700	7	\$82,600	\$551,300
39	Camanche Rd	3.46	9	1200	1.19	0	\$0	0	\$0	4	\$506,000	0	\$0	5	\$59,000	\$565,000
40	Camanche Pkwy N	2.15	3	1200	0.64	0	\$0	0	\$0	0	\$0	0	\$0	3	\$35,400	\$35,400
41	Coal Mine Rd	2.23	4	481	2.04	0	\$0	0	\$0	3	\$379,500	1	\$71,900	0	\$0	\$451,400
42	Camanche Pkwy N	4.27	3	500	0.77	0	\$0	1	\$2,000,000	0	\$0	1	\$71,900	1	\$11,800	\$2,083,700
43	Buena Vista Rd	5.46	13	1000	1.30	2	\$4,000,000	1	\$2,000,000	2	\$253,000	3	\$215,700	5	\$59,000	\$6,527,700
44	Camanche Pkwy N	2.4	4	966	0.95	0	\$0	1	\$2,000,000	2	\$253,000	0	\$0	1	\$11,800	\$2,264,800
45	Ridge Rd	1.94	20	8000	0.71	1	\$2,000,000	4	\$8,000,000	5	\$632,500	1	\$71,900	9	\$106,200	\$10,810,600
46	Ridge Rd	4.44	67	6500	1.27	1	\$2,000,000	1	\$2,000,000	10	\$1,265,000	12	\$862,800	42	\$495,600	\$6,623,400
47	New York Ranch Rd	3	33	6000	1.00	0	\$0	2	\$4,000,000	11	\$1,391,500	8	\$575,200	13	\$153,400	\$6,120,100
48	Route 88	6.24	62	10000	0.54	0	\$0	4	\$8,000,000	12	\$1,518,000	10	\$719,000	36	\$424,800	\$10,661,800
49	Route 88	1.25	7	8900	0.34	1	\$2,000,000	0	\$0	1	\$126,500	3	\$215,700	2	\$23,600	\$2,365,800
50	Route 88	5.8	84	12000	0.66	3	\$6,000,000	5	\$10,000,000	14	\$1,771,000	18	\$1,294,200	44	\$519,200	\$19,584,400
51	Route 88	4.63	52	6300	0.98	1	\$2,000,000	5	\$10,000,000	10	\$1,265,000	5	\$359,500	31	\$365,800	\$13,990,300
52	Route 88	4.39	41	3500	1.46	0	\$0	3	\$6,000,000	10	\$1,265,000	10	\$719,000	18	\$212,400	\$8,196,400
53	Route 88	5	27	2500	1.18	0	\$0	2	\$4,000,000	6	\$759,000	5	\$359,500	15	\$177,000	\$5,295,500
54	Route 88	5.1	22	2400	0.98	1	\$2,000,000	2	\$4,000,000	5	\$632,500	3	\$215,700	11	\$129,800	\$6,978,000
55	Route 88	5.1	24	2200	1.17	0	\$0	3	\$6,000,000	4	\$506,000	7	\$503,300	10	\$118,000	\$7,127,300
56	Route 88	5	13	2000	0.71	0	\$0	0	\$0	2	\$253,000	4	\$287,600	7	\$82,600	\$623,200
57	Route 88	5	35	1850	2.07	2	\$4,000,000	3	\$6,000,000	9	\$1,138,500	3	\$215,700	18	\$212,400	\$11,566,600
58	Route 88	5.1	21	1600	1.41	0	\$0	0	\$0	4	\$506,000	2	\$143,800	15	\$177,000	\$826,800
59	Route 88	2.56	18	1550	2.49	1	\$2,000,000	1	\$2,000,000	3	\$379,500	2	\$143,800	11	\$129,800	\$4,653,100
60	Route 26	4.63	37	2000	2.19	0	\$0	4	\$8,000,000	10	\$1,265,000	8	\$575,200	15	\$177,000	\$10,017,200
61	Gopher Flat/Shake Ridge Rd	5	16	1660	1.06	1	\$2,000,000	0	\$0	7	\$885,500	2	\$143,800	6	\$70,800	\$3,100,100
62	Pine Grove Volcano Rd	3	12	2000	1.10	0	\$0	0	\$0	1	\$126,500	4	\$287,600	7	\$82,600	\$496,700
63	Willow Creek Rd	4.31	4	639	0.80	0	\$0	0	\$0	1	\$126,500	1	\$71,900	2	\$23,600	\$222,000
64	Old Sacramento Rd	5.51	10	700	1.42	0	\$0	0	\$0	2	\$253,000	0	\$0	8	\$94,400	\$347,400
65	Rams Horn Grade	2.82	11	607	3.52	0	\$0	3	\$6,000,000	2	\$253,000	0	\$0	6	\$70,800	\$6,323,800
66	Stony Creek Rd	5.43	8	361	2.24	0	\$0	0	\$0	2	\$253,000	3	\$215,700	3	\$35,400	\$504,100
67	Stony Creek Rd	4.1	10	361	3.70	0	\$0	1	\$2,000,000	2	\$253,000	1	\$71,900	6	\$70,800	\$2,395,700
68	Route 104/Main St (Ione)	0.75	26	6450	2.95	0	\$0	0	\$0	8	\$1,012,000	1	\$71,900	7	\$82,600	\$1,166,500

Calaveras County

Segment #	Description	Length (mi)	# Collisions	AADT	Crash Rate	# Fatalities	\$ Fatal	# Severe injuries	Severe \$	# Other Visible Injuries	\$ Other Visible	# Complaint of Pain	\$ Complaint	# Property Damage Only	\$ Property Damage	Segment Total \$
1	Route 4/Angels Camp Bypass	2.43	6	5800	0.23	0	\$0	0	\$0	1	\$126,500	0	\$0	5	\$59,000	\$185,500
2	Route 49 through Angel's Camp	2.84	84	9300	1.74	0	\$0	0	\$0	0	\$0	0	\$0	2	\$23,600	\$23,600
3	Murphys Grade Rd	0.61	1	4956	0.18	0	\$0	0	\$0	0	\$0	1	\$71,900	0	\$0	\$71,900
4	Vallecito Rd	1.12	2	4900	0.20	0	\$0	1	\$2,000,000	1	\$126,500	0	\$0	0	\$0	\$2,126,500
5	Route 4	4.79	81	5800	1.60	3	\$6,000,000	4	\$8,000,000	4	\$506,000	20	\$1,438,000	50	\$590,000	\$16,534,000
6	Route 4	4.55	41	5000	0.99	1	\$2,000,000	4	\$8,000,000	11	\$1,391,500	4	\$287,600	21	\$247,800	\$11,926,900
7	Route 4	5.19	18	7600	0.25	1	\$2,000,000	0	\$0	3	\$379,500	6	\$431,400	8	\$94,400	\$2,905,300
8	Route 4	2.95	3	7600	0.07	0	\$0	0	\$0	3	\$379,500	0	\$0	0	\$0	\$379,500
9	Route 49	5.15	39	5750	0.72	1	\$2,000,000	7	\$14,000,000	7	\$885,500	11	\$790,900	13	\$153,400	\$17,829,800
10	Main St (Copperopolis)	0.95	4	3301	0.70	0	\$0	0	\$0	1	\$126,500	2	\$143,800	1	\$11,800	\$282,100
11	O'Byrnes Ferry Rd	0.74	9	2900	2.30	1	\$2,000,000	0	\$0	1	\$126,500	2	\$143,800	6	\$70,800	\$2,341,100
12	O'Byrnes Ferry Rd	2.64	16	3000	1.11	0	\$0	0	\$0	1	\$126,500	5	\$359,500	10	\$118,000	\$604,000
13	O'Byrnes Ferry Rd	3.74	19	2963	0.94	0	\$0	0	\$0	3	\$379,500	4	\$287,600	12	\$141,600	\$808,700
14	Route 49	5.1	51	7000	0.78	0	\$0	4	\$8,000,000	9	\$1,138,500	13	\$934,700	25	\$295,000	\$10,368,200
15	Route 49	3.98	36	6800	0.73	1	\$2,000,000	6	\$12,000,000	7	\$885,500	4	\$287,600	18	\$212,400	\$15,385,500
16	Route 49	1.78	75	9100	2.54	0	\$0	0	\$0	8	\$1,012,000	12	\$862,800	55	\$649,000	\$2,523,800
17	Route 49	5	29	4900	0.65	1	\$2,000,000	0	\$0	4	\$506,000	9	\$647,100	15	\$177,000	\$3,330,100
18	Route 49	2.28	13	4900	0.64	0	\$0	1	\$2,000,000	0	\$0	3	\$215,700	9	\$106,200	\$2,321,900
19	Route 49	3.24	64	7100	1.52	5	\$10,000,000	4	\$8,000,000	7	\$885,500	10	\$719,000	38	\$448,400	\$20,052,900
20	Route 4	2.54	7	7900	0.19	0	\$0	1	\$2,000,000	4	\$506,000	0	\$0	2	\$23,600	\$2,529,600
21	Route 4	2.96	21	7900	0.49	2	\$4,000,000	1	\$2,000,000	2	\$253,000	6	\$431,400	10	\$118,000	\$6,802,400
22	Route 4	2.2	26	7400	0.88	1	\$2,000,000	0	\$0	6	\$759,000	3	\$215,700	16	\$188,800	\$3,163,500
23	Route 4	1.25	16	7200	0.97	0	\$0	2	\$4,000,000	3	\$379,500	5	\$359,500	6	\$70,800	\$4,809,800
24	Route 4	5	47	7000	0.74	1	\$2,000,000	4	\$8,000,000	10	\$1,265,000	12	\$862,800	20	\$236,000	\$12,363,800
25	Route 4	3.72	31	7500	0.61	0	\$0	5	\$10,000,000	9	\$1,138,500	4	\$287,600	13	\$153,400	\$11,579,500
26	Route 4	5	57	7400	0.84	1	\$2,000,000	2	\$4,000,000	11	\$1,391,500	13	\$934,700	30	\$354,000	\$8,680,200
27	Route 4	5.18	14	2750	0.54	1	\$2,000,000	1	\$2,000,000	3	\$379,500	4	\$287,600	5	\$59,000	\$4,726,100
28	Route 4	5	6	1500	0.44	0	\$0	0	\$0	2	\$253,000	0	\$0	4	\$47,200	\$300,200
29	Route 4	5.1	11	1500	0.79	0	\$0	1	\$2,000,000	3	\$379,500	1	\$71,900	6	\$70,800	\$2,522,200
30	Route 4	6.14	5	1300	0.34	0	\$0	0	\$0	1	\$126,500	2	\$143,800	2	\$23,600	\$293,900
31	Main St (Murphys)	1.1	10	3092	1.61	0	\$0	1	\$2,000,000	0	\$0	1	\$71,900	8	\$94,400	\$2,166,300
32	Murphys Grade Rd	5.45	21	4500	0.47	1	\$2,000,000	3	\$6,000,000	3	\$379,500	4	\$287,600	10	\$118,000	\$8,785,100
33	Rock Creek Rd	5.91	5	72	6.44	0	\$0	1	\$2,000,000	1	\$126,500	2	\$143,800	1	\$11,800	\$2,282,100
34	Pool Station Rd	5	15	574	2.86	1	\$2,000,000	1	\$2,000,000	2	\$253,000	0	\$0	11	\$129,800	\$4,382,800
35	Pool Station Rd	5	13	462	3.08	1	\$2,000,000	0	\$0	2	\$253,000	2	\$143,800	8	\$94,400	\$2,491,200
36	Pool Station Rd	2.61	2	533	0.79	0	\$0	0	\$0	0	\$0	2	\$143,800	0	\$0	\$143,800
37	Parrots Ferry Rd	4.95	23	2500	1.02	1	\$2,000,000	1	\$2,000,000	2	\$253,000	2	\$143,800	17	\$200,600	\$4,597,400
38	Mountain Ranch Rd	0.99	15	2400	3.46	0	\$0	0	\$0	2	\$253,000	4	\$287,600	9	\$106,200	\$646,800
39	Mountain Ranch Rd	5.1	46	2700	1.83	1	\$2,000,000	2	\$4,000,000	8	\$1,012,000	8	\$575,200	27	\$318,600	\$7,905,800
40	Mountain Ranch Rd/ Railroad Flat	5	35	2100	1.83	2	\$4,000,000	2	\$4,000,000	8	\$1,012,000	4	\$287,600	19	\$224,200	\$9,523,800
41	Railroad Flat Rd	3.63	20	1434	2.11	0	\$0	3	\$6,000,000	2	\$253,000	3	\$215,700	12	\$141,600	\$6,610,300
42	Route 26	5	29	1800	1.77	0	\$0	1	\$2,000,000	8	\$1,012,000	5	\$359,500	15	\$177,000	\$3,548,500

43	Route 26	1.83	7	2000	1.05	1	\$2,000,000	0	\$0	0	\$0	3	\$215,700	3	\$35,400	\$2,251,100
44	Route 26	2.6	24	2000	2.53	0	\$0	3	\$6,000,000	3	\$379,500	7	\$503,300	12	\$141,600	\$7,024,400
45	Route 26	5	33	1500	2.41	0	\$0	6	\$12,000,000	11	\$1,391,500	4	\$287,600	14	\$165,200	\$13,844,300
46	Route 26	5	35	1100	3.49	2	\$4,000,000	2	\$4,000,000	14	\$1,771,000	4	\$287,600	15	\$177,000	\$10,235,600
47	Route 26	4.19	19	1100	2.26	0	\$0	1	\$2,000,000	2	\$253,000	3	\$215,700	13	\$153,400	\$2,622,100
48	Route 26	1.1	8	1800	2.21	0	\$0	2	\$4,000,000	2	\$253,000	2	\$143,800	2	\$23,600	\$4,420,400
49	Route 26	2.93	17	1600	1.99	0	\$0	2	\$4,000,000	4	\$506,000	3	\$215,700	8	\$94,400	\$4,816,100
50	Route 12	5.11	66	7700	0.92	1	\$2,000,000	6	\$12,000,000	14	\$1,771,000	9	\$647,100	36	\$424,800	\$16,842,900
51	Route 12	2.53	27	8400	0.70	0	\$0	0	\$0	5	\$632,500	6	\$431,400	16	\$188,800	\$1,252,700
52	Route 12	1	53	7200	4.03	1	\$2,000,000	1	\$2,000,000	5	\$632,500	12	\$862,800	34	\$401,200	\$5,896,500
53	Route 12	5.1	30	5500	0.59	0	\$0	2	\$4,000,000	6	\$759,000	8	\$575,200	14	\$165,200	\$5,499,400
54	Route 12	4.38	38	5400	0.88	0	\$0	4	\$8,000,000	7	\$885,500	7	\$503,300	20	\$236,000	\$9,624,800
55	Route 26	5.25	151	11000	1.43	2	\$4,000,000	4	\$8,000,000	19	\$2,403,500	31	\$2,228,900	95	\$1,121,000	\$17,753,400
56	Route 26	4.95	28	5200	0.60	0	\$0	0	\$0	6	\$759,000	5	\$359,500	17	\$200,600	\$1,319,100
57	Ridge Rd Railroad Flat	5	14	815	1.88	0	\$0	2	\$4,000,000	3	\$379,500	2	\$143,800	7	\$82,600	\$4,605,900
58	Railroad Flat Rd	4.87	10	760	1.48	0	\$0	1	\$2,000,000	2	\$253,000	3	\$215,700	4	\$47,200	\$2,515,900
59	Jesus Maria Rd	2.58	9	500	3.82	1	\$2,000,000	1	\$2,000,000	2	\$253,000	2	\$143,800	4	\$47,200	\$4,444,900
60	S Burson Rd/Olive Orchard Rd	5	35	1567	2.45	0	\$0	1	\$2,000,000	2	\$253,000	5	\$359,500	27	\$318,600	\$2,931,100
61	Burson Rd	1.78	8	1104	2.23	0	\$0	0	\$0	1	\$126,500	2	\$143,800	5	\$59,000	\$329,300
62	Camanche Pkwy 5	2.65	7	874	1.66	0	\$0	2	\$4,000,000	1	\$126,500	0	\$0	4	\$47,200	\$4,173,700

Appendix C1: Amador County Focus Location Write Ups

Amador County Focus Location Observations and Recommendations

Based on site visits conducted on March 6, 2018 and collision records collected from SWITRS from January 2013 through December 2017.

Stony Creek Road (North Segment) [SSAR Segment No. 67]

From Argonaut Lane in Jackson to 0.7 Miles South of Ellis Ranch Road (Jackson Creek Bridge) (4.1 Miles Long)

Existing Conditions

Stony Creek Road is a narrow, winding, two lane road with primarily gravel shoulders as seen in Figure 1. Travel lanes widths are nine feet to ten feet wide and paved shoulders range from zero to two feet wide. There is no posted speed limit on either end of the roadway segment. Two curves have posted curve warning signs with advisory speeds of 30 and 35 MPH and chevron markers. The northern end of the roadway segment approaches playing fields for Argonaut High School and has a 25 MPH school zone speed limit posted on both sides of the roadway.

Center and edge line striping is worn and faded through much of the segment. The bridge for Jackson Creek at the south end of the segment has a metal railing but lacks guardrails on all sides. This can be seen in Figure 2. Two drainage culverts along the roadway have object markers posted but lack railings and guardrails. Roadside ditches, steep embankments, and fences next to the roadway were observed along portions of the segment.



Figure 1- Stony Creek Road



Figure 2- Bridge Crossing Jackson Creek

Incident History

Based on SWITRS data ranging from January of 2013 to December of 2017, there have been ten crashes along this segment. A segment collision map is provided in Appendix D. Given the low traffic volume (361 vehicles per day), there is a crash rate of 3.7 collisions per million vehicle miles (Coll/MVM). Most of the crashes were located on a winding half mile stretch approximately 0.85 miles southwest of Argonaut Lane. The most frequent type of collisions was 'hit object' and involved speeding or traveling on the wrong side of the road.

One severe injury occurred in 2016 approximately 425 feet north of Jackson Creek at 5:48 PM. The crash was caused by unsafe speed and resulted in the vehicle hitting an object.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	1	10%
Other Visible Injury/Complaint of Pain	3	30%
Property Damage Only	6	60%
Most Frequent Collision Types		
Hit Object	8	80%
Sideswipe	1	10%
Head-On	1	10%
Collision Factors		
Speeding	4	40%
Wrong Side of the Road	3	30%
Driving Under the Influence (DUI)	0	0%
Night Time	1	10%
Inclement Weather	0	0%

Suggestions for Improvements

- Conduct speed study and post speed limit signs on both ends of the segment
- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on curve warnings, edge delineation and nighttime visibility
- Restripe roadway and add raised center lane pavement markers
- Add guardrail to the bridge approaches at Jackson Creek and at culverts

Rams Horn Grade [SSAR Segment No. 65]

Between Shake Ridge Road (Daffodil Hill) and National Street (Volcano) (2.82 Miles Long)

Existing Conditions

Rams Horn Grade is a winding, two lane road with 11-foot lanes. Paved and gravel shoulders range between 0' and 2' wide as seen in Figure 3. An "End 40 MPH Zone" sign is posted at the north end of the segment and a 25 MPH speed limit is posted on the south end, entering the Town of Volcano.

Steep mountainside embankments were observed close to the travel lanes along with limited curve warnings as seen in Figure 4. The pavement is in fair condition but the striping is worn and faded at locations where vehicles may be crossing over the center line of the roadway.



Figure 3- Rams Horn Grade



Figure 4- Rams Horn Grade Curve with No Signage

Incident History

Based on SWITRS data from January 2013 to December 2017, 11 crashes have occurred on this segment. A segment collision map is provided in Appendix D. An average traffic volume of 607 vehicles per day results in a crash rate of 3.52 Coll/MVM. The most frequent type of collisions was 'hit object' and involved traveling on the wrong side of the road.

Three severe injury crashes occurred on this segment in 2015, 2016, and 2017. All three were caused by driving on the wrong side of the road and resulted in a broadside, overturning, and hitting an object. All three crashes were during the day. The crash resulting in a broadside occurred in the rain.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	3	27%
Other Visible Injury/Complaint of Pain	2	18%
Property Damage Only	6	55%
Most Frequent Collision Types		
Hit Object	6	55%
Broadside	2	18%
Overturn	2	18%
Collision Factors		
Speeding	1	9%
Wrong Side of the Road	6	55%
Driving Under the Influence	4	36%
Night Time	5	45%
Inclement Weather	2	18%

Suggestions for Improvements

- Conduct speed study and post speed limit signs on both ends of the segment
- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on curve warnings, edge delineation and nighttime visibility
- Restripe roadway and add recessed center lane pavement markers (potential snow plowing)

Stony Creek Road (South Segment) [SSAR Segment No. 66]

From 0.7 Mi South of Ellis Ranch Road (Jackson Creek Bridge) to Buena Vista Road (5.43 Miles Long)

Existing Conditions

Stony Creek Road is a narrow, winding, two lane road with limited shoulders as seen in Figure 5. Travel lanes range between 9' and 10' wide with 0' to 2' wide paved and gravel shoulders throughout. This segment joins the north segment of Stony Creek Road at Jackson Creek.

No posted speed limit was observed on either end of the segment. Several of the curves do not have curve warnings or recommended speeds as seen in Figure 6. The guardrails protecting approaches to the north side of the Pardee Reservoir Dam crossing show signs of being hit. The approaches to the dam on the south side lack guardrail. Portions of the roadway pavement is in poor condition. Striping is worn and faded in several locations along the segment.



Figure 5- Stony Creek Road



Figure 6- Stony Creek Curve with No Signage and Worn Pavement

Incident History

Based on SWITRS data collected from January 2013 to December 2017, eight collisions occurred on this segment. A segment collision map is provided in Appendix D. An average traffic volume of 361 vehicles per day results in a crash rate of 2.24 Coll/MVM. The most frequent type of collisions was 'hit object' and involved traveling on the wrong side of the road.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	0	0%
Other Visible Injury/Complaint of Pain	5	63%
Property Damage Only	3	38%
Most Frequent Collision Types		
Hit Object	4	50%
Overturn	2	25%
Head-On	1	13%
Collision Factors		
Wrong Side of the Road	5	63%
Unsafe Speed, Automobile Right of Way	1	13%
Driving Under the Influence (DUI)	0	0%
Night Time	1	13%
Inclement Weather	0	0%

Suggestions for Improvements

- Conduct speed study and post speed limit signs on both ends of the segment
- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on curve warnings, edge delineation and nighttime visibility
- Restripe roadway and add raised center lane pavement markers
- Install and upgrade guardrail at Pardee Reservoir Dam crossing

Coal Mine Road [SSAR Segment No. 41]

Between Buena Vista Road and Camanche Parkway North (2.23 Miles Long)

Existing Conditions

Coal Mine Road is a narrow two-lane road with a half-mile long reversing curve section midway through the segment. The roadway has nine-foot-wide travel lanes with gravel or no shoulders through most of the segment.

No speed limit is posted on either end of the segment. Chevrons and curve warning signs have been provided on the southbound approach to the reverse curve section but not on the northbound approach as shown in Figures 7 and 8. Portions of the roadway pavement are in poor condition and striping is worn and faded along most of the segment.

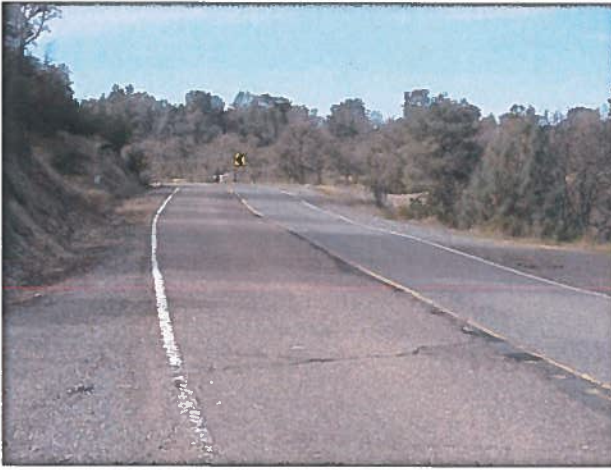


Figure 7- Coal Mine Road Curve with Signage



Figure 8- Coal Mine Road Curve without Signage

Incident History

Based on SWITRS data from January 2013 to December 2017, four crashes occurred on this segment. A segment collision map is provided in Appendix D. An average traffic volume of 481 vehicles per day results in a crash rate of 2.04 Coll/MVM. Most of the collisions were located within the reversing curve section of the roadway. The most frequent type of collisions was 'overturn'. Primary collision factors involved driving under the influence, unsafe speed and traveling on the wrong side of the road.

There were no reported fatal or severe injury incidents on the corridor during the study period. However, there were signs of a past fatal accident at a culvert crossing structure approximately 0.9 miles north of Camanche Parkway North. There is no guardrail installed at the culvert crossing.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	0	0%
Other Visible Injury/Complaint of Pain	4	100%
Property Damage Only	0	0%
Most Frequent Collision Types		
Overturn	3	75%
Hit Object	1	25%
Collision Factors		
Driving Under the Influence (DUI)	2	50%
Unsafe Speed	1	25%
Wrong Side of the Road	1	25%
Night Time	0	0%
Inclement Weather	0	0%

Suggestions for Improvements

- Conduct speed study and post speed limit signs on both ends of the segment
- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on curve warnings, edge delineation and nighttime visibility
- Restripe roadway and add raised center lane pavement markers
- Add guardrail to protect culvert crossing

Latrobe Road [SSAR Segment No. 22]

Between State Route 16 (Jackson Road) and the El Dorado County Line (Cosumnes River Bridge) (5.47 Miles Long)

Existing Conditions

Latrobe Road is a winding, two-lane road that connects the El Dorado County Line at the Cosumnes River Bridge to Highway 16. Within El Dorado County, Latrobe Road has 12-foot wide lanes with 8-foot paved shoulders and a 55 MPH posted speed limit. Within Amador County, Latrobe Road narrows to 10' to 11' wide travel lanes with 1' to 2' wide paved shoulders. There is no posted speed limit on the Amador County segment of Latrobe Road.

Curve warnings and chevrons are posted at multiple locations along the segment as seen in Figure 9. However, several curves lack warning signs or markers as can be seen in Figure 10. There is a four-way stop-controlled intersection at Old Sacramento Road as well as stop control for Latrobe Road approaching Highway 16.

Incident History



Figure 9- Latrobe Road Curve with Signage



Figure 10- Latrobe Road Curve without Signage

Based on SWITRS data from January 2013 to December 2017, 47 crashes occurred along this segment. A segment collision map is provided in Appendix D. An average traffic volume of 2,700 vehicles per day results in a crash rate of 1.74 Coll/MVM. Collisions are concentrated at three locations within the segment. The first is a reversing curve section of roadway approximately 0.5 miles to 0.75 miles south of the Cosumnes River Bridge with 10 total collisions. The second is in the vicinity of the intersection with Lorentz Road with 13 total collisions. The third is at a curve approximately 0.1 miles south of Old Sacramento Road with 6 total collisions. The most frequent type of collisions was 'hit object' and involved traveling on the wrong side of the road.

There have been three severe injuries on this segment. Two of them were due to improper turning and resulted in hitting an object and overturning. The other was caused by unsafe speed and resulted in a collision type categorized as "Other". The latter incident was the only crash to occur at night.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	3	6%
Other Visible Injury/Complaint of Pain	17	36%
Property Damage Only	26	55%
Most Frequent Collision Types		
Hit Object	30	64%
Overtake	5	19%
Head-On	4	9%
Collision Factors		
Wrong Side of the Road	23	47%
Unsafe Speed	10	21%
Improper Turning	7	15%
Night Time	10	21%
Inclement Weather	7	15%

Suggestions for Improvements

- Conduct speed study and post speed limit signs on both ends of the segment
- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on curve warnings, edge delineation and nighttime visibility
- Restripe roadway and add raised center lane pavement markers
- High friction surface treatment around the curve near Lorentz Road
- Add advance transverse rumble strips and LED flashing beacons for stop signs at Old Sacramento Road and Highway 16
- Long Term: Widen roadway to County Standard for a Major Collector to provide 14-foot wide travel lanes and 5.25-foot minimum width shoulders

Jackson Valley Road [SSAR Segment No. 36]

Between State Route 88 and Lone Buena Vista Road (3 Miles Long)

Existing Conditions

Jackson Valley Road is a two-lane road with 11-foot lanes and shoulder widths ranging from 0' to 2' wide. The intersection of Jackson Valley Road and Buena Vista Road is a four-way stop controlled. There is no posted speed limit on this segment of Jackson Valley Road. The striping is worn and faded in some areas as seen in Figure 12.



Figure 11- Jackson Valley Road Curve



Figure 12- Worn Pavement/Striping on Jackson Valley Road

Incident History

Based on SWITRS data from January 2013 to December 2017, 18 crashes occurred on this segment. A segment collision map is provided in Appendix D. An average traffic volume of 2000 vehicles per day results in a crash rate of 1.64 Coll/MVM. Fourteen of the crashes (78%) occurred on a reversing curve section approximately 0.5 miles south of SR 88 with a 35 MPH posted advisory speed. The most frequent type of collisions was 'overturn'. Primary collision factors involved traveling on the wrong side of the road and occurred at night.

One severe injury occurred in 2014. The primary collision factor is categorized by "Other than vehicle or pedestrian" and resulted in an overturn. The SWITRS report states the vehicle was involved with a fixed object. The crash occurred in the rain during daytime hours.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	1	6%
Other Visible Injury/Complaint of Pain	9	50%
Property Damage Only	7	39%
Most Frequent Collision Types		
Hit Object	8	44%
Overturn	8	44%
Broadside	1	6%
Collision Factors		
Wrong Side of the Road	8	44%
Unsafe Speed	5	28%
DUI	1	6%
Night Time	9	50%
Inclement Weather	2	11%

Suggestions for Improvements

- Conduct speed study and post speed limit signs on both ends of the segment
- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on curve warnings, edge delineation and nighttime visibility
- Restripe roadway and add raised center lane pavement markers [Consider High Friction Pavement Surface Treatment at the reverse curve section]
- Add advance transverse rumble strips and LED flashing beacons for stop signs at Lone Buena Vista Road

Shenandoah Road [SSAR Segment No. 27]

From the County Line to 0.15 Miles South of Spring Lane (Through Community of River Pines) (0.69 Miles Long)

Existing Conditions

Shenandoah Road is a winding, two-lane road that runs through the community of River Pines. There are several cross streets and driveways along this segment. The segment ends at the El Dorado County line on the Cosumnes River Bridge. Roadway travel lanes are 12 feet wide with 4-foot shoulders. There is a 25-mph speed limit posted on both ends of the segment.

The curve on the north end of the segment has curve warnings and a 20-mph advisory speed. A pedestrian crossing warning sign and is shown in Figure 13. Approaches to the Cosumnes River bridge have guardrail that shows signs of being hit as shown in Figure 14.



Figure 13- Shenandoah Road Curve with Proper Signage



Figure 14- Bridge Crossing Cosumnes River

Incident History

Based on SWITRS data from January 2013 to December 2017, 5 crashes occurred along this segment. A segment collision map is provided in Appendix D. An average traffic volume of 1970 vehicles per day results in a crash rate of 1.61 Coll/MVM. Most of the crashes occurred on the curve at the north end of the segment through the 20 MPH curve and on the northbound approach to the bridge. The most frequent type of collision was 'hit object' and involved traveling on the wrong side of the road or unsafe speed.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	0	0%
Other Visible Injury/Complaint of Pain	3	60%
Property Damage Only	2	40%
Most Frequent Collision Types		
Hit Object	3	60%
Overtake	1	20%
Rear End	1	20%
Collision Factors		
Wrong Side of the Road	2	40%
Unsafe Speed	2	40%
Improper Turning	1	20%
DUI	0	0%
Night Time	1	20%
Inclement Weather	1	20%

Suggestions for Improvements

- Upgrade guardrail on the approaches to the Cosumnes River bridge
- Install radar speed feedback signs on both ends of the segment entering the community

State Route 49 [SSAR Segment No. 1]

Through City of Jackson from Argonaut Lane to Scottsville Drive (3.5 Miles Long)

Existing Conditions

Route 49 is a 4-lane arterial roadway with a continuous two-way left turn lane through the City of Jackson. This segment has multiple signalized and stop controlled intersections, commercial driveways, and uncontrolled pedestrian crosswalks. The posted speed limits range between 45 MPH entering the City to 30 MPH through the downtown core.

The segment lacks continuous sidewalks as shown in Figure 15 and there was observed pedestrian activity on the roadway shoulders between the downtown area and commercial centers.

There is a continuous right turn lane in the southbound direction for the shopping centers and approaching the intersection of French Bar Road. There are multiple closely spaced warning signs leading up to French Bar. This can be seen in Figure 16. Within 500 feet of the intersection, there is a pedestrian warning, a no parking sign, Thru Traffic Merge Left, signal warning, Right Lane Turns Right Ahead, Right Lane Must Turn Right, and another no parking signs.



Figure 15- Pedestrian Walking in the Shoulder on Route 49

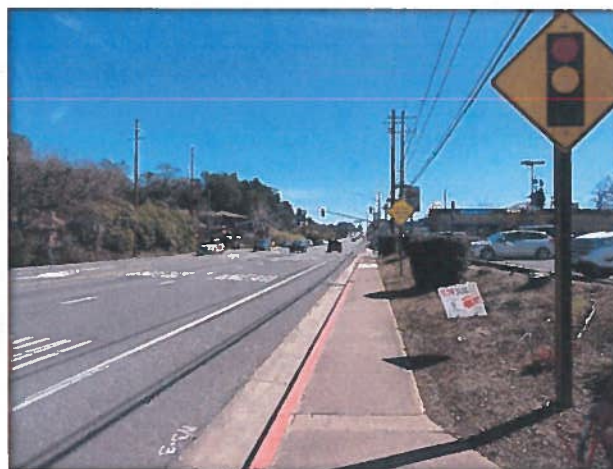


Figure 16- Several Signs Leading Up to French Bar Road

Incident History

Based on data gathered from UC Berkeley's Transportation Injury Mapping System (TIMS) and SWITRS, there were 66 crashes along Highway 49 between January of 2012 and December of 2016. A segment collision map is provided in Appendix D. An average traffic volume of 12,500 vehicles per day results in a crash rate of 0.86 Coll/MVM. While the crash rate is below the statewide average, there were 3 fatalities along this segment, 2 of them being pedestrian related. The most frequent types of collisions were 'Rear End' and 'Broadside' and involved unsafe speed and automobile right of way violations.

Three fatalities and three severe injuries have occurred on this segment. The table below provides additional details.

Fatal and Severe Injury Collision Data				
Year	Crash Severity	Primary Collision Factor	Collision Type	Other Factors
2012	Severe Injury	Pedestrian Right of Way	Other	Bicyclist Involved
2012	Severe Injury	Pedestrian Violation	Vehicle/Pedestrian	Night Time
2012	Fatal	Improper Turning	Hit Object	Night Time
2013	Fatal	Pedestrian Violation	Vehicle/Pedestrian	None
2015	Fatal	Pedestrian Right of Way	Vehicle/Pedestrian	None
2015	Severe Injury	Pedestrian Right of Way	Vehicle/Pedestrian	Night Time

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	6	9%
Other Visible Injury/Complaint of Pain	46	70%
Property Damage Only	14	21%
Most Frequent Collision Types		
Rear End	21	32%
Broadside	18	27%
Vehicle/Pedestrian	6	9%
Collision Factors		
Unsafe Speed	23	35%
Automobile Right of Way	21	32%
DUI	1	1%
Night Time	9	14%
Inclement Weather	2	3%

Suggestions for Improvements

- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on sign placement and nighttime visibility
- Install Radar Speed Feedback signs on both ends of the segment or where speed limits are reduced entering the downtown core
- Restripe existing crosswalks with high visibility treatments
- Add roadway lighting between intersections
- Add pedestrian activated flashing beacons at uncontrolled crosswalks
- Long Term: Close gaps in the sidewalk
- Long Term: Consolidate commercial driveways or add channelizers to restrict turning movements to right-in/right-out only

Sutter Creek: State Route 49 and Ridge Road

State Route 49 from Valley View Way to Airport Rd

Ridge Road from Bowers Rd to Old Ridge Rd

Existing Conditions

State Route 49 and Ridge Road meet in the center of Sutter Hill, a small community in Sutter Creek. Approximately 19,000 vehicles pass through this intersection each day due to several businesses such as gas stations and a Walgreens. The intersection is signalized with pedestrian crossings.

State Route 49 has two lanes in each direction and a left turn lane for Ridge Road on both legs of the intersection. On the west leg, Ridge Road has one through lane, one left turn lane, and one right turn lane approaching the intersection. On the east leg, Ridge Road has one through lane and one left turn lane approaching the intersection.

Approaching Bowers Road, Ridge Road has one through lane, one left turn lane, and one right turn lane. Traffic on Ridge Road does not stop while Bowers Road (Forest Products Road across the street) has a stop sign. There is a crest on Ridge Road between Bowers Road and SR 49 which adds a sight distance problem for vehicles turning onto Ridge Road from Bowers Road or Forest Products Road.

Approaching Valley View Way, westbound SR 49 has two through lanes, one left turn lane, and one right turn lane while eastbound SR 49 has two through lanes and one left turn lane. Northbound Valleyview Way has one through lane and one left turn lane while southbound Valleyview Way has one through lane and two left turn lanes. The intersection is signalized with pedestrian crossings. This is the first intersection for traffic on eastbound 49 coming into town so the speed is reduced to 45 MPH through the intersection.



Figure x- A Vehicle Turning Left onto Forest Products Rd



Figure x-Ridge Rd and Bowers Rd Facing East

Incident History

Incident data was provided by the Sutter Creek Police Department and included 102 total collisions between 2013 and 2017. The data set included dates, nearest intersections, and violations referencing the California Vehicle Code. The data set did not provide details on crash type, weather, or exact locations.

A segment collision map is provided in Appendix D and shows most of the collisions at the intersections of SR 49 and Valley View Way, SR 49 and Ridge Road, and Ridge Road and Bowers Drive.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	5	4.9%
Other Visible Injury/Complaint of Pain	25	24.5%
Property Damage Only	72	70.6%
Most Frequent Collision Types		
Rear End	21	20.6%
Broadside	18	17.6%
Vehicle/Pedestrian	6	5.9%
Collision Factors		
Unsafe Speed	20	19.6%
Automobile Right of Way	39	38.2%
DUI	2	1.9%
Night Time	33	32.4%

Suggestions for Improvements

- Install radar speed feedback sign where speeds are reduced coming into town

State Route 104/E Main St./Preston Ave. [SSAR Segment No. 68]

Through lone from State Route 124 to Foothill Blvd. (0.75 Miles)

Existing Conditions

State Route 104, E Main Street, and Preston Avenue run through the city of lone. lone elementary is located at SR 104 and lone Street and there are several small shops along E Main Street in downtown lone. SR 104 has one lane in each direction and sidewalk on one side from lone Street to E Main Street. E Main Street also has one lane in each direction with parking on each side of the road. Preston Ave. from E Main Street to SR 124 has one lane in each direction and sidewalk on both sides.

The intersection of Preston Ave. and SR 124 has pedestrian crossings on the north and east legs with one street light. Traffic on Preston Ave. does not stop while SR 124 has a stop sign. No intersection or pedestrian warnings were observed.

The intersection of E Main St. and SR 104 has four legs but only three stop signs. Traffic traveling eastbound on E Main St. does not have to stop, making it difficult for pedestrians to cross and for traffic on the other legs to travel through the intersection.



Figure x-Pedestrian Crossing near lone Elementary School from Google Earth



Figure x-Intersection of Preston Ave. and SR 124

Incident History

Based on data gathered from the lone Police Department, there were 26 crashes along this segment between January of 2012 and December of 2016. An average traffic volume of 6,450 vehicles per day results in a crash rate of 2.95 Coll/MVM. The most frequent types of collisions were "hit Object" and were caused mostly by unsafe speed. A high number of pedestrian collisions and nighttime collisions occurred on this segment.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	0	0%
Other Visible Injury/Complaint of Pain	9	35%
Property Damage Only	17	65%
Most Frequent Collision Types		
Hit Object	9	35%
Broadside	5	19%
Vehicle/Pedestrian	4	15%
Collision Factors		
Unsafe Speed	7	27%
Automobile Right of Way	4	15%
DUI	2	8%
Night Time	11	42%
Inclement Weather	6	23%

Suggestions for Improvements

- Install flashing beacons at Preston Ave. and SR 124 intersection
- Install additional lighting at Preston Ave. and SR 124 intersection
- Upgrade crosswalks and close sidewalk gaps along SR 104 from Foothill Blvd to E Main St.

State Route 26 and Deer Lane Intersection

Existing Conditions

The State Route 26 (SR 26) and Deer Lane intersection is located on the outskirts of the community of Pioneer. SR 26 has 12-foot lanes with 1-foot shoulders and the speed limit is assumed to be 55 MPH. Most of the collisions are along SR 26 between Deer Lane and Marilyn Lane. Both Deer Lane and Marilyn Lane are local roads serving residences. Visibility at the intersection is limited by vertical and horizontal curves on SR 26 as shown in Figure 17.



Figure 17- Looking Left onto SR 26 from Deer Lane



Figure 18- Looking Right onto SR 26 from Deer Lane

Incident History

Based on SWITRS data from January 2013 to December 2017, 8 crashes occurred at this intersection. An intersection collision map is provided in Appendix D. The most frequent type of collision was 'hit object' and involved traveling on the wrong side of the road or unsafe speed.

One severe injury occurred in 2015 directly in the intersection of Deer Lane and SR 26. It was caused by a motorcycle driving on the wrong side of the road and resulted in hitting an object. The incident involved alcohol, occurred during the day, and no inclement weather was noted.

Intersection Collision Summary		
Crash Severity		
Fatal/Severe Injuries	1	12%
Other Visible Injury/Complaint of Pain	2	25%
Property Damage Only	5	63%
Most Frequent Collision Types		
Hit Object	4	50%
Broadside	2	25%
Overturn	1	12%
Rear End	1	12%
Collision Factors		
Wrong Side of the Road	3	63%
Unsafe Speed	2	25%
Automobile Right of Way	2	25%
Night Time	2	25%
DUI	1	12%
Inclement Weather	0	0%

Suggestions for Improvements

- Trim vegetation on the inside of the horizontal curve to increase sight distance
- Install advance driveway/intersection warning signs on SR 26
- Add raised center lane markers or rumble strips on SR 26

Ridge Road and Running Gold Road

Existing Conditions

The intersection of Ridge Road and Running Gold Road is located near the outskirts of the City of Sutter Creek. Ridge Road is a two-lane road with 10-foot lanes and 6-foot shoulders that connects Sutter Creek to the community of Pine Grove. The posted speed limit on Ridge Road is 55 MPH. Running Gold Road is a two-lane road that leads into a neighborhood.

Advance intersection warning signs are posted at this location and there is a street light at the intersection. There is no turn lane on Ridge Road to turn left on to Running Gold Road, therefore, traffic on Ridge Road must stop behind the turning vehicle. Sight distance at the intersection is limited by a crest vertical curve on Ridge Road, east of the intersection. The maximum sight distance to the east is 575 feet. Left and right-side views of Ridge Road from Running Gold Road are shown in Figures 19 and 20.

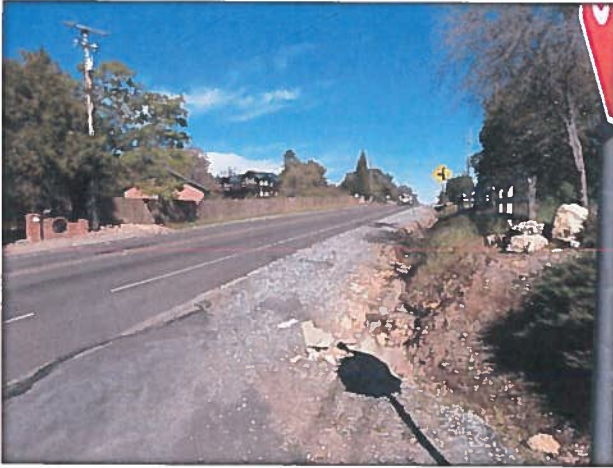


Figure 19- Looking Right (east) onto Ridge from Running Gold



Figure 20- Looking Left (west) onto Ridge from Running Gold

Incident History

Based on SWITRS data from January 2013 to December 2017, 7 crashes occurred at this intersection. An intersection collision map is provided in Appendix D. The most frequent type of collision was 'rear end' and involved unsafe speed.

One fatality occurred in 2014 approximately 30 feet west of the intersection. It was caused by unsafe speed and resulted in a rear end. The crash occurred during the day and not inclement weather was noted.

Intersection Collision Summary		
Crash Severity		
Fatal/Severe Injuries	1	14%
Other Visible Injury/Complaint of Pain	3	43%
Property Damage Only	3	43%
Most Frequent Collision Types		
Rear End	5	71%
Broadside	1	14%
Hit Object	1	14%
Collision Factors		
Unsafe Speed	5	71%
Improper Turning	1	14%
Automobile Right of Way	1	14%
DUI	0	0%
Night Time	0	0%
Inclement Weather	0	0%

Suggestions for Improvements

- Trim vegetation on the corners to increase visibility for vehicles
- Restripe Ridge Road to add a westbound left turn pocket (with reduced shoulder widths)
- Widen Ridge Road to add a westbound left turn pocket and an acceleration lane

Appendix C2: Alpine County Focus Location Write Ups

Alpine County Focus Location Observations and Recommendations

State Route 88 [SSAR Segment No. 8]

From the Alpine/Amador County Line to the East side of Caples Lake (2.9 Miles)

Existing Conditions

This section of State Route 88 begins at the Alpine/Amador County Line near the Kirkwood Inn and continues past Caples Lake. This segment includes the portion of roadway known as the 'Ice Box' which experiences frequent icy conditions during winter months. Caltrans is investigating potential Road Weather Information Systems (RWIS) and a potential ice detection and warning system to deploy at the Ice Box area.

The roadway consists of two 12' lanes and a shoulder ranging from 0' to 30' for pullouts. Several improvements have been made to this segment to aid drivers during winter driving conditions. The pavement, signage, and striping have all been recently updated. Caltrans is developing plans to improve roadway safety along SR 88 in Alpine County with a project to install centerline rumble strips, repair existing asphalt surfaces, restriping the roadway and improve warning signs and markings.



Incident History

Based on SWITRS data from January 2013 to December 2017, there were 35 collisions on this segment. Most of the incidents were caused by travelling at an unsafe speed and resulted in hitting an object.

Two fatalities occurred on this segment. The first fatality occurred in 2013 approximately 300 feet east of Caples Lake. It was caused by unsafe speed which caused the vehicle to hit an object. Alcohol was involved and inclement weather

conditions were reported. The second fatality occurred in 2014 approximately 83' east of Caples Lake. It was caused by unsafe speed which led to overturning. No alcohol or inclement weather conditions were involved. Both fatal collisions occurred during the day.

Two severe injuries also occurred on this segment. The first occurred in 2015 approximately 20 feet east of Caples Lake. It was caused by a motorcycle travelling at an unsafe speed and resulted in hitting an object. Alcohol was not involved. The second severe injury occurred in 2017 approximately 3,168 feet west of Schneider Cow Camp Rd. It was caused by a motorcycle improperly turning and resulted in hitting an object. Alcohol was involved. Both severe injuries occurred during the day with no inclement weather reported.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	4	11%
Other Visible Injury/Complaint of Pain	7	20%
Property Damage Only	24	69%
Most Frequent Collision Types		
Hit Object	22	63%
Overturn	4	11%
Rear End	4	11%
Sideswipe	4	22%
Collision Factors		
Unsafe Speed	20	57%
Automobile Right of Way	0	0%
DUI	3	9%
Night Time	5	14%
Inclement Weather	3	9%

Suggestions for Improvements

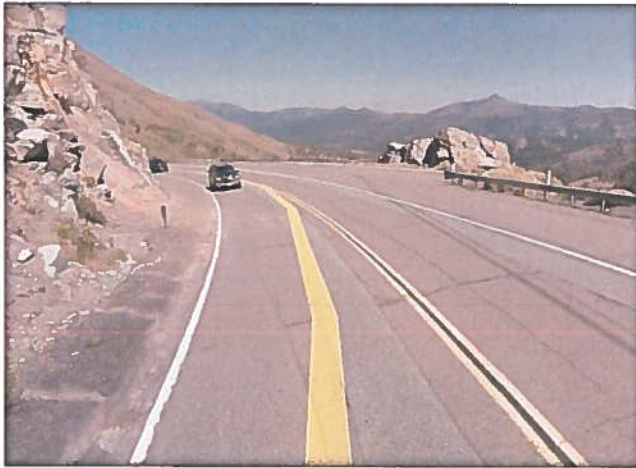
- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on curve warnings, edge delineation and nighttime visibility
- Planned Caltrans project scheduled for 2018 will install rumble strips, repair damaged pavement and upgrade signs and markings

State Route 88 [SSAR Segment No. 9]

From the East side of Caples Lake to East of Forestdale Rd (4.96 Miles)

Existing Conditions

This portion of State Route 88 shares the same features as the adjacent segment, described above. The roadway is winding and narrows in several areas, leaving vehicles driving next to steep embankments. These embankments, or the guardrails protecting them, result in the hit object type collisions caused by unsafe speed. Caltrans is developing plans to improve roadway safety along SR 88 in Alpine County with a project to install centerline rumble strips, repair of existing asphalt surfaces, restriping the roadway and improving warning signs and markings.



Incident History

Based on SWITRS data from January 2013 to December 2017, 40 collisions occurred on this segment. Most of the collisions were caused by unsafe speed and resulted in hitting an object.

One fatality occurred in 2017 approximately 5,808 feet west of Red Creek. It was caused by a truck improperly turning and resulted in a head on collision. The incident occurred during the day and no alcohol or inclement weather was involved. Two severe injuries occurred on this segment. The first took place in 2015 approximately 6,336 feet west of Meiss

Meadows Sno Park. It was caused by improper turning and resulted in hitting an object. The second severe injury occurred in 2017 approximately 258 feet west of Carson Pass. It was caused by a motorcycle travelling at an unsafe speed leading to overturning. Alcohol was involved. Both severe injuries occurred during the day with no inclement weather reported.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	3	8%
Other Visible Injury/Complaint of Pain	8	20%
Property Damage Only	29	73%
Most Frequent Collision Types		
Hit Object	17	43%
Sideswipe	9	39%
Overturn	5	%
Collision Factors		
Unsafe Speed	19	48%
Automobile Right of Way	0	0%
DUI	3	8%
Night Time	11	28%
Inclement Weather	10	25%

Suggestions for Improvements

- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on curve warnings, edge delineation and nighttime visibility
- Planned Caltrans project scheduled for 2018 will install rumble strips, repair damaged pavement and upgrade signs and markings

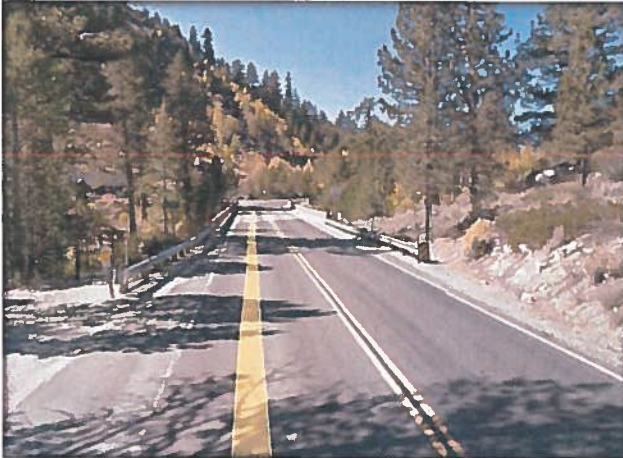
State Route 88/89 [SSAR Segment No. 11]

Location (5.54 Miles)

Existing Conditions

This portion of State Route 88/89 connects the community of Sorensens to Woodfords and Alpine Village. Most of this segment has 12' lanes with 2' paved shoulders. The pavement, signage, and striping have all been recently upgraded. Large trees parallel the roadway on both sides. Caltrans is developing plans to improve roadway safety along SR 88/89 in Alpine County with a project to install centerline rumble strips, repair of existing asphalt surfaces, restriping the roadway and improving warning signs and markings.

This segment becomes difficult to traverse during winter driving conditions. Vehicles travelling at an unsafe speed during inclement weather do not have a lot of room for error when making turns, which results in a high number of hit object type collisions. Public comments have been provided regarding vehicles stopped in the shoulder and encroaching on the roadway when installing tire chains.



Incident History

Based on SWITRS data from January 2013 to December 2017, there were 44 collisions on this segment. An average traffic volume of 3,000 vehicles per day resulted in a crash rate of 1.32 Coll/MVM. Most of the crashes were due to unsafe speed and resulted in hitting an object.

There were 3 fatalities and 1 severe injury on this segment. One fatality occurred in 2015. It was caused by driving on the wrong side of the road and resulted in a head on collision. The other two fatalities occurred in 2017 and were both caused by driving under the influence of alcohol or drugs. One resulted in hitting an object and the other resulted in a head on collision. The severe injury collision occurred in 2013 and was caused by improper turning which resulted in a sideswipe. All 4 collisions occurred during the day and no adverse weather conditions were reported.

Segment Collision Summary		
Crash Severity		
Fatal/Severe Injuries	4	9%
Other Visible Injury/Complaint of Pain	17	39%
Property Damage Only	23	52%
Most Frequent Collision Types		
Hit Object	24	55%
Head-On	6	14%
Overturn	4	9%
Collision Factors		
Unsafe Speed	14	32%
Automobile Right of Way	1	2%
DUI	4	9%
Night Time	15	34%
Inclement Weather	6	14%

Suggestions for Improvements

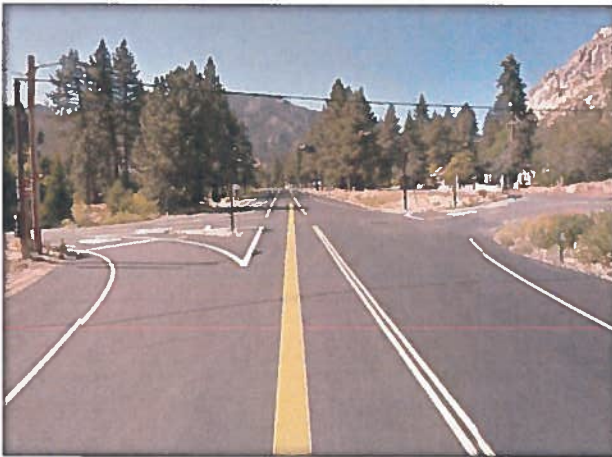
- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on curve warnings, edge delineation and nighttime visibility
- Planned Caltrans project scheduled for 2018 will install rumble strips, repair damaged pavement and upgrade signs and markings
- Consider adding new vehicle chain installation turn outs

SR 88 and SR 89 (Towards Markleeville)

Existing Conditions

To differentiate between two intersections with the same name, this intersection is with State Route 89 heading south towards Markleeville. SR 89 is stop controlled while SR 88 has the right of way. Flashing beacons overhead help warn motorists of the intersection. SR 88 has a designated right turn lane but not a left turn lane onto SR 89. SR 89 has one lane for left turns and one lane for right turns and through movements.

Due to the large trees, and a horizontal curve on SR 88, which limits sight distance for motorists on SR 89 to determine when it is safe for them to proceed through the stop sign.



Incident History

Based on SWITRS data from January 2013 to December 2017, there were 6 collisions at this intersection. Half of these collisions were caused by unsafe speed while 33% resulted in a rear end collision.

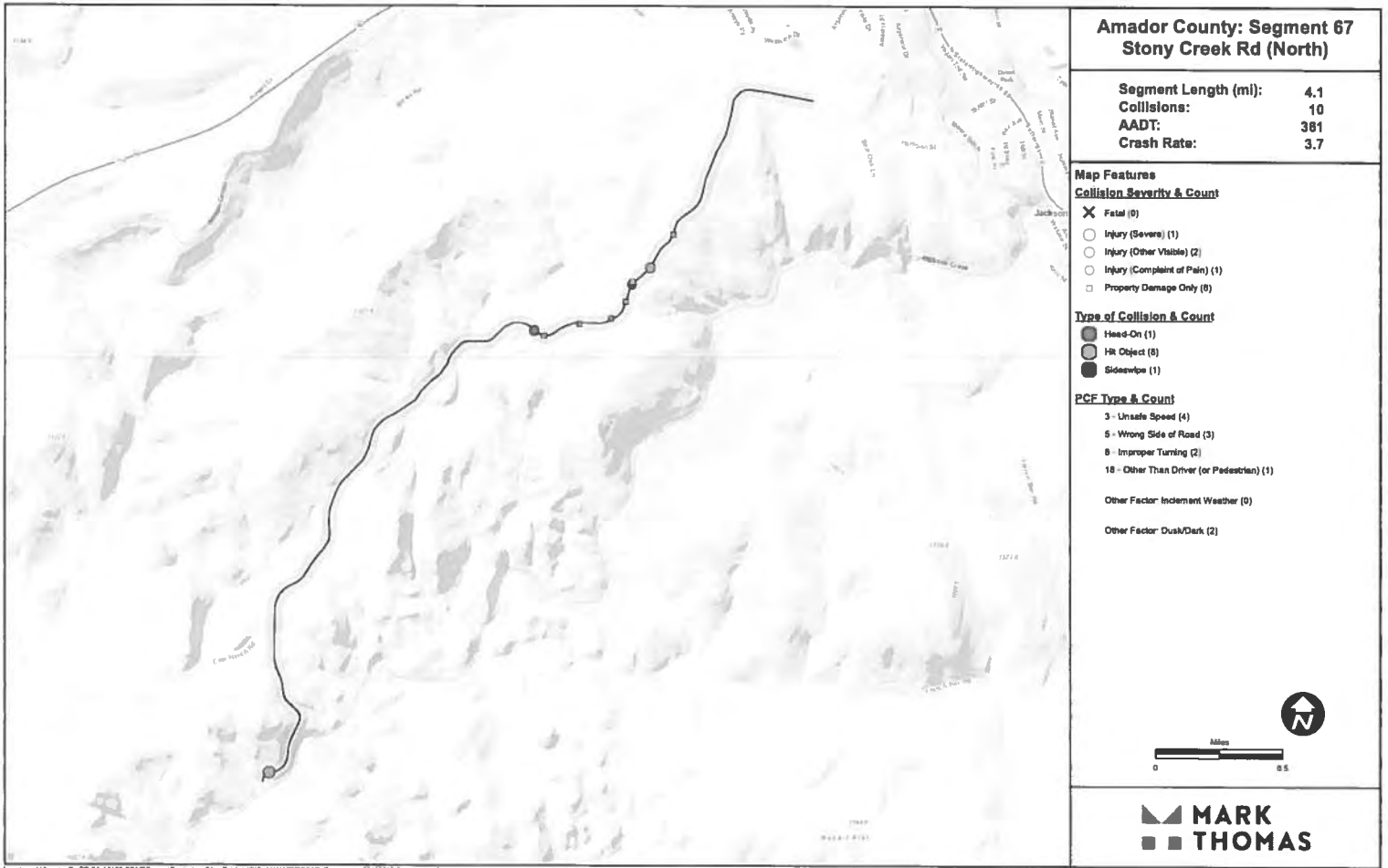
All the collisions reported for this intersection are also included in the SR 89 segment, described above.

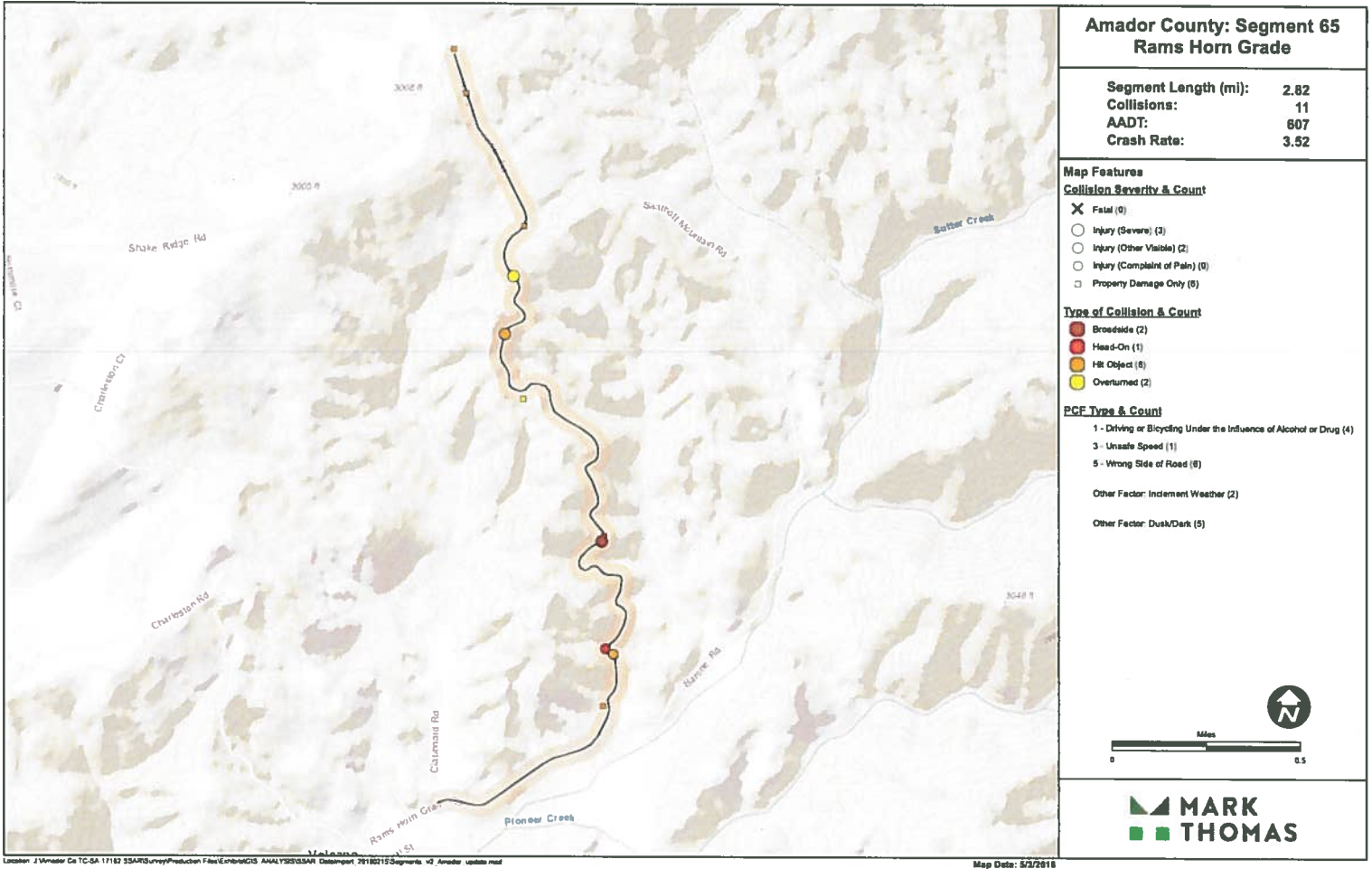
Intersection Collision Summary		
Crash Severity		
Fatal/Severe Injuries	1	17%
Other Visible Injury/Complaint of Pain	3	50%
Property Damage Only	2	33%
Most Frequent Collision Types		
Rear End	2	33%
Broadside	1	17%
Head-On	1	17%
Collision Factors		
Unsafe Speed	3	50%
Improper Turning	0	0%
Automobile Right of Way	1	17%
DUI	1	17%
Night Time	0	0%
Inclement Weather	0	0%

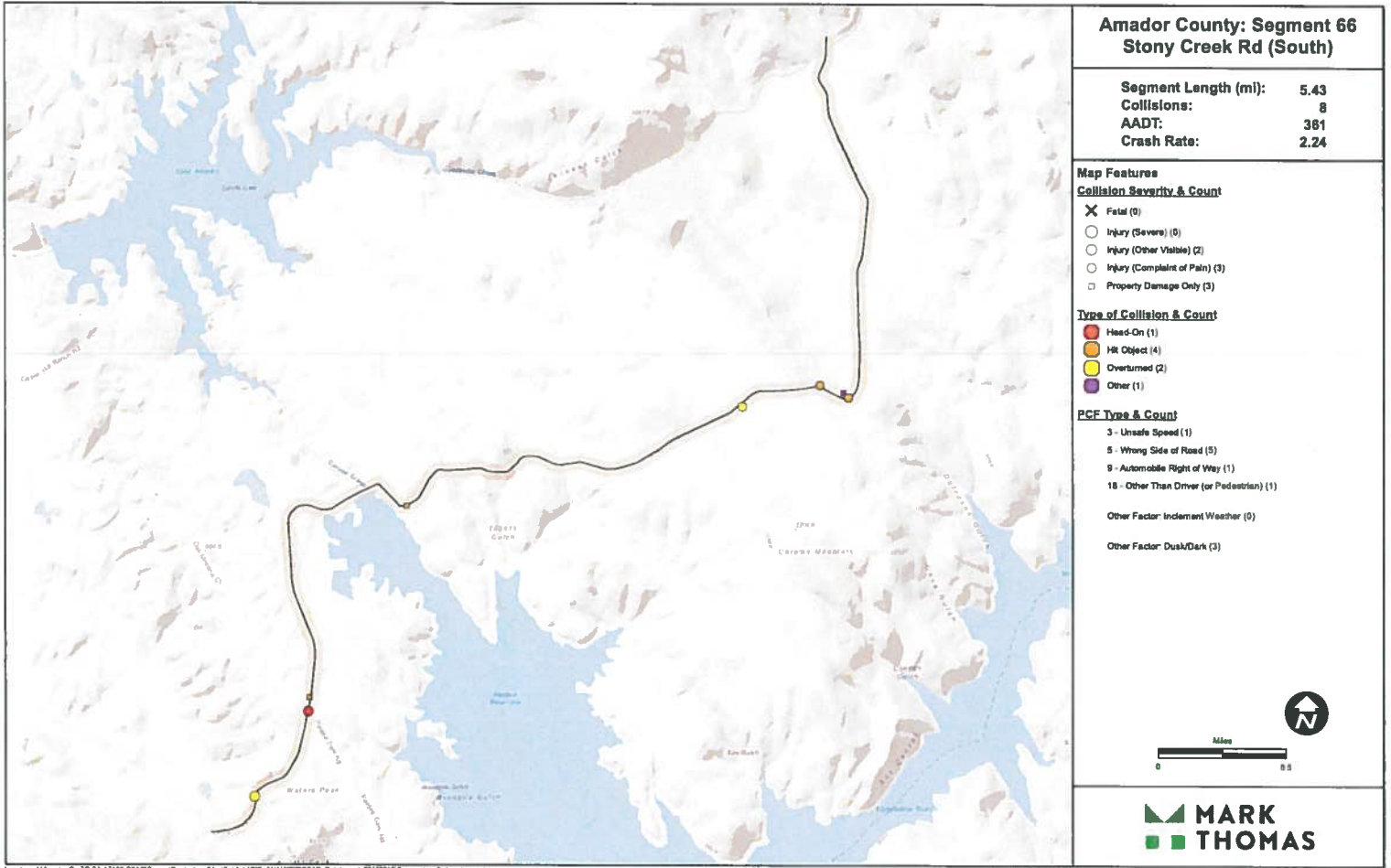
Suggestions for Improvements

- Conduct a Roadside Signage Safety Audit (RSSA) and update roadside signage with a focus on intersection warning signs, edge delineation and nighttime visibility
- Planned Caltrans project scheduled for 2018 will install rumble strips, repair damaged pavement and upgrade signs and markings

Appendix D1: Amador County Focus Location Collision Maps



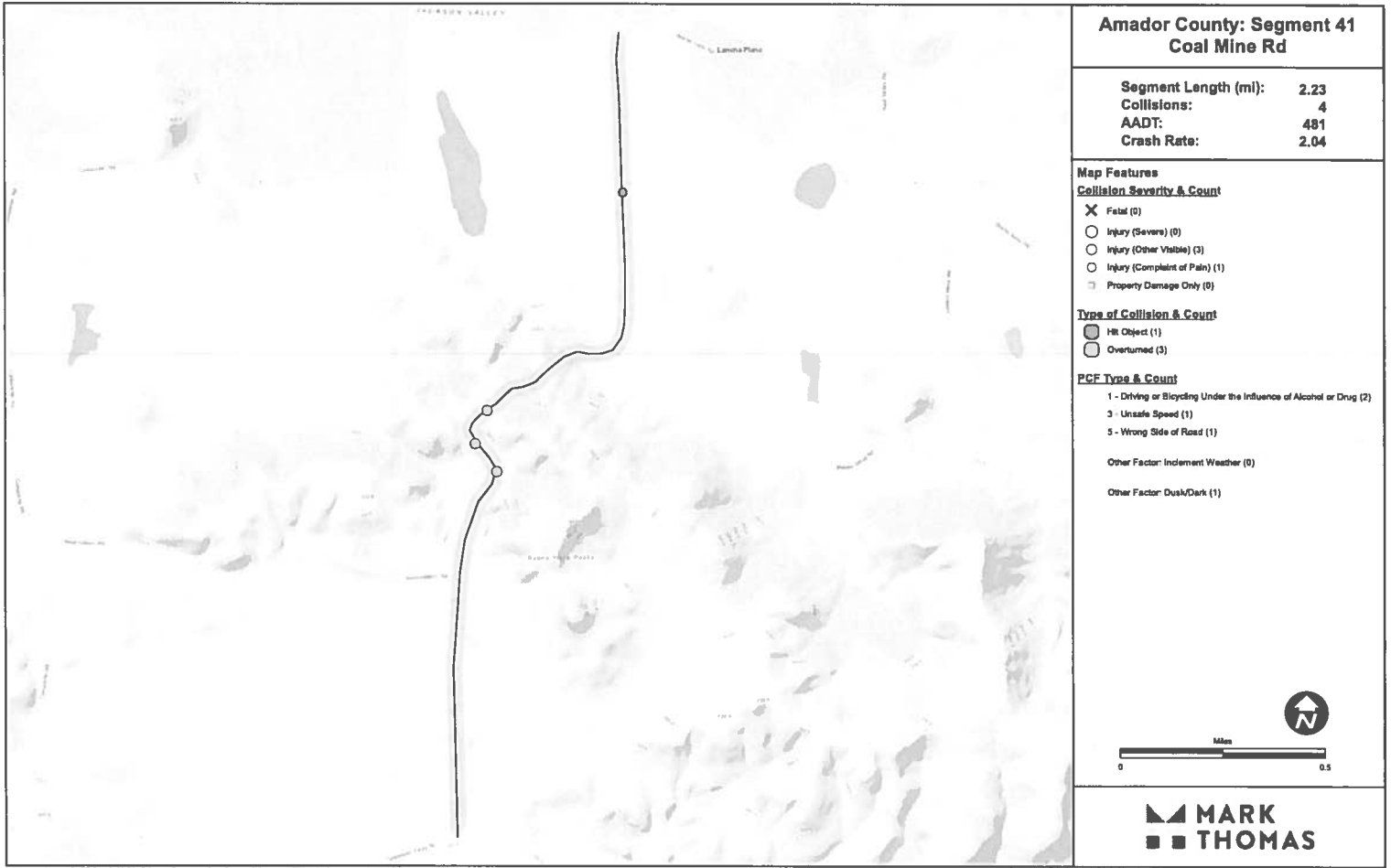


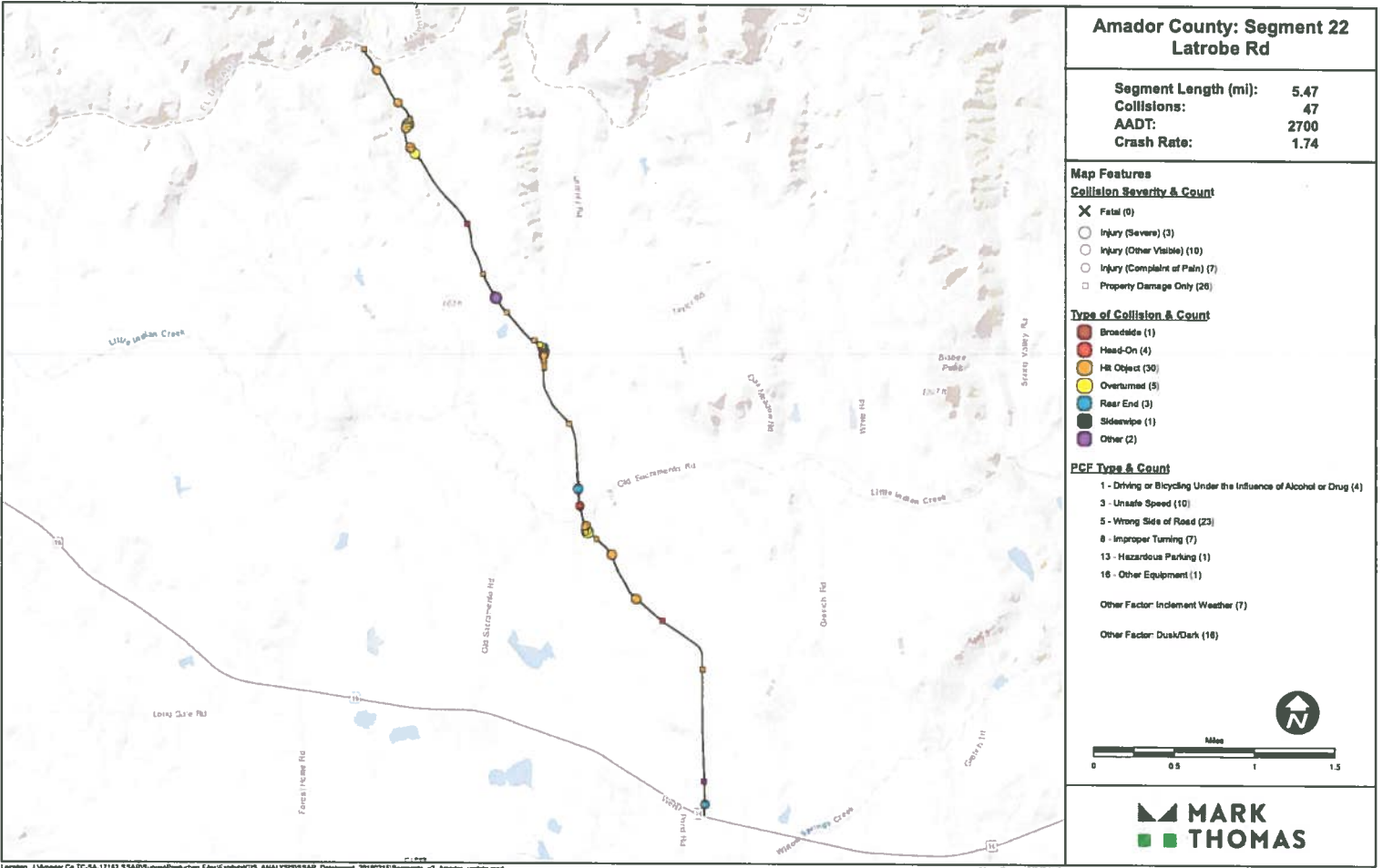


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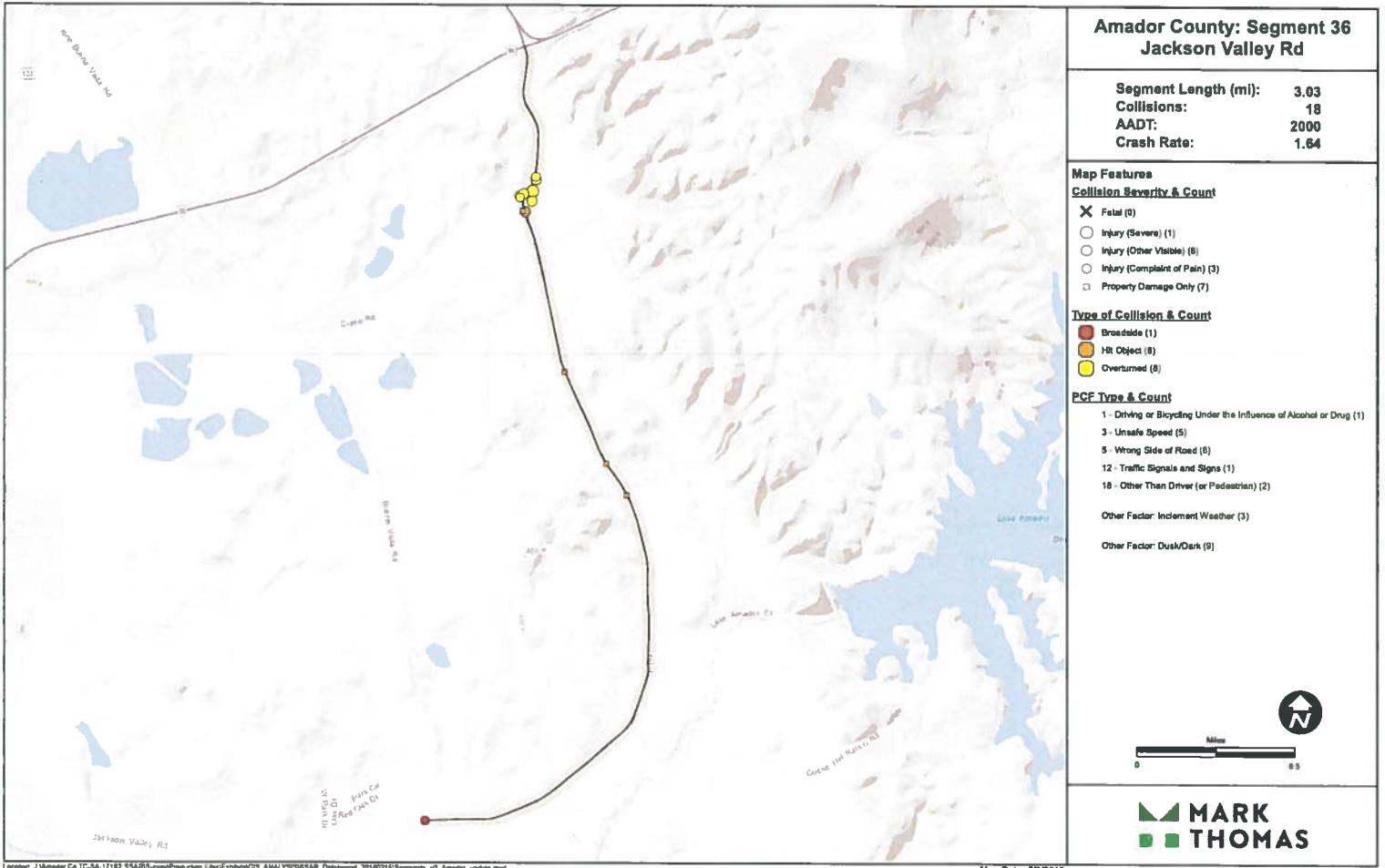
Map Date: 5/3/2018

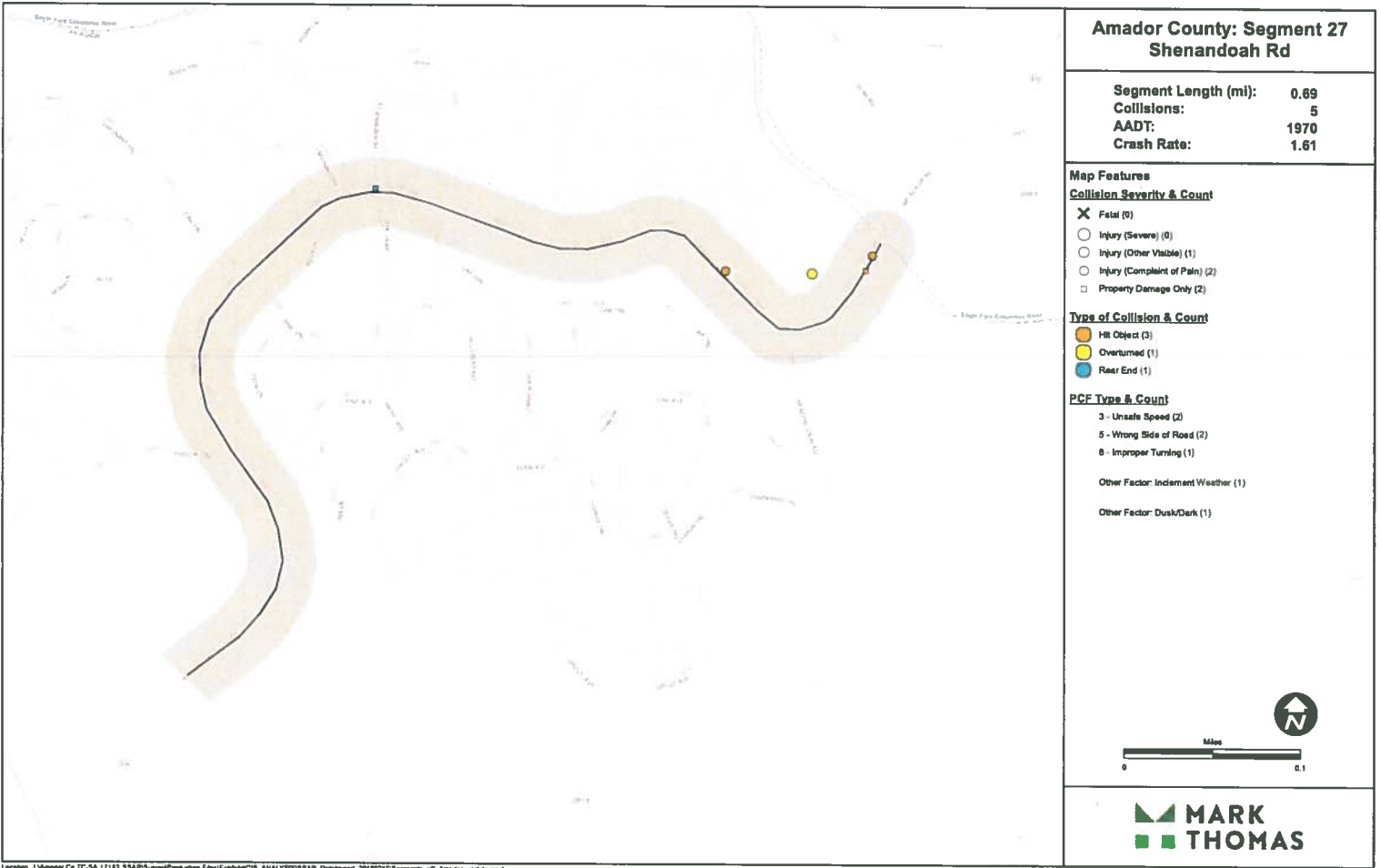
**MARK
THOMAS**





Location: J:\Amador Co TC-SA-17163 SSARG\Survey\Production Files\EmbarkGIS ANALYSIS\OSAR Data\segment 20180715\Segment_02_Amador_update.mxd





**Amador County: Segment 27
Shenandoah Rd**

Segment Length (mi):	0.69
Collisions:	5
AADT:	1970
Crash Rate:	1.61

Map Features

Collision Severity & Count

- X Fatal (0)
- Injury (Severe) (0)
- Injury (Other Visible) (1)
- Injury (Complaint of Pain) (2)
- Property Damage Only (2)

Type of Collision & Count

- Hit Object (3)
- Overturned (1)
- Rear End (1)

PCF Type & Count

- 3 - Unsafe Speed (2)
- 5 - Wrong Side of Road (2)
- 8 - Improper Turning (1)

Other Factor: Inclement Weather (1)

Other Factor: Dusk/Dark (1)





**Amador County: Segment 1a
City of Jackson
Route 49/88 from Northern City
Limit to Sutter St**

Segment Length (mi): 1.29

PCF Type & Count

- 3 - Unsafe Speed (3)
- 5 - Wrong Side of Road (2)
- 8 - Improper Turning (1)
- 9 - Automobile Right of Way (2)
- 18 - Other Than Driver (or Pedestrian) (1)

Collision Severity & Count

- Injury (Other Visible) (4)
- △ Injury (Complaint of Pain) (5)

Type of Collision & Count

- Broadside (2)
- Head-On (2)
- Hit Object (1)
- Rear End (3)
- Sideswipe (1)

Other Factor Dusk/Night (1)

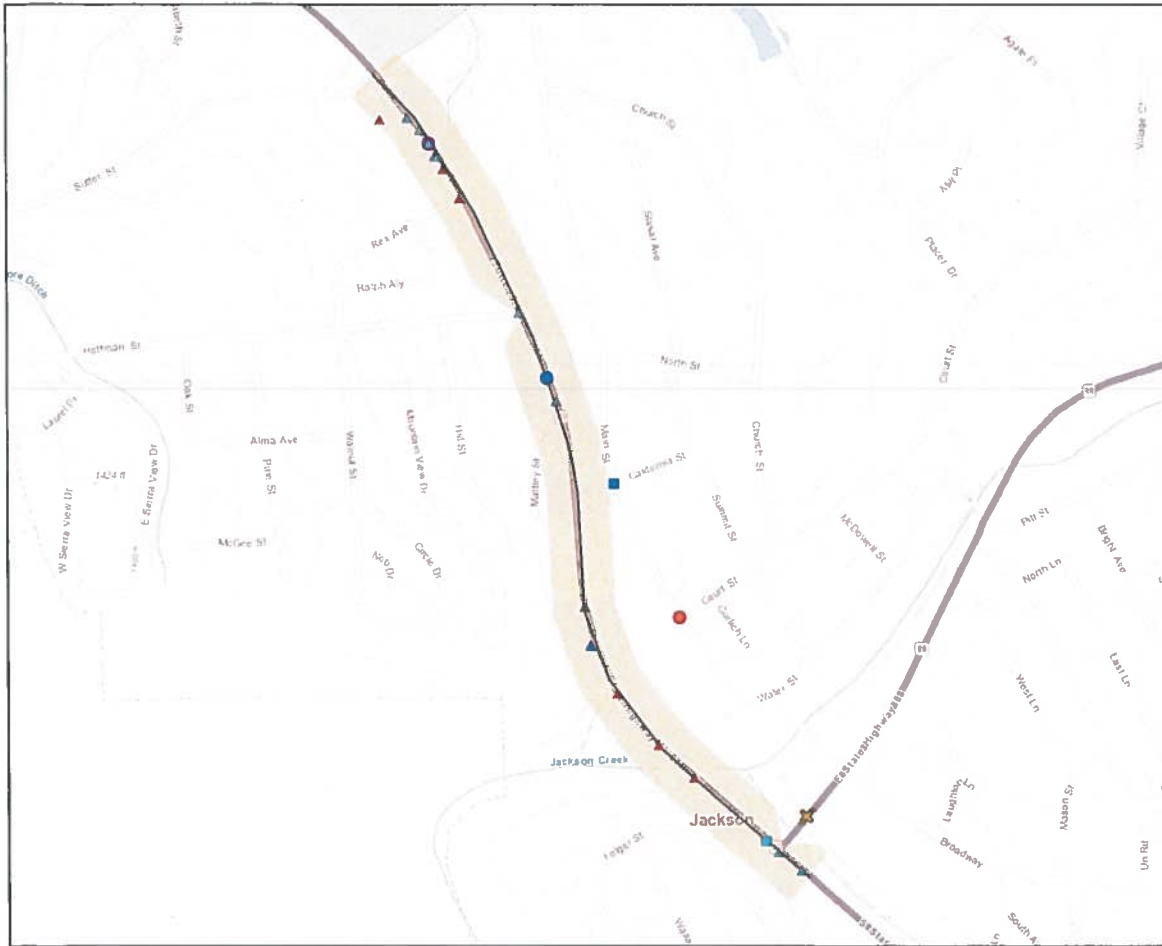
1 in = 500 ft

0 400 800

Foot

N

MARK THOMAS



**Amador County: Segment 1b
City of Jackson
Route 49/88 from Sutter St to
Route 88 East**

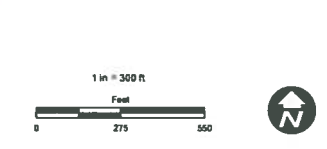
Segment Length (mi): 0.58

- PCF Type & Count**
- 3 - Unsafe Speed (14)
 - 5 - Improper Turning (1)
 - 9 - Automobile Right of Way (8)
 - 10 - Pedestrian Right of Way (4)
 - 11 - Pedestrian Violation (1)
 - 12 - Traffic Signals and Signs (1)

- Collision Severity & Count**
- X Fatal (1)
 - Injury (Severe) (3)
 - Injury (Other Visible) (2)
 - △ Injury (Complaint of Pain) (23)

- Type of Collision & Count**
- Broadside (8)
 - Head-On (1)
 - HR Object (1)
 - Rear End (14)
 - Sideswipe (1)
 - Vehicle/Pedestrian (3)
 - Other (1)

Other Factor Inclement Weather (1)
Other Factor Dusk/Night (6)



Location: J:\Amador Co TC SA 171E 35ARSurvey\Production Files\Exhibit\GIS ANALYSIS\GISAR - District\ 2018\215\Segments - v2 - Amador - Jackson\Map V2 - breakout_updates.mxd

Map Date: 5/3/2018



**Amador County: Segment 1c
City of Jackson
Route 49 from Route 88 E to
Southern City Limit**

Segment Length (mi): 1.48

- PCF Type & Count**
- 3 - Unsafe Speed (3)
 - 9 - Automobile Right of Way (10)
 - 10 - Pedestrian Right of Way (1)
 - 11 - Pedestrian Violation (3)
 - 12 - Traffic Signs and Signs (1)

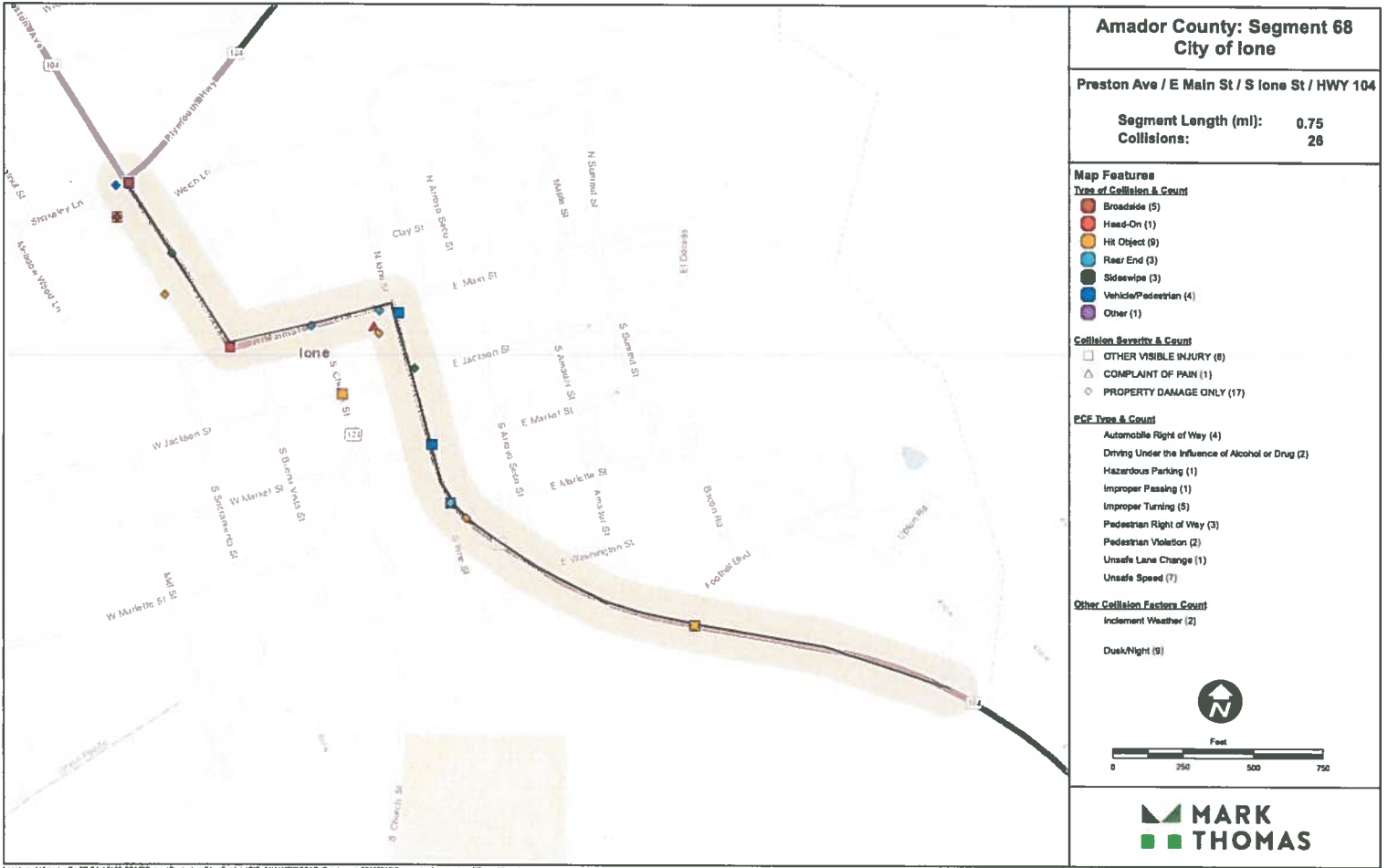
- Collision Severity & Count**
- X Fatal (2)
 - Injury (Severe) (1)
 - Injury (Other Visible) (5)
 - △ Injury (Complaint of Pain) (10)

- Type of Collision & Count**
- Broadside (7)
 - Head-On (2)
 - Rear End (3)
 - Sideswipe (2)
 - Vehicle/Pedestrian (4)
- Other Factor: Inclement Weather (1)
- Other Factor: Dusk/Night (3)



Location: J:\Amador Co TC SA-17182 SSARS\Survey\Production Files\Enb\GIS\ANALYSIS\GISAR Data\Import 20180215\Segments v2 Amador Jackson\MapData V2 breakout update.mxd

Map Date: 5/3/2018





**Amador County Intersections
Route 26 & Deer Ln**

Map Features

Collision Severity & Count

- ✕ Fatal (0)
- Injury (Severe) (1)
- Injury (Other Visible) (1)
- Injury (Complaint of Pain) (1)
- Property Damage Only (5)

Type of Collision & Count

- Broadside (2)
- Hit Object (4)
- Overturned (1)
- Rear End (1)

PCF Type & Count

- 1 - Driving or Bicycling Under the Influence of Alcohol or Drug (1)
 - 3 - Unsafe Speed (2)
 - 5 - Wrong Side of Road (3)
 - 9 - Automobile Right of Way (2)
- Other Factor: Inclement Weather (0)
- Other Factor: Dusk/Night (3)





**Amador County Intersections
Ridge Rd & Running Gold Rd**

Map Features

Collision Severity & Count

- X Fatal (1)
- Injury (Severe) (0)
- Injury (Other Visible) (0)
- Injury (Complaint of Pain) (2)
- Property Damage Only (1)

Type of Collision & Count

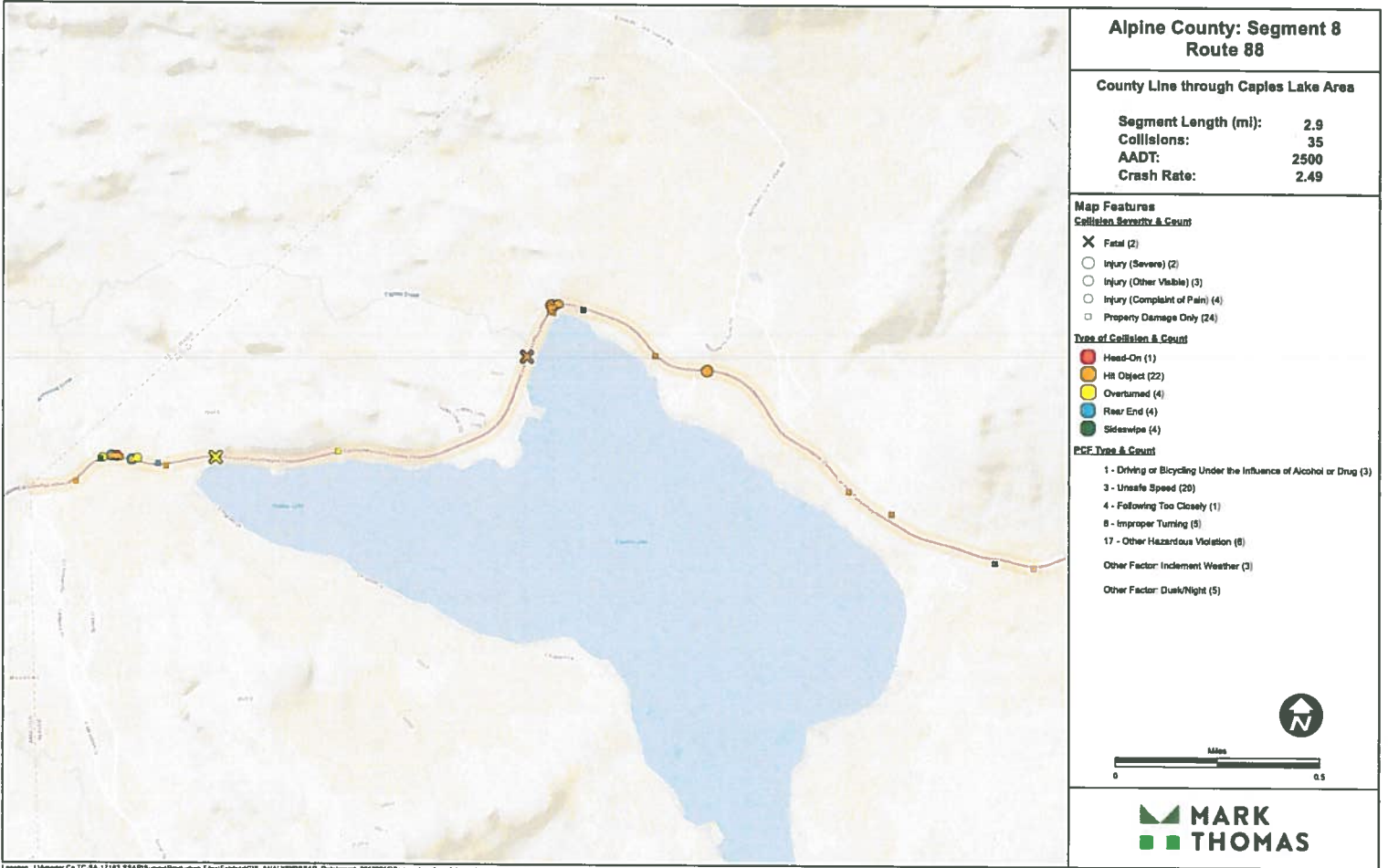
- Rear End (4)

PCF Type & Count

- 3 - Unsafe Speed (4)
- Other Factor: Inclement Weather (0)
- Other Factor: Dusk/Night (0)



Appendix D2: Alpine County Focus Location Collision Maps



**Alpine County: Segment 8
Route 88**

County Line through Caples Lake Area

Segment Length (mi):	2.9
Collisions:	35
AADT:	2500
Crash Rate:	2.49

Map Features

Collision Severity & Count

- X Fatal (2)
- Injury (Severe) (2)
- Injury (Other Visible) (3)
- Injury (Complaint of Pain) (4)
- Property Damage Only (24)

Type of Collision & Count

- Head-On (1)
- Hit Object (22)
- Overtaken (4)
- Rear End (4)
- Sideswipe (4)

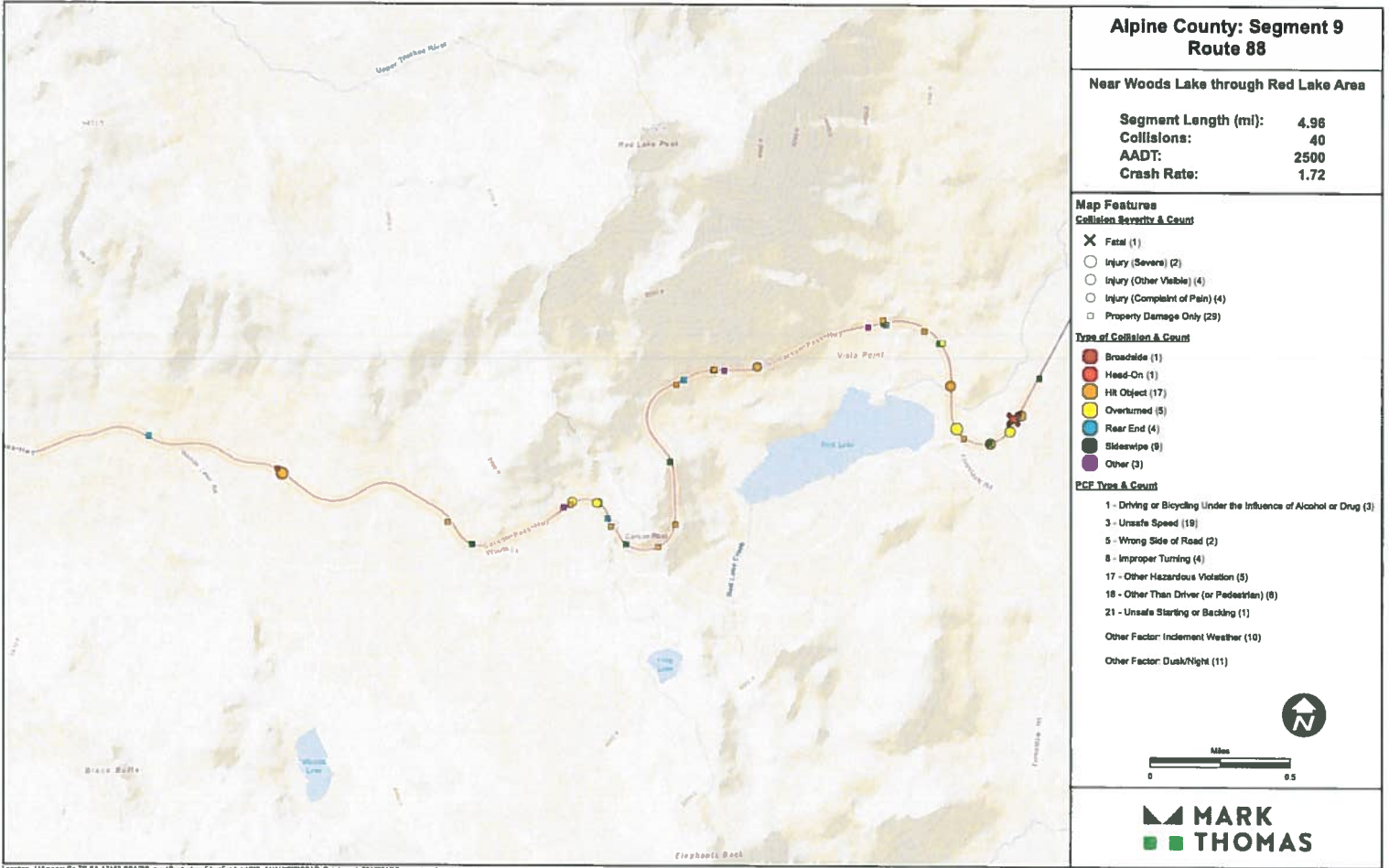
PCF Type & Count

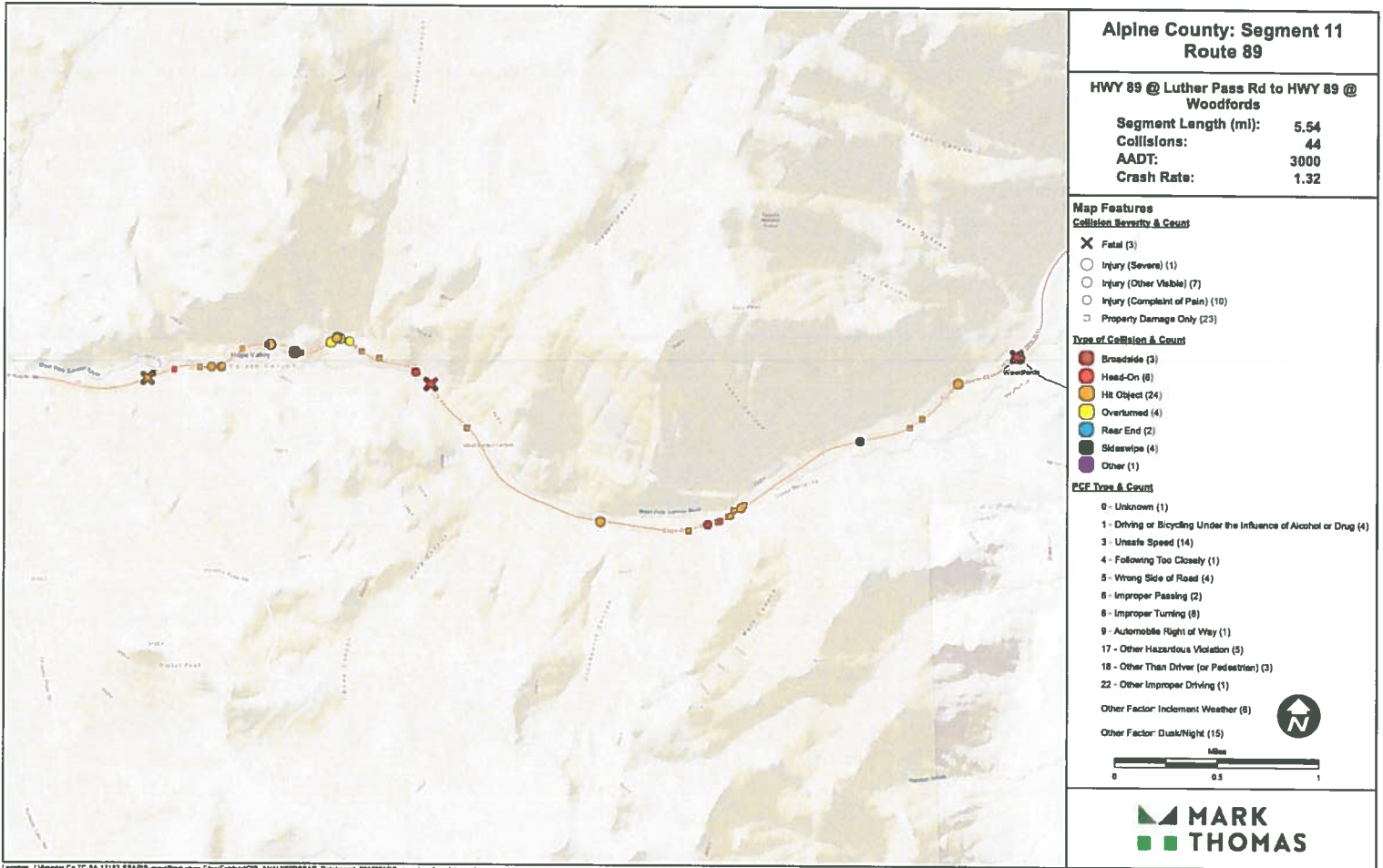
- 1 - Driving or Bicycling Under the Influence of Alcohol or Drug (3)
- 3 - Unsafe Speed (20)
- 4 - Following Too Closely (1)
- 8 - Improper Turning (5)
- 17 - Other Hazardous Violation (8)
- Other Factor: Inclement Weather (3)
- Other Factor: Dusk/Night (5)

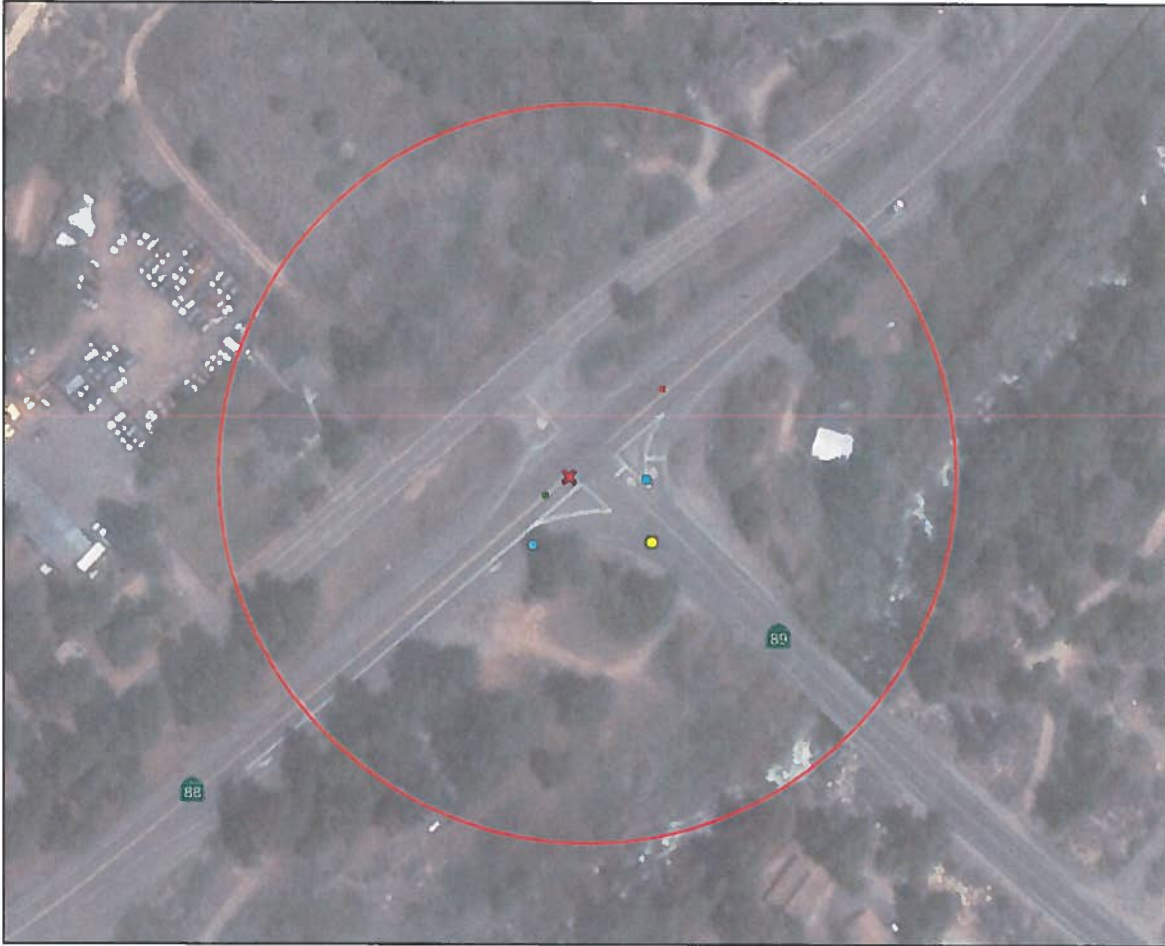


Location: J:\wms\c4\TC-SA\17182\SSAR\Survey\Production\Figs\External\C13_ANALYSIS\035AR_Colimpout_20180219\Segments_v1_update.mxd

Map Date: 5/3/2018







Alpine County Intersections Route 88 & Route 89

Map Features

Collision Severity & Count

- X Fatal (1)
- Injury (Severe) (0)
- Injury (Other Visible) (1)
- Injury (Complaint of Pain) (2)
- Property Damage Only (2)

Type of Collision & Count

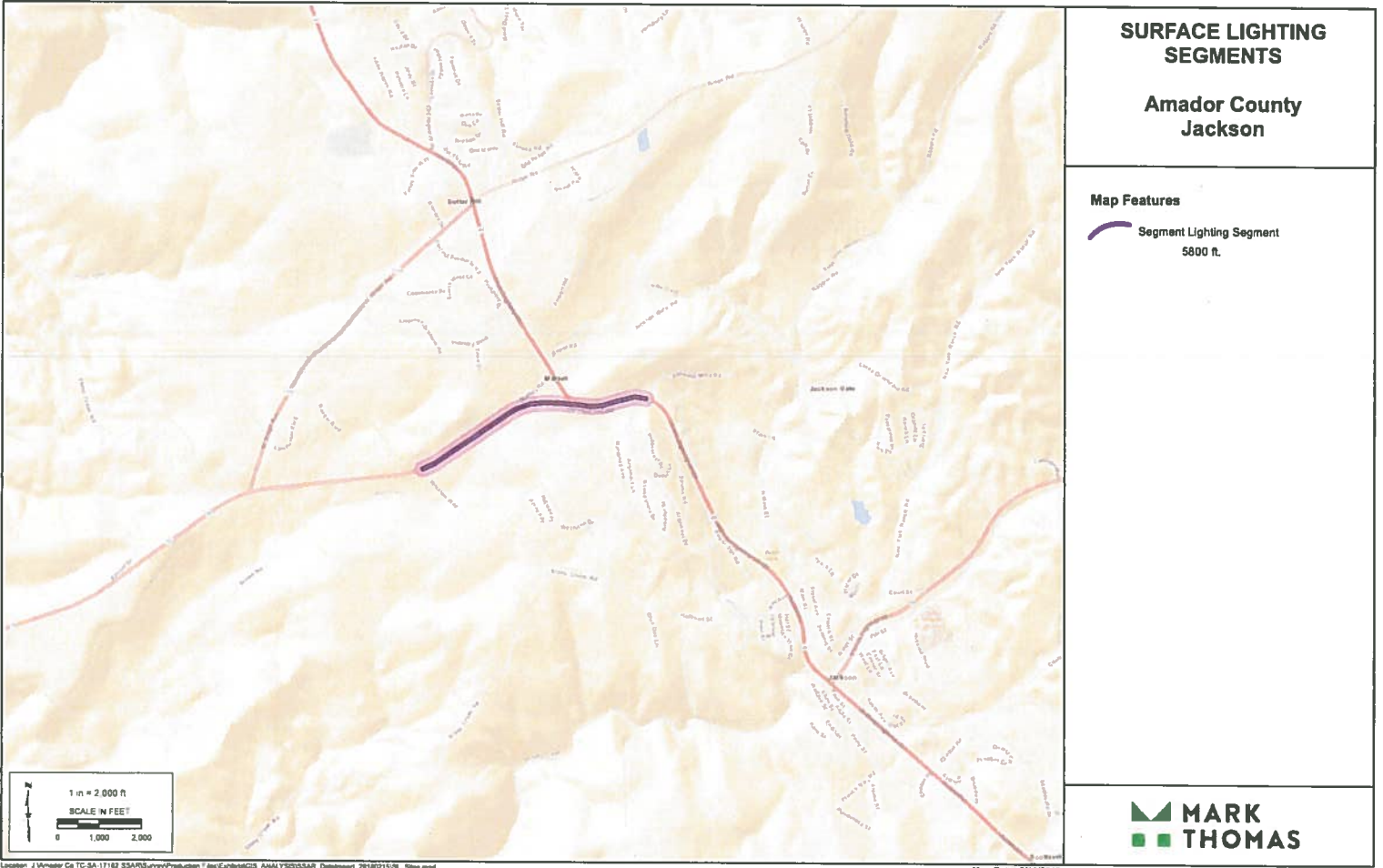
- Broadside (1)
- Head-On (1)
- Overturned (1)
- Rear End (2)
- Sideswipe (1)

PCF Type & Count

- 1 - Driving or Bicycling Under the Influence of Alcohol or Drug (1)
- 3 - Unsafe Speed (3)
- 5 - Wrong Side of Road (1)
- 9 - Automobile Right of Way (1)
- Other Factor: Inclement Weather (0)
- Other Factor: Dusk/Night (0)



Appendix E1: Jackson Segment Lighting (Preliminary)



Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in ["Manual for HSIP Analyzer"](#). Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

Save this file using the Application ID plus 'Calc' as the file name (e.g. '07-Los Angeles-01Calc.pdf').

Project Location:
(limited to 250 characters)

Along State Route 49, through Martell, north of Jackson.

Project Description:
(limited to 250 characters)

Install approximately 5,800 feet of street lighting to address the nighttime collisions.

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

- Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

- Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
 Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

If an Application Category that does not require a BCR is selected above, check this box to indicate your desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1:

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (R1)	% for OS*	% for NS**
+ -	1	Mobilization	LS	1	\$54000.00	54,000	100%	0%	0
+ -	2	Traffic Control	LS	1	\$43000.00	43,000	100%	0%	0
+ -	3	Prepare SWPPP	LS	1	\$5000.00	5,000	100%	0%	0
+ -	4	Install Street Lighting	EA	27	\$20000.00	540,000	100%	0%	0
		Weighted Average (%)					100%		
		Total (\$)				\$642,000			

* % for OS: Cost % for Other Safety-Related components;
 ** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above 'Total' of the construction items:

Total Construction Cost (Con Items & Contingencies):
 (Rounded up to the nearest hundreds)

I.3 Summary

1 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
RI	100%	100.00%	Yes (>15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. if an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 100.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, for all phases and by all funding sources, must be accounted for on this form.

- i. **'Total Cost'**: Round all costs up to the nearest hundred dollars.
- ii. **'HSIP/Total (%)'**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **'HSIP Funds'** and **'Local/Other Funds'** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR)
 (from Section I, rounded up to integer)

To set all 'HSIP/Total (%)' in the below table to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$70,600	100 %	\$70,600	\$0
PS&E	\$105,900	100 %	\$105,900	\$0
Subtotal - PE	\$176,500	100 %	\$176,500	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$105,900	100 %	\$105,900	\$0
Construction Items	\$706,200 <small>(Read only - from Section I)</small>	100 %	\$706,200	\$0
Subtotal - Construction	\$812,100	100 %	\$812,100	\$0
PROJECT TOTAL	\$988,600	100 %	\$988,600	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0).

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

I. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

- 1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only 'Signalized Intersection' CMs may be used for this group.

- 2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): 'All', 'Night', 'Ped & Bike', 'Emergency Vehicle', and 'Animal' (Each of the later four datasets is a sub-dataset of the 'All' dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click '+'/'-' to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

	No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
	GROUP 1		Select Location Type:	R (Roadways)
	1	G1-1	Martell, North of Jackson	

III.2: Countermeasures and Crash Data (Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

Hide Group Details

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: R (Roadways)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

	No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1	R1: Add segment lighting	R	0.35	20	Night	100%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.							

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the 'Calculate' button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the 'Calculate' button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 988600

1 countermeasures are eligible in benefit calculation. (R1)

Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: R (Roadways) Number of location(s): 1 Number of selected countermeasure(s): 1 (R1) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: Night: 0,1,1,1,7	\$3,193,401	\$0	\$0	\$3,193,401
Sum		\$3,193,401	\$0	\$0	\$3,193,401

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	R1	\$3,193,401	\$988,600	3.2
2		\$0	\$0	0
3		\$0	\$0	0
	Entire Project	\$3,193,401	\$988,600	3.2

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

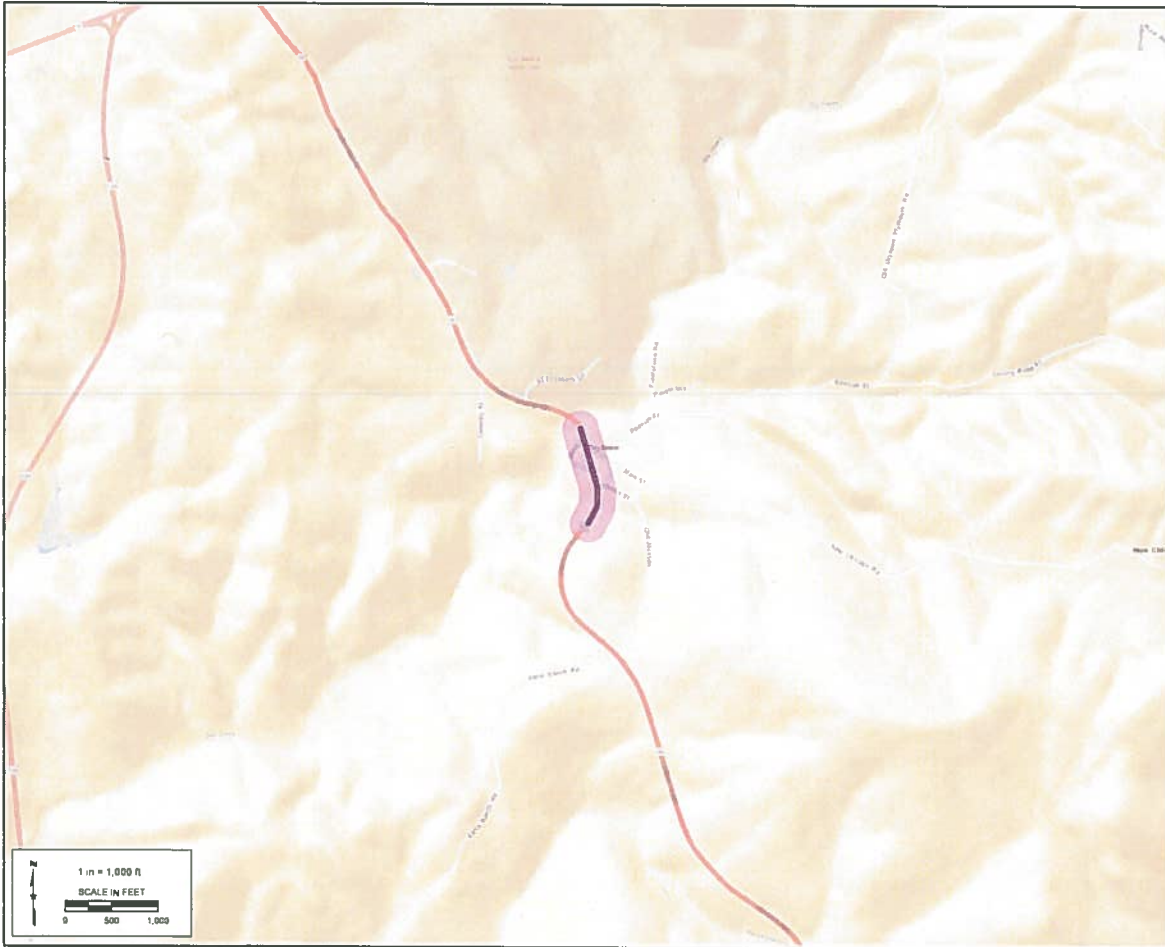
Safety Countermeasure Information

Number of countermeasures: 1 RI: Add segment lighting
--

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$988,600
HSIP Funds Requested:	\$988,600
Max. Federal Reimbursement Ratio (FRR):	100%
Total Expected Benefit:	\$3,193,401
Benefit Cost Ratio:	3.23

Appendix E2: Drytown Segment Lighting (Preliminary)



SURFACE LIGHTING SEGMENTS

**Amador County
Drytown**

Map Features

 Segment Lighting Segment
1075 ft.



Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

Save this file using the Application ID plus 'Calc' as the file name (e.g. '07-Los Angeles-01Calc.pdf').

Project Location: Along State Route 49 through Drytown
(limited to 250 characters)

Project Description: Install approximately 1,075 feet of street lighting to address the nighttime collisions.
(limited to 250 characters)

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
 Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

If an Application Category that does not require a BCR is selected above, check this box to indicate your
 desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1:

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (R1)	% for OS*	% for NS**
+ -	1	Mobilization	LS	1	\$10000.00	10,000	100%	0%	0
+ -	2	Traffic Control	LS	1	\$8000.00	8,000	100%	0%	0
+ -	3	Prepare SWPPP	LS	1	\$5000.00	5,000	100%	0%	0
+ -	4	Install Street Lighting	EA	5	\$20000.00	100,000	100%	0%	0
Weighted Average (%)							100%		
Total (\$)						\$123,000			

* % for OS: Cost % for Other Safety-Related components;
 ** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above 'Total' of the construction items:

Total Construction Cost (Con Items & Contingencies):
 (Rounded up to the nearest hundreds)

I.3 Summary

1 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
RI	100%	100.00%	Yes (>15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. if an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 100.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, **for all phases and by all funding sources**, must be accounted for on this form.

- i. **Total Cost**: Round all costs up to the nearest hundred dollars.
- ii. **HSIP/Total (%)**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **HSIP Funds** and **Local/Other Funds** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR) %
(from Section I, rounded up to integer)

To set all 'HSIP/Total (%)' in the below table to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$13,500	100 %	\$13,500	\$0
PS&E	\$20,200	100 %	\$20,200	\$0
Subtotal - PE	\$33,700	100 %	\$33,700	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$20,200	100 %	\$20,200	\$0
Construction Items	\$135,300 <small>(Read only - from Section I)</small>	100 %	\$135,300	\$0
Subtotal - Construction	\$155,500	100 %	\$155,500	\$0
PROJECT TOTAL	\$189,200	100 %	\$189,200	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0).

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

I. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only 'Signalized Intersection' CMs may be used for this group.

2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): 'All', 'Night', 'Ped & Bike', 'Emergency Vehicle', and 'Animal' (Each of the later four datasets is a sub-dataset of the 'All' dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click "+/-" to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

	No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
	GROUP 1		Select Location Type:	R (Roadways)
+ -	1	G1-1	Drytown	

III.2: Countermeasures and Crash Data

(Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: R (Roadways)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1 R1: Add segment lighting	R	0.35	20	Night	100%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.						

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the 'Calculate' button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the 'Calculate' button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 189200

1 countermeasures are eligible in benefit calculation. (R1)

Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: R (Roadways) Number of location(s): 1 Number of selected countermeasure(s): 1 (R1) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: Night: 0,1,4,1,1	\$3,625,581	\$0	\$0	\$3,625,581
Sum		\$3,625,581	\$0	\$0	\$3,625,581

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	R1	\$3,625,581	\$189,200	19.2
2		\$0	\$0	0
3		\$0	\$0	0
	Entire Project	\$3,625,581	\$189,200	19.2

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

Safety Countermeasure Information

Number of countermeasures: 1
R1: Add segment lighting

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$189,200
HSIP Funds Requested:	\$189,200
Max. Federal Reimbursement Ratio (FRR):	100%
Total Expected Benefit:	\$3,625,581
Benefit Cost Ratio:	19.16

Appendix E3:
Ridge Rd and Bowers
Rd Traffic Signal
(Preliminary)

Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

Save this file using the Application ID plus 'Calc' as the file name (e.g. '07-Los Angeles-01Calc.pdf').

Project Location: Intersection of Ridge Rd and Bowers Rd in Sutter Creek
(limited to 250 characters)

Project Description: Install a traffic signal. A warrant study has not been completed.
(limited to 250 characters)

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing

Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

If an Application Category that does not require a BCR is selected above, check this box to indicate your desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1:

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (NS3)	% for OS*	% for NS**
+ -	1	Mobilization	LS	1	\$33900.00	33,900	100%	0%	0
+ -	2	Traffic Control	LS	1	\$27100.00	27,100	100%	0%	0
+ -	3	Prepare SWPPP	LS	1	\$5000.00	5,000	100%	0%	0
+ -	4	Remove Curb	LF	20	\$5.00	100	100%	0%	0
+ -	5	Minor Concrete: Curb and Gutter	LF	90	\$25.00	2,250	100%	0%	0
+ -	6	Minor Concrete: Sidewalk	SF	400	\$15.00	6,000	100%	0%	0
+ -	7	Minor Concrete: Curb Ramps	EA	1	\$6500.00	6,500	100%	0%	0
+ -	8	Thermoplastic Traffic Stripes and Pavement Markings	LS	1	\$10000.00	10,000	100%	0%	0
+ -	9	Crosswalk	EA	3	\$4500.00	13,500	100%	0%	0
+ -	10	Roadside Signs	EA	3	\$350.00	1,050	100%	0%	0
+ -	11	Install Traffic Signal	LS	1	300,000	300,000	100%	0%	0
		Weighted Average (%)					100%		
		Total (\$)				\$405,400			

* % for OS: Cost % for Other Safety-Related components;
 ** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above 'Total' of the construction items:

Total Construction Cost (Con Items & Contingencies):
 (Rounded up to the nearest hundreds)

I.3 Summary

1 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
NS3	100%	100.00%	Yes (>=15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. if an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 100.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, **for all phases and by all funding sources**, must be accounted for on this form.

- i. **'Total Cost'**: Round all costs up to the nearest hundred dollars.
- ii. **'HSIP/Total (%)'**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **'HSIP Funds'** and **'Local/Other Funds'** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR) %
 (from Section I, rounded up to integer)

To set all 'HSIP/Total (%)' in the below table to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$50,700	100 %	\$50,700	\$0
PS&E	\$76,000	100 %	\$76,000	\$0
Subtotal - PE	\$126,700	100 %	\$126,700	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$76,000	100 %	\$76,000	\$0
Construction Items	\$506,800 <small>(Read only - from Section I)</small>	100 %	\$506,800	\$0
Subtotal - Construction	\$582,800	100 %	\$582,800	\$0
PROJECT TOTAL	\$709,500	100 %	\$709,500	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE HSIP funds is \$0)

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

1. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only "Signalized Intersection" CMs may be used for this group.

2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): "All", "Night", "Ped & Bike", "Emergency Vehicle", and "Animal" (Each of the later four datasets is a sub-dataset of the "All" dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click '+'/'-' to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
GROUP 1		Select Location Type:	NS (Non-signalized Intersections)
+	1	G1-1	Ridge Rd and Bowers Rd
-			

III.2: Countermeasures and Crash Data (Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

[Hide Group Details](#)

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: NS (Non-signalized Intersections)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1 NS3 Install signals	NS	0.25	20	All	100%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.						

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the 'Calculate' button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the 'Calculate' button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 709500
 1 countermeasures are eligible in benefit calculation. (NS3)
 Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: NS (Non-signalized Intersections) Number of location(s): 1 Number of selected countermeasure(s): 1 (NS3) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: All: 0,1,0,6,6	\$2,812,200	\$0	\$0	\$2,812,200
Sum		\$2,812,200	\$0	\$0	\$2,812,200

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	NS3	\$2,812,200	\$709,500	4
2		\$0	\$0	0
3		\$0	\$0	0
	Entire Project	\$2,812,200	\$709,500	4

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

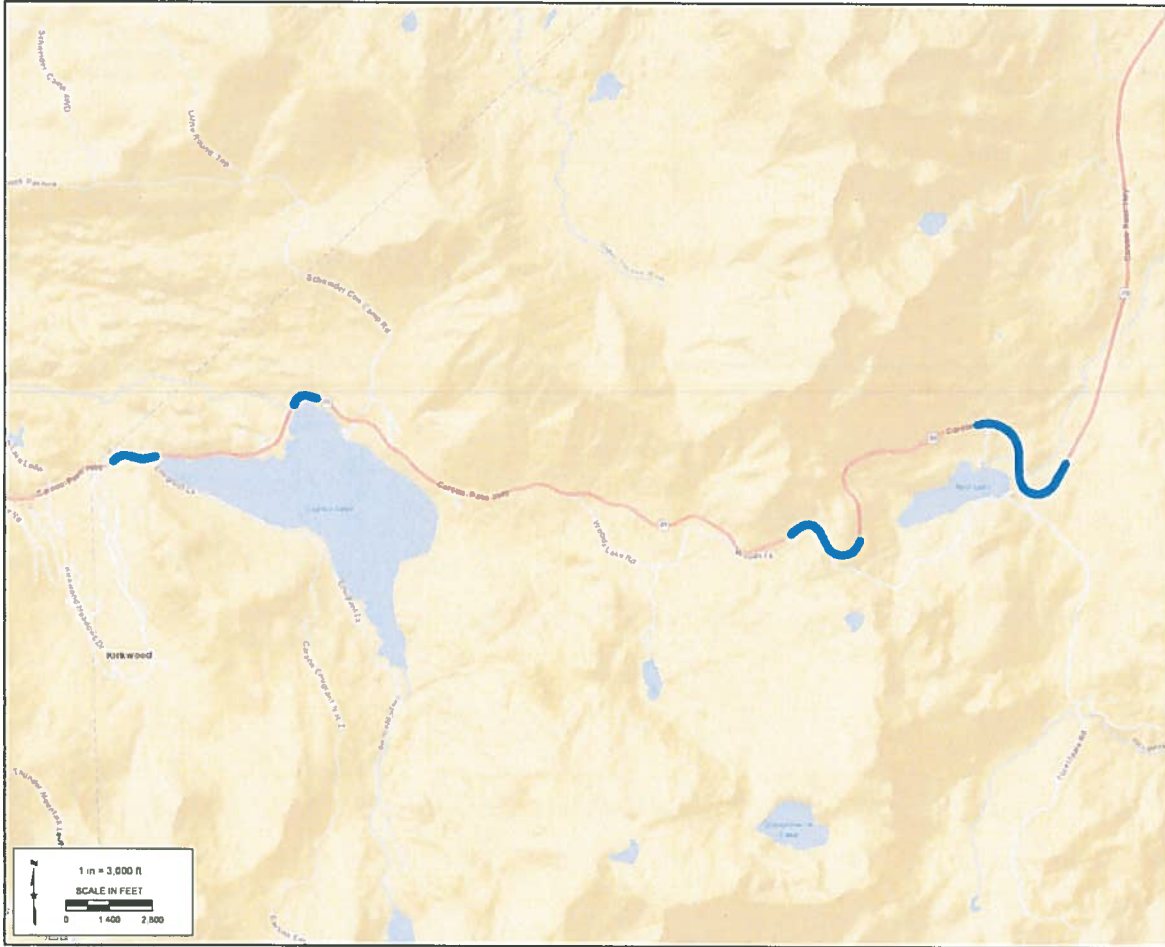
Safety Countermeasure Information

Number of countermeasures: 1 NS3: Install signals
--

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$709,500
HSIP Funds Requested:	\$709,500
Max. Federal Reimbursement Ratio (FRR):	100%
Total Expected Benefit:	\$2,812,200
Benefit Cost Ratio:	3.96


Appendix E4:
Alpine County High
Friction Surface
Treatment
(Preliminary)



HIGH FRICTION SURFACE TREATMENT SEGMENTS

Alpine County Hwy 88

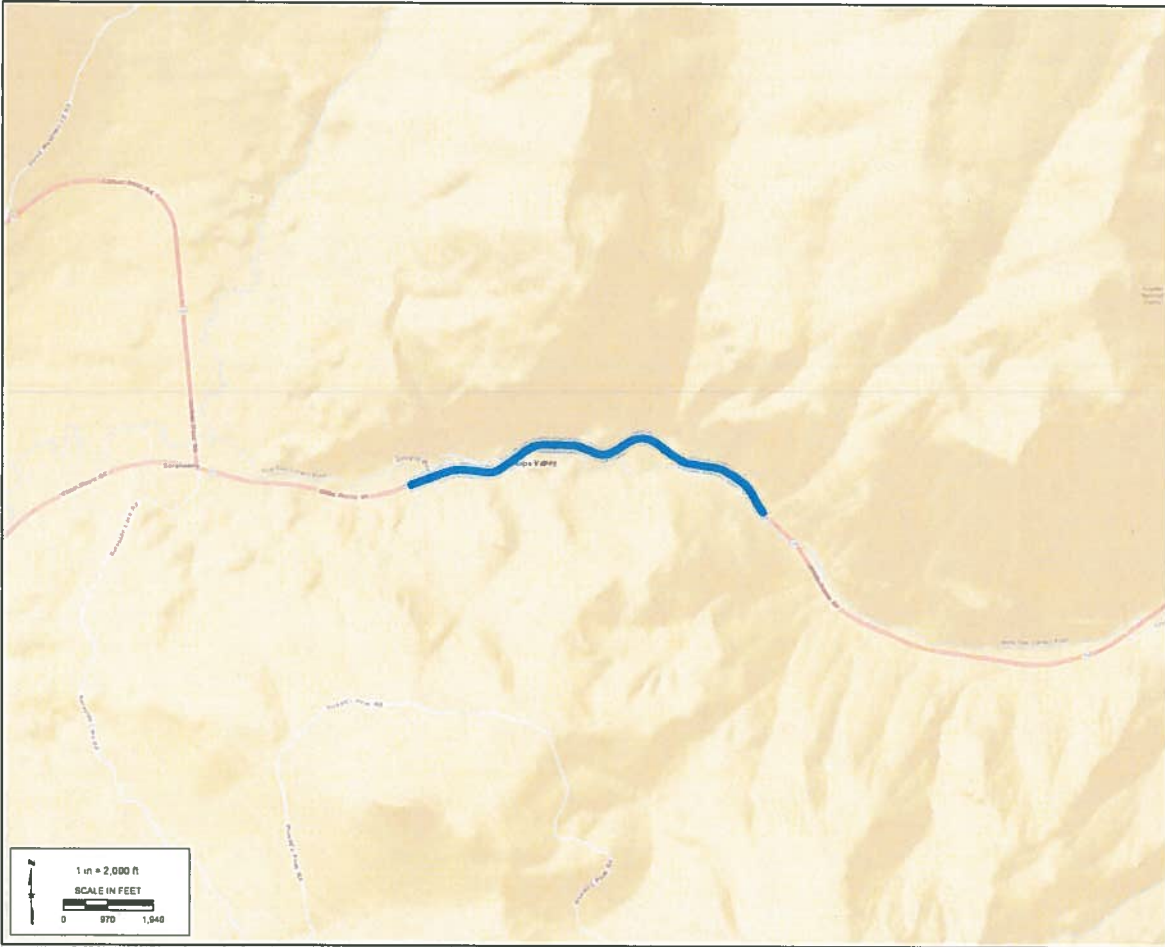
Map Features

 High Friction Segment
10220 ft.



Location: J:\minter\GIS\TC-SA-17183-SSARS\mxy\Production\Fig\ENR\FIG5_ANALYSIS\SSARS_20180215\F6L_Site.mxd


Map Date: 08/2018



**HIGH FRICTION
SURFACE TREATMENT
SEGMENTS**

**Alpine County
Hwy 89**

Map Features

 High Friction Segment
8575 ft.



Location: J:\Water_Co\TC-SA\17183\ES&RS-Inventory\Production Files\Environment\GIS_ANALYSIS\BLS&R_Distribution_20160215\FEL_Schem.mxd

Map Date: 5/8/2016

Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

Save this file using the Application ID plus 'Calc' as the file name (e.g. '07-Los Angeles-01Calc.pdf').

Project Location: State Routes 88 and 89 in Alpine County
(limited to 250 characters)

Project Description: Apply a double layer of high friction surface treatment to high incident curves where proper warning signs are already installed.
(limited to 250 characters)

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

- Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

- Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
 Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

- If an Application Category that does not require a BCR is selected above, check this box to indicate your
 desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1:

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (R24)	% for OS*	% for NS**
+ -	1	Mobilization	LS	1	336,800	336,800	100%	0%	0
+ -	2	Traffic Control	DAY	22	\$2000.00	44,000	100%	0%	0
+ -	3	Remove Pavement Striping	LF	75,200	\$1.00	75,200	100%	0%	0
+ -	4	Remove Pavement Markers	LF	18,800	\$1.00	18,800	100%	0%	0
+ -	5	Roadway Prep	LF	18,800	\$3.00	56,400	100%	0%	0
+ -	6	Grind (2.5")	SF	496,400	\$3.00	1,489,200	100%	0%	0
+ -	7	HMA Overlay	TON	99	\$110.00	10,890	100%	0%	0
+ -	8	High Friction Surface Treatment	SY	36,800	\$35.00	1,288,000	100%	0%	0
+ -	9	Striping	LF	75,200	\$1.00	75,200	100%	0%	0
+ -	10	Pavement Markers	EA	1,570	\$3.00	4,710	100%	0%	0
		Weighted Average (%)					100%		
		Total (\$)				\$3,399,200			

* % for OS: Cost % for Other Safety-Related components;

** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above "Total" of the construction items:

(e.g. enter 10 for 10%)

Total Construction Cost (Con Items & Contingencies):

(Rounded up to the nearest hundreds)

I.3 Summary

1 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
R24	100%	100.00%	Yes (>=15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. if an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 100.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, **for all phases and by all funding sources**, must be accounted for on this form.

- i. **Total Cost**: Round all costs up to the nearest hundred dollars.
- ii. **HSIP/Total (%)**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **HSIP Funds** and **Local/Other Funds** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR) (from Section I, rounded up to integer) %

To set all 'HSIP/Total (%)' in the below table to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$373,900	100 %	\$373,900	\$0
PS&E	\$560,800	100 %	\$560,800	\$0
Subtotal - PE	\$934,700	100 %	\$934,700	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	100 %	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$560,800	100 %	\$560,800	\$0
Construction Items	\$3,739,200 <small>(Read only - from Section I)</small>	100 %	\$3,739,200	\$0
Subtotal - Construction	\$4,300,000	100 %	\$4,300,000	\$0
PROJECT TOTAL	\$5,234,700	100 %	\$5,234,700	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0).

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

I. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

- 1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only 'Signalized Intersection' CMs may be used for this group.

- 2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): 'All', 'Night', 'Ped & Bike', 'Emergency Vehicle', and 'Animal' (Each of the later four datasets is a sub-dataset of the 'All' dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click "+/-" to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

	No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
	GROUP 1		Select Location Type:	R (Roadways)
+ -	1	G1-1	State Route 88 and 89 in Alpine County	

III.2: Countermeasures and Crash Data (Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

Hide Group Details

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: R (Roadways)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

	No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1	R24: Improve pavement friction (High Friction Surface Treatments)	R	0.4	10	All	100%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.							

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the 'Calculate' button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the 'Calculate' button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 5234700

1 countermeasures are eligible in benefit calculation. (R24)

Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: R (Roadways) Number of location(s): 1 Number of selected countermeasure(s): 1 (R24) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: All: 1,2,7,7,31	\$6,203,680	\$0	\$0	\$6,203,680
Sum		\$6,203,680	\$0	\$0	\$6,203,680

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	R24	\$6,203,680	\$5,234,700	1.2
2		\$0	\$0	0
3		\$0	\$0	0
	Entire Project	\$6,203,680	\$5,234,700	1.2

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

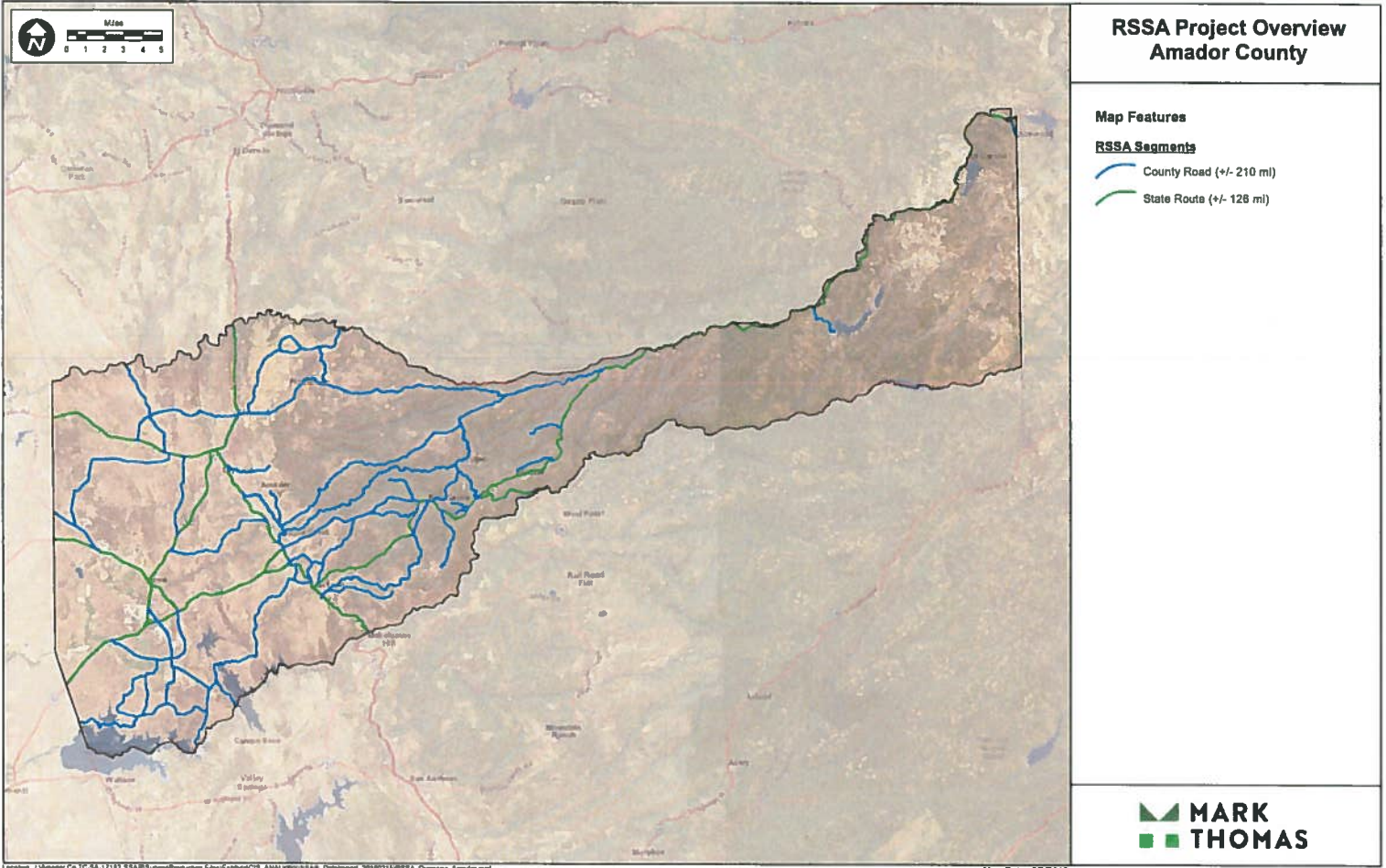
Safety Countermeasure Information

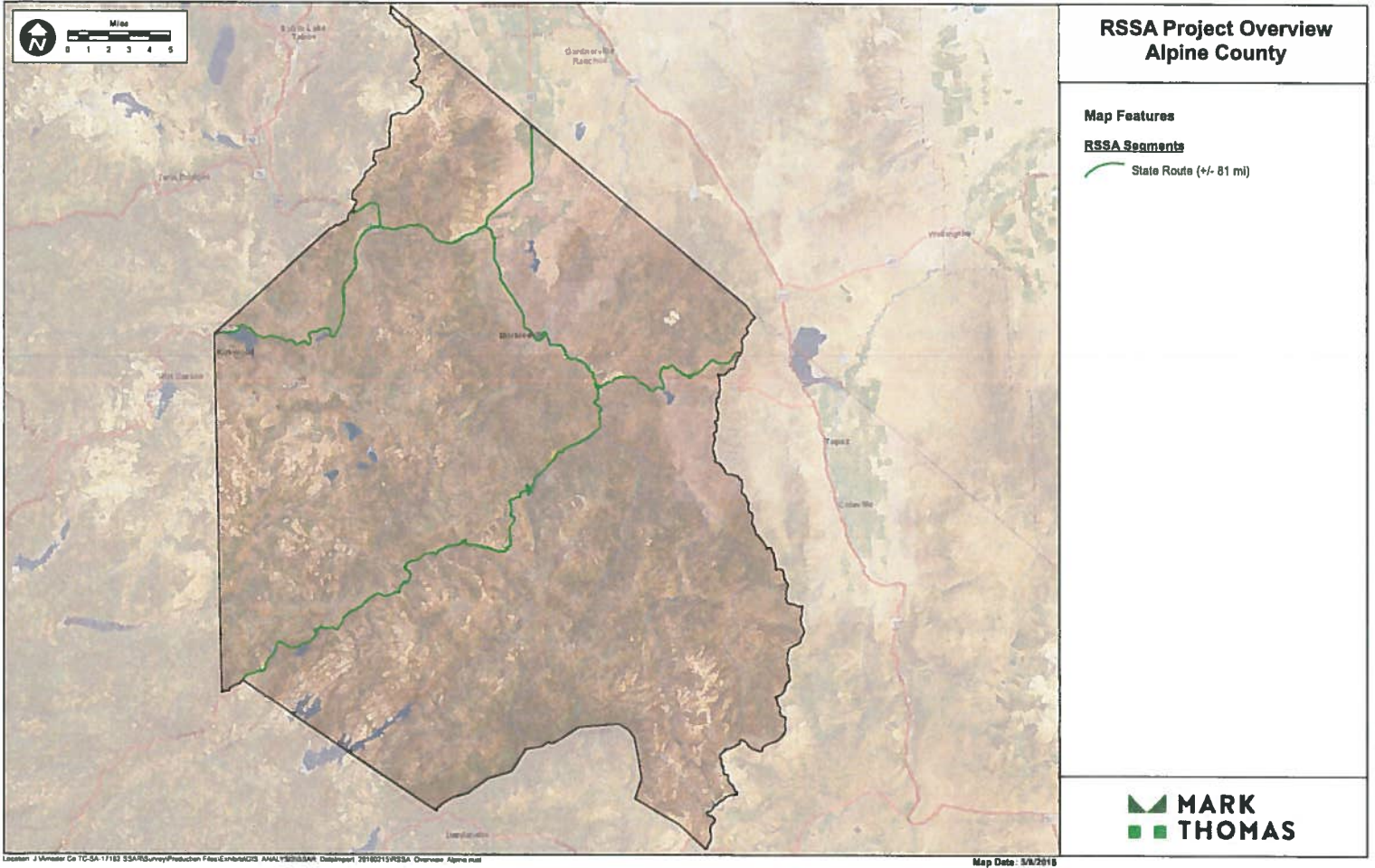
Number of countermeasures: 1
R24: Improve pavement friction (High Friction Surface Treatments)

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$5,234,700
HSIP Funds Requested:	\$5,234,700
Max. Federal Reimbursement Ratio (FRR):	100%
Total Expected Benefit:	\$6,203,680
Benefit Cost Ratio:	1.19

Appendix F1:
Amador and Alpine
Counties State Route
SSAR Project





Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

10-Amador Alpine-01

Save this file using the Application ID plus 'Calc' as the file name (e.g. '07-Los Angeles-01Calc.pdf').

Project Location: Various state routes within Amador and Alpine Counties
(limited to 250 characters)

Project Description: Conduct a roadway signing and safety audit (RSSA) and remove/install/relocate roadway signs based off of RSSA recommendations.
(limited to 250 characters)

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
 Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

If an Application Category that does not require a BCR is selected above, check this box to indicate your
 desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1:	R26: Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
CM No. 2:	R27: Install chevron signs on horizontal curves
CM No. 3:	R28: Install curve advance warning signs

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (R26)	% for CM#2 (R27)	% for CM#3 (R28)	% for OS*	% for NS**
+ -	1	Mobilization	LS	1	\$77400.00	77,400	33%	33%	33%	0%	1
+ -	2	Traffic Control	LS	1	\$61900.00	61,900	33%	33%	33%	0%	1
+ -	3	Conduct RSSA	MI	207	\$1400.00	289,800	33%	33%	33%	0%	1
+ -	4	Sign Construction	MI	207	\$2200.00	455,400	33%	33%	33%	0%	1
Weighted Average (%)							33%	33%	33%		1%
Total (\$)						\$884,500					

* % for OS: Cost % for Other Safety-Related components;

** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above 'Total' of the construction items:

(e.g. enter 10 for 10%)

Total Construction Cost (Con Items & Contingencies):

(Rounded up to the nearest hundreds)

I.3 Summary

3 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
R26	100%	33.00%	Yes (>=15% cost)	<input type="checkbox"/>
R27	100%	33.00%	Yes (>=15% cost)	<input type="checkbox"/>
R28	100%	33.00%	Yes (>=15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. If an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 100.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, for all phases and by all funding sources, must be accounted for on this form.

- i. **Total Cost**: Round all costs up to the nearest hundred dollars.
- ii. **HSIP/Total (%)**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **HSIP Funds** and **Local/Other Funds** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR)
(from Section I, rounded up to integer) %

To set all 'HSIP/Total (%)' in the below table
to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$97,300	100 %	\$97,300	\$0
PS&E	\$145,900	100 %	\$145,900	\$0
Subtotal - PE	\$243,200	100 %	\$243,200	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$145,900	100 %	\$145,900	\$0
Construction Items	\$973,000 <small>(Read only - from Section I)</small>	100 %	\$973,000	\$0
Subtotal - Construction	\$1,118,900	100 %	\$1,118,900	\$0
PROJECT TOTAL	\$1,362,100	100 %	\$1,362,100	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0)

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

1. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only "Signalized Intersection" CMs may be used for this group.

2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): "All", "Night", "Ped & Bike", "Emergency Vehicle", and "Animal" (Each of the later four datasets is a sub-dataset of the "All" dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click '+'/'-' to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
GROUP 1		Select Location Type:	R (Roadways)
+	-	1	GI-1
		Various State Routes within Amador and Alpine Counties	

III.2: Countermeasures and Crash Data (Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: R (Roadways)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

	No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1	R26: Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	R	0.15	10	All	100%
<input type="checkbox"/>	2	R27: Install chevron signs on horizontal curves	R	0.4	10	All	100%
<input type="checkbox"/>	3	R28: Install curve advance warning signs	R	0.25	10	All	100%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.							

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the "Calculate" button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the "Calculate" button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 1362100

3 countermeasures are eligible in benefit calculation. (R26 R27 R28)

Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: R (Roadways) Number of location(s): 1 Number of selected countermeasure(s): 3 (R26 R27 R28) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: All: 34,60,215,240,718	\$55,789,404	\$148,771,744	\$92,982,340	\$297,543,488
Sum		\$55,789,404	\$148,771,744	\$92,982,340	\$297,543,488

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	R26	55,789,404	\$454,033	122.9
2	R27	148,771,744	\$454,033	327.7
3	R28	92,982,340	\$454,033	204.8
	Entire Project	297,543,488	\$1,362,100	218.4

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

Safety Countermeasure Information

Number of countermeasures: 3

R26: Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)

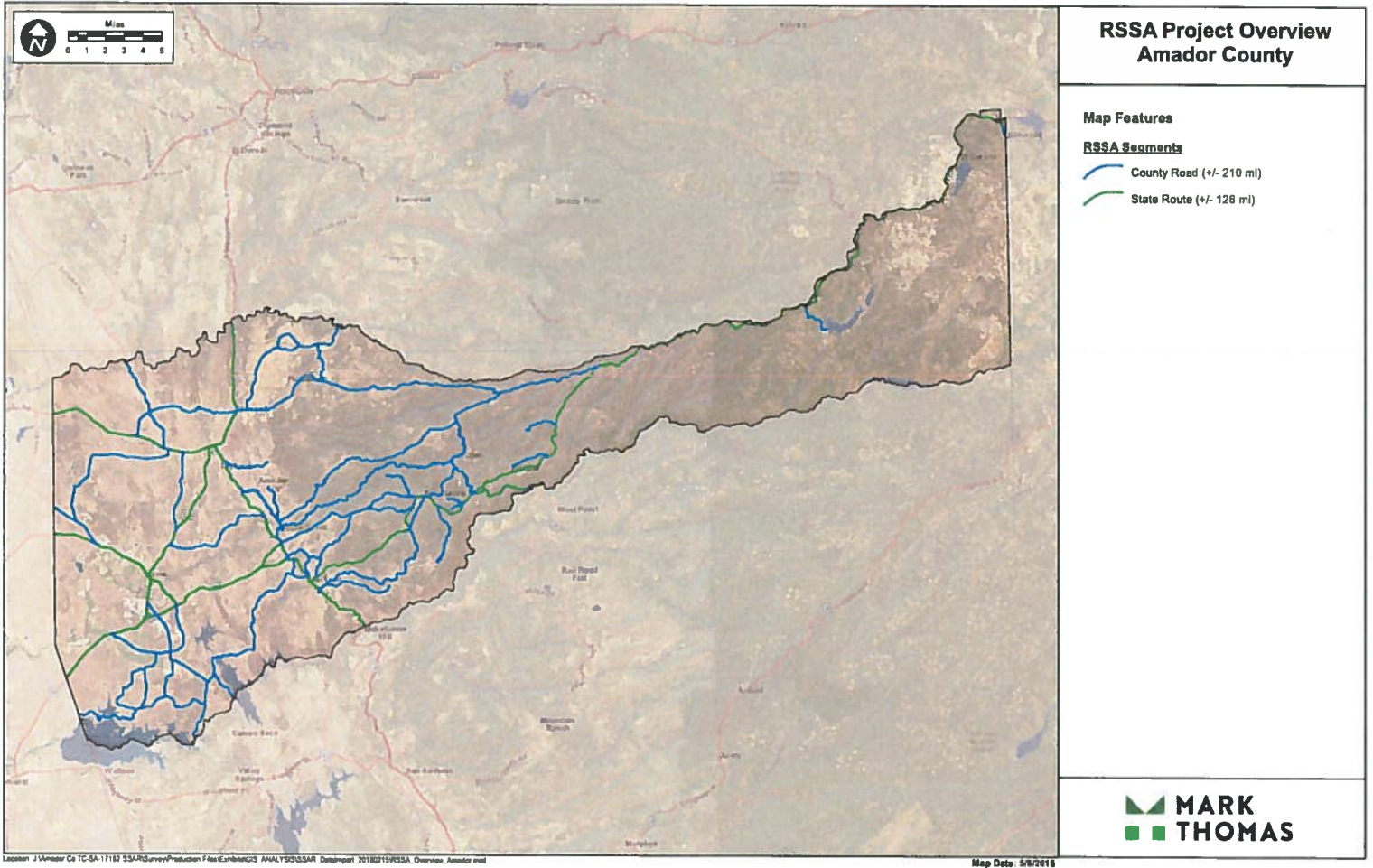
R27: Install chevron signs on horizontal curves

R28: Install curve advance warning signs

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$1,362,100
HSIP Funds Requested:	\$1,362,100
Max. Federal Reimbursement Ratio (FRR):	100%
Total Expected Benefit:	297,543,488
Benefit Cost Ratio:	218.44

Appendix F2: Amador County SSAR Project



Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

10-Amador-02

Save this file using the Application ID plus 'Calc' as the file name (e.g. '07-Los Angeles-01Calc.pdf').

Project Location:
(limited to 250 characters)

Various roadways throughout Amador County

Project Description:
(limited to 250 characters)

Conduct a roadway safety audit (RSSA) and install/relocate/remove roadway signs based on the results of the RSSA.

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

- Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

- Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
 Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

- If an Application Category that does not require a BCR is selected above, check this box to indicate your desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.
-

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1:	R26: Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
CM No. 2:	R27: Install chevron signs on horizontal curves
CM No. 3:	R28: Install curve advance warning signs

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (R26)	% for CM#2 (R27)	% for CM#3 (R28)	% for OS*	% for NS**
+ -	1	Mobilization	LS	1	\$7400.00	7,400	33%	33%	33%	0%	1
+ -	2	Traffic Control	LS	1	\$5960.00	5,960	33%	33%	33%	0%	1
+ -	3	Conduct RSSA	MI	207	\$1400.00	289,800	33%	33%	33%	0%	1
+ -	4	Sign Construction	MI	207	\$2200.00	455,400	33%	33%	33%	0%	1
		Weighted Average (%)					33%	33%	33%		1%
		Total (\$)				\$758,560					

* % for OS: Cost % for Other Safety-Related components;

** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above 'Total' of the construction items:

Total Construction Cost (Con Items & Contingencies):
 (Rounded up to the nearest hundreds)

I.3 Summary

3 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
R26	100%	33.00%	Yes (>=15% cost)	<input type="checkbox"/>
R27	100%	33.00%	Yes (>=15% cost)	<input type="checkbox"/>
R28	100%	33.00%	Yes (>=15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. if an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 100.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, **for all phases and by all funding sources**, must be accounted for on this form.

- i. **Total Cost**: Round all costs up to the nearest hundred dollars.
- ii. **HSIP/Total (%)**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **HSIP Funds** and **Local/Other Funds** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR)
(from Section I, rounded up to integer)

To set all 'HSIP/Total (%)' in the below table
to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$83,400	100 %	\$83,400	\$0
PS&E	\$125,100	100 %	\$125,100	\$0
Subtotal - PE	\$208,500	100 %	\$208,500	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$125,100	100 %	\$125,100	\$0
Construction Items	\$834,500 <small>(Read only - from Section I)</small>	100 %	\$834,500	\$0
Subtotal - Construction	\$959,600	100 %	\$959,600	\$0
PROJECT TOTAL	\$1,168,100	100 %	\$1,168,100	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0)

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

I. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

- 1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only 'Signalized Intersection' CMs may be used for this group.

- 2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): 'All' , 'Night' , 'Ped & Bike' , 'Emergency Vehicle' , and 'Animal' (Each of the later four datasets is a sub-dataset of the 'All' dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click '+'/'-' to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
GROUP 1		Select Location Type:	R (Roadways)
+	1	G1-1	Various Roads within Amador County
-			

III.2: Countermeasures and Crash Data (Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: R (Roadways)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1 R26. Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	R	0.15	10	All	100%
<input type="checkbox"/>	2 R27. Install chevron signs on horizontal curves	R	0.4	10	All	100%
<input type="checkbox"/>	3 R28. Install curve advance warning signs	R	0.25	10	All	100%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.						

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the 'Calculate' button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the 'Calculate' button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 1168100

3 countermeasures are eligible in benefit calculation. (R26 R27 R28)

Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: R (Roadways) Number of location(s): 1 Number of selected countermeasure(s): 3 (R26 R27 R28) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: All: 9,31,102,104,248	\$23,922,028	\$63,792,073	\$39,870,046	\$127,584,147
Sum		\$23,922,028	\$63,792,073	\$39,870,046	\$127,584,147

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	R26	23,922,028	\$389,367	61.4
2	R27	63,792,073	\$389,367	163.8
3	R28	39,870,046	\$389,367	102.4
	Entire Project	127,584,147	\$1,168,100	109.2

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

Safety Countermeasure Information

Number of countermeasures: 3

R26: Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)

R27: Install chevron signs on horizontal curves

R28: Install curve advance warning signs

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$1,168,100
HSIP Funds Requested:	\$1,168,100
Max. Federal Reimbursement Ratio (FRR):	100%
Total Expected Benefit:	127,584,147
Benefit Cost Ratio:	109.22

Appendix G:
Amador County
Advance Warning
Flashing Beacons
Project

Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in ["Manual for HSIP Analyzer"](#). Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

10-Amador-3

Save this file using the Application ID plus "Calc" as the file name (e.g. '07-Los Angeles-01Calc.pdf').

Project Location:
(limited to 250 characters)

Ridge Rd and Bowers Rd, Jackson Valley Rd and Buena Vista Rd, Latrobe Rd and Old Sacramento Rd.

Project Description:
(limited to 250 characters)

Install solar powered flashing beacons and intersection warning signs as advanced warnings for non-signalized intersections.

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
 Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

If an Application Category that does not require a BCR is selected above, check this box to indicate your
 desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1:

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (NS8)	% for OS*	% for NS**
+ -	1	Mobilization	LS	1	\$6200.00	6,200	100%	0%	0
+ -	2	Traffic Control	LS	1	\$6200.00	6,200	100%	0%	0
+ -	3	Prepare SWPPP	LS	1	\$5000.00	5,000	100%	0%	0
+ -	4	Install Flashing Beacons	EA	11	\$5000.00	55,000	100%	0%	0
+ -	5	Install Signs	EA	11	\$200.00	2,200	100%	0%	0
		Weighted Average (%)					100%		
		Total (\$)				\$74,600			

* % for OS: Cost % for Other Safety-Related components;
 ** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above 'Total' of the construction items:

Total Construction Cost (Con Items & Contingencies):
 (Rounded up to the nearest hundreds)

I.3 Summary

1 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
NS8	100%	100.00%	Yes (>=15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. if an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 100.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, **for all phases and by all funding sources**, must be accounted for on this form.

- i. **Total Cost**: Round all costs up to the nearest hundred dollars.
- ii. **HSIP/Total (%)**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **HSIP Funds** and **Local/Other Funds** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR)
(from Section I, rounded up to integer)

To set all 'HSIP/Total (%)' in the below table
to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$8,200	100 %	\$8,200	\$0
PS&E	\$12,300	100 %	\$12,300	\$0
Subtotal - PE	\$20,500	100 %	\$20,500	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$12,300	100 %	\$12,300	\$0
Construction Items	\$82,100 <small>(Read only - from Section I)</small>	100 %	\$82,100	\$0
Subtotal - Construction	\$94,400	100 %	\$94,400	\$0
PROJECT TOTAL	\$114,900	100 %	\$114,900	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0)

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

1. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

- 1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only "Signalized Intersection" CMs may be used for this group.

- 2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): "All", "Night", "Ped & Bike", "Emergency Vehicle", and "Animal" (Each of the later four datasets is a sub-dataset of the "All" dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click '+'/'-' to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
GROUP I		Select Location Type:	NS (Non-signalized Intersections)
+	1	G1-1	Various Intersections in Amador County
-			

III.2: Countermeasures and Crash Data

(Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: NS (Non-signalized Intersections)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1 NS8: Install flashing beacons as advance warning (NS.1)	NS	0.3	10	All	100%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.						

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the "Calculate" button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the "Calculate" button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 114900

1 countermeasures are eligible in benefit calculation. (NS8)

Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: NS (Non-signalized Intersections) Number of location(s): 1 Number of selected countermeasure(s): 1 (NS8) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: All: 1,1,0,4,4	\$2,972,881	\$0	\$0	\$2,972,881
Sum		\$2,972,881	\$0	\$0	\$2,972,881

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	NS8	\$2,972,881	\$114,900	25.9
2		\$0	\$0	0
3		\$0	\$0	0
	Entire Project	\$2,972,881	\$114,900	25.9

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

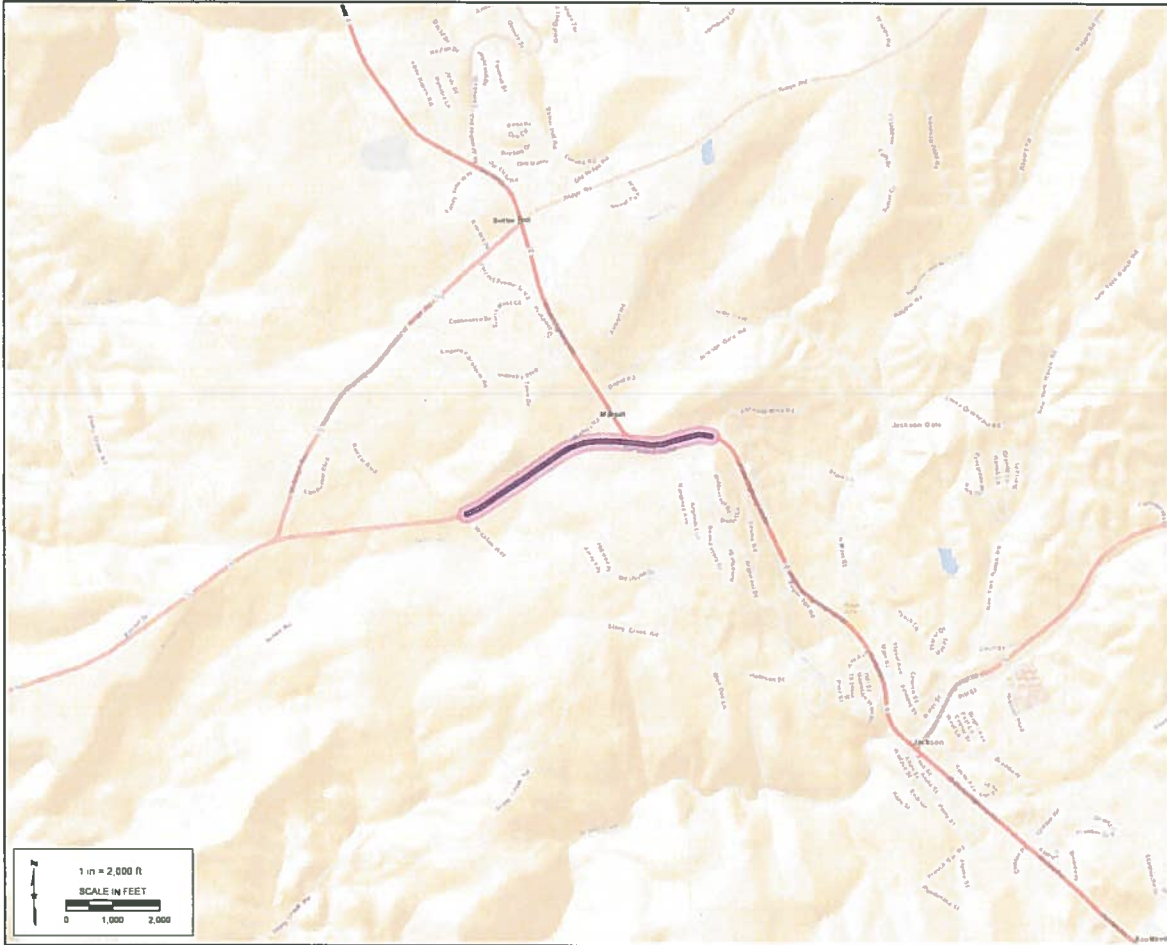
Safety Countermeasure Information

Number of countermeasures: 1 NS8: Install flashing beacons as advance warning (NS.I.)
--

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$114,900
HSIP Funds Requested:	\$114,900
Max. Federal Reimbursement Ratio (FRR):	100%
Total Expected Benefit:	\$2,972,881
Benefit Cost Ratio:	25.87

Appendix H: Amador County Segment Lighting Project



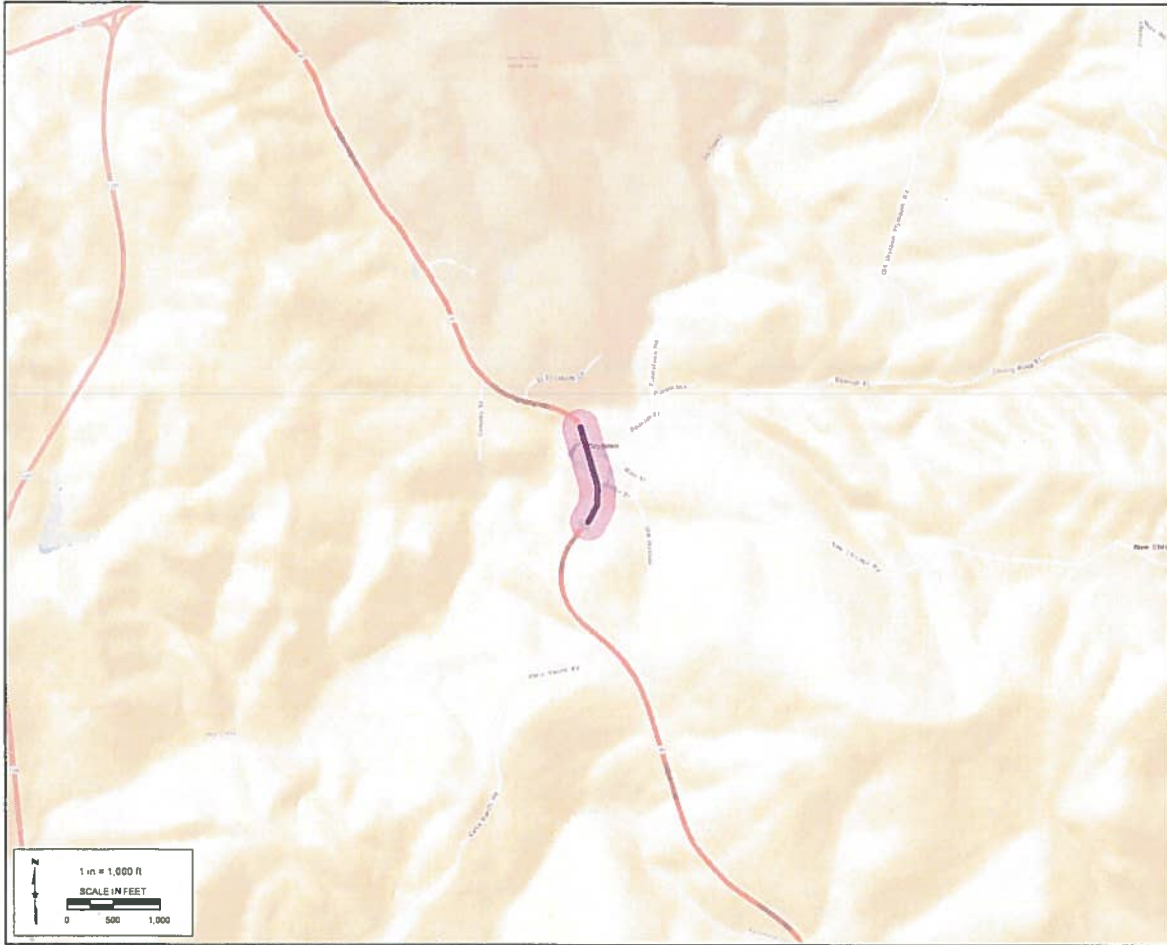
**SURFACE LIGHTING
SEGMENTS**

**Amador County
Jackson**

Map Features

 Segment Lighting Segment
5800 ft.





SURFACE LIGHTING SEGMENTS

**Amador County
Drytown**

Map Features

 Segment Lighting Segment
1075 ft.



Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

10-Amador-4

Save this file using the Application ID plus 'Calc' as the file name (e.g. '07-Los Angeles-01Calc.pdf').

Project Location: 1,075 foot stretch of SR 49 through Drytown and 5,800 foot stretch of SR 88 through Jackson/Martell
(limited to 250 characters)

Project Description: Install street lighting along segments with a high number of nighttime collisions
(limited to 250 characters)

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
 Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

If an Application Category that does not require a BCR is selected above, check this box to indicate your
 desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1: R1: Add segment lighting

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (R1)	% for OS*	% for NS**
+	1	Mobilization	LS	1	\$64000.00	64,000	100%	0%	0
-									
+	2	Traffic Control	LS	1	\$51000.00	51,000	100%	0%	0
-									
+	3	Install Street Lights	EA	32	\$20000.00	640,000	100%	0%	0
-									
Weighted Average (%)							100%		
Total (\$)						\$755,000			

* % for OS: Cost % for Other Safety-Related components;
 ** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above 'Total' of the construction items:

Total Construction Cost (Con Items & Contingencies):
 (Rounded up to the nearest hundreds)

I.3 Summary

1 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
R1	100%	100.00%	Yes (>=15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. if an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 100.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, for all phases and by all funding sources, must be accounted for on this form.

- i. **Total Cost**: Round all costs up to the nearest hundred dollars.
- ii. **HSIP/Total (%)**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **HSIP Funds** and **Local/Other Funds** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR) %
(from Section I, rounded up to integer)

To set all 'HSIP/Total (%)' in the below table to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$83,000	100 %	\$83,000	\$0
PS&E	\$124,500	100 %	\$124,500	\$0
Subtotal - PE	\$207,500	100 %	\$207,500	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$124,500	100 %	\$124,500	\$0
Construction Items	\$830,500 <small>(Read only - from Section I)</small>	100 %	\$830,500	\$0
Subtotal - Construction	\$955,000	100 %	\$955,000	\$0
PROJECT TOTAL	\$1,162,500	100 %	\$1,162,500	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0)

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

1. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only 'Signalized Intersection' CMs may be used for this group.

2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): 'All', 'Night', 'Ped & Bike', 'Emergency Vehicle', and 'Animal' (Each of the later four datasets is a sub-dataset of the 'All' dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click '+'/'-' to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

	No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
	GROUP 1		Select Location Type:	R (Roadways)
+	1	GI-1	Drytown and Jackson	
-				

III.2: Countermeasures and Crash Data (Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

[Hide Group Details](#)

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: R (Roadways)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1 R1: Add segment lighting	R	0.35	20	Night	100%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.						

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the 'Calculate' button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the 'Calculate' button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 1162500
 1 countermeasures are eligible in benefit calculation. (R1)
 Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: R (Roadways) Number of location(s): 1 Number of selected countermeasure(s): 1 (R1) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: Night: 0,2,5,2,8	\$6,818,981	\$0	\$0	\$6,818,981
Sum		\$6,818,981	\$0	\$0	\$6,818,981

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	R1	\$6,818,981	\$1,162,500	5.9
2		\$0	\$0	0
3		\$0	\$0	0
	Entire Project	\$6,818,981	\$1,162,500	5.9

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

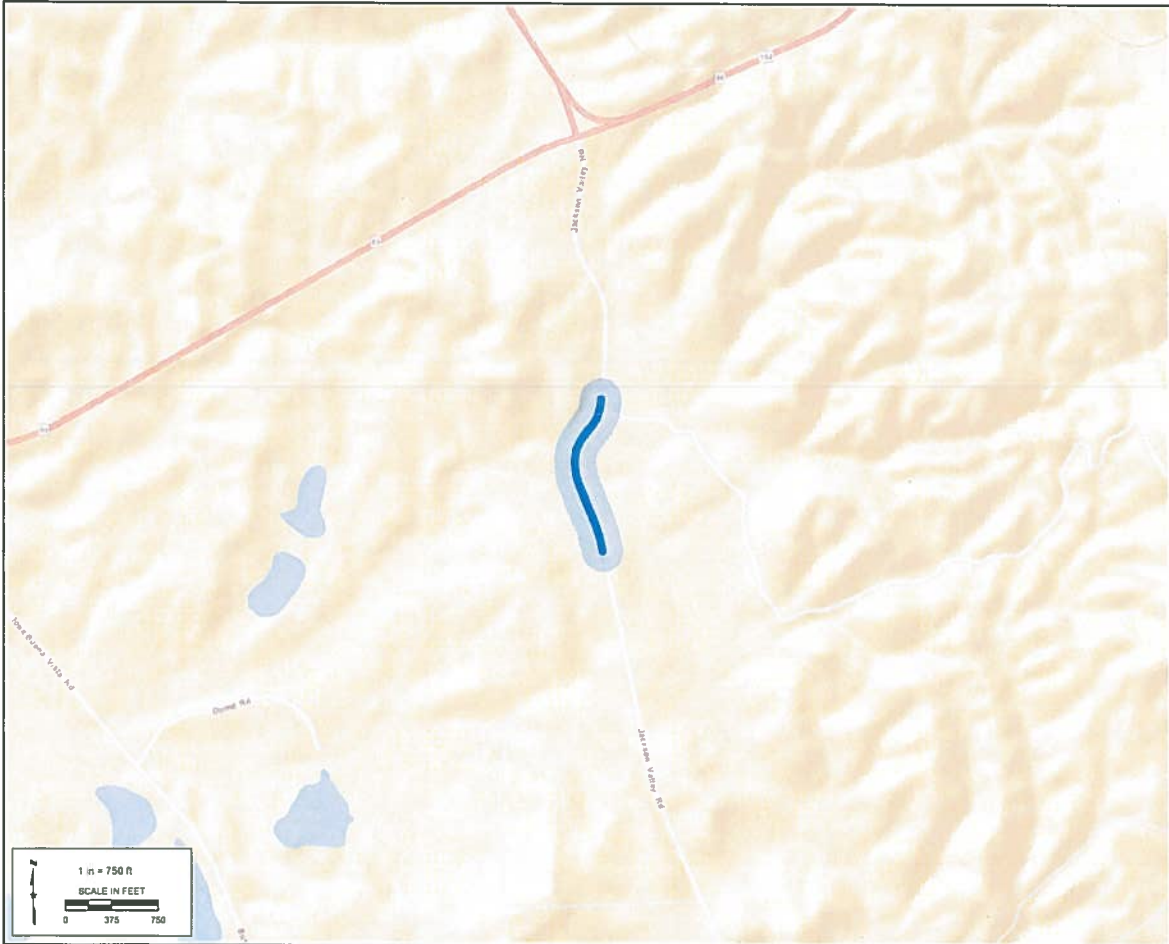
Safety Countermeasure Information

Number of countermeasures: 1
R1: Add segment lighting

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$1,162,500
HSIP Funds Requested:	\$1,162,500
Max. Federal Reimbursement Ratio (FRR):	100%
Total Expected Benefit:	\$6,818,981
Benefit Cost Ratio:	5.87

Appendix I:
Amador County High
Friction Surface
Treatment Project



**HIGH FRICTION
SURFACE TREATMENT
SEGMENTS**

**Amador County
Jackson Valley Rd**

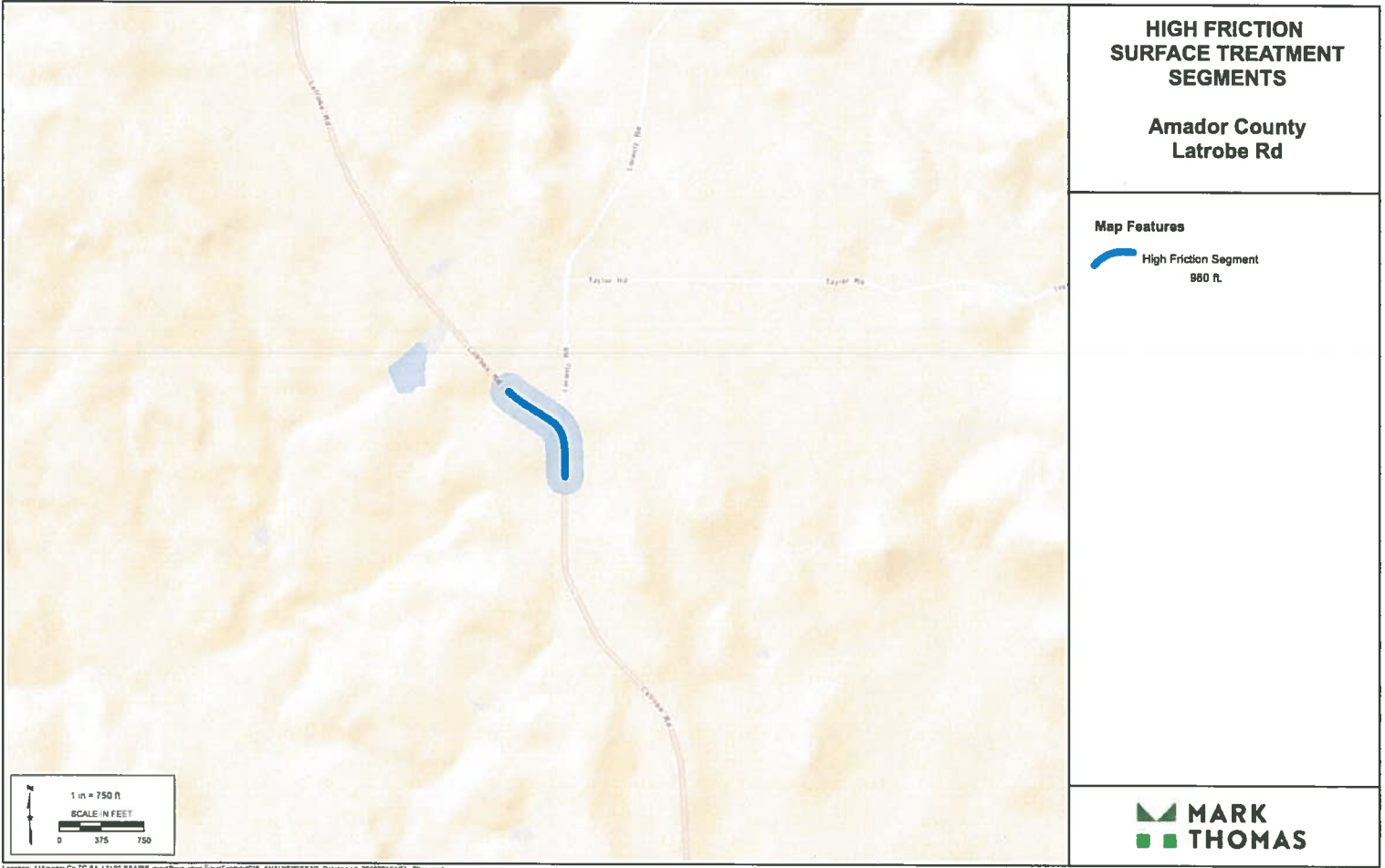
Map Features

 High Friction Segment
1325 ft.



Location: J:\Amador Co TC SA 17182 SBARS\Survey\Production Files\Amador\GIS ANALYSIS\SBARS Data\Report 26180219991_Sites.mxd

Map Date: 5/8/2018



Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

10-Amador-05

Save this file using the Application ID plus "Calc" as the file name (e.g. "07-Los Angeles-01Calc.pdf").

Project Location: Jackson Valley Rd, approximately xxx feet south of SR 88.
(limited to 250 characters) Latrobe Rd at Lorentz Rd

Project Description: Apply a high friction surface treatment to high incident curves where proper warning
(limited to 250 characters) signs have already been installed.

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

- Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

- Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
 Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

- If an Application Category that does not require a BCR is selected above, check this box to indicate your
 desire that this application will be considered as a Common BCR Application as well in case it does not
get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is
required so the project will have a BCR.

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1: R24: Improve pavement friction (High Friction Surface Treatments)

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (R24)	% for OS*	% for NS**
+ -	1	Mobilization	LS	1	\$31000.00	31,000	100%	0%	0
+ -	2	Traffic Control	DAY	6	\$2000.00	12,000	100%	0%	0
+ -	3	Remove Pavement Striping	LF	9,200	\$1.00	9,200	100%	0%	0
+ -	4	Remove Pavement Markers	LF	2,300	\$1.00	2,300	100%	0%	0
+ -	5	Roadway Prep	LF	2,300	\$3.00	6,900	100%	0%	0
+ -	6	Grind (2.5")	SF	55,500	\$3.00	166,500	100%	0%	0
+ -	7	HMA Overlay	TON	12	\$110.00	1,320	100%	0%	0
+ -	8	High Friction Surface Treatment	SY	2,100	\$35.00	73,500	100%	0%	0
+ -	9	Striping	LF	9,200	\$1.00	9,200	100%	0%	0
+ -	10	Pavement Markers	EA	193	\$3.00	579	100%	0%	0
Weighted Average (%)							100%		
Total (\$)						\$312,499			

* % for OS: Cost % for Other Safety-Related components;

** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above "Total" of the construction items:

(e.g. enter 10 for 10%)

10 % \$31,250

Total Construction Cost (Con Items & Contingencies):

(Rounded up to the nearest hundreds)

\$343,800

I.3 Summary

1 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
R24	100%	100.00%	Yes (>=15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. If an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 100.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, **for all phases and by all funding sources**, must be accounted for on this form.

- i. **'Total Cost'**: Round all costs up to the nearest hundred dollars.
- ii. **'HSIP/Total (%)'**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **'HSIP Funds'** and **'Local/Other Funds'** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR)
(from Section I, rounded up to integer)

100%

To set all 'HSIP/Total (%)' in the below table
to the above maximum FRR, click 'Set':

Set

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$34,300	100 %	\$34,300	\$0
PS&E	\$51,500	100 %	\$51,500	\$0
Subtotal - PE	\$85,800	100 %	\$85,800	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$51,500	100 %	\$51,500	\$0
Construction Items	\$343,800 <small>(Read only - from Section I)</small>	100 %	\$343,800	\$0
Subtotal - Construction	\$395,300	100 %	\$395,300	\$0
PROJECT TOTAL	\$481,100	100 %	\$481,100	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0)

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

I. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

- 1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only "Signalized Intersection" CMs may be used for this group.

- 2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): "All", "Night", "Ped & Bike", "Emergency Vehicle", and "Animal" (Each of the later four datasets is a sub-dataset of the "All" dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click '+'/'-' to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
GROUP 1		Select Location Type:	R (Roadways)
+	1	G1-1	Jackson Valley Rd and Latrobe Rd
-			

III.2: Countermeasures and Crash Data (Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

Hide Group Details

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: R (Roadways)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

	No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1	R24: Improve pavement friction (High Friction Surface Treatments)	R	0.4	10	All	100%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.							

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the "Calculate" button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the "Calculate" button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 481100

1 countermeasures are eligible in benefit calculation. (R24)

Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: R (Roadways) Number of location(s): 1 Number of selected countermeasure(s): 1 (R24) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: All: 0,1,8,5,11	\$2,801,040	\$0	\$0	\$2,801,040
Sum		\$2,801,040	\$0	\$0	\$2,801,040

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	R24	\$2,801,040	\$481,100	5.8
2		\$0	\$0	0
3		\$0	\$0	0
	Entire Project	\$2,801,040	\$481,100	5.8

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

Safety Countermeasure Information

Number of countermeasures: 1
R24: Improve pavement friction (High Friction Surface Treatments)

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$481,100
HSIP Funds Requested:	\$481,100
Max. Federal Reimbursement Ratio (FRR):	100%
Total Expected Benefit:	\$2,801,040
Benefit Cost Ratio:	5.82

Appendix J:
Amador County Ridge Rd
and Running Gold Rd
Widening Project

Ridge Rd & Running Gold Rd

Widen to add left turn pockets and an acceleration lane



TWO 12' THROUGH LANES, ONE 12' ACCELERATION LANE (MIN. 750' LONG), 3' SHOULDERS

TWO 12' THROUGH LANES, ONE 12' LEFT TURN POCKET (MIN. 750' LONG), 3' SHOULDERS

Running Gold Rd

Le

Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in "[Manual for HSIP Analyzer](#)". Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

10-Amador-01

Save this file using the Application ID plus "Calc" as the file name (e.g. "07-Los Angeles-01Calc.pdf").

Project Location:
(limited to 250 characters)

The intersection of Ridge Road and Running Gold Road is located in unincorporated Amador County. Ridge Road is a two-lane road with 10-foot lanes and 6-foot shoulders that connects the City of Sutter Creek to the community of Pine Grove.

Project Description:
(limited to 250 characters)

This project would widen the existing two-lane roadway to add a new left-turn lane and merge acceleration lane to separate left turning traffic from through traffic. There are existing intersection advance warning signs installed on Ridge Road.

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
 Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

If an Application Category that does not require a BCR is selected above, check this box to indicate your desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.

A safety benefit cost analysis is required for this application. This tool will guide through cost estimate, safety benefit evaluation and Benefit Cost Ratio (BCR) calculation.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II.
- o Test if countermeasures (CMs) (up to 3) are eligible for being used in the project benefit calculation. For a CM to be used in the project benefit calculation, the construction cost of the CM must be at least 15% of the project's total construction cost, unless an exception is requested. And
- o Determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1 Select up to 3 countermeasures (CMs) to be tested in the Engineer's Estimate:

Number of CMs to be used in this project:

CM No. 1: NS15: Install left-turn lane (where no left-turn lane exists)

I.2 Detailed Engineer's Estimate for Construction Items:

Cost breakdown by CMs. For each item, enter a cost percentage for each of the CMs and 'Other Safety-Related' (OS) components. (e.g. enter 10 for 10%). The cost % for 'Non-Safety-Related' (NS) components is calculated.

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (NS15)	% for OS*	% for NS**
+ -	1	Mobilization	LS	1	\$40000.00	40,000	100%	0%	0
+ -	2	Traffic Control	LS	1	\$20000.00	20,000	100%	0%	0
+ -	3	Prepare SWPPP	LS	1	\$5000.00	5,000	100%	0%	0
+ -	4	Clear and Grub	SF	18,000	\$2.00	36,000	100%	0%	0
+ -	5	Roadway Excavation	CY	450	\$80.00	36,000	100%	0%	0
+ -	6	Class II AB	CY	600	\$55.00	33,000	100%	0%	0
+ -	7	Cold Plane	SF	12,000	\$3.00	36,000	100%	0%	0
+ -	8	Remove Pavement Markings	LF	3,642	\$1.00	3,642	100%	0%	0
+ -	9	Traffic Striping and Markers	LF	4,642	\$1.25	5,803	100%	0%	0
+ -	10	ACP Culvert	LF	100	\$300.00	30,000	100%	0%	0
+ -	11	Relocate Fire Hydrant	EA	1	\$3000.00	3,000	100%	0%	0
+ -	12	Install Sign	EA	8	\$200.00	1,600	100%	0%	0
+ -	13	HMA	TON	800	\$110.00	88,000	100%	0%	0
+ -	14	Driveway Approach	EA	5	\$3000.00	15,000	100%	0%	0
+ -	15	Relocate Mailboxes	EA	9	\$250.00	2,250	100%	0%	0
+ -	16	ACP Flared End	EA	11	\$850.00	9,350	100%	0%	0
+ -	17	Catch Basin	EA	1	\$4000.00	4,000	100%	0%	0
+ -	18	Relocate Signage	EA	5	\$250.00	1,250	100%	0%	0

	No.	Item Description	Unit	Quantity	Unit Cost	Total	% for CM#1 (NS15)	% for CM#2 (NA)	% for CM#3 (NA)	% for OS*	% for NS**
+ -	19	Relocate Fencing	LF	12	\$100.00	1,200	100%	0%	0		
+ -	20	HMA Dike	LF	400	\$10.00	4,000	100%	0%	0		
+ -	21	Remove Tree	EA	1	\$5000.00	5,000	100%	0%	0		
Weighted Average (%)							100%				
Total (\$)						\$380,095					

*% for OS: Cost % for Other Safety-Related components;

** % for NS: Cost % for Non Safety-Related components.

Contingencies, as % of the above 'Total' of the construction items:

(e.g. enter 10 for 10%)

Total Construction Cost (Con Items & Contingencies):

(Rounded up to the nearest hundreds)

I.3 Summary

1 CM(s) are eligible to be used in the project benefit calculation.

Countermeasure ID	Federal Funding Eligibility (FFE)	Cost %	Eligible to be used in benefit calculation?	Request exception to the 15% rule*
NS15	90%	100.00%	Yes (>15% cost)	<input type="checkbox"/>

*By requesting an exception to the 15% rule, the CM with less than 15% of the construction cost will then be eligible to be used in the benefit calculation. if an exception is requested for any CM(s) above, please provide the reason (low cost treatment with significant safety benefits, etc.):

Project's Maximum Federal Reimbursement Ratio = 90.0%

The project's Maximum Federal Reimbursement Ratio is calculated as the least of the FFEs of the above countermeasures, minus the percentage of the non-safety related costs in excess of 10%. This is the maximum value allowed to be entered in "HSIP/Total (%)" column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, for all phases and by all funding sources, must be accounted for on this form.

- i. **Total Cost**: Round all costs up to the nearest hundred dollars.
- ii. **HSIP/Total (%)**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **HSIP Funds** and **Local/Other Funds** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR)
(from Section I, rounded up to integer)

To set all 'HSIP/Total (%)' in the below table
to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$47,500	90 %	\$42,750	\$4,750
PS&E	\$71,200	90 %	\$64,080	\$7,120
Subtotal - PE	\$118,700	90 %	\$106,830	\$11,870
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	90 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	90 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$71,200	90 %	\$64,080	\$7,120
Construction Items	\$475,200 <small>(Read only - from Section I)</small>	90 %	\$427,680	\$47,520
Subtotal - Construction	\$546,400	90 %	\$491,760	\$54,640
PROJECT TOTAL	\$665,100	90 %	\$598,590	\$66,510

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0)

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

Section III. Project Location Groups, Countermeasures and Crash Data

The benefit of an HSIP safety project is achieved by reducing potential future crashes due to the application of the safety countermeasures (CMs). In this section, you will need to provide information regarding the project's safety CMs and historical crash data at the project sites. The data will be used to estimate the project benefit in Section IV.

1. Divide the project locations into groups.

It is quite often that an HSIP project has multiple locations. Theoretically the benefit for every single location may be calculated separately and then sum them up. However, that may be time consuming or almost impossible when there are a lot of locations. It is more efficient that the project locations with exactly the same safety countermeasures are combined into a group. The benefits of the locations in the same group can then be calculated at once.

When only one group is needed:

If your project consists of only one location or multiple locations that have similar features, address similar safety issues and utilize the same countermeasure(s). The crash data of all the locations can be combined and only one group is needed.

When multiple groups are needed:

If your project include multiple locations that have various safety issues and the proposed safety improvements (countermeasures) are not exactly the same for all the locations. The locations must be divided into different groups. The project benefits are then calculated multiple times, once for each location group. The project total benefit is the sum of the benefits from the different groups.

It should be noted that within a group, all locations should be of the same type: Signalized Intersection (S), Non-Signalized Intersection (NS), or Roadway (R).

If necessary, you may explain the location grouping for your project in details in Question No. 3 (Crash Data Evaluation), Section II in the HSIP Application Form.

2. After the number of location groups is entered, one subform will be populated for each location group. For each location group:

1) First, select the applicable CMs. *Note: If a Roundabout CM (S18 or NS4A or NS4B) is selected, additional information is required.*

For each group, only the CMs of the same type as the group location type can be used. For example, if a group consists of 5 signalized intersections, only "Signalized Intersection" CMs may be used for this group.

2) Based on the selected CMs, crash data tables of the required types are displayed for data entry.

Different CMs will reduce crashes of different types during the life of the safety improvements. Depending on the selected CMs for the group, you will be required to fill in one or more crash data tables, for any combination of the five crash types (datasets): "All", "Night", "Ped & Bike", "Emergency Vehicle", and "Animal" (Each of the later four datasets is a sub-dataset of the "All" dataset.)

For more information regarding grouping project locations and examples, please refer to the Manual for HSIP Analyzer.

III.1 List of Project Locations and Location Groups

List all locations/sites included in this project by groups. The locations entered in Table III.1 below will be automatically populated in the crash data tables in III.2.

Based on the criteria described on the last page, the locations/sites need to be divided into **1** groups.

Table III.1 List of Project Locations by Groups

Highlighted fields must be filled in. For each group:

- 1) Must select a Location Type;
- 2) Initially each group has one location line. Click '+'/'-' to add a new line/delete an existing line;
- 3) Enter location description for each line. The same descriptions will be auto-populated in III.2.

*Note: If your project has a large number of locations, please aggregate some locations into one description, e.g. 10 stop controlled intersections, 5 horizontal curves, etc., as long as they have similar features and the safety improvements to be implemented are the same.

	No.	No. in Group	Location Description (Intersection Name or Road Limit or General Description)	
GROUP 1			Select Location Type:	NS (Non-signalized Intersections)
+	1	G1-1	Ridge Road at Running Gould	
-				

III.2: Countermeasures and Crash Data (Repeats for each location group)

Countermeasures and Crash Data -Location Group No. 1 of 1

Step 1: Select countermeasure(s) to be applied to this location group

This group's location type: NS (Non-signalized Intersections)

Please check the CMs for this location group. All the CMs that have passed the test in Section I AND match the location type of this group are listed below.

No.	Countermeasure (CM) Name	CM Type*	Crash Reduction Factor (CRF)	Expected Life (Years)	Crash Type	Federal Funding Eligibility
<input type="checkbox"/>	1 NS15- Install left-turn lane (where no left-turn lane exists)	NS	0.35	20	All	90%
*CM Type: S-Signalized Intersection; NS-Non-Signalized Intersection; R-Roadway.						

Step 2: Provide crash data.

2.1 Crash Data Period: must be between 3 and 5 years.

from (MM/DD/YYYY): To (MM/DD/YYYY): Crash Data Period (years) = 5

2.2 Fill out the crash data table(s) for the crash type(s) as required by the selected countermeasure(s) in Step 1.

Based on the countermeasures selected in Step 1, the crash data types to be provided are:

(Unknown - No countermeasures selected)

Section IV. Calculation and Results

Click the 'Calculate' button to calculate. The script will first check if there are any errors or inconsistencies in the countermeasure selections and crash data. If errors are detected and displayed below, the errors must be fixed first before you click the 'Calculate' button again. If no errors are displayed, the calculation results are provided in this section. Please refer to the Manual for HSIP Analyzer for details regarding possible errors.

Calculate

Project Summary Information:

Project Total Cost: 665100

1 countermeasures are eligible in benefit calculation. (NS15)

Project location(s) are divided into 1 group(s) for calculating the benefits.

IV.1 Benefit Summary by location groups

Group No.	Group Info/Data*	Benefit from CM #1	Benefit from CM #2	Benefit from CM #3	Total Benefit of the group
1	Location type: NS (Non-signalized Intersections) Number of location(s): 1 Number of selected countermeasure(s): 1 (NS15) Crash Data Information: Crash data period (years): 5 Number of crashes(F/SI/OVI/I-CP/PDO)*: All: 1,0,1,1,1	\$3,528,281	\$0	\$0	\$3,528,281
Sum		\$3,528,281	\$0	\$0	\$3,528,281

*Number of crashes: five crash numbers are for Fatal (F), Severe Injury (SI), Other Visible Injury (OVI), Injury - Complaint of Pain (I-CP), and Property Damage Only (PDO), respectively.

IV.2. Project Benefit and BCR Summary

No.	Countermeasure Name	Benefit	Cost	Resulting B/C
1	NS15	\$3,528,281	\$665,100	5.3
2		\$0	\$0	0
3		\$0	\$0	0
	Entire Project	\$3,528,281	\$665,100	5.3

Data to be transferred to the HSIP Application Form

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

Safety Countermeasure Information

Number of countermeasures: 1 NS15: Install left-turn lane (where no left-turn lane exists)

Cost, FRR, Benefit and BCR:

Total Project Cost:	\$665,100
HSIP Funds Requested:	\$598,590
Max. Federal Reimbursement Ratio (FRR):	90%
Total Expected Benefit:	\$3,528,281
Benefit Cost Ratio:	5.30

Appendix K: Pedestrian Crossing Enhancement Projects

Location	Estimated Construction Cost*	Project Description
Ione		
E Main St and Preston Ave (SR 104)	\$10,200	High visibility striping, pavement markings, and signs
SR 124 and Preston Ave (SR 104)	\$85,200	Install 4 curb ramps, sidewalk, 1 street light, high visibility striping, pavement markings, and signs
SR 104 and E Main St	\$49,500	Install 1 bulb-out, drainage modification, high visibility striping, pavement markings, and signs
SR 104 and E Market St (School Zone Crossing)	\$69,800	Install 3 curb ramps, pedestrian activated flashing beacons, high visibility striping, pavement markings, and signs
Jackson		
SR 49 and Mel's Diner	\$45,100	Install rectangular rapid flashing beacons, high visibility striping, pavement markings, and signs. Sidewalk/curb ramps assumed as part of gap closure project.
SR 49 and Hoffman St	\$71,300	Install rectangular rapid flashing beacons, 1 curb ramp, high visibility striping, pavement markings, and signs. Includes drainage modification, sidewalk, curb, and gutter
SR 49 and Rex Ave	\$84,500	Install rectangular rapid flashing beacons, 1 curb ramp, high visibility striping, pavement markings, and signs. Includes drainage modification, sidewalk, curb, and gutter
SR 49 S of Hoffman St	\$45,200	Install rectangular rapid flashing beacons, high visibility striping, pavement markings, and signs. Sidewalk/curb ramps assumed as part of gap closure project
SR 88 and Broadway	\$102,200	Install rectangular rapid flashing beacons, 4 curb ramps, high visibility striping, pavement markings, and signs. Includes drainage modifications.
Plymouth		
Main St and Locust St (School Zone Crossing)	\$52,200	Install ADA landings, rectangular rapid flashing beacons, high visibility striping, pavement markings, and signs
Sherwood St 200' S of Main St (School Zone Crossing)	\$23,100	Install 1 curb ramp, high visibility striping, pavement markings, and signs
Sherwood St 600' S of Main St	\$32,800	Install 2 curb ramps, high visibility striping, pavement markings, and signs
Amador County		
SR 88 and Kennedy Mine Rd (Martell)	\$50,900	Install rectangular rapid flashing beacons, 2 ADA landings, high visibility striping, pavement markings, and signs
SR 49 and New Chicago Rd (Drytown)	\$52,300	Install ADA landings, rectangular rapid flashing beacons, high visibility striping, pavement markings, and signs
SR 88 E of Pioneer Creek Rd (Pioneer)	\$51,700	Install ADA landings, rectangular rapid flashing beacons, high visibility striping, pavement markings, and signs

*Estimated construction cost does not include engineering (15%), construction management (15%), or environmental (10%) fees

Appendix L: Amador County Guardrail Upgrades Project

Print Form

HSIP ANALYZER

Cost Estimate, Crash Data and Benefit Cost Ratio (BCR) Calculation for Highway Safety Improvement Program (HSIP) Application

Important: Review and follow the step-by-step instructions in ["Manual for HSIP Analyzer"](#). Completing the HSIP Analyzer without referencing to the manual may result in an application with fatal flaws that will be disqualified from the ranking and selection process.

All yellow highlighted fields must be filled in. The gray fields are calculated and read-only. This is a dynamic form (later steps vary depending on the data entered in earlier steps). If any error messages in red appear, fix the errors prior to proceeding to the next steps.

1. Application ID, Project Location and Project Description (copy from the HSIP Application Form):

Application ID:

10-Amador-07

Save this file using the Application ID plus 'Calc' as the file name (e.g. '07-Los Angeles-01Calc.pdf').

Project Location:
(limited to 250 characters)

Stony Creek Rd at the Pardee Reservoir Crossing
Stony Creek Rd at the Jackson Creek Crossing
Shenandoah Rd at the County Line

Project Description:
(limited to 250 characters)

Upgrade existing guardrail with new midwest guardrail, transition railing, and end caps

2. Application Category (Check one):

Application Categories that require a Benefit Cost Ratio (BCR):

- Common BCR Application Set-aside for High Friction Surface Treatment

Application Categories that do NOT require a Benefit Cost Ratio (BCR):

- Set-aside for Guardrail Upgrades Set-aside for Horizontal Curve Signing
- Set-aside for Pedestrian Crossing Enhancements Set-aside for Tribes

Dual consideration?

- If an Application Category that does not require a BCR is selected above, check this box to indicate your desire that this application will be considered as a Common BCR Application as well in case it does not get selected for funding under the set-aside category. If this box is checked, a benefit cost analysis is required so the project will have a BCR.
-

A safety benefit cost analysis is NOT required for this application. This tool will only be used for the purpose of cost estimate.

Section I. Construction Cost Estimate and Cost Breakdown

The purpose of this section is to:

- o Provide detailed engineer's estimate (for construction items only). The costs for other phases (PE, ROW, and CE) will be included in Section II. And
- o Separate the costs for 'Safety-Related' and 'Non-Safety-Related' components and determine the project's maximum Federal Reimbursement Ratio (FRR).

I.1. Detailed Engineer's Estimate for Construction Items:

Cost breakdown:

For each item, enter a cost % for 'Safety-Related' components (e.g. enter 10 for 10%). The % for Non-Safety-Related components is calculated.

	Construction items						Safety-Related components		Non-Safety-Related components	
	No.	Item Description	Unit	Quantity	Unit Cost	Total	%	\$	%	\$
+ -	1	Mobilization	LS	1	\$ 12,700.00	\$ 12,700	100%	\$ 12,700	0%	\$ 0
+ -	2	Traffic Control	LS	1	\$ 12,700.00	\$ 12,700	100%	\$ 12,700	0%	\$ 0
+ -	3	Prepare SWPPP	LS	1	\$ 15,000.00	\$ 15,000	100%	\$ 15,000	0%	\$ 0
+ -	4	Midwest Guardrail System	LF	500	\$ 100.00	\$ 50,000	100%	\$ 50,000	0%	\$ 0
+ -	5	Transition Railing	EA	6	\$ 5,000.00	\$ 30,000	100%	\$ 30,000	0%	\$ 0
+ -	6	Flare	EA	12	\$ 3,500.00	\$ 42,000	100%	\$ 42,000	0%	\$ 0
+ -	7	End Cap	EA	8	\$ 500.00	\$ 4,000	100%	\$ 4,000	0%	\$ 0
+ -	8	Relocate Signs	EA	8	\$ 150.00	\$ 1,200	100%	\$ 1,200	0%	\$ 0
+ -	9	Install Signs	EA	7	\$ 200.00	\$ 1,400	100%	\$ 1,400	0%	\$ 0
+ -	10				\$	\$	%	\$ 0	100%	\$ 0
				Weighted Average (%)			100%			
				Total (\$)		\$169,000		\$169,000		\$0

Contingencies, as % of the above 'Total' of the construction items (e.g. enter 10 for 10%):

10%	\$16,900
-----	----------

Total Construction Cost (Con Items & Contingencies)
(Rounded up to the nearest hundreds):

\$185,900

I.2 Project's Maximum Federal Reimbursement Ratio

Project's Maximum Federal Reimbursement Ratio: 100.0%

Calculated as (100% - the percentage of the non-safety related costs in excess of 10%). This is the maximum value allowed to be entered in 'HSIP/Total(%)' column in Section II (Project Cost Estimate).

Section II. Project Cost Estimate

All project costs, **for all phases and by all funding sources**, must be accounted for on this form.

- i. **Total Cost**: Round all costs up to the nearest hundred dollars.
- ii. **HSIP/Total (%)**: The maximum allowed is the project's Federal Reimbursement Ratio (FRR) as determined in Section I. Click the button to assign the maximum to all, OR enter if not the maximum.
- iii. **HSIP Funds** and **Local/Other Funds** are calculated.

Pay attention to the interactive warning/error messages below the table. The messages, if any, must be fixed, or exceptions should be justified in Question No. 5 in Section II of the HSIP Application Form.

Project's maximum Federal Reimbursement Ratio (FRR) (from Section I, rounded up to integer)

To set all 'HSIP/Total (%)' in the below table to the above maximum FRR, click 'Set':

Description	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds
Preliminary Engineering (PE) Phase				
Environmental	\$18,500	100 %	\$18,500	\$0
PS&E	\$27,800	100 %	\$27,800	\$0
Subtotal - PE	\$46,300	100 %	\$46,300	\$0
Right of Way (ROW) Phase				
Right of Way Engineering	\$0	100 %	\$0	\$0
Appraisals, Acquisitions & Utilities	\$0	100 %	\$0	\$0
Subtotal - Right of Way (ROW)	\$0	%	\$0	\$0
Construction (CON) Phase				
Construction Engineering (CE)	\$27,800	100 %	\$27,800	\$0
Construction Items	\$185,900 <small>(Read only - from Section I)</small>	100 %	\$185,900	\$0
Subtotal - Construction	\$213,700	100 %	\$213,700	\$0
PROJECT TOTAL	\$260,000	100 %	\$260,000	\$0

Agency does NOT request HSIP funds for PE Phase (automatically checked if PE HSIP funds is \$0)

Interactive Warning/Error Messages:

If there are any messages in the below box, please fix OR explain justification for exceptions in Question No 5, Section II in the HSIP Application.

*****Data to be transferred to the HSIP Application Form*****

This section is generated automatically once the data entry and calculation have been completed. Transfer the data on this page to Section III of the HSIP Application Form.

Project Cost, HSIP Funds Requested and Maximum Federal Reimbursement Ratio:

Total Project Cost:	\$260,000
HSIP Funds Requested:	\$260,000
Max. Federal Reimbursement Ratio:	100%

Board of Supervisors Agenda Item Report

Submitting Department: Public Works

Meeting Date: August 14, 2018

SUBJECT

Equipment Purchase – Asphalt Grinder (a.k.a. “Zipper”)

Recommendation:

- 1) Declare the 2006 Zipper Model AZ-480HD as surplus property and;
- 2) Dependent upon whichever is greater, authorize the sale of surplus property in accordance with Government Code Section 25504 at public auction utilizing Public Surplus or accept the manufacturers trade-in offer of \$10,000.00 and;
- 3) Authorize the Purchasing Agent to issue a Purchase Order for a new Asphalt Zipper 480i-200E Reclaimer/Stabilizer in an amount not to exceed \$190,464.30.

4/5 vote required:

Yes

Distribution Instructions:

CAO, County Counsel, GSA Director, CDD

ATTACHMENTS

- [Zipper Purchase Memo 8.6.18.pdf](#)
- [Amador County 480i Final Quote No Trade In 8.6.18.pdf](#)



AMADOR COUNTY COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION & PUBLIC WORKS

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EMAIL: PublicWorks@amadorgov.org

COUNTY ADMINISTRATION CENTER • 810 COURT STREET • JACKSON, CA 95642-2132

MEMORANDUM

TO: Board of Supervisors

FROM: Jered Reinking, P.E., Public Works Director

DATE: August 14, 2018

SUBJECT: Equipment Purchase – Asphalt Grinder (a.k.a. “Zipper”)

On July 10, 2018 Public Works discussed an agenda item regarding the purchase of a new asphalt grinder, manufactured by the Asphalt Zipper (Zipper) company. The equipment would replace an existing piece of equipment currently owned by the County. The existing piece of equipment is an older model Zipper (Year 2006; Model AZ-480HD w/John Deere 6.8 liter inline 6 cylinder diesel engine). The existing equipment can no longer be utilized by the Road Department due to new State emission standards, which required the existing equipment to be retired from the fleet as of January 1, 2017.

The Board had previously approved the Staff request to purchase the replacement equipment, which is a new model of the Zipper that meets current emission standards. In addition, the Board made a finding relative to dispensing with the formal bidding procedures and authorize the Purchasing Agent to issue a purchase order in the amount not to exceed amount of \$182,330 for one new Zipper. Public Works and GSA Staff have been working with the manufacturer on finalizing the purchase price and order. However, the decision of what to do with the existing piece of equipment has surfaced, which affects the previously approved not to exceed amount of \$182,330 for one new Zipper.

The Board will need to decide on how Public Works and GSA Staff proceed with disposing (i.e. selling) the existing piece of equipment. In addition to deeming the equipment surplus, the Board has three options:

1. The manufacturer has offered a trade-in value of \$10,000, which would be used as a credit towards the purchase of the new Zipper;
2. GSA Staff can place the existing piece of equipment up for auction, which could possibly lead to greater return than the \$10,000 trade-in offer made by the manufacturer (full purchase quote attached for reference);
3. The manufacturer has agreed to allow GSA to proceed with auctioning the existing piece of equipment after the purchase of the new Zipper has been made. If GSA does not receive adequate bids exceeding the trade-in offer made by the manufacturer, the manufacturer will still honor the trade-in offer and credit the County \$10,000 on the purchase price.

In addition to the Board deciding how to proceed with handling the disposal of the existing equipment, the Board must also modify the authorization of a not to exceed amount for purchase of one new Zipper. Depending on how the Board decides to dispose of the new equipment, the not to exceed amount would be different and would include tax.

Equipment Purchase - Asphalt Grinder (a.k.a. Zipper)

August 14, 2018

Page 2 of 2

Therefore in consideration of the above information the following is recommended: 1) Declare the 2006 Zipper Model AZ-480HD as surplus property and; 2) Dependent upon whichever is greater, authorize the sale of surplus property in accordance with Government Code Section 25504 at public auction utilizing Public Surplus or accept the manufacturers trade-in offer of \$10,000.00 and; 3) Authorize the Purchasing Agent to issue a Purchase Order for a new Asphalt Zipper 480i-200E Reclaimer/Stabilizer in an amount not to exceed \$190,464.30.

Attachments:

Zipper price quotes



Proposal

#

World Leader in Portable Reclaimers / Stabilizers / Utility Trenchers

831 East 340 South, American Fork, Utah 84003 tel: (801) 847-3200 fax: (801) 847-3250

Today's Date: **8/6/2018**

Amador County CA

Expires: **8/31/2018**
Proposal good to end of month

Factory Rep: Dave Fokken

Field Rep: Jason Paas

Machine Description	Qty	Price	Total
AZ 480i-200E Reclaimer / Stabilizer (48-inch / 1.2 m) <ul style="list-style-type: none"> Cummins® 200 HP Intercooled Turbo Diesel Engine - Tier 4 Final Magnum Duty Fairfield® Planetary Gear Box Pulverize up to 12-inch (300 mm) thick asphalt On-board Active Hydraulic Top-Hatch, Depth Control and Material Handlin Spray System with Interchangeable Nozzles ZipTec™ Enhanced Pulverizing System (PATENTED) - Integrated Wireless Remote Control, Extra Bits, Blocks & Service Tools Includes Operation Manuals and Training at Your Location 	1	\$ 176,765.00	\$ 176,765.00
T4 Z-PRO™ 48-inch (1.2 m) Cutter Head	INSTALLED	Included	
• VersaMount™ Universal Bucket Coupler with Hydraulic Clamping System		Included	
• Custom Trailer (US) 2- 5/16" Ball Hitch		Included	
• 1-YEAR WARRANTY (Unlimited Hours) / 2-YEARS ENGINE \$3300 Freight Amount included, FOB to 12200 Airport Rd., Martel CA 95642		Included	
Options			
		Freight:	\$ -
Trade in for AZ480HD Serial # 00244 and Trailer		Subtotal:	\$ 176,765.00
	Mapleton, Utah	7.75% Sales Tax:	\$ 13,699.29
		TOTAL \$	190,464.29

*Order Deposit:

Customer Signature: _____ Date: _____
 Signature indicates acceptance of this Proposal/Invoice based on satisfactory performance of the Asphalt Zipper Machine.

Terms and Conditions: This proposal is a preliminary estimate; all prices are in US Dollars. Final sales price subject to approval by Asphalt Zipper accounting. Price does NOT include sales tax or GST(Canada); applicable sales tax or GST will be added to final invoice. Machine availability and specifications are subject to change at anytime by Asphalt Zipper. *A Deposit is required for all Orders. All returns and cancelled custom orders are subject to a 20% restocking fee plus any freight charges.

Board of Supervisors Agenda Item Report

Submitting Department: Board of Supervisors

Meeting Date: August 14, 2018

SUBJECT

Minutes: Review and possible approval of the July 24, 2018 Board of Supervisors Meeting Minutes.

Recommendation:

Approval

4/5 vote required:

No

Distribution Instructions:

None

ATTACHMENTS

- [July 24, 2018_DRAFT_Minutes \(2\).docx](#)

Amador County Board of Supervisors
ACTION MINUTES
REGULAR MEETING

DATE: Tuesday, July 24, 2018
TIME: 8:30 a.m.
LOCATION: County Administration Center, 810 Court Street, Jackson, California

The Board of Supervisors of the County of Amador met at the County Administration Center, 810 Court Street, Jackson, California, on the above date pursuant to adjournment, and the following proceedings were had, to wit:

Present on Roll Call:

Lynn A. Morgan, District III- Chairperson
Brian Oneto, District V-Vice-Chairman
Patrick Crew, District I
Richard M. Forster, District II
Frank U. Axe, District IV

Staff: Charles T. Iley, County Administrative Officer
Gregory Gillott, County Counsel
Jennifer Burns, Clerk of the Board

Absent: None

NOTE: These minutes remain in *Draft* form until approved by Minute Order at the next regular meeting of the Board of Supervisors. Any packets prepared by County Staff are hereby incorporated into these minutes by reference as though set forth in full. Any staff report, recommended findings, mitigation measures, conditions, or recommendations which are referred to by Board members in their decisions which are contained in the staff reports are part of these minutes by reference only. Any written material, petitions, packets, or comments received at the hearing also become a part of these minutes by reference.

CLOSED SESSION may be called for labor negotiations (pursuant to Government Code §54957.6), personnel matters (pursuant to Government Code §54957), real estate negotiations/acquisitions (pursuant to Government Code §54956.8), and/or pending or potential litigation (pursuant to Government Code §54956.9). **At 8:30 a.m., the Board convened into closed session.**

REGULAR SESSION: At 9:00 a.m., the Board convened into regular session. Chairperson Morgan reported the following issue was reviewed in closed session:

Chairperson Morgan advised the following item was pulled from the agenda for today's date as it was not agendized properly.

Conference with Labor Negotiators: Pursuant to {Government Code Section 54957.6}-

The following item were discussed in closed session.

Conference with County Counsel: Existing Litigation-{Government Code 54956.9(d)}

County of Amador v. Department of Interior, In the United States Supreme Court, No. 17-432

ACTION: Nothing to report.

Conference with County Counsel: Anticipated Litigation-{Government Code 54956.9(d)(2)}

Buena Vista Rancheria

ACTION: Direction given to staff.

PLEDGE OF ALLEGIANCE: Chairperson Morgan led the Board and the public in the *Pledge of Allegiance*.

PUBLIC MATTERS NOT ON THE AGENDA: Discussion items only, no action to be taken. Any person may address the Board at this time upon any subject within the jurisdiction of the Amador County Board of Supervisors; however, any matter that requires action may be referred to staff and/or Committee for a report and recommendation for possible action at a subsequent Board meeting. Please note - there is a **three (3) minute limit per person**.

Vote by Mail: Ms. Susan Bragstad, District II resident, addressed the Board and encouraged the Board to petition the State to request Amador County be included in the next round of Vote by Mail Counties. Ms. Bragstad continued by stating with all of the issues that occurred in the last Election, she feels a Vote By Mail process would eliminate most if not all of the issues. She pointed out the advantages to a Vote By Mail system would be, elimination of polling place costs, eliminate estimating how many ballots need to be ordered and printed and elimination of the cost of hiring a consultant to look into issues that have taken place.

Amador Council of Tourism (ACT): Ms. Maureen Funk, ACT Executive Director, addressed the Board and announced the Amador County booth at the State Fair won a Golden Bear award and the Best Marketing award. Ms. Funk thanked the Board for their ongoing support of the state Fair Booth.

Potential Sutter Hill Fire Station: Ms. Debbie Mackey, City of Jackson Fire Chief, took this time to speak in opposition of a new fire station being built in the Sutter Hill area. She stated after learning of a possible land acquisition to build a new station in the Sutter Hill corridor she, along with other Fire Chief's petitioned their respective cities (Ione, Sutter Creek and Jackson) to pass a resolution in opposition. Ms. Mackey read the resolution into the record at this time.

The following individuals also spoke in opposition of a new fire station in Martell:

- Ms. Susan Bragstad, District II resident
- Mr. Jack Quinn, District I resident
- Mr. Ken Mackey, District II resident
- Mr. Ron Watson, District IV resident
- Mr. Dominic Moreno, Sutter Creek Fire Chief

AGENDA: Approval of agenda for this date; any and all off-agenda items must be approved by the Board (pursuant to §54954.2 of the Government Code.)

Mr. Chuck Iley, County Administrative Officer, advised the following item (9e) be pulled from the Consent Agenda and be placed on the Regular Agenda for discussion.

Administration: Recommendation by the CAO to change the job description for the Community Development Director and reclassify the current Environmental Health Director to the Community Development Director effective July 24, 2018.

Discussion ensued the following action being taken.

ACTION: Direction given pursuant to the following motion.

MOTION: It was moved by Supervisor Crew, seconded by Supervisor Forster, and unanimously carried to approve the agenda as amended above.

CONSENT AGENDA: Items listed on the consent agenda (see attached) are considered routine and may be enacted by one motion. Any item may be removed for discussion and possible action, and made a part of the regular agenda at the request of a Board member(s)

Chairperson Morgan advised the following item has been added as an Addendum to the Consent Agenda for today's date.

Building Department: Approval of an Agreement to Limit Use of Agricultural Structure for Terry D. and Cornelia Smithson Family Trust

ACTION #1: Direction given pursuant to the following motion.

MOTION #1: It was moved by Supervisor Axe, seconded by Oneto and carried to approve as amended above.

REGULAR AGENDA

CalFire: Power Point Presentation by CalFire representatives regarding fire prevention activities in Amador County.

Mr. Scott Lindgren, Amador-Eldorado Unit Chief and Mr. Tom Tinsley, Unit Forester, provided a presentation regarding fire prevention activities in Amador County.

Chairperson Morgan opened the discussion to the public at this time. The following individuals wished to speak:

- Mr. Eddie Oneto, District I resident
- Mr. John Plasse, District I resident
- Ms. Sherry Curtis, District III resident

ACTION: Presentation only.

Buena Vista Rancheria of Me-Wuk Indians: Discussion and possible action relative to a request by Buena Vista Rancheria of Me-Wuk Indians to close portions of various roads to complete work required by the Intergovernmental Services Agreement.

Supervisor Oneto recused himself from this matter to avoid any perceived conflict of interest issues do to family members owning property adjacent to this project.

Mr. Jered Reinking, Public Works Director, addressed the Board and summarized the staff report relative to this matter which is hereby incorporated into these minutes as though set forth in full. In summary he stated in February 2012, the Public Works Department approved Design Development Plans for the “Buena Vista Rancheria-Offsite Mitigations Coal Mine Road to Highway 88 Phase A,” dated December 2011. The Plans contained detours stipulating full road closures of certain segments of road to allow the Developer/Contractor to construct the project. He continued by stating the Developer/Contractor is requesting to execute the approved Plans and detours immediately to begin construction on Segment B. He reviewed the proposed road closure schedule which is included in the Board packet.

Mr. Reinking outlined the follow requested actions the Board may consider taking today:

1. Approve temporary road closures as outlined by the Developer/Contractor of Buena Vista Road beginning retroactively July 16, 2018 through September 30, 2018; or
2. Approve temporary road closures as outlined by the Developer/Contractor of Buena Vista Road for Segment B beginning retroactively July 16, 2018 through August 10, 2018; and

3. Delegate Authority to the Public Works Director to approve future temporary road closures required under the approved Plans through November 12, 2018, which will include a temporary road closure for Segment A, B and E.
4. Direct staff to post road closure information.

Lengthy discussion ensued with the following action being taken.

Chairperson Morgan opened the discussion to the public at this time. The following individuals wished to speak relative to this matter:

- Mr. Bill May, District II resident
- Mr. Tim Curran, District II resident
- Mr. Rux Oneto, District I resident
- Mr. Eddie Oneto, District I resident

ACTION: It was moved by Supervisor Axe, seconded by Supervisor Forster and unanimously carried to approve the Buena Vista/Coal Mine Road Reconstruction Schedule as presented in the Board packet for today's date and direct staff to return to the Board with bi-weekly progress reports as the project moves forward and bring any significant changes to the proposed plan back to the Board for ratification.

Ayes: Supervisors Axe, Forster, Morgan and Crew

Noes: None

Recused: Supervisor Oneto

Supervisor Oneto returned to the Board room at this time.

Tree Mortality: Update on Tree Mortality mitigation activities by Tad Mason, TSS Consultants, Dr. Richard Harris and Ed Struffenegger.

Dr. Richard Harris, provided a presentation regarding an update on Tree Mortality mitigation activities which included, but was not limited to, a County Project Summary, Planned County Projects, and latest TMTF results. In summary he stated it is expected to have most projects throughout the area east of highway 49 completed by the end of 2018, including new planned projects. He stated additional mortality in the area west of highway 49 may warrant more projects, further inspection will continue this fall. He also mentioned there is still an issue of unreturned right of entry forms on parcels with mortality.

ACTION: None. Presentation only.

General Services Administration: Review of Election Audit Services Request for Proposal (RFQ).

Mr. Jon Hopkins, General Services Director, reviewed the staff report relative to this matter which is hereby incorporated into these minutes as though set forth in full. He stated on July 10, 2018, the Board took action to assign an Adhoc Elections Audit Committee to develop a draft

Request for Qualification (RFQ) for the Board to review. He referred to a draft RFQ include in the Boards packet for consideration.

Discussion ensued with the following action being taken.

ACTION: Direction given pursuant to the following motion.

MOTION: It was moved by Supervisor Oneto, seconded by Supervisor Forster and unanimously carried to authorize the Ad Hoc Committee (Supervisors Axe and Crew) to work with County Counsel, County Administrative Officer and General Services Director to select a firm and engage in an agreement with to provide an overview of elections and perform an audit, and authorize the Board Chairperson to sign the agreement not to exceed \$25,000.00.

Community Facilities District 2006-1 (Fire Protection Services): Discussion and possible action regarding direction to staff as to the interpretation and application, or possible amendment of County Code related to the Community Facilities District.

Mr. Greg Gillott, County Counsel, addressed the Board and summarized the staff report relative to this matter which is hereby incorporated into these minutes as though set forth in full. He provided some background by stating in late 2016 Mr. John Plasse, as the representative of the Plasse Family Trust in connection with a tentative parcel map involving property near Silver Lake appealed a map condition that required participation in the County's Community Facilities District No. 2006-1 regarding Fire Protection Services. At that time Mr. Plasse raised several issues and as a result, the Board directed a legal review of the County's Community Facilities District No. 2006-1 by an outside attorney. In particular, the Board requested a review of whether the County could create new or additional categories within the CFD to apply to certain properties not accessible during several winter months due to high snow and closed County roads. Mr. Gillott referred to excerpts of the review of the CFD by attorneys from the law firm of Norton Rose and Fulbright, which are included in the Board packet today.

Chairperson Morgan opened the discussion to the public at this time. The following individuals wished to speak:

Mr. John Plasse, District I resident, indicated he feels there is an inconsistency and contends that one of the parcels created by the parcel map should be excluded from the obligation to annex to the CFD because there is an originating parcel that already existed. Since that originating parcel, if it was not otherwise part of a subdivision, could have been developed without the annexation obligation, and there are actually only two parcels crated not three.

Lengthy discussion ensued with the following action being taken.

ACTION: Direction given pursuant to the following motion.

MOTION: It was moved by Supervisor Crew, seconded by Supervisor Oneto and carried to accept the definition that one parcel split into three would only result in two

additional parcels with the third one (as designated by the applicant) being “grandfathered in” and will not be subject to Community Facilities District guidelines. Direction was also given to County Counsel to work with staff and consultants to draft an amended Rate of Methodology of Apportionment or County Code amendment, whichever proves to be most efficient and clearly implements the Board direction as stated in this Motion.

Ayes: Supervisors Crew, Oneto, Forster and Axe

Noes: Supervisors Morgan

General Services Administration: Discussion and possible action to issue Request for Qualifications (RFQ) to determine the most qualified energy services firm to meet the County’s needs.

Mr. Jon Hopkins, General Services Director, summarized the staff report relative to this item which is hereby incorporated into these minutes as though set forth in full. He briefly stated six firms have contacted him over the last six months offering energy conservation services. These firms provide analysis, engineering and construction of energy related projects to improve efficiencies and reduce costs. All of these firms perform similar services identified in Government Code Section 4217.10 through 4217.18 which also authorizes single source energy conservation contracts in consideration of required costs and life cycle analysis, public hearing legal noticing requirements and determination by the Board there is a benefit to the taxpayers. Mr. Hopkins stated this matter is before the Board today to determine whether or not the Board desires to pursue energy conservation services with an outside firm and if Request for Qualifications should be issued.

Discussion ensued with the following action being taken.

ACTION: Direction given pursuant to the following motion.

MOTION: It was moved by Supervisor Oneto, seconded by Supervisor Axe and unanimously carried to issue Request for Qualifications (RFQ) to determine the most qualified energy services firm to meet the County’s needs.

Administration-Item 9e pulled from Consent: Recommendation by the CAO to change the job description for the Community Development Director and reclassify the current Environmental Health Director to the Community Development Director effective July 24, 2018. The new Community Development Director would receive the salary that has already been established for that position in the Management Resolution. The Planning Director, Building Director, and Public Works Director would all report to the Community Development Director. The Solid Waste Director would continue to report directly to the CAO, avoiding any conflict between the LEA and the landfill.

ACTION: Direction given pursuant to the following motion.

MOTION: It was moved by Supervisor Axe, seconded by Supervisor Crew and unanimously carried to conceptually approve this request and direct staff to bring back a revised Management Resolution for approval on the Consent Agenda.

PUBLIC HEARINGS

Planning Department: Discussion and possible action relative to a Public Hearing to consider an appeal of the Planning Commission's denial of an Amended Use Permit for a 585 Square-Foot addition to a 1,512 sq. ft. Second Family Dwelling which exceeds the 1,200 sq. ft. size limit allowed by County Code and state Statute (APN 038-570-007)

Mr. Chuck Beatty, Planning Director, summarized the staff report relative to this matter which is hereby incorporated into these minutes as though set forth in full. In summary he stated this appeal is a result of the Planning Commission's denial of an amended Use Permit application to construct a 585 square-foot addition to a second single family dwelling. The subject dwelling is currently 1,512 square feet in size and was approved by the Planning Commission in 2003. The State's Accessory Dwelling Unit law, while making our second dwelling ordinance null and void, also limits second units to 1,200 square feet. Mr. Beatty stated the Planning Commission denied the requested amendment to the Use Permit because the dwelling already exceeds the maximum square footage for second family dwelling allowed by law.

Chairperson Morgan opened the public hearing at this time. The following members of the public wished to speak.

- Mr. Dennis Rodman, speaking on behalf of the appellant Ms. Kimberly Lague
- Ms. Kimberly Lague, Appellant

Lengthy discussion ensued with the following actions being taken.

ACTION #1: Public Hearing closed pursuant to the following motion.

MOTION #1: It was moved by Supervisor Forster, seconded by Supervisor Crew and unanimously carried to close the public hearing.

ACTION #2: Direction given pursuant to the following motion.

MOTION #2: It was moved by Supervisor Forster, seconded by Supervisor Crew and unanimously carried to grant the appeal based on the findings that it is infeasible to comply with the criteria outlined in Amador County code Section 19.48.120 based on space needs of the family and the modification is not detrimental to the public interest or surrounding residents or properties.

Ayes: Supervisors Forster, Crew, Axe and Oneto

Noes: Supervisor Morgan

Planning Department: Discussion and possible action relative to a Public Hearing to consider an appeal of the Planning Commission's denial of an extension of the expiration date for Tentative Subdivision Map No. 120 (Mokelumne Bluffs)(Continued from May 22, 2018)

Mr. Chuck Beatty, Planning Director, summarized the staff report relative to this matter which is hereby incorporated into these minutes as though set forth in full. In summary he stated Tentative Subdivision Map No. 120 was originally approved by the Planning Commission on June 24, 2008, with an initial expiration date of June 24, 2011. The project received three legislative and one lead agency extension between 2011 and today. Senate Bill 1185 adopted in 2008, allows local governments to grant up to six years of extensions to Subdivision expiration dates. Since the project received a 1-year extension from the Planning Commission in 2017, it is currently eligible for up to five years of additional time to the expiration date (no later than June 24, 2023). Should future Senate Bills or Assembly Bills provide for further extensions of time, the project will be granted those extension automatically, if applicable. Mr. Beatty continued by noting the Planning Commission denied the applicant's request for an additional extension, noting that:

1. No work had been completed on the project since the 2017 extension of time;
2. The Environmental Impact Report for the project is over 10 years old and present-day mitigation requirement might be significantly different; and
3. The difficulties that additional 98 homes in the project area would have caused during the Butte Fire evacuations.

Mr. Beatty also pointed out that the Board of Supervisors continued this matter from May 22, 2018 to allow staff the opportunity to investigate if the extension of time is a discretionary action subject to CEQA which may require additional CEQA review of the project. Upon further review, it is staff's opinion that the extension of a discretionary permit is subject to CEQA and would require an evaluation of the adequacy of the project's existing Environmental Impact Report by the Planning Commission.

Chairperson Morgan opened the public hearing at this time. The following individual wished to speak.

- Mr. Joe Murphy, Dillon and Murphy law firm and civil engineer for the project
- Charlie Simpson, EIR Author for this project

Lengthy discussion ensued with the following actions being taken.

ACTION #1: Public Hearing closed pursuant to the following motion.

MOTION #1: It was moved by Supervisor Oneto, seconded by Supervisor Axe and unanimously carried to close the public hearing.

ACTION #2: Direction given pursuant to the following motion.

MOTION #2: It was moved by Supervisor Forster seconded by Supervisor Oneto and unanimously carried to grant the appeal and extend the expiration date of Subdivision Map No. 120 for up to five years (no later than June 24, 2023).

CLOSED SESSION may be called for labor negotiations (pursuant to Government Code §54957.6), personnel matters (pursuant to Government Code §54957), real estate negotiations/acquisitions (pursuant to Government Code §54956.8), and/or pending or potential litigation (pursuant to Government Code §54956.9). **At 1:45 p.m., the Board convened into closed session.**

Conference with Real Property Negotiators: County Negotiators: Charles T. Iley, County Administrative Officer, Jon Hopkins, General Services Director

APN 023-020-072: Negotiating Parties: Lockwood Fire Protection District-Terms and Conditions

ACTION: Direction given to staff.

APN 044-010-116-000 (Westover Field Airport Hangar #54)-Negotiating Parties: Ms. Kittie Baker-Terms and Conditions

ACTION: Direction given to staff.

Conference with County Counsel-Initiation of Litigation {Government Code 54956.9(D)(4)}

One Case

ACTION: Direction given to staff.

Confidential Minutes: Review and possible approval of the June 26, 2018 Confidential Minutes.

ACTION: Approved pursuant to the following motion.

MOTION: It was moved by Supervisor Axe, seconded by Supervisor Crew and unanimously carried to approve the July 10, 2018 Confidential Minutes with minor amendments.

REGULAR SESSION: At approximately 2:45 p.m., the Board convened into regular session. Chairperson Morgan reported the above issues were reviewed in closed session:

ADJOURNMENT: Until Tuesday, August 14, 2018, at 8:30 a.m.

July 24, 2018 Consent Minutes:

- 9.a. Probation: Approved Resolutions for Standard Agreements #C5608074 for Juvenile Diagnostic Studies and #C5608073 for Juvenile Emergency Housing with the California Department of Corrections and Rehabilitation (CDCR) for FY 18/19 to FY 19/20.
Resolution #18-071 for Juvenile Diagnostic Studies
Resolution #18-072 for Juvenile Emergency Housing
- 9.b. Public Works: Adopted Resolution authorizing the Chair to sign Program Supplement No. N022 Rev 2 with the State of California Department of Transportation for Federal Aid Project No. BRLO-5926(055) Carbondale Road over Willow Creek Bridge Project
Resolution #18-073
- 9.c. Surveying Dept.: Adopted resolution approving Three (3) Certificates of Compliance for Douglas A. Hill. Assessor Parcel No.'s 21-080-010, 21-080-060, and 21-080-061.
Resolution #18-074
- 9.d. Public Health: Approved Agreement Between Amador County and Mountain Valley Emergency Medical Services Agency for FY 2018-2019 to provide Local EMS Agency services for Amador County.
- 9.e. ~~Administration: Recommendation by the CAO to change the job description for the Community Development Director and reclassify the current Environmental Health Director to the Community Development Director effective July 24, 2018. The new Community Development Director would receive the salary that has already been established for that position in the Management Resolution. The Planning Director, Building Director, and Public Works Director would all report to the Community Development Director. The Solid Waste Director would continue to report directly to the CAO, avoiding any conflict between the LEA and the landfill. Suggested Action: Approve changes to the Community Development Director job description and reclassify the Environmental Health Director as the Community Development Director as called out in the attached memorandum.~~ **-Item pulled and heard on the Regular Agenda**
- 9.f. Social Services: Approved Authorization to back-fill one Finance Technician position to replace an employee who has accepted a position with the Amador County Auditor's Office effective July 13, 2018. This is a Merit System position and their standards and guidelines must be followed.

CONSENT AGENDA ADDENDUM

Building Department: Adopted Resolution to authorize the Chairperson to sign Agreement to Limit Use of Agricultural Structure for Terry D. and Cornelia Smithson Family Trust
Resolution #18-075

Lynn A. Morgan, Chairperson, Board of Supervisors

ATTEST:
JENNIFER BURNS, Clerk of the
Board of Supervisors, Amador County,
California

DRAFT

**Staff Contacts: Chuck Iley, County Administrative Officer
Jennifer Burns, Clerk of the Board
Sharon Murphy, Deputy Board Clerk III
810 Court Street, Jackson, California 95642
Telephone (209) 223-6470
FAX# (209) 257-0619
www.amadorgov.org**

Board of Supervisors Agenda Item Report

Submitting Department: Board of Supervisors

Meeting Date: August 14, 2018

SUBJECT

Board of Supervisors: Resolution declaring a Local State of Emergency in Amador County due to Pervasive Tree Mortality. (Original resolution adopted on February 23, 2016 and updated on September 13, 2016, February 28, 2017 and January 9, 2018.)

Recommendation:

Adopt Resolution

4/5 vote required:

No

Distribution Instructions:

File

ATTACHMENTS

- [LocalEmergency Tree Mortality resol.doc](#)

**BEFORE THE BOARD OF SUPERVISORS OF THE
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF:

RESOLUTION DECLARING LOCAL STATE
OF EMERGENCY IN AMADOR COUNTY
DUE TO PERVASIVE TREE MORTALITY

RESOLUTION NO. 18-xxx

WHEREAS, On October 20, 2015, Governor Brown of the State of California, issued an Executive Order related to unprecedented tree mortality due to drought conditions, directed state agencies to begin collaborating and partnering with local government to take action to remove dead and dying trees threatening public safety and infrastructure and approved California Disaster Assistance Act funding to assist in these efforts; and

WHEREAS, California Government Code Section 8630 empowers the Board of Supervisors to proclaim the existence or threatened existence of extreme peril to the safety of persons and property and are or are likely to be beyond the control of the services, personnel, equipment, and facilities of this County; and

WHEREAS, On January 17, 2014, Governor Brown proclaimed a Drought State of Emergency as the State is experiencing the most severe drought in history with four years of below average rain and snow; and

WHEREAS, On December 14, 2015, California Department of Forestry and Fire Protection issued a news release stating “even with recent rains it will likely take years to slow down the massive tree mortality and bark beetle infestation”; and

WHEREAS, The latest aerial survey estimated that over 129 million trees have died across California as a result of the drought and the effects of bark beetle infestation, up from 3.3 million in 2014; and

WHEREAS, Tree mortality from bark beetle infestation and drought has accelerated over the past few years in Amador County; and

WHEREAS, On July 31, 2015, Governor Brown proclaimed a State of emergency due to a series of wildfires statewide citing drought conditions which have increased the State’s risk of wildfires and caused millions of trees to die; and

WHEREAS, Beginning on September 9, 2015 the Butte Fire in Amador and Calaveras County destroyed 921 structures including; 549 homes, 368 outbuildings, and 4 commercial properties, caused power loss to thousands of homes and business, and thousands of families to evacuate their homes, all resulting in part from dead and dying trees caused by drought conditions; and

WHEREAS, Unless the risks posed by dead, dying and diseased trees are immediately abated, there will remain a significantly increased risk to life and property, and interruption of essential services; and

WHEREAS, The magnitude of the Butte Fire tree mortality and the pervasive tree mortality in other parts of the County represents a threat that is beyond the capacity of the County (public and private)

services, personnel, equipment and facilities and requires coordination and assistance from State and Federal agencies.

THEREFORE, BE IT HEREBY RESOLVED that the Amador County Board of Supervisors do hereby find that the aforesaid conditions of extreme peril warrant and necessitate the proclamation of a local emergency in Amador County and imminent threat of disaster as the result of tree mortality.

BE IT FURTHER RESOLVED that the Amador County Board of Supervisors does hereby establish a tree mortality taskforce and charge it to develop a risk abatement plan, coordinate agency, organization and citizen efforts, seek funding, resolve barriers, and maximize County resources.

BE IT FURTHER RESOLVED that the County of Amador requests the State of California include Amador County in the list of Priority Counties within the California Tree Mortality Task Force.

BE IT FURTHER RESOLVED that the County of Amador requests the assistance of the State of California in the coordination of resources to assist in the removal of dead and dying trees due to drought and bark beetle infestation.

BE IT FURTHER RESOLVED that the County of Amador requests the state of California to waive or expedite regulations, permits and permit fees that may hinder response and recovery efforts, make available assistance under the California Disaster Assistance Act or any other state funding, and to expedite access to federal resources and any other appropriate federal disaster relief programs.

BE IT FURTHER RESOLVED that said local State of Emergency shall be deemed to continue to exist until its termination is proclaimed by the Board of Supervisors of Amador, State of California.

The foregoing resolution was duly passed and adopted by the Board of Supervisors in the County of Amador at a regular meeting thereof, held on the 14th day of August 2018, by the following vote:

AYES: Lynn A. Morgan, Brian Oneto, Patrick Crew, Richard M. Forster, Frank U. Axe

NOES: None

ABSENT: None

Lynn A. Morgan, Chair, Board of Supervisors

ATTEST:
JENNIFER BURNS, Clerk of the
Board of Supervisors, Amador County,
California

Deputy

Board of Supervisors Agenda Item Report

Submitting Department: District Attorney

Meeting Date: August 14, 2018

SUBJECT

District Attorney: Auto Fraud Grant Resolution for the California Department of Insurance, Automobile Insurance Fraud Program for FY 2018-2019

Recommendation:

Adopt Resolution for the California Department of Insurance, Automobile Insurance Fraud Program for FY 2018-2019

4/5 vote required:

No

Distribution Instructions:

Please return 2 stamped copies to Amber Weart at the District Attorneys Office

ATTACHMENTS

- [AF BOS 18_19 Resolution.doc](#)

**BEFORE THE BOARD OF SUPERVISORS OF THE
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF:

RESOLUTION APPROVING APPLICATION)	RESOLUTION NO. 18-
RELATIVE TO THE AUTOMOBILE INSURANCE)	
FRAUD PROGRAM FOR THE 2018-2019)	
FISCAL YEAR)	

WHEREAS the Amador County Board of Supervisors desires to undertake a certain project designated as the Amador County Automobile Insurance Fraud Program to be funded by funds made available through the Automobile-California Insurance Code Section 1872.8, California Code of Regulations, Title 10, Section 2698.60 and administered by the California Department of Insurance, State of California.

BE IT RESOLVED that the Amador County Board of Supervisors has authorized the District Attorney of Amador County to submit the attached grant application to the California Department of Insurance, State of California; and

BE IT FURTHER RESOLVED that the Chairman of said Board and the District Attorney are hereby authorized to sign and execute said application on behalf of the County of Amador; and

BE IT FURTHER RESOLVED the Chairman of said Board and the District Attorney be and hereby are authorized to sign and execute any and all amendment and extensions to said application; and

BE IT FURTHER RESOLVED that the grant funds received hereunder shall not be used to supplant expenditures controlled by this body.

BE IT FURTHER RESOLVED that it is agreed that any liability arising out of the performance of the Grant Award Agreement, including civil court actions for damages, shall be the responsibility of the grant recipient and the authorizing agency. The State of California and the California Department of Insurance disclaim responsibility for any such liability.

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Amador at a regular meeting thereof, held on the August 7, 2018, by the following vote:

AYES:
NOES:
ABSENT:

Chairman, Board of Supervisors

ATTEST:
JENNIFER BURNS
Clerk of the Board of Supervisors,
Amador County, California

Deputy

Board of Supervisors Agenda Item Report

Submitting Department: Human Resources

Meeting Date: August 14, 2018

SUBJECT

Human Resources: Resolution regarding Salaries and Fringe Benefits for Management Employees. The Management Unit is proposing an increase to the Community Development Director of 5% retroactive to 7/24/2018. Revised Job Description attached.

Recommendation:

Adopt resolution

4/5 vote required:

No

Distribution Instructions:

Human Resources, Auditor

ATTACHMENTS

- [Management_Resolution 8.7.18 DRAFT.docx](#)
- [Memo Management res.pdf](#)
- [Management 10.1.17 DRAFT.pdf](#)
- [Management 10.1.18 DRAFT.pdf](#)
- [Community Development Director DRAFT.7-18.doc](#)

**BEFORE THE BOARD OF SUPERVISORS OF THE
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF:

RESOLUTION RELATIVE TO) RESOLUTION NO. 18-xxx
SALARIES AND FRINGE BENEFITS)
FOR MANAGEMENT EMPLOYEES)

BE IT RESOLVED that this resolution is being adopted to reflect the following change:

- Effective July 24, 2018, the Community Development classification will receive a 5% increase
- 2017 & 2018 Classification and Wage Plan are on the last page and listed as Appendix A**

TERMS AND CONDITIONS

1. Employees herein serve at the pleasure of the Board of Supervisors with the exception of the Chief Probation Officer, who is appointed and removed by the presiding judge; the County Counsel, who is appointed by the Board of Supervisors to a four-year term; and the Undersheriff, whose tenure is discussed in paragraph 3.B below. These employees shall adhere to all policies and procedures applicable to other County management employees.
2. Personnel covered by this resolution are required to devote the appropriate amount of time at their place of work, either in the office or at other sites, necessary to complete the responsibilities and duties of their positions.
3. The following terms and conditions apply only to the position of Undersheriff:
 - A. The salary shall be equal to or above the salary established for the position of Captain.
 - B. The Undersheriff shall be eligible to receive all education, POST, and longevity incentives that are afforded to the Sheriff's Office Mid-Management Unit as well as all uniform allowances that are afforded to the Sheriff's Office Mid-Management Unit.
 - C. The Undersheriff's employment shall begin upon his/her effective date of appointment and shall terminate upon the appointing Sheriff's leaving office for any reason and a new Sheriff taking office. The Undersheriff's position shall automatically terminate without notice or hearing upon the appointing Sheriff's leaving office and his/her successor taking office. Any Undersheriff whose employment terminates as a result of the appointing Sheriff's leaving office shall have bumping rights to any position in the Sheriff's Office, including the highest position which was previously held before becoming the Undersheriff at the appropriate step based upon the duration of the Undersheriff's length of County employment in all positions within the Sheriff's Office.
 - D. The Undersheriff shall be required at the time of his/her appointment to have all of the professional qualifications of the Sheriff.
 - E. The Undersheriff shall act as the Chief Deputy of the Sheriff and as the Executive Officer of the Sheriff's Office working under the direction and control of the Sheriff.
 - F. The Undersheriff shall be an at-will employee serving at the pleasure of the Sheriff. He/She shall adhere to all policies and procedures applicable to other County management employees and if, in the opinion of the Board of Supervisors, the Undersheriff violates any said policy and/or procedure creating the probability of substantial County liability and the Sheriff fails to impose appropriate discipline on the Undersheriff, the Board of Supervisors may discipline the Undersheriff up to, and including, termination of the Undersheriff

without notice or hearing. The Board of Supervisors shall not have the right to discipline the Undersheriff for any other reason.

4. Effective retroactive to October 1, 2017, longevity pay will be granted to all members of this unit for 10, 15 and 20 years in 2.5% increments under the same terms and conditions as the County's General Unit bargaining Group

BENEFIT PACKAGE

5. **Voluntary Reduced Work Schedule:** Effective July 1, 2015, employees have the option to continue their voluntary reduced work schedule of 156.6 hours per month, request a voluntary reduced work schedule of 156.6 hours or rescind their previous request for a voluntary reduced work schedule. Employee's seniority, benefits and leave accruals will not be affected. Employees do not need to submit a request each year to continue their reduced work schedule. If an employee elects to take the reduced workweek, they shall remain on the reduced workweek until the beginning of the following fiscal year. The County reserves the right to rescind the reduced workweek at any time.
6. **Retirement Program:** Employees herein shall receive the same Public Employees' Retirement System program offered through the County (Local Safety Members for Undersheriff and Chief Probation Officer, Local Prosecutors for Chief Assistant District Attorney, and Local Miscellaneous Members for all other unit members), as such programs may be amended from time to time. The Employer Paid Member Contribution (EPMC) shall be as follows:
 - A. Effective October 1, 2011, the EPMC shall be 1% for all employees except for the Undersheriff, the Chief Probation Officer, and the Chief Assistant District Attorney. For those employees, the EPMC shall be 3%.
 - B. Effective July 1, 2014, the EPMC for members of the Board of Supervisors shall be 4% (Board Members will be paying 3% of their CalPERS Member Contributions) and effective July 1, 2015 EPMC shall be 1% (Board Members will be paying an additional 3% of their CalPERS Member Contributions, for a total CalPERS Member Contribution by Board Members of 6%).
 - C. Effective January 1, 2013 all employees hired as new employees according to PERS regulations shall pay one-half of the normal cost as determined by CalPERS.
 - D. Effective July 1, 2016 all Classic employees shall pay seven percent (7%) of the EPMC. This means all Classic employees will be paying their full 7% of their EPMC except for the Undersheriff, the Chief Probation Officer, and the Chief Assistant District Attorney. These employees will be paying 7% of their EPMC and the County will be paying 2% of their EPMC.
 - E. The reduction in EPMC listed above shall not apply to other employees whose benefits are the equivalent to those provided to Management members, such as the County Administrative Officer, or to elected officials, unless specifically adopted by contract or resolution dated after the effective date of this Resolution.
7. **Health Insurance:** Employees herein shall be eligible for the same group health insurance programs provided to the County's General Unit bargaining group except for the Undersheriff and the Chief Probation Officer, who shall be eligible for the same group health insurance programs provided to the County's law enforcement bargaining units. The County will pay the cost of health, vision, dental, and life insurance for all Management employees and their dependent.
 - A. Effective January 1, 2017, all employees will contribute 2.5% of the total cost of the insurance premiums towards their insurance premiums and the County will be contributing 97.5 % of their insurance premiums

- B. A cash payment of \$506.82 per month shall be paid to all Management employees in lieu of major medical insurance benefits, provided, however, that employee must have on file with the Auditor an affidavit confirming that other major medical insurance has been obtained.
 - C. Management employees retiring from County service shall be granted the right to continue participation in the group health insurance programs provided for active Management employees, to the extent said insurance programs allow, at the retired employee's expense.
8. **Sick Leave:** Employees herein shall accrue eight (8) hours paid leave of absence for illness or injury to the employee or the employee's minor children for every 174 hours of service, which accrual shall be credited monthly. For employees on a voluntary reduced work schedule of 156.6 hours per month they will accrue 8 hours sick leave per month.
- A. Unused sick leave shall accrue from year to year.
 - B. Upon retirement only, an employee who has accrued a minimum of 500 sick leave hours **may**, upon request of the employee, be paid in cash for one-half of the number of accrued sick leave hours up to a maximum payoff of 500 hours, with the balance of unused sick leave going toward PERS service credit.
9. **Vacation Leave:** Employees herein shall earn and accrue paid vacation leave in accordance with the following provisions (all other terms and conditions shall be the same as the County's General bargaining group):
- A. Vacation leave shall be earned and accrued at the rate of sixteen (16) hours of vacation leave for every 174 hours of service. For employees on a voluntary reduced work schedule of 156.6 hours per month, they will accrue sixteen (16) hours of vacation for every 156.6 hours worked.
 - B. Employees will only be allowed to carry over a two (2) year vacation accrual maximum. Accrual of vacation leave shall cease when the maximum amount of vacation leave allowed has accrued and been unused by the employee, but shall recommence when the unused balance of an employee's vacation leave is below the maximum allowed accrual.
 - C. An employee may elect to be paid off in cash (up to 40 hours only); provided, however, that the criteria outlined in the Amador County Policies and Procedures Manual (#2-230) has been met.
10. **Holiday Leave:** Management employees will receive the same paid holiday leave as the County's General Unit bargaining group with the exception of the Undersheriff, Chief Probation Officer and Chief Assistant District Attorney. For employees taking the voluntary reduced work schedule of 156.6 hours per month, they will be paid eight (8) hours of holiday pay. Any difference in the number of hours used on that holiday can be taken from vacation leave. If vacation leave is not available, employees will be docked the difference in pay
11. **Management/Administrative Leave:** Management employees shall accrue up to five (5) days of Management/Administrative Leave each calendar year. An employee may accrue Management/Administrative leave up to a maximum amount equal to twice their current annual Management/Administrative accrual rate. Part-time Management/Administrative employees shall receive five (5) pro-rated days of leave each year based on the number of hours they work. An employee shall not be eligible to utilize his/her Management/Administrative leave until after completion of six (6) continuous months of employment with the County. For calendar year 2018, this leave will be considered effective and credited January 1, 2018.

12. **Deferred Compensation Annuity Program:** Every regular employee may enroll in a Deferred Compensation Annuity Program offered by a carrier through the County, in accordance with the enrollment provisions established by the carrier. For contributions to such a program, the employee shall utilize monthly payroll deductions, which shall be authorized, in writing, by the employee at least thirty (30) days prior to the first deduction. At its sole discretion, the County may change Deferred Compensation Plans. Effective 4/1/18, if legally permissible consistent with maintaining the pre-tax status of contributions, or on such later date as such pre-tax contributions are first permissible, the county will contribute fifty dollars (\$50) per month to the section 457 deferred compensation account of each employee who contributes at least fifty dollars (\$50) to their deferred compensation account for the same month. However, if the employee ceases such contributions, the county match will no longer apply.
13. **Employee Wellness Program:** The County agrees to provide up to \$100.00 per calendar year cost reimbursement to **non-smoking** Management employees who participate in an organized fitness program or organized weight-reduction program.

EFFECTIVE DATE

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Amador at a regular meeting thereof, held on the 14th day of August 2018 by the following vote:

AYES: Brian Oneto, Patrick Crew, Richard M. Forster, Frank Axe
and Lynn Morgan

NOES:
ABSENT:

Chairman, Board of Supervisors

ATTEST:
JENNIFER BURNS, Clerk of the
Board of Supervisors, Amador County,
California

Deputy



AMADOR COUNTY
HUMAN RESOURCES DEPARTMENT

• **Benefits** • **Personnel** • **Risk Management**
(209) 223-6361 (209) 223-6456 (209) 223-6393

County Administration Center
810 Court Street
Jackson, California 95642
Facsimile: (209) 223-6426
Website: www.co.amador.ca.us

To: Board of Supervisors

August 7, 2018

From: Judy Dias, Human Resources Director

Subject: Agenda item for August 14, 2018 agenda:

This memo and the attached documents request the Board adopt the attached amended Management Resolution, and the wage plans, increase effective for one class retroactive to 7/24/18 on the 10/1/17, wage plan, and for 10/1/18.

The previously vacant position of Community Development Director has now been filled by Mike Israel, with an effective proposed date of July 24, 2018. The revised Management Resolution reflects a 5% increase in the salary to \$11,124. Longevity rates applicable to management positions are shown on the attached wage plans for 2017 and 2018.

The consequence of not approving the recommendation would that the salary and wage plans would be inaccurate and not consistent with the organizational plan for the Community Development Department.

**APPENDIX A
MANAGEMENT UNIT CLASSIFICATION AND WAGE PLAN
2.% INCREASE - EFFECTIVE 10/01/17**

Classifications	Monthly Salaries	10 yr	15 yr	20 yr
Agricultural Commissioner	\$8,639	\$8,855	\$9,076	\$9,303
Agricultural Commissioner/Air Pollution Control Officer*	\$9,599	\$9,839	\$10,085	\$10,337
County Surveyor/Chief Deputy Registrar of Voters	\$8,480	\$8,692	\$8,909	\$9,132
Community Development Director	\$11,124	\$11,403	\$11,688	\$11,980
County Counsel	\$12,345	\$12,653	\$12,970	\$13,294
Director of Public Works Agency**	\$10,595	\$10,860	\$11,131	\$11,409
Director of Solid Waste/Air Pollution Control Officer	\$9,173	\$9,403	\$9,638	\$9,879
District Attorney, Chief Assistant	\$11,743	\$12,037	\$12,338	\$12,646
General Services Administration Director	\$11,759	\$12,053	\$12,354	\$12,663
Health and Human Services Director	\$12,206	\$12,511	\$12,824	\$13,145
Health Officer (Part-time position)	\$6,867	\$7,038	\$7,214	\$7,395
Human Resources Director	\$9,446	\$9,682	\$9,924	\$10,173
Information Technology Director	\$9,772	\$10,016	\$10,266	\$10,523
Probation Officer, Chief	\$12,206	\$12,511	\$12,824	\$13,145
Public Services Director	\$7,504	\$7,692	\$7,884	\$8,081
Undersheriff	\$12,206	\$12,511	\$12,824	\$13,145
Veterans Services Officer	\$6,141	\$6,295	\$6,452	\$6,614

*If the Air Pollution Officer Classification is assigned to the Agricultural Commissioner, the pay will reflect a 10% increase (See Agricultural Commissioner/Air Pollution Control Officer)

**12/20/2017 Position added

3/20/2018 Longevity added per Resolution approved by the Board

07/24/2018 Community Development Director received a 5% increase

APPENDIX A
MANAGEMENT UNIT CLASSIFICATION AND WAGE PLAN
1.0% INCREASE - EFFECTIVE 10/01/18

Classifications	Monthly Salaries	10 yr	15 yr	20 yr
Agricultural Commissioner	\$8,725	\$8,944	\$9,167	\$9,396
Agricultural Commissioner/Air Pollution Control Officer*	\$9,695	\$9,937	\$10,186	\$10,440
Community Development Director	\$11,236	\$11,517	\$11,805	\$12,100
County Counsel	\$12,468	\$12,780	\$13,099	\$13,427
County Surveyor/Chief Deputy Registrar of Voters	\$8,565	\$8,779	\$8,998	\$9,223
Director of Public Works Agency**	\$10,701	\$10,968	\$11,242	\$11,523
Director of Solid Waste/Air Pollution Control Officer	\$9,265	\$9,497	\$9,734	\$9,977
District Attorney, Chief Assistant	\$11,861	\$12,157	\$12,461	\$12,773
General Services Administration Director	\$11,876	\$12,173	\$12,478	\$12,790
Health and Human Services Director	\$12,328	\$12,636	\$12,952	\$13,276
Health Officer (Part-time position)	\$6,935	\$7,109	\$7,286	\$7,469
Human Resources Director	\$9,541	\$9,779	\$10,024	\$10,274
Information Technology Director	\$9,869	\$10,116	\$10,369	\$10,628
Probation Officer, Chief	\$12,328	\$12,636	\$12,952	\$13,276
Public Services Director	\$7,579	\$7,769	\$7,963	\$8,162
Undersheriff	\$12,328	\$12,636	\$12,952	\$13,276
Veterans Services Officer	\$6,203	\$6,358	\$6,517	\$6,680

*If the Air Pollution Officer Classification is assigned to the Agricultural Commissioner, the pay will reflect a 10% increase (See Agricultural Commissioner/Air Pollution Control Officer)

**12/20/2017 Position added

3/20/2018 Longevity Added per Resolution approved by the Board

07/24/2018 Community Development Director received a 5% increase

JUDY

AMADOR COUNTY

FLSA: Exempt

EEO: 1

JULY, 2018

COMMUNITY DEVELOPMENT DIRECTOR

DEFINITION

Under administrative direction, plans, organizes and directs ~~the~~ Community Development activities, including the departmental functions of planning, building, code enforcement, and Public Works; functions as Director of Environmental Health; provides expert professional assistance to the Board of Supervisors and County management staff in areas of responsibility; and performs related work as required.

DISTINGUISHING CHARACTERISTICS

This is a department director classification with overall responsibility, through subordinate managers, for the County's Community Development Department (comprising Building, Planning, Code Enforcement, Environmental Health, and Public Works). This classification is accountable for accomplishing Department goals and objectives, and for furthering County goals and objectives within general policy guidelines. Responsibilities include directing, coordinating and supervising the work of Department staff, preparing and administering budgets, and performing a broad range of complex professional community development work.

REPORTS TO

County Administrative Officer

CLASSIFICATIONS DIRECTLY SUPERVISED

This classification supervises the management and supervisory staff of the Community Development Department.

EXAMPLES OF DUTIES

Essential:

- Plans, organizes, assigns, directs, reviews and evaluates the Community Development activities; coordinates activities of the departments within ~~the Community Development~~ **Community Development** and with other agencies and County departments
- Manages the daily operations of the Environmental Health Department
- Utilizes professional knowledge to perform the duties of Environmental Health Director, which are incorporated here by reference.
- Develops and directs the implementation of goals, objectives, policies, procedures and work standards for the Community Development

JUDY

- Directs the preparation and administration of the Community Development budget
- Performs complex and sensitive professional level work in any of the Community Development areas
- Ensures effectiveness and efficiency of Community Development departments and programs; ensures consistency and compliance with legal parameters, community needs and Board policy
- Directs and reviews the work of contract consultants providing assistance to Community Development departments
- Directs the selection, evaluation, training and development of departmental staff; interprets County policies and procedures to staff
- Confers with and provides professional assistance to members of County departments on Community Development matters
- Conducts or directs analytical studies of Community Development activities; develops and reviews reports of findings, alternatives and recommendations; advises Board of Supervisors on a broad range of issues
- Represents the County in meetings with representatives of governmental agencies, professional, business and community organizations, and the public
- Monitors developments related to Community Development matters; evaluates their impact upon County operations and recommends and implements policy and procedural improvements

TYPICAL PHYSICAL REQUIREMENTS

Mobility and manual dexterity to work in a standard office environment, use standard office equipment and attend off-site meetings; vision to read handwritten and printed materials and a computer screen; hearing and speech to communicate in person and by telephone.

Must be willing to attend meetings outside of regular work hours.

TYPICAL WORKING CONDITIONS

Work is usually performed in an office environment; occasionally works outside; continuous contact with staff and the public.

DESIRABLE QUALIFICATIONS

Knowledge of:

- Administrative principles and methods, including goal setting, program and budget development and implementation, contract administration, personnel management, and employee supervision

JUDY

- Federal, State and local laws affecting ~~the~~ Community Development organizations
- Public relations, community needs and County programs and services
Principles and practices of environmental quality control, and public health and safety
- Basic knowledge of, and legislative issues relating to, planning, zoning, building construction, State Planning Act, Subdivision Map Act, Uniform Building Code, California Environmental Quality Act
- Purposes and procedures of public planning agencies, boards and governing bodies
- Laws, regulations and ordinances governing planning and land use, building, environmental health, and public works.
- Laws, codes and safety regulations and codes related to the maintenance construction and operation of roads
- Principles, techniques, and trends in community development
- Environmental impacts of changes in land use
- Budget development and control
- Principles of project planning, coordination and direction
- Principles of public administration and staff supervision, training and evaluation

Skill in:

- Planning, organizing, assigning, directing, reviewing and evaluating Department activities
- Selecting, training, motivating and evaluating assigned staff
- Developing, implementing, and interpreting goals, objectives, policies, procedures, and work standards
- Analyzing complex problems, evaluating alternatives, and making sound recommendations related to Department activities
- Preparing, verifying, analyzing and reconciling complex reports and recommendations
- Directing and coordinating the work of others through various supervisory levels and providing assistance on complex problems
- Exercising sound independent judgment within general policy guidelines
- Establishing and maintaining effective working relationships
- Representing the County effectively in meetings
- Preparing clear, concise, and competent reports, correspondence and other written materials

JUDY

Education and Experience:

Bachelor's degree from an accredited college or university AND five years of progressively responsible management and supervisory experience which include program planning and evaluation, ~~roadway design and construction~~, budget management, fee development, personnel administration, and policy implementation.

Licenses and Certificates:

Possession of a valid California driver's license within 30 days of hire

Other Requirements:

This class description lists the major duties and requirements of the job and is not all-inclusive. Not all duties are necessarily performed by each incumbent. Incumbents may be expected to perform job-related duties other than those contained in this document and may be required to have specific job-related knowledge and skills.

Board of Supervisors Agenda Item Report

Submitting Department: Public Works

Meeting Date: August 14, 2018

SUBJECT

Public Works: Regional Surface Transportation Program Claim Form
Requesting Amador County Apportionment of \$365,261

Recommendation:

1. Adopt a Resolution agreeing and certifying that RSTP funds will be used toward RSTP eligible transportation-related purposes and authorizing the Chair to sign RSTP Claim Form with ACTC;
2. Chair to sign RSTP Claim Form with ACTC;
3. Direct Staff to transmit original signed RSTP Claim Form to ACTC for final execution and allocation of the apportioned \$365,261 to Amador County.

4/5 vote required:

Yes

Distribution Instructions:

CAO, County Counsel, CDD, Auditor, Budget, Clerk

ATTACHMENTS

- [2018-8-6_RSTP Memo.pdf](#)
- [2018-8-6_Resolution_RSTP.docx](#)
- [2018-6-8_RSTP Claim.pdf](#)



AMADOR COUNTY COMMUNITY DEVELOPMENT AGENCY
TRANSPORTATION & PUBLIC WORKS

PHONE: (209) 223-6429

FAX: (209) 223-6395

WEBSITE: www.amadorgov.org

EMAIL: PublicWorks@amadorgov.org

COUNTY ADMINISTRATION CENTER • 810 COURT STREET • JACKSON, CA 95642-2132

MEMORANDUM

TO: Board of Supervisors

FROM: Jered Reinking, Public Works Director

DATE: August 14, 2018

SUBJECT: Regional Surface Transportation Program Claim Form
Requesting Amador County Apportionment of \$365,261

CONTACT: Jered Reinking, (223-6226)

Overview

On June 7, 2018, the Amador County Transportation Commission authorized the allocation of \$365,261 of Regional Surface Transportation Program (RSTP) funds, subject to AB 1012 'Use it or Lose it' provisions, for expenditure on specified transportation-related purposes. The Department would utilize these funds on eligible project types identified in Section 133 of Title 23 of the United States Code (attached).

Requested Action

1. Adopt a Resolution agreeing and certifying that RSTP funds will be used toward RSTP eligible transportation-related purposes and authorizing the Chair to sign RSTP Claim Form with ACTC;
2. Chair to sign RSTP Claim Form with ACTC;
3. Direct Staff to transmit original signed RSTP Claim Form to ACTC for final execution and allocation of the apportioned \$365,261 to Amador County.

Fiscal Impact

If the Board does not sign the RSTP Claim Form, then the Department cannot obtain allocation of identified RSTP funds.

Attachments:
RSTP Resolution
ACTC Letter dated June 8, 2018

BEFORE THE BOARD OF SUPERVISORS OF THE
COUNTY OF AMADOR, STATE OF CALIFORNIA

IN THE MATTER OF:

RESOLUTION AUTHORIZING THE CHAIR)
TO SIGN AND EXECUTE REGIONAL)
SURFACE TRANSPORTATION CLAIM) RESOLUTION NO. 18-
FORM WITH ACTC REQUESTING \$365,261)
TO BE USED FOR TRANSPORTATION)
RELATED PURPOSES)

WHEREAS, Amador County is eligible to receive Regional Surface Transportation Program (RSTP) state exchange funds from the State of California administered through the Amador County Transportation Commission (ACTC); and

WHEREAS, Amador County's apportionment of RSTP is subject to AB 1012 'Use it or Lose it' provisions and must be programmed within 3 years of obligation; and

WHEREAS, \$513,007 in RSTP funds have been identified as subject to AB 1012 'Use it or Lose it' provisions and must be programmed by ACTC by June 30, 2019; and

WHEREAS, Amador County must agree to certify RSTP fund use toward transportation-related purposes, pursuant to (attached) eligibility requirements of the RSTP established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code; and

WHEREAS, Amador County establishes separate accounts to deposit and account for state exchange and match payments, RSTP, allocated by the ACTC (using separate and special accounts to facilitate the audit process and provide a mechanism to identify these funds and remaining balances); and

WHEREAS, in FY 2015/16, ACTC commissioners approved a formula that allowed all remaining FY 15/16 Local Transportation Fund (LTF) apportionments along with excess FY 14/15 LTF funds to be distributed to Amador County for 'streets and roads' purposes; and

WHEREAS, the ACTC approved allocation of \$513,007 in RSTP funds to Amador County and the incorporated cities, of which Amador County's apportionment is \$365,261.

THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Amador, State of California, that said board does hereby agree to certify that said RSTP funds will be used toward RSTP eligible transportation-related purposes; and

MAY IT FURTHER BE RESOLVED by the Board of Supervisors of the County of Amador, State of California, that said board does hereby authorize the Chair to sign the ACTC RSTP Claim

Form requesting \$365,261 of RSTP funds from ACTC on behalf of the County of Amador.

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Amador at a regular meeting thereof, held on the ____ day of August 2018, by the following vote:

AYES:

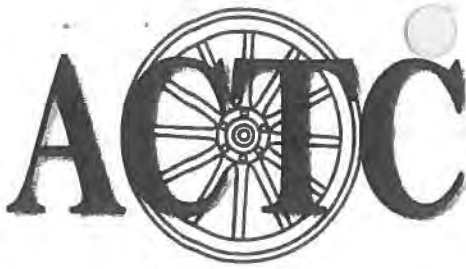
NOES:

ABSENT:

Chair, Board of Supervisors

ATTEST:

Jennifer Burns, Clerk of the
Board of Supervisors, Amador County, California



117 Valley View Way
Sutter Creek, CA 95685
209.267.2282
fax: 209.267.1930

June 8, 2018

Jered Reinking
Community Development Director
County of Amador
810 Court Street
Jackson, CA 95642

Dear Jered,

At the June 7, 2018 Amador County Transportation Commission meeting, members authorized \$365,261 to be allocated to Amador County for expenditure on transportation-related purposes pursuant to eligibility requirements of the Regional Surface Transportation Program (RSTP). A listing of eligible uses and a claim form to access the funds are attached. While these funds may be subject to audit review at the discretion of the regulatory agency, addressing provisions included on the attached claim form will ensure compliance.

Please contact me with any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Gedney', written in a cursive style.

John Gedney
Executive Director

Enclosures

AMADOR COUNTY TRANSPORTATION COMMISSION
REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) CLAIM FORM

TO: Amador County Transportation Commission
117 Valley View Way
Sutter Creek, CA 95685

FROM: Claimant: County of Amador
Address: 810 Court Street
City: Jackson, CA 95642
Contact Person:
Phone:
Email:

The County of Amador hereby requests, pursuant to ACTC action on June 8, 2018 and applicable rules and regulations of the Regional Surface Transportation Exchange Program, RSTP funds in the amount of \$365,261 and certifies its use toward transportation-related purposes, pursuant to (attached) eligibility requirements of the Regional Surface Transportation Program (RSTP) established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code.

The County of Amador will establish a separate account within the County Road Fund to deposit and account for State exchange and match payments allocated by the ACTC. (Using separate and special accounts facilitates the audit process and provides a mechanism to identify the use of funds and remaining balances.)

APPROVED:

(claimant)

Amador County Transportation Commission

By _____

By _____

Title _____

Title Executive Director

Date _____

Date _____

Regional Surface Transportation Program

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code.

Projects eligible for funding from the RSTP include:

- ❖ Construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on
 1. Federal-aid highways (i.e., on any highways, including NHS and Interstate Highways that are not functionally classified as local or rural minor collectors).
 2. Bridges (including bridges on public roads of all functional classifications), including any such construction or reconstruction necessary to accommodate other transportation modes, and including the seismic retrofit and painting of and application of calcium magnesium acetate on bridges and approaches and other elevated structures.
- ❖ Mitigation of damage to wildlife, habitat, and ecosystems caused by a transportation project funded under RSTP.
- ❖ Capital costs for transit projects eligible for assistance under the Federal Transit Act and publicly owned intracity or intercity bus terminals and facilities.
- ❖ Carpool projects, fringe and corridor parking facilities and programs, and bicycle transportation and pedestrian walkways on any public roads in accordance with Section 217 of Title 23, U.S.C.
- ❖ Highway and transit safety improvements and programs, hazard elimination, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings. Safety improvements are eligible on public roads of all functional classifications
- ❖ Highway and transit research and development and technology transfer programs.
- ❖ Capital and operating costs for traffic monitoring, management and control facilities and programs.
- ❖ Surface transportation planning programs
- ❖ Transportation enhancement activities.
- ❖ Transportation control measures listed in Section 108 (f)(1)(A) (other than clauses xii & xvi) of the Clean Air Act.
- ❖ Development and establishment of management systems under Section 303 of Title 23, U.S.C.
- ❖ Wetlands mitigation efforts related to RSTP projects.

In accordance with Section 133 (f) of Title 23 of the United States Code, approximately 76% (\$225 million dollars per year) of the state's RSTP funds must be obligated on projects which are located within the 11 urbanized areas of California with populations greater than 200,000 people. (See attached map for UZAs greater than 200,000 population). The apportionment and distribution for such obligation is calculated based on relative population.

IN THE MATTER OF:

RESOLUTION ALLOCATING REGIONAL SURFACE)
TRANSPORTATION PROGRAM (RSTP) IN THE AMOUNT OF) RESOLUTION NO. 18- 09
\$513,007, BY FORMULA, TO AMADOR COUNTY AND ITS)
INCORPORATED CITIES.)

WHEREAS, the Amador County Transportation Commission (ACTC) is the Regional Transportation Planning Agency serving the region of Amador County; and

WHEREAS, the ACTC has been apportioned Regional Surface Transportation Program (RSTP) state exchange funds by the State of California; and

WHEREAS, Amador County's annual apportionment of Regional Surface Transportation Program (RSTP) is subject to AB 1012 'Use It or Lose It' provisions and must be programmed within 3 years of obligation; and

WHEREAS, \$513,007 in RSTP funds have been identified as subject to AB 1012 'Use It or Lose It' provisions and must be programmed by June 30, 2019; and

WHEREAS, the County and cities agree to certify RSTP fund use toward transportation-related purposes, pursuant to (attached) eligibility requirements of the RSTP established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code; and

WHEREAS, the County and cities will establish separate accounts to deposit and account for State exchange and match payments (RSTP) allocated by the ACTC (using separate and special accounts to facilitate the audit process and provide a mechanism to identify these funds and remaining balances); and

WHEREAS, in FY 2015/16, ACTC commissioners approved a formula that allowed all remaining FY 15/16 Local Transportation Fund (LTF) apportionments along with excess FY 14/15 LTF funds to be distributed to Amador County for 'streets and roads' purposes.

NOW, THEREFORE, BE IT RESOLVED that the Amador County Transportation Commission hereby approves allocating \$513,007 in RSTP funds to Amador County and the incorporated cities in the following amounts: Amador County - \$365,261, Amador City - \$3,488, Lone - \$56,046, Jackson - \$47,761, Plymouth - \$10,953, Sutter Creek - \$29,498.

The foregoing resolution was duly passed and adopted by the Amador County Transportation Commission at a regular meeting thereof, held on the 7th day of June 2018, by the following vote:

Ayes: Oneto, Colburn, Forster, Atlan, Plasse

Noes: none

Absent: murphy



Brian Oneto, Chairman
Amador County Transportation Commission

ATTEST:



Recording Secretary

Board of Supervisors Agenda Item Report

Submitting Department: Auditor-Controller

Meeting Date: August 14, 2018

SUBJECT

Auditor: MGT of America, Inc. - Professional Services Agreement for SB90 State Mandated Claims & Cost Allocation Plan Services

Recommendation:

Please see the attached Memo and approve the Professional Services Agreement with MGT for both the SB90 State Mandated Cost Claims and the Cost Allocation Plan Services.

4/5 vote required:

No

Distribution Instructions:

Auditor-Controller

ATTACHMENTS

- [Memo to BOS - MGT of America, Inc. - Professional Services Agreement - Dated 7-30-18.pdf](#)
- [MGT of America, Inc. - Professional Services Agreement for SB90 State Mandated Claims & Cost Allocation Plan Services - Starting FY 18-19.pdf](#)

AUDITOR-CONTROLLER

810 COURT ST JACKSON, CA 95642-9534 TELEPHONE (209) 223-6363 FAX (209) 223-6721

TACY ONETO ROUEN, AUDITOR-CONTROLLER



MEMO

To: Amador County Board of Supervisors

From: Tacy Oneto Rouen, Auditor-Controller *JOR*

Date: July 30, 2018

Subject: **MGT of America, Inc. – Professional Services Agreement for SB90 State Mandated Claims & Cost Allocation Plan Services**

Please see the attached three-year option Professional Services Agreement for the SB90 State Mandated Cost Claims and Cost Allocation Plan Services for FY 2018-19 through FY 2020-21 from MGT of America, Inc. MGT is offering a three-year fixed *reduced fee* of **\$8,200** for SB90 State Mandated Cost services (which is down \$700 from the prior fiscal year). MGT is also offering to keep their Cost Allocation Plan Service fees reasonable, charging only \$100 more for the next two years at **\$6,950** and another \$150 increase to **\$7,100** in the third year.

Please retain one original signature copy for the Board of Supervisors' records, and return one original signature copy back to the Auditor's Office for submission to MGT of America, Inc.

PROFESSIONAL SERVICES AGREEMENT

This agreement is made by and between the County of Amador (the County), and MGT of America Consulting, LLC. (the Consultant).

- A. Engagement: The County agrees to engage the Consultant to perform the services described below, the project described as **Cost Allocation Plan preparation and State Mandated Cost services.**
- B. Services: Specific scope of services are as follows:

Cost Allocation Plan Services

- a. On-site staff interviews (if required/requested)
- b. Gathering of necessary financial, statistical and activity data
- c. Completion of the Cost Allocation Plan based on 2017-18, 2018-19 & 2019-20 actual costs
- d. Submission to the State Controller by December 31st of each year

State Mandated Cost Services

- a. Prepare and file eligible SB 90 claims for annual claims due on February 15th for fiscal claim years 2017-18, 2018-19 & 2019-20. Claims must exceed \$1,000 to be eligible to file with the State.
- b. Prepare and file eligible SB 90 claims for *all new, or first-time mandates* which have claiming instruction issued by the State Controller's office during the State's 2017-18, 2018-19 & 2019-20 fiscal years. Claims must exceed \$1,000 to be eligible to file with the State.
- c. Prepare indirect cost rate proposals to accompany all claims if the resulting rate is above 10%.
- d. Provide information to the County about new claiming opportunities in a timely manner.
- e. Provide liaison services between the County and the State Controller for all claims filed by MGT that are contested by the State Controller either through desk review or field audit.
- f. Assist with payment tracking and SB 90 claim tracking and coordination.

- C. Relationship: The Consultant is an independent contractor and is not to be considered an agent or employee of the County.
- D. Compensation Amounts and Terms: The Consultant will complete all aspects of this agreement for fixed fees as shown below, for each of the next three fiscal years. This includes the cost allocation plan and state mandated cost claiming.

SERVICE	FY 2018-19	FY 2019-20	FY 2020-21
Cost Allocation Plan	\$6,950	\$6,950	\$7,100
SB 90 Claiming	\$8,200	\$8,200	\$8,200

The term of this contract will commence on July 1st of each fiscal year noted above and end on June 30, 2021.





The Consultant will invoice for the above services -quarterly. An invoice will be submitted on a quarterly basis for each fiscal year of services.

E. Consultant Liability:

The Consultant will assume all data supplied by the County is accurate and correct. Any subsequent disallowance of funds paid to the County pursuant to the SB 90 claims filed under this agreement is the sole responsibility of the County. In any event, the Consultant's total liability under this agreement shall not exceed the compensation received by the Consultant for work pursuant to this agreement.

The Consultant shall not be responsible for the cost allocation plan as a result of inadequate data provided by the County, i.e., inaccurate, incomplete, or untimely data. Any subsequent disallowance of funds paid to the County as a result of the cost plan prepared pursuant to this Agreement, is the sole responsibility of the County.

The Consultant shall indemnify and hold harmless County from any and all claims, demands, actions, liability or loss which may arise for or be incurred as a result of the negligent performance of this Agreement by the Consultant.

If the cost plan is audited, Consultant shall make all work papers available to those persons conducting the audit and shall additionally provide a maximum of two hours of consultation with the State and/or County.

F. Insurance: Consultant shall take out, and maintain during the life of this Agreement, insurance policies with coverage at least as broad as follows:

1. General Liability. Comprehensive general liability insurance covering bodily injury, personal injury, property damage, products and completed operations with limits of no less than One Million Dollars (\$1,000,000) per incident or occurrence. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to any act or omission by Consultant under this Agreement or the general aggregate limit shall be twice the required occurrence limit.

2. Automobile Liability Insurance. If the Consultant or the Consultant's officers, employees, agents, representatives or subcontractors utilize a motor vehicle in performing any of the work or services under this Agreement, owned/non-owned automobile liability insurance providing combined single limits covering bodily injury and property damage liability with limits of no less than One Million Dollars (\$1,000,000) per incident or occurrence.

3. Workers' Compensation Insurance. Workers' Compensation insurance as required by the California Labor Code. In signing this contract, the Consultant certifies under section 1861 of the Labor Code that the Consultant is aware of the provisions of section 3700 of the Labor Code which requires every employer to be insured against liability for workmen's compensation or to undertake self-insurance in accordance with the provisions of that code, and that the Consultant will comply with such provisions before commencing the performance of the work of this Agreement.



Any failure of Consultant to maintain the insurance required by this paragraph, or to comply with any of the requirements of this paragraph, shall constitute a material breach of the entire Agreement. Certificates evidencing the issuance of the aforementioned insurance shall be filed with the County within ten (10) days after the date of execution of this Agreement.

- G. Termination: This agreement may be terminated; (a) by either party at any time for failure of the other party to comply with the terms and conditions of this Agreement; (b) by either party upon 10 days prior written notice to the other party; or (c) upon mutual written agreement of both parties. In the event of termination, the Consultant shall stop work immediately and shall be entitled to a prorated amount of the total amount due under the Agreement as compensation for professional fees and expense reimbursement to be commensurate with and calculated according to the extent the plan has been completed at the date of termination and for any work necessitated by that termination.

Wherefore, the parties have entered into this agreement as of the later of the dates stated below.

Approved:

Dated: July 19, 2018

MGT of America Consulting, LLC

By: 

Name: J. Bradley Burgess

Title: Executive Vice President

2251 Harvard Street, Suite 134

Sacramento, CA 95815

Dated: _____, 2018

County of Amador

By: _____

Name: _____

Title: _____



July 19, 2018

Tacy Oneto Rouen
Auditor-Controller
Amador County
810 Court Street
Jackson, CA 95642

Dear Ms. Rouen:

Thank you once again for the opportunity to continue the County's partnership with MGT of America Consulting, LLC.. Attached is a three-year option contract for cost allocation plan and state mandated cost services.

MGT is willing to reduce the contract for SB90 State Mandated Cost services. The amount of the contract will be eight thousand two hundred dollars (\$8,200) with a three-year locked in price. The cost plan contract will be six thousand nine hundred fifty dollars (\$6,950) and will increase slightly on the third year to seven thousand one hundred dollars (\$7,100).

We appreciate the trust the County has put in our firm, and want to continue our partnership with the County of Amador. We hope to have the opportunity to continue providing the County with the best service possible.

Please do not hesitate to call Christine M Reynolds at (916) 212-2085 if you have any questions regarding this contract or any other matter. You may also contact me directly at (916) 595-2646.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Burgess", written in a cursive style.

J. Bradley Burgess
Executive Vice President



Board of Supervisors Agenda Item Report

Submitting Department: Social Services

Meeting Date: August 14, 2018

SUBJECT

Conservator's Office: Second Amendment to Agreement between Amador County Public Conservator/Guardian/Administrator and Panoramic Software, Inc. to provide support and maintenance on an Integrated Case Management and Fiduciary Accounting System, for three fiscal years beginning July 1, 2018 and continuing through June 30, 2021.

Recommendation:

Recommend approval and signature on Amendment

4/5 vote required:

Yes

Distribution Instructions:

Return two originals to Marcia at Social Services. Electronic copy to Risk.

ATTACHMENTS


- [Memo - Panoramic Software.pdf](#)
- [Second Amendment - Panoramic - 2018-2021.pdf](#)



DEPARTMENT OF SOCIAL SERVICES

10877 Conductor Blvd. Suite 200, Sutter Creek, CA 95685 Phone (209) 223-6550

To: Amador County Board Clerk

From: Jim Foley, HHS Director 

Date: July 30, 2018

Re: Request one item be placed on the Board of Supervisors' Agenda for August 14, 2018

The Health and Human Services Director makes this submission on behalf of the Conservator's Office for approval of and signature on Second Amendment to Agreement between Amador County Public Conservator/Guardian/Administrator and Panoramic Software, Inc. according to the terms of which Panoramic will continue to provide support and maintenance on an Integrated Case Management and Fiduciary Accounting System, used by the Amador County Public Conservator/Guardian/Administrator staff, for three fiscal years beginning July 1, 2018 and continuing through June 30, 2021.

SECOND AMENDMENT TO AGREEMENT FOR SERVICES

THIS SECOND AMENDMENT TO AGREEMENT FOR SERVICES (this "Second Amendment") is made as of _____, 2018 by and between COUNTY OF AMADOR, a political subdivision of the State of California ("County") and PANORAMIC SOFTWARE, INC. ("Contractor").

RECITALS

A. County and Contractor executed an agreement (the "Original Agreement") dated as of July 1, 2012, whereby Contractor agreed to provide support and maintenance on an Integrated Case Management and Fiduciary Accounting System used by Public Conservator/Guardian staff, upon the terms and conditions set forth therein. The Original Agreement was amended by that certain First Amendment dated July 1, 2015. The Original Agreement as amended by the First Amendment, is referred to herein as the "Agreement."

B. County and Contractor desire to modify the Agreement as set forth in this Second Amendment.

NOW, THEREFOR, the parties agree as follows:

1. Section 4., TERM; TERMINATION OF AGREEMENT shall be modified to read as follows:

This Agreement shall commence on July 1, 2012 and shall terminate on June 30, 2021. County reserves the right to terminate this Agreement with or without cause on seven (7) days written notice to Contractor. County may immediately terminate this Agreement upon written notice to Contractor in the event Contractor, or any of its employees, agents or subcontractors, fails to provide, in any manner, the services required under this Agreement or otherwise fails to comply with the terms of this Agreement. In the case of such early termination, Contractor shall be paid for all services satisfactorily rendered up to the effective date of termination, up to the maximum fee prescribed for any task.

2. Section 5., COMPENSATION TO CONTRACTOR shall be modified to read as follows:

5.1 Contractor shall submit monthly invoices in arrears indicating for each item of the Work the task performed, hours of work expended (in quarter-hour increments), hourly rate or rates of persons performing the task, and copies of receipts for reimbursable materials or expenses. Compensation to Contractor shall be paid on a time-and-materials basis, with a cost-not-to-

exceed limit of \$1500.00 per month. In no event shall total compensation to Contractor under this Amendment exceed the sum of \$54,000.

3. Section 20., NOTICES shall be modified to read as follows:

To Contractor: Jeff von Waldburg, President
Panoramic Software, Inc.
32932 Pacific Coast Highway #14-482
Dana Point, CA 92629

4. Except as set forth in this Second Amendment, the Agreement shall remain unmodified and in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Second Amendment as of the date first set forth above.

COUNTY:
COUNTY OF AMADOR

BY: _____

Chairperson, Board of Supervisors

CONTRACTOR:
PANORAMIC SOFTWARE, INC.

BY:  _____

Jeff von Waldburg, President

Federal I.D. No.: 68-0234770

APPROVED AS TO FORM:
OFFICE OF THE COUNTY COUNSEL
COUNTY OF AMADOR

BY: _____

Gregory Gillott, County Counsel

ATTEST:
CLERK OF THE BOARD OF SUPERVISORS
COUNTY OF AMADOR

BY: _____

Board of Supervisors Agenda Item Report

Submitting Department: General Services Administration

Meeting Date: August 14, 2018

SUBJECT

General Services Administration: Carbondale Grazing Lease – 3rd Amendment

Recommendation:

Approve a 3rd Amendment to the Grazing Land Lease Agreement with Cheryl Clark for an additional five (5) years.

4/5 vote required:

No

Distribution Instructions:

Chuck Iley, CAO

ATTACHMENTS

- [Clark Carbondale Grazing Lease Memo 07.31.18.pdf](#)
- [Clark 3rd Amendment 07.16.18.pdf](#)

GENERAL SERVICES ADMINISTRATION

MAIL: 12200-B Airport Road, Jackson, CA 95642

LOCATION: 12200-B Airport Road, Martell, CA

PHONE: (209) 223-6744 FAX: (209) 223-0749 E-MAIL: jhopkins@amadorgov.org



SUMMARY MEMORANDUM

TO: Board of Supervisors

FROM: Jon Hopkins, GSA Director *Hop*

DATE: July 31, 2018

SUBJECT: Carbondale Grazing Lease – 3rd Amendment

Background: On December 14, 2010, the Board of Supervisors entered into a three (3) year Grazing Land Lease Agreement “Original Agreement” with Cheryl Clark for livestock grazing on a 150-acre portion of County owned property within the unincorporated area of Amador County, parcel # 005-020-015. On September 20, 2013, the parties entered into the 1st Amendment to the “Original Agreement”, which extended the lease term from July 1, 2013 through June 30, 2018; followed on February 25, 2014 with a 2nd Amendment to the “Original Agreement” that incorporated the adjacent 21 acre parcel # 005-020-013 into the lease agreement. The second amendment increased the acreage from 150 to 171 acres with a corresponding increase in the monthly rent.

Subject or Key Issue: To enter into a 3rd Amendment to the “Original Agreement” for 171 acres of real property for an additional five (5) years beginning July 1, 2018 through June 30, 2023.

Analysis: Without an alternate plan to utilize the property, amending the current lease allows the land to be used for livestock grazing in return for monthly rent. Bids will need to be issued in 2023.

Alternatives: Do not enter into a 3rd Amendment.

Fiscal or Staffing Impacts: Rents received serve the Counties interests.

4/5ths vote: N/A

Recommendation(s): Approve a 3rd Amendment to the Grazing Land Lease Agreement with Cheryl Clark for an additional five (5) years.

c: Chuck Iley, CAO
file

THIRD AMENDMENT TO
CHERYL CLARK GRAZING LAND LEASE AGREEMENT

THIS THIRD AMENDMENT TO THE CHERYL CLARK GRAZING LAND LEASE AGREEMENT (this “Third Amendment”) is made as of _____, 2018 by and between COUNTY OF AMADOR, a political subdivision of the State of California (“County”) and **Cheryl Clark**, (“Lessee”).

RECITALS

A. County and Lessee executed a Grazing Land Lease Agreement for certain property owned by the County of Amador dated December 14, 2010. The Lease Agreement is referred to herein as the “Original Agreement.”

B. County and Lessee desire to modify the Original Agreement as set forth in this Third Amendment.

NOW, THEREFORE, the parties agree as follows:

1. Paragraph 1.1 of the Original Agreement “DESCRIPTION OF PROPERTY” is amended by changing it to read as follows:

“County hereby leases to Lessee and Lessee hereby leases from County approximately 171 acres of real property within the unincorporated area of Amador County. (“Premises”) more particular depicted on Exhibit A, which is attached and incorporated by this reference.”

2. Paragraph 2 of the Original Agreement “TERM” is amended by changing it to read as follows:

“The term of this lease shall commence on July 1, 2018 and shall continue for period of five (5) years, through June 30, 2023 unless terminated pursuant to the terms of this lease.”

3. Except as set forth in this Third Amendment, the Original Agreement shall remain unmodified and in full force and effect.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties have executed this Third Amendment as of the date first set forth above.

COUNTY:

LESSEE:

BY: _____

Lynn A. Morgan
Chair, Board of Supervisors

BY: _____

Cheryl Clark

APPROVED AS TO FORM:
GREG GILLOTT, AMADOR COUNTY
COUNSEL

ATTEST:
JENNIFER BURNS, CLERK OF THE
BOARD OF SUPERVISORS

BY: _____

BY: _____

Board of Supervisors Agenda Item Report

Submitting Department: General Services Administration

Meeting Date: August 14, 2018

SUBJECT

General Services Administration: Wicklow Way Grazing Lease – 2nd Amendment

Recommendation:

Approve a 2nd Amendment to the Grazing Land Lease Agreement with J.W. Dell'Orto and/or Anne Dell'Orto for an additional five (5) years.

4/5 vote required:

No

Distribution Instructions:

Chuck Iley, CAO

ATTACHMENTS

- [Dell'Orto Wicklow Way Grazing Lease Memo 07.31.18.pdf](#)
- [Dell'Orto 2nd Amendment 07.16.18.pdf](#)

GENERAL SERVICES ADMINISTRATION

MAIL: 12200-B Airport Road, Jackson, CA 95642

LOCATION: 12200-B Airport Road, Martell, CA

PHONE: (209) 223-6744 FAX: (209) 223-0749 E-MAIL: jhopkins@amadorgov.org



SUMMARY MEMORANDUM

TO: Board of Supervisors

FROM: Jon Hopkins, GSA Director *Hop*

DATE: July 31, 2018

SUBJECT: Wicklow Way Grazing Lease – 2nd Amendment

Background: On July 13, 2010, the Board of Supervisors entered into a three (3) year Grazing Land Lease Agreement “Original Agreement” with J.W. Dell’Orto for livestock grazing on a 181-acre portion of County owned property within the unincorporated area of Amador County, parcel # 044-100-027. On October 8, 2013, the parties entered into the 1st Amendment to the “Original Agreement”, which modified the “Lessees” to J.W. Dell’Orto and/or Anne Dell’Orto and extended the lease term from July 1, 2013 through June 30, 2018.

Subject or Key Issue: To enter into a 2nd Amendment to the “Original Agreement” for 181 acres of real property for an additional five (5) years beginning July 1, 2018 through June 30, 2023.

Analysis: Without an alternate plan to utilize the property, amending the current lease allows the land to be used for livestock grazing in return for monthly rent. Bids will need to be issued in 2023.

Alternatives: Do not enter into a 2nd Amendment.

Fiscal or Staffing Impacts: Rents received serve the Counties interests.

4/5ths vote: N/A

Recommendation(s): Approve a 2nd Amendment to the Grazing Land Lease Agreement with J.W. Dell’Orto and/or Anne Dell’Orto for an additional five (5) years.

c: Chuck Iley, CAO
file

SECOND AMENDMENT TO
J.W. DELL'ORTO GRAZING LAND LEASE AGREEMENT

THIS SECOND AMENDMENT TO THE GRAZING LAND LEASE AGREEMENT ("Second Amendment") is made as of _____, 2018, by and between the COUNTY OF AMADOR, a political subdivision of the State of California ("County"), and **J.W. Dell'Orto** ("Lessee").

R E C I T A L S

A. County and Lessee executed a Grazing Land Lease Agreement for certain property owned by the County of Amador dated July 13, 2010. The Lease Agreement is referred to herein as the "Original Agreement."

B. County and Lessee desire to modify the Original Agreement as set forth in this Second Amendment.

NOW, THEREFORE, the parties agree as follows:

1. The first paragraph of the Original Agreement "THIS GRAZING LAND LEASE AGREEMENT" is amended by changing it to read as follows:

"THIS GRAZING LAND LEASE AGREEMENT ("lease") is made and entered into effective as of July 13, 2010, by and between the COUNTY OF AMADOR, a political subdivision of the State of California ("County"), and J.W. Dell'Orto and/or Anne Dell'Orto ("Lessee")."

2. Paragraph of the Original Agreement "TERM" is amended by changing it to read as follows:

"The term of this lease shall commence on July 1, 2018 and shall continue for a period of five (5) years, through June 30, 2023 unless terminated pursuant to the terms of this lease."

3. Except as set forth in this Second Amendment, the Original Agreement shall remain unmodified and in full force and effect.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties hereto have executed this Second Amendment as of the day and year first set forth above.

COUNTY:

LESSEE:

BY: _____
Lynn A. Morgan
Chair, Board of Supervisors

BY: _____
J.W. Dell'Orto

BY: _____
Anne Dell'Orto

APPROVED AS TO FORM:
GREG GILLOTT, AMADOR COUNTY
COUNSEL

ATTEST:
JENNIFER BURNS, CLERK OF THE
BOARD OF SUPERVISORS

BY: _____

BY: _____

Board of Supervisors Agenda Item Report

Submitting Department: Social Services

Meeting Date: August 14, 2018

SUBJECT

Social Services: CDSS Services Contract Agreement 18-5003 regarding the coordination of adoption services; California Civil Rights Laws Certification; and Resolution in regard to said Services Contract Agreement.

The Services Contract Agreement authorizes the CDSS to provide agency adoption services on behalf of Amador County in accordance with specified laws for fiscal years 2018-2021.

Pursuant to Public Contracting Code Section 2010, a vendor must complete and sign the CA Civil Rights Laws Certification for agreements over \$100,000

Recommendation:

Approval and execution of: (1) Resolution; (2) CDSS Services Contract Agreement 18-5003; and (3) California Civil Rights Laws Certification.

4/5 vote required:

Yes

Distribution Instructions:

2 originals to Marcia at Social Services; electronic copy to Risk

ATTACHMENTS


- [MEMO.pdf](#)
- [18-5003 Services Contract Agreement - Adoptions.pdf](#)
- [18-5003-CALIFORNIA CIVIL RIGHTS LAWS Certification.pdf](#)
- [RESOLUTION.pdf](#)



DEPARTMENT OF SOCIAL SERVICES

10877 Conductor Blvd. Suite 200, Sutter Creek, CA 95685 Phone (209) 223-6550

To: Amador County Board Clerk

From: Jim Foley, HHS Director 

Date: August 2, 2018

Re: Request one item be placed on the Board of Supervisors' Agenda for August 14, 2018

The Department of Social Services submits for review, approval, and execution by the Board the following: (1) CDSS Services Contract Agreement 18-5003 regarding the coordination of adoption services; (2) California Civil Rights Laws Certification; and (3) Resolution in regard to said Services Contract Agreement.

The Services Contract Agreement authorizes the CDSS to provide agency adoption services on behalf of Amador County in accordance with specified laws for fiscal years 2018-2021.

Pursuant to Public Contracting Code Section 2010, a vendor must complete and sign the CA Civil Rights Laws Certification for agreements over \$100,000

SERVICES CONTRACT AGREEMENT

THIS SERVICES CONTRACT AGREEMENT (this "Contract") is entered into as of July 1, 2018, by and between the CALIFORNIA DEPARTMENT OF SOCIAL SERVICES, hereinafter referred to as the "CDSS" and AMADOR COUNTY DEPARTMENT OF SOCIAL SERVICES, hereinafter referred to as the "COUNTY".

I. SCOPE OF WORK

The contractor CDSS agrees to provide to COUNTY, Agency adoption services under the authority of Welfare and Institutions Code (W&IC), Section 16130 and in accordance with Title 22 California Code of Regulations (CCR), Sections 35127 through 35239. The CDSS will provide the following adoption services:

- A. Consult and review of children in out-of-home care who need permanence through adoption.
- B. Assess and provide a written analysis of the adoptability of a child pursuant to W&IC, Section 361.5, 366.21 or 366.22.
- C. Inform caregivers and birth families of provisions and availability of kinship adoptions, post adoption contact agreements and related services.
- D. Provide relinquishment services for birth/legal parents who are considering the option of adoption.
- E. Complete (for states specifically requiring) requests for adoption home studies through the Interstate Compact on the Placement of Children (ICPC).
- F. Make preliminary assessments and written reports concerning the prospective adoptive parents for the W&IC, Section 366.26 hearing. The CDSS will provide testimony for contested hearings regarding the reports as requested by the County Counsel.
- G. Match and place children for adoption with an approved Resource Family (RF) approved by the COUNTY.
- H. Review and provide medical and social background information concerning a child and his or her birth parents to adoptive parents at the time of the adoptive placement.
- I. Supervise adoptive placements until finalization and provide post adoptive placement services to families.
- J. Establish and assess for Adoption Assistance Program (AAP) eligibility and benefits pursuant to governing laws and the COUNTY programs regarding AAP eligibility (i.e., W&IC, Sections 16115-16123 and Title 22 CCR, Section 35325 et seq).
- K. Provide other appropriate and necessary adoption services as needed.

II. THE CDSS AND COUNTY AGREE TO COORDINATE EFFORTS IN THE FOLLOWING AREAS:

- A. Promote permanence for children who are in out-of-home care.
- B. Exchange information about dependent children and keep each other informed of general progress in cases involving children in out-of-home placement and changes that may affect the casework provided by the other Party. This exchange may include, but is not limited to, any information (e.g., complaints, concerns or licensing written directive violations) that would reflect the suitability of the prospective adoptive family or their ability to provide appropriate care for a child.
- C. Keep each other informed of general progress in the case and changes that may affect the casework provided by the other Party, including potential placement changes.
- D. Notify the other Party before taking any action that may have the potential to disrupt or terminate placement unless events are of an emergency nature or are so serious that immediate action is required to protect the child from harm.
- E. Establish mutually agreed upon timelines for joint reviews, referrals and reports required by the CDSS, COUNTY, or the juvenile court.
- F. Provide written materials or reports required to carry out effective adoption planning and to meet the mandates of the juvenile court.
- G. Work jointly and share responsibilities to recruit and train an adequate pool of families to serve the permanency needs of children.
- H. Ensure payment of AAP benefits in compliance with Title 22 CCR, Section 35325 et seq.
- I. Use the Child Welfare Services/Case Management System (CWS/CMS) or the Child Welfare Services/California Automated Response and Engagement System (CWS-CARES) to record information and case activities for dependent children and foster families.
- J. Provide other appropriate and necessary coordination as needed.
- K. Services for the child before a permanent plan is determined.
 - 1. The COUNTY and the CDSS Will:
 - a. Jointly assess the child pursuant to W&IC, Section 361.5(g) and before the filing date of a report recommending that Family Reunification (FR) services not be provided.
 - b. Jointly assess the child approximately 90 days before the 6 month and 12 month reviews required by W&IC, Section 366.21 and the 18 month review required by W&IC, Section 366.22.

- c. Jointly assess relatives and/or other potential caregivers that are being considered as permanency resources for a child prior to placement or as soon thereafter as possible. Both the CDSS and the COUNTY will comply with all home approval and placement statutes and regulations that are applicable to each agency.

2. The COUNTY Will:

- a. Complete the Resource Family Approval (RFA) application approvals.
- b. Refer children in out-of-home care for a joint assessment prior to FR services being terminated.
- c. Search for and identify all of the child's presumed and alleged parents and document search efforts, including, but not limited to, providing the CDSS with current and past marital history including date and places of marriage and divorce. Also, obtain birth records on the child as soon as possible.
- d. Determine whether the child is Native American and whether the Indian Child Welfare Act is applicable. If the child has possible Indian ancestry, the COUNTY will complete process of notifying all possible tribes and documenting this in court.
- e. Share with the CDSS background information as it is obtained about the child, including developmental history, psychological and family health history.
- f. Advise the birth parent of the option of forgoing FR services and/or relinquishing parental rights. Contact CDSS if the parent indicates an interest in relinquishment or would like additional information about relinquishment or adoption.
- g. Provide a written referral to the CDSS when FR services are not ordered (W&IC, Section 361.5), when FR services are terminated due to an order by the court (W&IC, Section 360 if applicable, 366.21 or 366.22) or when a referral is made for the child before termination of services. Provide all necessary documents to the CDSS in order to carry out adoption services, including the written assessment when the child is placed with an approved RF.
- h. Until otherwise notified by CDSS, provide child abuse and neglect reports and information concerning prospective adoptive parents when requested by CDSS.
- i. Until otherwise notified by CDSS, provide Department of Justice criminal record clearance(s) of the prospective adoptive parent(s) and other adults residing in the home when requested by CDSS.
- j. Work with the CDSS to prepare a report for the W&IC, Section 366.26 hearing. The COUNTY social worker's portion of the report will include:

- (1) An evaluation of the child's medical, developmental, scholastic, mental, and emotional status.
 - (2) A review of the amount and nature of contact between the child and parent(s) since placement.
 - (3) A summary of current search efforts for any absent parent.
 - (4) Documentation of the relationship of the child to any caretaker, the duration and character of the relationship, the motivation, and a statement from the child about placement and permanence (unless the child is unable to give a meaningful response, in which case the child's condition should be stated).
 - (5) A preliminary assessment of the eligibility and commitment of any identified prospective caretaker to provide permanence for the child. The assessment will contain a social history, including screening for criminal records and prior referrals for child abuse or neglect; the capability to meet the child's needs; and an understanding of the legal and financial rights and responsibilities of adoption.
- k. Provide or purchase Psychological Evaluations and Competency Statements in cases where they are required by statute, regulation, or court order.
 - l. Retain case management responsibility until finalization of the adoption or dismissal of dependency (Manual of Policies and Procedures, Division 31-320.412).
 - m. Send notice of hearing, the social worker's court report and the judge's court orders to the CDSS' Adoptions Regional Office for W&IC, Section 360 if applicable, 361.5 (g), 366.21, 366.22, and 366.26 hearings and any subsequent hearings. Send notice of any appeals filed concerning juvenile court actions, and the appellate court's decisions, to the CDSS.
 - n. Prepare a court report every six months for the juvenile court to identify progress towards the goal of adoption. Attach the adoption status report provided by the CDSS.
 - o. Determine the child's Title IV-E (federal) eligibility and provide AAP payments as directed by the CDSS to adopting parents. The COUNTY shall provide Notice of Action and AAP re-assessment forms as required.
 - p. Send all court orders to the CDSS within 30 calendar days after the date of the court hearing.
 - q. Retain case management responsibility until finalization of the adoption or dismissal of dependency. Transfer primary assignment on the CWS/CMS or CWS/CARES application to the CDSS' Adoptions Regional Office before closing CWS services case.

- r. Pursuant to Title 22 CCR § 89179(a), the adoption agency shall maintain adequate case records which include:
 - (1) Separate records for each client and for each placement facility studied and used by the agency.
 - (2) Current administrative records in such a form as to provide an index to all cases, including location of all clients under care and of all placement facilities in use.
 - (a) Adoption case records shall be retained by the agency indefinitely. In the event of an agency terminating its adoption services, full case records on all completed adoptions, placements for adoption and children relinquished for adoption shall be forwarded to the CDSS for permanent filing and reference. Records and documents shall include those regarding the natural parents, the child and the adoptive parents. Such forwarding by the terminating agency shall be conducted in the manner prescribed by the CDSS.

3. The CDSS Will:

- a. Assess the child with the COUNTY pursuant to W&IC, Section 361.5 (g) as soon as practically possible, and before the filing date of the report recommending FR services not be provided.
- b. Assess the child with COUNTY approximately 90 days before the 6 month and 12 month review required by W&IC, Section 366.21 and the 18 month review required by W&IC, Section 366.22.
- c. Jointly review the assessment of relatives and/or other potential caregivers that are being considered as a placement resource for a child where successful FR is unlikely, prior to placement or as soon thereafter as possible.
- d. Consult with the COUNTY social worker about the possibility of parental relinquishment of the child. If the parent expresses an interest in pursuing adoption, the adoption worker will discuss relinquishment with the parent. If a relinquishment is taken, the CDSS will provide written notice to the juvenile court, the relinquishing parent(s) attorney, the child's attorney and the COUNTY.
- e. Interview the birth parent whenever possible to advise him or her of the availability of a post adoption agreement and to secure medical/social background information concerning the child and birth parent. The birth parent will be advised that adoption records are kept permanently, and of the opportunity to place information in the adoptions case files after finalization of the adoption. They will also be informed of the procedures for sharing information or having contact after the adoptee becomes an adult.

- f. Provide assessment of the child before the W&IC, Section 366.26 hearing. This assessment may include a review of the case record, discussions with the COUNTY social worker, contacts with the child, the present caretaker, and any other collateral persons involved with the child.
- g. Work with the COUNTY to prepare a report for the W&IC, Section 366.26 hearing. The CDSS report will be submitted to the COUNTY 21 calendar days before the hearing, and shall include:
 - (1) An evaluation of the child's medical, developmental, scholastic, mental, and emotional status.
 - (2) The relationship of the child to any siblings, identified prospective adoptive parents, the duration and character of the relationships, the potential for a post adoption contact agreement, the motivation for seeking adoption, and a statement from the child about placement and the adoption (unless the child is unable to give a meaningful response, in which case the child's condition should be stated).
 - (3) An analysis of the likelihood that the child will be adopted if parental rights are terminated.
- h. Be available for contested W&IC, Section 366.26 hearings to present expert testimony regarding the child's adoptability and other relevant information.
- i. If the juvenile court identifies adoption as a permanent goal, it can without terminating parental rights, order the CDSS to locate an adoptive home for the child within 180 days. This applies only to a child whom the court determines is difficult to place for adoption and there is no identified adoptive family. During the 180 days period, the CDSS shall contact other private and public adoption agencies about the availability of the child for adoption.
- j. Provide information concerning adoption to prospective adoptive parents including the availability of and requirements for post adoption contact agreements, pursuant to Family Code (FC) Section 8714.7.
- k. Prepare the child for adoption. (This may or may not include a placement change.)
- l. Coordinate efforts with ICPC to establish and maintain adoptive placements for dependent children who are placed out-of-state.
- m. Place the child for adoption. Placing a child for adoption may include both moving a child to an adoptive home and signing adoption placement document or signing documents to change the child's current foster placement status to adoption.
- n. Promptly notify the COUNTY of the date of adoptive placement and date foster care payment is discontinued. These events may not necessarily occur on the same date.

- o. Establish AAP eligibility of the child, determine and negotiate benefits, duration, and review and re-assess AAP benefits as needed. Prepare the AAP paperwork, including payment instructions to the COUNTY. The duration and amount of all AAP benefits must comply with State regulations.
 - p. Assume exclusive care and control of the child for the purpose of supervising the adoptive placement of pursuant to W&IC, Section 366.26 (j) until finalization of the adoption.
 - q. Prepare and present a report to the court in the county in which the Adoption Request was filed with a recommendation concerning the adoption. If the Adoption Request includes a post adoption contact agreement, the CDSS will address in its report whether the post adoption contact agreement is in the child's best interest.
 - r. Confirm in writing to the COUNTY that the adoption is finalized and request dependency be dismissed. The CDSS is not authorized to provide the COUNTY with a copy of the final decree of adoption.
 - s. Document case management activities in CWS/CMS or CWS/CARES pursuant to state guidelines.
 - t. Conduct other appropriate and necessary permanency planning activities as needed.
- L. Services after permanency planning.
- 1. The COUNTY and the CDSS Will:
 - a. Jointly assess each child in long-term foster care, no less than 45 days before the 12 month review of the permanent plan pursuant to W&IC, Section 366.3 (d).
 - b. Jointly review the assessment of relatives and/or other potential caregivers that are being considered as potential placement resources for a child prior to placement or as soon thereafter as possible.
 - 2. Responsibility for responding to requests for adoption records shall rest with the Party in possession of the records as specified in this Scope of Work.
 - 3. The COUNTY Will:
 - a. Refer the child to the CDSS for an adoption assessment when indicated pursuant to a joint review.
 - b. Provide a written referral packet for accepted referrals within five (5) working days, including all necessary documents for the agency to carry out its functions. Only documents not previously submitted will be needed.

- c. Make a secondary assignment on the CWS/CMS or CWS/CARES application to the CDSS' Adoptions Regional Office "in-box caseload" at the time of referral for adoption services.
4. The CDSS Will:
 - a. Assign an Adoptions Specialist for each child for an adoption assessment pursuant to this joint review.
 - b. For each child accepted for study, a written assessment of the child's potential for adoption will be provided 21 calendar days before an annual court review hearing.
 - c. Provide case progress reports to the COUNTY 21 calendar days prior to each 6 month review following the W&IC, Section 366.26 hearing until such time as the adoption is finalized or the case is referred to the COUNTY because adoption is no longer the plan for the child.

The case progress report may include:

- (1) A summary of contacts.
- (2) Adjustment of the child to the adoptive home.
- (3) Specific circumstances or problems that affect the child or the placement.
- (4) Progress made in the adoption process.
- (5) Steps needed to complete the adoption.

III. CONFLICT RESOLUTION REGARDING CASE MANAGEMENT

The COUNTY and the CDSS will use customary and available problem-solving methods and resources in efforts to resolve differences. Any disagreements or conflicts regarding a case will be resolved as follows:

- A. The primary social workers from the COUNTY and the CDSS will meet and confer to resolve differences.
- B. If the primary social workers are unable to resolve differences, the COUNTY supervisor and the CDSS supervisor and primary social workers will meet and confer to resolve differences.
- C. If the supervisors and social workers are unable to resolve differences, the COUNTY Program Manager and the CDSS' Adoptions Regional Office Manager and their respective supervisors and social workers will meet and confer to resolve differences.

- D. If issues that are regulatory or statutory in nature cannot be resolved adequately at the local level through the above procedures, the matter in dispute will be referred in writing to the appropriate state administrative office(s) for clarification and direction.

IV. PROJECT REPRESENTATIVES

The project representatives during the term of this agreement will be:

Carmen George
California Department of Social Services
Adoptions Services Bureau
744 P Street, MS 8-12-31
Sacramento, CA 95814
(916) 651-8106
Fax: (916) 651-8143

Anne Watts, CWS Program Manager
Amador County Department of Social Services
10877 Conductor Boulevard, Suite 800
Sutter Creek, CA 95685
(209) 223-6550
Fax: (209) 257-0642

Changes to the project representative information may be made 15 days in advance by written notice to the other Party and shall not require an amendment to this Agreement.

GENERAL TERMS AND CONDITIONS

1. Indemnification

a. Claims Arising from Acts or Omissions of Amador County

The AMADOR COUNTY DEPARTMENT OF SOCIAL SERVICES (hereinafter collectively referred as the COUNTY), hereby agrees to defend and indemnify the California Department of Social Services, its agents, officers, and employees (hereinafter collectively referred to as the CDSS), from any claim, action or proceeding against the CDSS, arising out of acts or omissions of the COUNTY in the performance of this Contract. At its discretion, the CDSS may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve the COUNTY of any obligation imposed by this Contract. The CDSS shall notify the COUNTY promptly of any claim, action or proceeding and cooperate fully.

b. Claims Arising from Acts or Omissions of the CDSS

The CDSS hereby agrees to defend and indemnify the COUNTY, its agents, officers, and employees, from any claim, action, or proceeding against the COUNTY arising out of the acts or omissions of the CDSS in the performance of this Contract. At its discretion, the COUNTY may participate at its own expense in the defense of any claim, action or proceeding, but such participation shall not relieve the CDSS of any obligation imposed by this Contract. The COUNTY shall notify the CDSS promptly of any claim, action or proceeding and cooperate fully.

2. Relationship Of The Parties

The CDSS is acting as a contractor for the delivery of the services; this is not a joint venture agreement between the Parties. It is understood by both Parties that this Contract does not create an employer-employee relationship between the Parties. Each Party agrees that it shall not enter into agreements or make representations or promises on behalf of the other Party.

3. Insurance Requirements

The CDSS is a self-insured public entity, which possesses the ability to cover liabilities, including general, professional, motor vehicle, and workers' compensation liabilities arising from or connection with the performance of services under this Contract by CDSS, its employees, officers, or directors. Evidence of self-insurance is provided with Exhibit B, incorporated herein by reference.

The CDSS' self-insurance for liabilities (Exhibit C) from the use of motor vehicles includes owned, non-owned, and hired vehicles used by CDSS' employees in the performance of services.

4. Maintenance Of Records

The Parties shall keep and maintain an accurate record of the referrals to the CDSS' Adoptions Regional Office. The CDSS and the COUNTY shall keep a copy of all invoices presented to the COUNTY on a quarterly basis which must include the weekly number of the open active child cases and the open active family cases. All such records shall be made available to the COUNTY, its authorized representative, or officials of the State of California for review and audit during normal business hours, upon reasonable advance notice.

5. Retention Of Records For Audit Purposes

The CDSS shall maintain and preserve all records related to this Contract for a period of three years from the close of the fiscal year in which final payment is made. Such records shall be maintained for a three-year period or retained for a longer duration, if an audit involving the records is then pending. The obligation to insure the maintenance of the records beyond the initial three-year period shall only arise if notice is provided to the CDSS of the commencement of the audit prior to the expiration of the three-year period.

6. Title To Documents; Copyrights

Excluding records, reports, or documents containing personal or confidential information, all reports and other materials collected or produced by the CDSS pursuant to this Contract are the property of the CDSS and shall not be subject to any copyright claimed by the COUNTY, its employees, subcontractors or agents. However, the COUNTY may use for administrative purposes completed materials developed or produced by the CDSS. Incomplete documents or projects may not be used without the prior written consent of the CDSS.

Records, reports, or documents containing personal or confidential information shall not be used for any commercial purpose and shall not be copyrighted by either Party, including the employees, officers, directors, or agents of each Party.

7. Conflict Of Interest

The Parties agree to enforce the requirements of the California Government Code, Sections 1090 through 1099 and Sections 87100 through 87105, including regulations promulgated by the California Fair Practices Commission, to prevent a public officer or employee, including a subcontractor, from participating in an activity that would constitute a conflict of interest.

8. Compliance with Applicable Laws

The Parties shall comply with all applicable federal, state and local laws now, or hereafter, in force, and with any applicable regulations, in performing the work and providing the service specified in this Contract. This obligation includes, without limitation, the acquisition, and maintenance of any permits, licenses, or other entitlements necessary to perform the duties imposed expressly or impliedly under this Contract.

9. Change In Statutes or Regulations

If there is a change of statute or regulations applicable to the performance of this Contract, both Parties agree to be governed by the new provisions, unless either Party gives notice to terminate pursuant to the terms of this Contract or identifies through written correspondence that the changes in law require negotiation of the responsibilities or terms of the Contract.

10. Time is of the Essence

Time is of the essence for the performance of the services of this Contract. Each Party shall promptly perform the services and responsibilities described in the Contract and promptly comply with each term and condition.

11. Time

Each of the Parties to this Contract shall devote such time to the performance of the services pursuant to this Contract as may be reasonably necessary for the satisfactory performance of the obligations of this Contract. Neither Party shall be considered to be in default of this Contract to the extent the performance is prevented or delayed by any cause, present or future, which is beyond the reasonable control of the Party.

12. Modification

No modification or waiver of any provisions of this Contract or its attachments shall be effective unless such waiver or modification shall be in writing, signed by both Parties.

13. Nondiscrimination

The Parties shall not discriminate in the employment of persons necessary to perform this Contract on any legally impermissible basis, including on the basis of the race, color, national origin, ancestry, religion, age, sex, or disability of such person. In the provision of services each Party shall be responsible for the actions of its employees, directors or officers so that employees and applicants for employment and any member of the public are free from any unlawful discrimination. The Parties warrant and represent that each is aware and shall follow: 1) the Federal Civil Rights Act of 1964 (Act) and all amendments, administrative rules and regulations issued pursuant to this Act; and 2) the Fair Employment and Housing Act (Government Code, Section 12900 et. seq.) and the regulations promulgated to enforce the Fair Employment and Housing Act. The Parties agree to include the non-discrimination and compliance provision of this paragraph in all subcontracts to perform services under this Contract.

14. Bankruptcy

The Parties shall immediately notify the other in the event that either ceases conducting business in the normal manner or becomes insolvent, makes a general assignment for the benefit of creditors, suffers or permits the appointment of a receiver for its business on assets, or avails itself of, or becomes subject to, any proceeding under the Federal Bankruptcy Act or any other statute of any state relating to insolvency or protection of the rights of creditors.

15. Prohibition Against Assignment And Delegation Of Duties

Except as specifically authorized within the Contract, no rights may be assigned and no duties under this Contract may be delegated by the Parties without the prior written consent of the other, and any attempted assignment or delegation without such consent shall be void.

16. Negotiated Contract

This Contract has been arrived at through negotiation between the Parties. Neither Party is to be deemed the Party which prepared this Contract within the meaning of California Civil Code, Section 1654.

17. Severability

Should any provision herein be found or deemed to be invalid, this Contract shall be construed as not containing such provision. All other provisions which are otherwise lawful shall remain in full force and effect. To this end, the provisions of this Contract are declared to be severable.

18. Entire Contract

This Contract is the entire agreement of the Parties for the performance of services. There are no understandings or agreements pertaining to this Contract except as are expressly stated in writing in this Contract or in any document attached hereto or incorporated by reference. It is the intention of the Parties hereto that this Contract shall supersede any prior agreements, discussions, commitments, representations, agreements, written, or oral, between the Parties.

19. Budget Statement

Assembly Bill (AB) 118 (Chapter 40, Statutes of 2011) and ABX1 16 (Chapter 13, Extraordinary Session, Statutes of 2011) realigned the funding for Agency adoptions from the CDSS to the local governments and redirected specific tax revenues to fund these services. AB 118 and ABX1 16 realigned a total of \$6 million general fund to the counties who have not had a licensed public adoption agency. As stated in County Fiscal Letter (CFL) Number 11/12-18 dated September 16, 2011, the county specific distribution of the \$6 million general fund was based on a percent to total of each county's specific combined 12-year average of child and family referrals to the CDSS' Adoptions Regional Offices that have been providing Agency adoption services to these counties.

a. Invoicing

In consultation with the County Welfare Directors Association, for those counties opting to contract directly with CDSS to continue the Agency adoption services, CDSS will invoice each on a weekly cost per case basis of \$62 based on the county specific distribution provided in CFL No. 11/12-18. The CDSS will invoice the COUNTY quarterly the total cost for each active child case and each family case referred to the CDSS' Adoptions Regional Office for adoption services. This rate would be claimed up to but not exceeding Fifty Thousand, Nine Hundred and

Seventy-Five dollars (\$50,975) for each Fiscal Year (FY) beginning FY 2018-2019, for a combined total of One Hundred Fifty-Two Thousand, Nine Hundred and Twenty-Five dollars (\$152,925) for FY 2018 through 2021 inclusive, the amount of the allocation received by the COUNTY in any fiscal year.

20. Termination

This contract shall commence on July 1, 2018 and shall terminate on June 30, 2021. Either Party may terminate this Contract, with or without cause, with 120 days' advance written notice. In order to terminate this Contract, the terminating Party shall give advance written notice to the other Party. The termination notice shall be made as specified in number 21 below. In the event of termination, the COUNTY shall pay the CDSS for all work satisfactorily performed prior to the effective date of the termination.

21. Notice

Notices to the Parties in connection with the administration of this Contract shall be given to the Parties' Project Representative personally, by regular mail, or by facsimile transmission as more particularly specified in this paragraph. Notices will be deemed given on:

- a. The day the notice is personally delivered to the Party's Project Representative as specified in the Exhibit A, Scope of Work, page 9, Section IV.
- b. Five days after the date the notice is deposited in the United States mail, addressed to a Party's Project Representative as indicated in Section IV, with first-class postage fully prepaid; or
- c. On the day the notice is transmitted by facsimile to the facsimile number specified as specified in Section IV, provided that an original of such notice is deposited in the United States mail, addressed to the Party's project representative as specified in Section IV, on the same day as the facsimile transmission is made.

22. Partial Invalidity

Should any part, term, portion, or provision of this Contract agreement be finally decided by a court of competent jurisdiction to be in conflict with any law of the United States or the State of California, or otherwise be unenforceable or ineffectual, the validity of the remaining parts, terms, portions, or provisions will be deemed severable and will not be affected thereby, provided such remaining portions or provisions can be construed in substance to constitute the agreement which the Parties intended to enter into in the first place.

23. Responsibility of Project Representatives

All matters concerning the administration of this Contract, which are within the responsibility of the Parties shall be under the direction of, or shall be submitted to, the respective Project Representative or the Party's employee specified, in writing, by the Project Representative. A Party may, in its sole discretion, change its designation of its Project Representative upon providing written notice to the other Party at least 15 days

prior to such change. The Project Representatives for Parties are specified in the Exhibit A, Scope of Work, Page 9, in Section IV.

24. Waiver

Waiver by either Party of a breach of any covenant of this Contract will not be construed to be a continuing waiver of any subsequent breach. A Party's receipt of consideration with knowledge of the other's violation of a covenant does not waive the Party's right to enforce any covenant of this Contract. However, neither Party shall waive any provision of this Contract unless the waiver is not against public policy or current laws, in writing, signed by a representative of each Party with the authority to sign, and signed by all Parties.

25. Authority and Capacity

Each Party and each Party's signatory warrant and represent that each has full authority and capacity to enter into this Contract in accordance with all requirements of law. The Parties also warrant that any signed amendment or modification to the Contract shall comply with all requirements of law, including capacity and authority to amend or modify the Contract.

26. Binding On Successors

All of the conditions, covenants, and terms identified in this Contract apply to any successor or assignee of the Parties to this Contract with each assignee or successor held jointly and severally liable under this Contract. However, no assignment or subcontract of either Party is permitted, except with the prior written authorization of the other Party.

27. Cumulative Remedies

All of the various rights, powers, and remedies of the Parties shall be construed as cumulative, and no one of them exclusive of any other or of any other legal or equitable remedy which a Party might otherwise have in the event of a breach or default of any condition, covenant, or term by the other Party. The exercise of any single right, option, election, power, or remedy shall not in any way, impair any other right, option, election, power or remedy until all duties and obligations imposed shall have been full performed.

28. Independent Advice

Each Party represents and warrants that in executing this Contract it does so with full knowledge of the rights and duties it may have with respect to the other Party. Each Party also warrants and represents that it has received independent legal advice from its attorney with respect to the matters set forth in this Contract and the rights and duties arising out of this Contract, or that such Party willingly foregoes any such consultation.

29. No Reliance On Representations

Each Party warrants and represents that it is not relying and has not relied upon any representation or statement made by the other Party with respect to the facts involved or its rights or duties. Each Party understands and agrees that the facts relevant, or believed to be relevant to this Contract, have been independently verified. Each Party further understands that it is responsible for verifying the representations of law or fact provided by the other Party.

30. Information Subject To A Business Associate Agreement

The Parties agree to identify for the other Party protected health information in the adoption records that was provided through a business associate agreement of a covered entity, as required by 42 U.S.C 1320d and its implementing regulations at 45 CFR Parts 142, 160, 162, and 164, collectively referred to as the Health Insurance Portability and Accountability Act Privacy Rule.

31. Conflicting Disclosure Laws

The Parties agree to follow the requirements of the law for the disclosure of confidential adoption records. When in doubt as to whether a record in its possession should be disclosed or withheld, each Party agrees to contact its Legal Counsel for direction.

32. Confidentiality

The CDSS and COUNTY staff will comply with the provision of W&IC, Section 10850 and Family Code, Section 9200 et seq. to assure that all applications and records concerning individuals made or kept by any officer or agency in connection with the administration of any service under this Contract will be kept confidential. The CDSS and the COUNTY will maintain the confidentiality of all information and records in accordance with current laws, regulations and policies. Exchange of information will be for the purpose of promoting the best interests of the child and the administration of the program.

Each COUNTY and CDSS' Adoptions Regional Office will maintain their own confidentiality regulations and guidelines to review and follow. The location of those guidelines shall be made known to all employees. The CDSS and the COUNTY agree to inform all of its employees, agents, and subcontractors of the confidentiality provisions and further agree that any person knowingly and intentionally violating the provisions of said laws is guilty of a misdemeanor.

33. Mailing Of Confidential Information

The Parties may use the United States Postal Service to deliver records containing personal or confidential information to the other provided that the record(s) are double enveloped with the interior envelope identified as confidential with the name of the recipient of the mail on the interior envelope. Additionally, each shall require that the records being delivered shall only be delivered to the addressee with an acknowledgement of receipt. The Party sending the records is responsible for obtaining a copy of the signed receipt and maintaining it.

34. Transporting Records

The Parties agree that all records containing personal or confidential information shall be transported in a secure manner. When using a third Party who is not a Party to this Contract to transport records to the other Party, the Parties each agree to notify the other before sending records to the other containing personal or confidential information, as defined in law. Notice may be provided electronically, but receipt of the message must be confirmed before commencing the transport of the records to the other Party. Additionally, except for personal delivery by a representative of the Parties a bonded courier service shall be used. The records shall be securely double-enveloped or boxed with the interior envelope or box identified as confidential and properly addressed to the intended recipient/employee. Upon delivery, the courier shall obtain a signed acknowledgement of receipt from the entity receiving the documents. The Party sending the records is responsible for obtaining a copy of the signed receipt and maintaining it.

35. Form 700

All employees and managers required to file an annual Form 700 pursuant to the Conflict of Interest Code and/or Government Code, Section 87200 do so with the CDSS' Central Office located at 744 P Street, MS 8-12-31, Sacramento, CA 95814.

36. Venue

It is agreed by the Parties to this Contract that, unless expressly waived by the CDSS, any action brought to enforce any of the provisions of this Contract for declaratory relief shall be filed in and remain in a court of competent jurisdiction in the County of Sacramento in the State of California.

37. Controlling Law

The validity, interpretation and performance of this Contract shall be construed under the laws of the State of California, or when applicable federal law.

38. Captions

The captions of this Contract are for convenience in reference only and the words contained in the captions shall in no way be held to explain, modify, amplify or aid in the interpretation, construction, or meaning of the provisions of this Contract.

39. Definitions

"Shall" and "will" and "agrees" are mandatory. "May" is permissive.

40. Identifying Agreed Upon Changes to the Contract Agreement

The Parties agree that every amendment shall identify in typed print strike-through the words of the Contract agreement to be deleted by the amendment and no longer applicable to the Contract agreement; and new words added by the amendment shall be identified in bold font and underlined. For a subsequent amendment, the words deleted by the prior amendment with the strike-through shall not be included; and the words previously bolded in the prior amendment shall no longer be bolded.

Amendments to the Contract agreement may be made in whole or in part, as appropriate and selected by the Parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written.

COUNTY OF AMADOR

CALIFORNIA DEPARTMENT OF
SOCIAL SERVICES

BY: _____ Date: _____
Chairman
Board of Supervisors

BY: _____ Date: _____
Amber Delgado
Non-IT Contracts Section Chief

APPROVED AS TO FORM:
OFFICE OF THE COUNTY COUNSEL
COUNTY OF AMADOR

BY: _____
Gregory Gillott, COUNTY Counsel

ATTEST:
JENNIFER BURNS, CLERK OF THE
BOARD OF SUPERVISORS



Governor Edmund G. Brown Jr.

Exhibit B

**STATE OF CALIFORNIA
PUBLIC LIABILITY AND WORKERS' COMPENSATION INSURANCE
FISCAL YEAR JULY 1, 2018 / JUNE 30, 2019**

To Whom It May Concern:

In accordance with Government Code section 11007.4, the State of California has elected to be self-insured for liability exposures. Under this form of insurance, the State and its employees acting in the course and scope of their employment are insured for tort liability arising out of official State business. All claims against the State of California based on tort liability should be presented as a government claim to the Government Claims Program, P.O. Box 989052 MS 414, West Sacramento, CA 95798-9052. (Gov. Code section 900, et. seq.) Internet link: <http://www.dgs.ca.gov/orim/Programs/GovernmentClaims.aspx>.

The State of California has also elected to be insured for its motor vehicle liability exposures through the State Motor Vehicle Liability Self-Insurance Program (VELSIP). This program provides liability coverage arising out of the operations of motor vehicles used by state employees for official state business (California Vehicle Code Sections 17000 and 17001). Motor vehicle liability claims against the State of California should be presented to the Office of Risk and Insurance Management, P.O. Box 989052 MS-403, West Sacramento, CA 95798-9052, (800) 900-3634, claims@dgs.ca.gov. If your motor vehicle liability claim is not resolved within six months from the date of loss, California law requires you to file a formal claim with the Government Claims Program, P.O. Box 989052 MS 414, West Sacramento, CA 95798-9052. (Gov. Code section 900, et. seq.) Internet link: <http://www.dgs.ca.gov/orim/Programs/GovernmentClaims.aspx>.

The State of California has a Master Agreement with the State Compensation Insurance Fund regarding workers' compensation benefits for all state employees, as required by the Labor Code.

A handwritten signature in black ink that reads "Lynan Graf". The signature is written in a cursive style.

Lynan Graf
Associate Risk Analyst
Insurance Services Unit
Phone: (916) 376-5290
Fax: (916) 376-5275
Lynan.graf@dgs.ca.gov



Governor Edmund G. Brown, Jr.

Exhibit C

**STATE OF CALIFORNIA
AUTOMOBILE LIABILITY / PHYSICAL DAMAGE
FISCAL YEAR JULY 1, 2018 / JUNE 30, 2019**

To Whom It May Concern:

Please accept this letter as certification that the State of California has elected to be self-insured for liability and physical damage arising out of the ownership, maintenance, and operation of land motor vehicles.

Under this program, the Office of Risk and Insurance Management administers liability claims arising out of the operation of the vehicle. Physical Damage to such vehicle may be reimbursed by the Employing State Agency in accordance with State Administrative Manual (SAM) sections 2420 and 4116.

Sincerely,

A handwritten signature in black ink that reads "Lynan Graf". The signature is written in a cursive style with a large, looped "G" at the end.

Lynan Graf
Associate Risk Analyst
Department of General Service
Office of Risk and Insurance Management
Phone (916) 376-5290
Lynan.graf@dgs.ca.gov

CALIFORNIA CIVIL RIGHTS LAWS CERTIFICATION

Pursuant to Public Contract Code section 2010, if a bidder or proposer executes or renews a contract over \$100,000 on or after January 1, 2017, the bidder or proposer hereby certifies compliance with the following:

1. CALIFORNIA CIVIL RIGHTS LAWS: For contracts over \$100,000 executed or renewed after January 1, 2017, the contractor certifies compliance with the Unruh Civil Rights Act (Section 51 of the Civil Code) and the Fair Employment and Housing Act (Section 12960 of the Government Code); and
2. EMPLOYER DISCRIMINATORY POLICIES: For contracts over \$100,000 executed or renewed after January 1, 2017, if a Contractor has an internal policy against a sovereign nation or peoples recognized by the United States government, the Contractor certifies that such policies are not used in violation of the Unruh Civil Rights Act (Section 51 of the Civil Code) or the Fair Employment and Housing Act (Section 12960 of the Government Code).

CERTIFICATION

I, the official named below, certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.		<i>Federal ID Number</i>
<i>Proposer/Bidder Firm Name (Printed)</i>		
<i>By (Authorized Signature)</i>		
<i>Printed Name and Title of Person Signing</i>		
<i>Date Executed</i>	<i>Executed in the County and State of</i>	

**BEFORE THE BOARD OF SUPERVISORS OF THE
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF:

RESOLUTION APPROVING THE) RESOLUTION NO. 18-XXX
REVISED SERVICES CONTRACT)
AGREEMENT BETWEEN)
CALIFORNIA DEPARTMENT OF)
SOCIAL SERVICES AND)
AMADOR COUNTY DEPARTMENT)
OF SOCIAL SERVICES REGARDING)
ADOPTION SERVICES)

BE IT RESOLVED by the Board of Supervisors of the County of Amador, State of California, that said Board does hereby approve the Services Contract Agreement by and between the Amador County Department of Social Services and California Department of Social Services on the terms and conditions contained therein as it relates to the provisions of this Agreement and the California Civil Rights Laws Certification attachment thereto; and

BE IT FURTHER RESOLVED that the Chairman of said Board be and hereby is authorized to sign and execute said agreement and certification on behalf of the County of Amador.

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Amador at a regular meeting thereof, held on the XX day of August, 2018, by the following vote:

AYES:

NOES:

ABSENT:

Chairperson, Board of Supervisors

ATTEST:

JENNIFER BURNS, Clerk of the
Board of Supervisors, Amador County,
California

Deputy

Board of Supervisors Agenda Item Report

Submitting Department: Board of Supervisors

Meeting Date: August 14, 2018

SUBJECT

Commission on Aging: Appointment of Chris Kalton, Member-at-Large, and Julie Traxler, District 2 Representative, for terms of three years.

Recommendation:

Approve appointments

4/5 vote required:

No

Distribution Instructions:

Appointees; Commission Secretary; File

ATTACHMENTS

-

Board of Supervisors Agenda Item Report

Submitting Department: Administration

Meeting Date: August 14, 2018

SUBJECT

Administration: Request to waive building permit fees for various building permits being obtained by the Lockwood Fire Protection District on County property

Recommendation:

Waive all fees for LFPD.

4/5 vote required:

No

Distribution Instructions:

Auditor, Building Dept

ATTACHMENTS

-

Board of Supervisors Agenda Item Report

Submitting Department: General Services Administration

Meeting Date: August 14, 2018

SUBJECT

General Services Administration: Resolution, Notice of Completion, and Agreement and Release of Claims for Bid 18-01 for the Probation Office Carpet Replacement Project.

Recommendation:

1.) Accept the work of Harold Thompson Inc. for Bid 18-01 for the Probation Office Carpet Replacement Project and; 2.) Authorize the GSA Director to sign and record a Notice of Completion and if no liens or stop notices have been served within the thirty (30) day period authorize the GSA Director to release retention and final payment to the contractor and; 3.) Authorize the Board Chair to sign the Agreement and Release of Claims form

4/5 vote required:

No

Distribution Instructions:

Chuck Iley, County Administration Officer

ATTACHMENTS

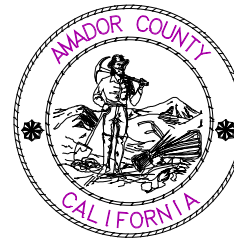
- [ITB 18-01 Close Out Memo 8.6.18.pdf](#)
- [18-01 Probation Carpet Agreement and Release of Claims signed by Contractor 8.7.18.pdf](#)
- [ITB 18-01 Notice Completion Form 8.6.18.pdf](#)
- [ITB 18-01 Notice of Completion Resolution 8.6.18.doc](#)

GENERAL SERVICES ADMINISTRATION

MAIL: 12200-B Airport Road, Jackson, CA 95642

LOCATION: 12200-B Airport Road, Martell, CA

PHONE: (209) 223-6744 FAX: (209) 223-0749 E-MAIL: jhopkins@co.amador.ca.us



MEMORANDUM

TO: Board of Supervisors

FROM: Jon Hopkins, GSA Director *Hop*

DATE: August 6, 2018

SUBJECT: Notice of Completion, Resolution & Agreement and Release of Claims for Bid 18-01 for the Probation Office Carpet Replacement Project.

Background: On April 24, 2018 the Board entered into a contract with Harold Thompson Inc. for the Probation Office Carpet Replacement in the amount of \$23,660.00. This contractor completed all work on August 3, 2018 and now seeks final payment.

Subject or Key Issue: Approving a Notice of Completion, Resolution and Agreement and Release of Claims.

Analysis: California Civil Code Section 8182 requires a Notice of Completion (NOC) be recorded within 15 days after completion of the work or improvement. The purpose for filing a NOC is to trigger the time period for the filing of mechanics liens and service of stop payment notices. Although the recording of an NOC is not required, it is important to limit exposure to claims if it is not filed. Upon recordation of a NOC, a 30 day period begins where subcontractors, material suppliers and equipment lessors (60 days for the prime contractor) can file a lien or stop notice if they have not been paid by the prime contractor. If a NOC is *not* recorded, subcontractors, material suppliers and equipment lessors can file a lien or stop notice up to 90 days following the completion of work. The challenge is making sure the NOC is filed timely because Public Contract Code Section 7107 requires the retention be paid to the prime within 60 days after completion of the work or improvement; hence this requirement increases financial exposure to the County if a NOC is not filed within 15 days allowing subcontractors, material suppliers and equipment lessors to file a lien or stop notice after the prime has been paid in full. The Agreement and Release of Claims also protects the County from the prime filing a claim.

Alternatives: None are recommended

Fiscal or Staffing Impacts: Copies of the recorded NOC must be given within 10 days to the prime and any claimant that has given a 20 day Preliminary Notice to the County or the NOC becomes ineffective; Two (2) 20 day Preliminary Notices were filed and unconditional releases have been received from those vendors.

4/5ths vote: N/A

Recommendation: 1.) Accept the work of Harold Thompson Inc. for Bid 18-01 for the Probation Office Carpet Replacement Project and; 2.) Authorize the GSA Director to sign and record a Notice of Completion and if no liens or stop notices have been served within the thirty (30) day period authorize the GSA Director to release retention and final payment to the contractor and; 3.) Authorize the Board Chair to sign the Agreement and Release of Claims form.

cc: Chuck Iley, County Administration Officer
file

Project: Bid 18-01 Probation Carpet Replacement.

ATTACHMENT A

AGREEMENT AND RELEASE OF CLAIMS

This Agreement and Release of Claims (“Agreement and Release”) made and entered into this ___th day of August, 2018, by and between the County of Amador (“County”), and Harold Thompson Inc. (“Contractor”), whose place of business is at 2580 Teepee Drive, Suite B, Stockton, CA 95205.

RECITALS

A. On April 24, 2018, County and Contractor entered into a contract (the “Contract”) in the County of Amador, State of California, whereby Contractor agreed to perform certain work (the “Work”) consisting of the complete carpet replacement and all necessary installation, start-up and testing required for Bid 18-01 for the Amador County Probation Office Carpet Replacement.

B. The Work under the Contract has been completed.

Now, therefore, it is mutually agreed between County and Contractor as follows:

AGREEMENT

1. Contractor will not be assessed damages except as detailed below:

Original Contract Sum	\$23,660.00
Modified Contract Sum	\$0.00
Progress Payments Made to Date	\$22,477.00
Progress Payment owed	\$0.00
Damages	\$0.00
Payment Due Contractor (5% Retention)	\$1,183.00

2. Subject to the provisions of this Agreement and Release, County shall forthwith pay to Contractor the sum of **one thousand, one hundred, eighty-three dollars and no cents (\$1,183.00)** under the Contract, less any amounts withheld under the Contract or represented by any Notice to Withhold Funds on file with County as of the date of such payment.

3. Contractor acknowledges and hereby agrees that there are no unresolved or outstanding claims in dispute against County arising from the performance of work under the Contract, except for (i) the Disputed Claims described in Paragraph 4 below, and (ii) continuing obligations described in Paragraph 6 below. It is the intention of the parties in executing this Agreement and Release that this Agreement and Release shall be effective as a full, final and general release of all claims, demands, actions, causes of action, obligations, costs, expenses, damages, losses and liabilities of Contractor against County, all its respective agents, employees, inspectors, assignees and transferees except for the Disputed Claims set forth in Paragraph 4 below and continuing obligations described in Paragraph 6 below.

4. The following claims are disputed (hereinafter, the “Disputed Claims”) and are specifically excluded from the operation of this Agreement and Release:

Claim No.	Date Submitted	Description of Claim	Amount of Claim
-----------	----------------	----------------------	-----------------

[No Claims Disputed]

5. Consistent with California Public Contract Code section 7100, Contractor hereby agrees that, in consideration of the payment set forth in Paragraph 2, above, Contractor hereby releases and forever discharges County, all its agents, employees, inspectors, assignees and transferees from any and all liability, claims, demands, actions or causes of action of whatever kind or nature arising out of or in any way concerned with the work under the Contract, except for the Disputed Claims.

6. Guarantees and warranties for the Work, and any other continuing obligation of Contractor, shall remain in full force and effect as specified in the Contract Documents.

7. Contractor shall immediately defend, indemnify and hold harmless County, all its respective agents, employees, inspectors, assignees and transferees from any and all claims, demands, actions, causes of action, obligations, costs, expenses, damages, losses and liabilities that may be asserted against them by any of Contractor's suppliers and/or Subcontractors of any tier and/or any suppliers to them for any and all labor, materials, supplies and equipment used, or contemplated to be used in the performance of the Contract, except for the Disputed Claims.

8. Contractor hereby waives the provisions of California Civil Code Section 1542, which provides as follows:

A general release does not extend to claims, which the creditor does not know or suspect to exist in his favor at the time of executing the release, which if known by him, must have materially affected his settlement with the debtor.

9. The provisions of this Agreement and Release are contractual in nature and not mere recitals and shall be considered independent and severable, and if any such provision or any part thereof shall be at any time held invalid in whole or in part under any federal, state, county, municipal or other law, ruling or regulations, then such provision, or part thereof shall remain in force and effect only to the extent permitted by law, and the remaining provisions of this Agreement and Release shall also remain in full force and effect, and shall be enforceable.

10. All rights of County shall survive completion of the Work or termination of Contract, and execution of this Release.

*** CAUTION: THIS IS A RELEASE - READ BEFORE EXECUTING ***

COUNTY OF AMADOR

CONTRACTOR: Harold Thompson.
Inc.

BY: _____
Chairman, Board of Supervisors

BY:  _____
Principal

Name: Stacey Pryor Dunnagan

Title: President

APPROVED AS TO FORM:

ATTEST:

BY: _____
County Counsel

JENNIFER BURNS, Clerk of the Board
of Supervisors, Amador County, California

BY: _____

END OF DOCUMENT

Recording Requested By:

When Recorded Mail To:

Name

Street
Address

City &
State

SPACE ABOVE THIS LINE FOR RECORDERS USE

NOTICE OF COMPLETION

(CA Civil Code §§ 8180-8190, 8100-8118, 9200-9208)

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is an owner of an interest of estate in the hereinafter described real property, the nature of which interest or estate is:
_____ (e.g. fee, leasehold, joint tenancy, etc.)
2. The full name and address of the undersigned owner or reputed owner and of all co-owners or reputed co-owners are:
Name _____ Street and No. _____ City _____ State _____

3. The name and address of the direct contractor for the work of improvement as a whole is:

4. This notice is given for (check one):
 Completion of the work of improvement as a whole.
 Completion of a contract for a particular portion of the work of improvement (per CA Civ. Code § 8186).
5. If this notice is given only of completion of a contract for a particular portion of the work of improvement (as provided in CA Civ. Code § 8186), the name and address of the direct contractor under that contract is:

6. The name and address of the construction lender, if any, is:

7. On the _____ day of _____, 20____, there was completed upon the herein described property a work of improvement as a whole (or a particular portion of the work of improvement as provided in CA Civ. Code § 8186) a general description of the work provided:

8. The real property herein referred to is situated in the City of _____, County of _____ State of California, and is described as follows:

9. The street address of said property is:

10. If this Notice of Completion is signed by the owner's successor in interest, the name and address of the successor's transferor is:

I certify (or declare) under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Date: _____

By: _____

Signature of Owner of Owner's Authorized Agent

Print Name

VERIFICATION

I, _____, state: I am the _____ ("Owner", "President", "Authorized Agent", "Partner", etc.) of the Owner identified in the foregoing Notice of Completion. I have read said Notice of Completion and know the contents thereof; the same is true of my own knowledge.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on _____, _____ (date), at _____ (City), _____ (State).

Signature of Owner or Owner's Authorized Agent

PROOF OF SERVICE DECLARATION

I, _____, declare that I served copies of the above **NOTICE OF COMPLETION**, (check appropriate box):

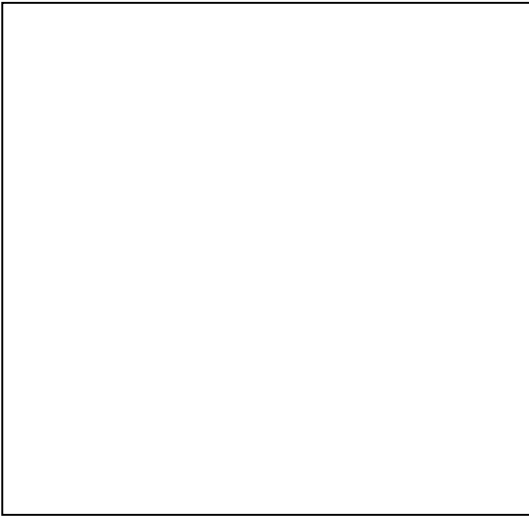
- a. By personally delivering copies to _____ (name(s) and title(s) of person served) at _____ (address), on _____ (date), at _____, _____m. (time)
- b. By Registered or Certified Mail, Express Mail or Overnight Delivery by an express service carrier, addressed to each of the parties at the address shown above on _____ (date).
- c. By leaving the notice and mailing a copy in the manner provided in § 415.20 of the California Code of Civil Procedure for service of Summons and Complaint in a Civil Action.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on _____, _____ (date), at _____ (City), _____ (State).

(Signature of Person Making Service)

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.



STATE OF CALIFORNIA
COUNTY OF _____

On _____ (date), before me, _____, Notary Public (name and title of officer) personally appeared _____ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

**BEFORE THE BOARD OF SUPERVISORS OF THE
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF:

**RESOLUTION ACCEPTING CONSTRUCTION
AND ALL NECESSARY INSTALLATION, START-UP
AND TESTING REQUIRED FOR BID 18-01 FOR THE
PROBATION OFFICE CARPET REPLACEMENT
PROJECT AS COMPLETE.**

RESOLUTION NO. 18-XXXX

WHEREAS, Harold Thompson, Inc. has completed construction and all necessary installation, start-up and testing required for Bid 18-01 for the Probation Office Carpet Replacement Project at the Probation Office at 675 New York Ranch Road, Jackson, California.

BE IT RESOLVED by the Board of Supervisors of the County of Amador, State of California, that said Board does hereby accept the work by Harold Thompson, Inc. for the construction and all necessary installation, start-up and testing required for Bid 18-01 for the Probation Office Carpet Replacement Project at the Probation Office as complete.

BE IT FURTHER RESOLVED by said Board that the General Services Administration Director is authorized to sign and record a Notice of Completion for the above-referenced project;

BE IT FURTHER RESOLVED by said Board that, if no liens or Stop Notices are served within thirty days of such recordation, then the Board Chair is authorized to sign the Agreement and Release of Claims attached hereto, at which time the Director of General Services Administration is authorized to release retention and final payment to the Contractor.

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Amador at a regular meeting held thereof on the **14th** day of **August, 2018** by the following vote:

AYES:

NOES:

ABSENT:

Chair, Board of Supervisors

ATTEST:

**JENNIFER BURNS, Clerk of the
Board of Supervisors, Amador County,
California**

Board of Supervisors Agenda Item Report

Submitting Department: General Services Administration

Meeting Date: August 14, 2018

SUBJECT

General Services Administration: Resolution, Notice of Completion, and Agreement and Release of Claims for Bid 18-04 for the Amador County District Attorney Elevator Tower Replacement Project

Recommendation:

1.) Accept the work of Laguna Gold Mortgage, Inc. DBA LGM Construction for Bid 18-04 for the District Attorney Elevator Tower Replacement Project and; 2.) Authorize the GSA Director to sign and record a Notice of Completion and if no liens or stop notices have been served within the thirty (30) day period authorize the GSA Director to release retention and final payment to the contractor and; 3.) Authorize the Board Chair to sign the Agreement and Release of Claims form

4/5 vote required:

No

Distribution Instructions:

Chuck Iley, County Administration Officer

ATTACHMENTS

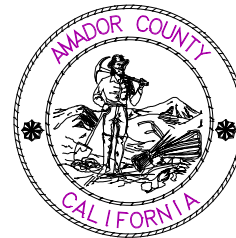
- [ITB 18-04 Close Out Memo 8.7.18.pdf](#)
- [18-04 DA Elevator Tower Agreement and Release of Claims signed by Contractor 8.7.18.pdf](#)
- [ITB 18-04 Notice Completion Form 8.7.18.pdf](#)
- [ITB 18-04 Notice of Completion Resolution 8.7.18.doc](#)

GENERAL SERVICES ADMINISTRATION

MAIL: 12200-B Airport Road, Jackson, CA 95642

LOCATION: 12200-B Airport Road, Martell, CA

PHONE: (209) 223-6744 FAX: (209) 223-0749 E-MAIL: jhopkins@co.amador.ca.us



MEMORANDUM

TO: Board of Supervisors

FROM: Jon Hopkins, GSA Director *Hop*

DATE: August 7, 2018

SUBJECT: Notice of Completion, Resolution & Agreement and Release of Claims for Bid 18-04 for the Amador County District Attorney Elevator Tower Replacement Project.

Background: On April 27, 2018 the Board entered into a contract with Laguna Gold Mortgage, Inc. DBA LGM Construction for the District Attorney Elevator Tower Replacement in the amount of \$72,428.00. This contractor completed all work on August 3, 2018 and now seeks final payment.

Subject or Key Issue: Approving a Notice of Completion, Resolution and Agreement and Release of Claims.

Analysis: California Civil Code Section 8182 requires a Notice of Completion (NOC) be recorded within 15 days after completion of the work or improvement. The purpose for filing a NOC is to trigger the time period for the filing of mechanics liens and service of stop payment notices. Although the recording of an NOC is not required, it is important to limit exposure to claims if it is not filed. Upon recordation of a NOC, a 30 day period begins where subcontractors, material suppliers and equipment lessors (60 days for the prime contractor) can file a lien or stop notice if they have not been paid by the prime contractor. If a NOC is *not* recorded, subcontractors, material suppliers and equipment lessors can file a lien or stop notice up to 90 days following the completion of work. The challenge is making sure the NOC is filed timely because Public Contract Code Section 7107 requires the retention be paid to the prime within 60 days after completion of the work or improvement; hence this requirement increases financial exposure to the County if a NOC is not filed within 15 days allowing subcontractors, material suppliers and equipment lessors to file a lien or stop notice after the prime has been paid in full. The Agreement and Release of Claims also protects the County from the prime filing a claim.

Alternatives: None are recommended

Fiscal or Staffing Impacts: Copies of the recorded NOC must be given within 10 days to the prime and any claimant that has given a 20 day Preliminary Notice to the County or the NOC becomes ineffective; No 20 day Preliminary Notices were filed and unconditional releases have been received from those vendors on the project.

4/5ths vote: N/A

Recommendation: 1.) Accept the work of Laguna Gold Mortgage, Inc. DBA LGM Construction for Bid 18-04 for the District Attorney Elevator Tower Replacement Project and; 2.) Authorize the GSA Director to sign and record a Notice of Completion and if no liens or stop notices have been served within the thirty (30) day period authorize the GSA Director to release retention and final payment to the contractor and; 3.) Authorize the Board Chair to sign the Agreement and Release of Claims form.

cc: Chuck Iley, County Administration Officer
file

ATTACHMENT A

AGREEMENT AND RELEASE OF CLAIMS

This Agreement and Release of Claims (“Agreement and Release”) made and entered into this ___th day of August, 2018, by and between the County of Amador (“County”), and Laguna Gold Mortgage, Inc. DBA LGM Construction (“Contractor”), whose place of business is at 619 Court Street, Jackson, CA.

RECITALS

A. On April 27, 2018, County and Contractor entered into a contract (the “Contract”) in the County of Amador, State of California, whereby Contractor agreed to perform certain work (the “Work”) consisting of the complete replacement of the District Attorney Elevator Tower Replacement and all necessary demolition, installation, start-up and testing required for Bid 18-04 for the Amador County District Attorney Elevator Tower Replacement.

B. The Work under the Contract has been completed.

Now, therefore, it is mutually agreed between County and Contractor as follows:

AGREEMENT

1. Contractor will not be assessed damages except as detailed below:

Original Contract Sum	\$72,428.00
Modified Contract Sum	\$0.00
Progress Payments Made to Date	\$57,447.64
Progress Payment owed	\$11,358.96
Damages	\$0.00
Payment Due Contractor (5% Retention)	\$3,621.40

2. Subject to the provisions of this Agreement and Release, County shall forthwith pay to Contractor the sum of **three thousand, six hundred twenty-one dollars and forty cents (\$3,621.40)** under the Contract, less any amounts withheld under the Contract or represented by any Notice to Withhold Funds on file with County as of the date of such payment.

3. Contractor acknowledges and hereby agrees that there are no unresolved or outstanding claims in dispute against County arising from the performance of work under the Contract, except for (i) the Disputed Claims described in Paragraph 4 below, and (ii) continuing obligations described in Paragraph 6 below. It is the intention of the parties in executing this Agreement and Release that this Agreement and Release shall be effective as a full, final and general release of all claims, demands, actions, causes of action, obligations, costs, expenses, damages, losses and liabilities of Contractor against County, all its respective agents, employees, inspectors, assignees and transferees except for the Disputed Claims set forth in Paragraph 4 below and continuing obligations described in Paragraph 6 below.

4. The following claims are disputed (hereinafter, the “Disputed Claims”) and are specifically excluded from the operation of this Agreement and Release:

Claim No.	Date Submitted	Description of Claim	Amount of Claim
-----------	----------------	----------------------	-----------------

[No Claims Disputed]

5. Consistent with California Public Contract Code section 7100, Contractor hereby agrees that, in consideration of the payment set forth in Paragraph 2, above, Contractor hereby releases and forever discharges County, all its agents, employees, inspectors, assignees and transferees from any and all liability, claims, demands, actions or causes of action of whatever kind or nature arising out of or in any way concerned with the work under the Contract, except for the Disputed Claims.

6. Guarantees and warranties for the Work, and any other continuing obligation of Contractor, shall remain in full force and effect as specified in the Contract Documents.

7. Contractor shall immediately defend, indemnify and hold harmless County, all its respective agents, employees, inspectors, assignees and transferees from any and all claims, demands, actions, causes of action, obligations, costs, expenses, damages, losses and liabilities that may be asserted against them by any of Contractor's suppliers and/or Subcontractors of any tier and/or any suppliers to them for any and all labor, materials, supplies and equipment used, or contemplated to be used in the performance of the Contract, except for the Disputed Claims.

8. Contractor hereby waives the provisions of California Civil Code Section 1542, which provides as follows:

A general release does not extend to claims, which the creditor does not know or suspect to exist in his favor at the time of executing the release, which if known by him, must have materially affected his settlement with the debtor.

9. The provisions of this Agreement and Release are contractual in nature and not mere recitals and shall be considered independent and severable, and if any such provision or any part thereof shall be at any time held invalid in whole or in part under any federal, state, county, municipal or other law, ruling or regulations, then such provision, or part thereof shall remain in force and effect only to the extent permitted by law, and the remaining provisions of this Agreement and Release shall also remain in full force and effect, and shall be enforceable.

10. All rights of County shall survive completion of the Work or termination of Contract, and execution of this Release.


*** CAUTION: THIS IS A RELEASE - READ BEFORE EXECUTING ***

COUNTY OF AMADOR

CONTRACTOR:

Laguna Gold Mortgage, Inc.
DBA LGM Construction

BY: _____
Board Chair, Board of Supervisors

BY:  _____
Principal

Name: RON REGAN

Title: PRESIDENT

APPROVED AS TO FORM:

BY: _____
County Counsel

ATTEST:

JENNIFER BURNS, Clerk of the Board
of Supervisors, Amador County, California

BY: _____

END OF DOCUMENT

Recording Requested By:

When Recorded Mail To:

Name

Street
Address

City &
State

SPACE ABOVE THIS LINE FOR RECORDERS USE

NOTICE OF COMPLETION

(CA Civil Code §§ 8180-8190, 8100-8118, 9200-9208)

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is an owner of an interest of estate in the hereinafter described real property, the nature of which interest or estate is:
_____ (e.g. fee, leasehold, joint tenancy, etc.)
2. The full name and address of the undersigned owner or reputed owner and of all co-owners or reputed co-owners are:
Name _____ Street and No. _____ City _____ State _____

3. The name and address of the direct contractor for the work of improvement as a whole is:

4. This notice is given for (check one):
 Completion of the work of improvement as a whole.
 Completion of a contract for a particular portion of the work of improvement (per CA Civ. Code § 8186).
5. If this notice is given only of completion of a contract for a particular portion of the work of improvement (as provided in CA Civ. Code § 8186), the name and address of the direct contractor under that contract is:

6. The name and address of the construction lender, if any, is:

7. On the _____ day of _____, 20____, there was completed upon the herein described property a work of improvement as a whole (or a particular portion of the work of improvement as provided in CA Civ. Code § 8186) a general description of the work provided:

8. The real property herein referred to is situated in the City of _____, County of _____
State of California, and is described as follows:

9. The street address of said property is:

10. If this Notice of Completion is signed by the owner's successor in interest, the name and address of the successor's transferor is:

I certify (or declare) under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Date: _____

By: _____

Signature of Owner of Owner's Authorized Agent

Print Name

VERIFICATION

I, _____, state: I am the _____ ("Owner", "President", "Authorized Agent", "Partner", etc.) of the Owner identified in the foregoing Notice of Completion. I have read said Notice of Completion and know the contents thereof; the same is true of my own knowledge.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on _____, _____ (date), at _____ (City), _____ (State).

Signature of Owner or Owner's Authorized Agent

PROOF OF SERVICE DECLARATION

I, _____, declare that I served copies of the above **NOTICE OF COMPLETION**, (check appropriate box):

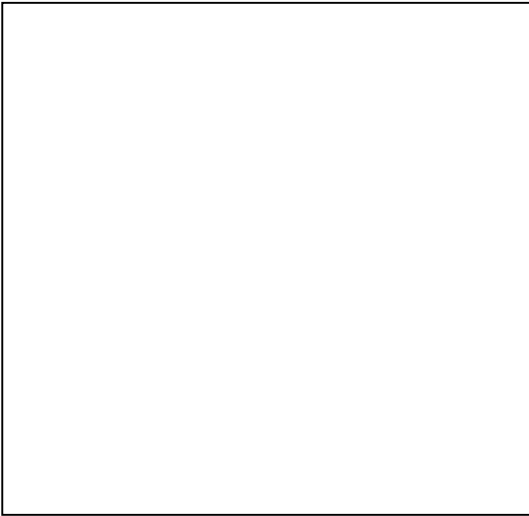
- a. By personally delivering copies to _____ (name(s) and title(s) of person served) at _____ (address), on _____ (date), at _____ .m. (time)
- b. By Registered or Certified Mail, Express Mail or Overnight Delivery by an express service carrier, addressed to each of the parties at the address shown above on _____ (date).
- c. By leaving the notice and mailing a copy in the manner provided in § 415.20 of the California Code of Civil Procedure for service of Summons and Complaint in a Civil Action.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on _____, _____ (date), at _____ (City), _____ (State).

(Signature of Person Making Service)

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.



STATE OF CALIFORNIA
COUNTY OF _____

On _____ (date), before me, _____, Notary Public (name and title of officer) personally appeared _____ who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

Witness my hand and official seal.

**BEFORE THE BOARD OF SUPERVISORS OF THE
COUNTY OF AMADOR, STATE OF CALIFORNIA**

IN THE MATTER OF:

**RESOLUTION ACCEPTING CONSTRUCTION
AND ALL NECESSARY INSTALLATION, START-UP
AND TESTING REQUIRED FOR BID 18-04 FOR THE
DISTRICT ATTORNEY ELEVATOR TOWER
REPLACEMENT PROJECT AS COMPLETE.**

RESOLUTION NO. 18-XXXX

WHEREAS, Laguna Gold Mortgage, Inc. DBA LGM Construction has completed construction and all necessary installation, start-up and testing required for Bid 18-04 for the District Attorney Elevator Tower Replacement Project at the District Attorney Office at 708 Court Street, Jackson, California.

BE IT RESOLVED by the Board of Supervisors of the County of Amador, State of California, that said Board does hereby accept the work by Laguna Gold Mortgage, Inc. DBA LGM Construction for the construction and all necessary installation, start-up and testing required for Bid 18-04 for the District Attorney Elevator Tower Replacement Project at the District Attorney Office as complete.

BE IT FURTHER RESOLVED by said Board that the General Services Administration Director is authorized to sign and record a Notice of Completion for the above-referenced project;

BE IT FURTHER RESOLVED by said Board that, if no liens or Stop Notices are served within thirty days of such recordation, then the Board Chair is authorized to sign the Agreement and Release of Claims attached hereto, at which time the Director of General Services Administration is authorized to release retention and final payment to the Contractor.

The foregoing resolution was duly passed and adopted by the Board of Supervisors of the County of Amador at a regular meeting held thereof on the **14th** day of **August, 2018** by the following vote:

AYES:

NOES:

ABSENT:

Chair, Board of Supervisors

ATTEST:

**JENNIFER BURNS, Clerk of the
Board of Supervisors, Amador County,
California**

Board of Supervisors Agenda Item Report

Submitting Department: General Services Administration

Meeting Date: August 14, 2018

SUBJECT

General Services Administration: Election Services Contract - Waiver of County Policy 4-400

Recommendation:

Waive County Policy 4-400 Insurance Requirements for Contracts and Agreements

4/5 vote required:

No

Distribution Instructions:

Chuck Iley, CAO; Danielle Whitaker, GSA Fiscal Officer

ATTACHMENTS

- [Elections Audit Memo 8.6.18.pdf](#)
- [County Policy 4-400 8.6.19.pdf](#)

GENERAL SERVICES ADMINISTRATION

MAIL: 12200-B Airport Road, Jackson, CA 95642

LOCATION: 12200-B Airport Road, Martell, CA

PHONE: (209) 223-6759 FAX: (209) 223-0749 E-MAIL: jhopkins@co.amador.ca.us



SUMMARY MEMORANDUM

TO: Chuck Iley, CAO

FROM: Jon Hopkins, GSA Director *Hop*

DATE: August 1, 2018

SUBJECT: Auditing Services for Elections Department & Waiver of County Policy 4-400

Background: On July 24, 2018, the Board took action to conduct an informal solicitation for election audit services and formed an elections audit committee authorizing them to negotiate a contract with a qualified individual or firm. On July 29, 2018 interviews were conducted with two of the three (3) individuals/firms available for these services. The individuals/firms included:

1. Deborah Seiler located in Sacramento, Ca.
2. Ernest Hawkins with the Election Center located in Elk Grove, Ca.
3. Lisa Harris located in Sacramento, Ca.

Ms. Harris declined to be interviewed as she is retired and traveling during the months of August and September.

As a result of the interviews the most qualified candidate was Ms. Seiler. However, Ms. Seiler does not have the required minimum insurance requirements as listed in County Policy 4-400, having no general liability insurance; her auto insurance does exceed state minimums. This information was reviewed by County Counsel, CAO, the Board Chair and Vice Chair whom were all in agreement to waving the County policy for minimum insurance requirements.

Subject or Key Issue: Waving County Policy 4-400 Insurance Requirements for Contracts and Agreements.

Analysis: Commercial insurance is connected to risks, and typically handled through types of liability, property, workers compensation, malpractice or auto insurance. While insurance minimums should be maintained and not lowered below industry standards, in this circumstance the risk of exposure is very low due to the type of work being conducted. This is not to say that all outcomes are known or that some unfavorable outcome could not occur; it is simply unlikely that the work presents any significant or moderate risk; as such Ms. Seiler was authorized to begin work Monday, August 6, 2018 in consideration of time constraints. Attached for reference is County Policy 4-400.

Alternatives: Require standard insurance as listed in County Policy 4-400.

Fiscal or Staffing Impacts: Unknown.

4/5ths Vote: N/A

Recommendation: Waive County Policy 4-400 Insurance Requirements for Contracts and Agreements.

Cc: Chuck Iley, CAO
Danielle Whitaker, GSA Fiscal Officer
file

COUNTY OF AMADOR POLICIES & PROCEDURES MANUAL		Number 4-400
SECTION: RISK MANAGEMENT	INSURANCE REQUIREMENTS FOR CONTRACTS AND AGREEMENTS	
ISSUE DATE: SEPTEMBER 17, 1996 REVISED: FEBRUARY 13, 2018		
PAGE NO: 1 OF 2		

PURPOSE

To provide guidance to County departments that utilize contracts and agreements for service on the insurance requirements that must be in place prior to the contract taking effect.

SCOPE

This policy is applicable to all contracts and agreements for service unless modified or waived by a 3/5 vote of the Board of Supervisors.

POLICY

It is the policy of the Board of Supervisors that, prior to a contract or agreement for service taking effect, the Contractor or Service Provider must have on file with the County Office of Risk Management, 810 Court Street, Jackson, CA 95642-9534 a Certificate of Insurance as proof of insurance coverage. The Certificate of Insurance shall name the County of Amador as an Additional Insured under the policy as respects the contract or agreement of services when applicable. The Certificate of Insurance and amendatory endorsements must be on file prior to the contractor beginning work under the contract.

It is the responsibility of the Contract Administrator to provide the insurance documents and the appropriate contract simultaneously to Risk Management for verification of insurance compliance approval prior to the commencement of work. If Risk Management is unavailable, approval must be obtained by County Counsel. It is also the responsibility of the Contract Administrator to ensure insurance documents are current and to provide current copies to Risk for approval and retention.

PROCEDURE

The determination of what is "high risk" and "low risk" will be made by the County Risk Manager. If you have a question on specific requirements, contact the Office of Risk Management.

High Risk Contracts: Contracts considered a high risk, such as architects, engineers, general contractors, , etc. will require a Comprehensive General Liability policy of insurance with not less than \$1,000,000.00 Combined Single Limit coverage.

COUNTY OF AMADOR		Number
POLICIES & PROCEDURES MANUAL		4-400
SECTION: RISK MANAGEMENT	INSURANCE REQUIREMENTS FOR CONTRACTS AND AGREEMENTS	
ISSUE DATE: SEPTEMBER 17, 1996 REVISED: FEBRUARY 13, 2018		
PAGE NO: 2 OF 2		

Low Risk Contracts: Contracts considered a low risk require a Comprehensive General Liability policy of insurance with not less than \$500,000.00 Combined Single Limit coverage.

The following are examples of the types of insurance that may be required and classification of contractors or Service Providers that would need that type of coverage. This list is not intended to be all-inclusive.

The exact type of insurance required is defined by the type of business and potential exposure.

Comprehensive General Liability, including Products/Completed Operations/Personal Injury/Automobile Liability including owned autos, non-owned autos, hired autos.

Required for all Contractors and Service Providers

Workers' Compensation and Employers' Liability

Required for all Contractor and Service Providers that have any employees as defined in the Labor Code. Professional Liability (Includes Errors and Omissions)

Architects, engineers, mental health counselors, and drug/alcohol counselors.

Medical Malpractice

Required for psychiatrists, physicians, physicians assistants, nurses, and nurse practitioners.

RESPONSIBLE DEPARTMENTS

ADMINISTRATIVE DIVISION - Risk Management

REFERENCES

BOS POLICY RESOLUTION NO. 96-394

Board of Supervisors Agenda Item Report

Submitting Department: Human Resources

Meeting Date: August 14, 2018

SUBJECT

Human Resources: 2019 Benefit Plan Year Renewal

Recommendation:

The Health Benefit Advisory Committee (HIAC) met on July 18, 2018 for a presentation which provided the renewal information for each line of coverage for 2019. The County received a rate increase for Blue Shield of 4%, Delta Dental a decrease of 1.5%, Vision Service Plan - no change, the EAP received a decrease of 5% and all other plans received a rate pass with the exception of the Hartford Employer Group Insurance Trust Program (retiree over 65 medical coverage) which we receive renewal information in October.

The Committee had requested Alliant to present three dental buy-up options. Alliant had indicated only one buy-up option could be selected. The Committee majority consensus was for the buy-up to \$3000 per person per calendar year deductible/ \$3000 orthodontia (lifetime max). This is an increase from the previous buy up allowed of \$1500 deductible/\$1500 orthodontia. There is no County cost; all buy-up costs incurred by employee.

Committee Recommendation: Provide Staff Direction on 2019 Renewal for rates provided

4/5 vote required:

No

Distribution Instructions:

Human Resources, Auditor

ATTACHMENTS

- [Memo.pdf](#)
- [Amador County 2019 Renewal Meeting 7.18.18_final.pdf](#)



AMADOR COUNTY
HUMAN RESOURCES DEPARTMENT
• *Benefits* • *Personnel* • *Risk Management*
(209) 223-6361 (209) 223-6456 (209) 223-6393

County Administration Center
810 Court Street
Jackson, California 95642
Facsimile: (209) 223-6426
Website: www.co.amador.ca.us

To: Board of Supervisors

August 7, 2018

From: Judy Dias, Human Resources Director

Subject: Agenda item for August 14, 2018 agenda:

This memo and the attached documents request the Board accept the recommendations of the Health Insurance Advisory Committee (HIAC) concerning 2019 Health Plan rates and dental buy-up option.

On July 18, 2018, the HIAC met to consider the renewal information presented by Alliant, the County's carrier under CSAC EIA, concerning rates in each type of coverage for 2019. Blue Shield rates would increase by 4%. Delta Dental would have a decrease of 1.5%. The vision service (VSP) plan had no change, the Employee Assistance Program (EAP) would have a decrease of 5%, and all other plans received a rate pass. Rates for Hartford Employer Group Insurance Trust Program for retirees over 65 medical coverage will be received in October and then shared with the Committee and your Board.

Alliant also presented three potential dental buy-up options at the request of the Committee, which includes management, elected officials, and all represented employee groups. Only one buy-up option was authorized by Alliant. The Committee majority consensus was to recommend the buy-up option of \$3000/person per calendar year deductible, with \$3000/person orthodontia (lifetime max). This option is an increase from the previous buy-up plan of \$1500/deductible \$1500 orthodontia. No County cost for the dental buy-up is incurred.

Alliant has requested the County's response by August 15, 2018.

The consequence of not approving the recommendation would be that the rates and options would not be available, and different options would need to immediately be explored.

2019 Renewal Meeting

July 18, 2018

Amador County

Alliant:

Eryn Elola, AVP

Daniel Chow, Account Associate



Agenda

Section 1: Executive Summary

- 2018 Renewal Review
- 2019 Renewal Overview
- Financial Summary

Section 2: CSAC EIA

Section 3: EIA Health Renewal

- Blue Shield
- Kaiser Option/Updates

Section 4: EIA Ancillary

- Delta Dental & Options
- VSP Vision
- VOYA Life and AD&D
- MHN Employee Assistance Program

Section 5: Employee Communications

Section 6: Next Steps

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Section 1: Executive Summary



2018 Renewal Review

Coverage	Decision/Outcome
Blue Shield Medical PPO (EIAHealth)	<ul style="list-style-type: none"> 1/1/2018 Renewal – Increase 4% ACA Fees were approximately 1% of total premium <p><i>Quoted Kaiser Option Alongside Blue Shield PPO – declined</i></p>
Delta Dental (CSAC EIA) Fully Insured	<ul style="list-style-type: none"> 1/1/2018 Renewal – Decrease -11% <p><i>Quoted to increase CYM to Buy-up option – declined</i></p>
VSP Vision – Signature (CSAC EIA) Self Insured	<ul style="list-style-type: none"> VSP Administrative Fee; rate pass and guarantee 7/1/2018 - 6/30/2021 Increased funding on Basic & Buy-up Plans 10.4%
VOYA – Life & Disability / Supplemental Life (CSAC EIA)	<ul style="list-style-type: none"> 7/1/17 Renewal - Rate pass & rate guarantee until 6/30/2020
EAP – MHN (CSAC EIA)	<ul style="list-style-type: none"> Renewal – 5% decrease Rate guarantee 7/1/18 - 6/30/2023 (5 years)
FSA & COBRA– BCC	<ul style="list-style-type: none"> No cost administration through EIAHealth Program
The Hartford Employer Group Insurance Trust Program (HEGIT)	<ul style="list-style-type: none"> Retiree Paid Renews Annually

2019 Renewal Overview

Coverage	Renewal
Blue Shield Medical PPO (EIAHealth)	<ul style="list-style-type: none"> 1/1/2019 Renewal – 4% increase ACA Fees were approximately 1% of total premium <p><i>Quoted Kaiser Option Alongside Blue Shield PPO</i></p>
Delta Dental (CSAC EIA) Fully Insured	<ul style="list-style-type: none"> 1/1/2019 Renewal – 1.5% decrease One year rate guarantee <p><i>Quoted to increase to CYM on Buy-Up option</i></p>
VSP Vision – Signature (CSAC EIA) Self Insured	<ul style="list-style-type: none"> VSP Administrative Fee; rate guarantee until 6/30/2021 Recommend funding - Rate pass
VOYA – Life & Disability / Supplemental Life (CSAC EIA)	<ul style="list-style-type: none"> 7/1/17 Renewal - Rate pass & rate guarantee until 6/30/2020
EAP – MHN (CSAC EIA)	<ul style="list-style-type: none"> Rate guarantee until 6/30/2023
FSA & COBRA– BCC	<ul style="list-style-type: none"> No cost administration through EIAHealth Program
The Hartford Employer Group Insurance Trust Program (HEGIT)	<ul style="list-style-type: none"> Retiree Paid Renews Annually

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Financial Summary

Financial Overview Effective: January 1, 2019

Line of Coverage	Renewal Schedule		Current	Renewal	% Δ
		Lives			
Medical - Blue Shield PPO (CSAC EIA)	1/1/2019 - 12/31/2019	197	\$2,865,504	\$2,980,428	4.0%
Dental - Delta Dental (CSAC EIA) - Actives - Base Plan	1/1/2019 - 12/31/2019	328	\$42,719	\$42,079	-1.5%
Dental - Delta Dental (CSAC EIA) - Retirees - Base Plan	1/1/2019 - 12/31/2019	48	\$5,428	\$5,350	-1.4%
Dental - Delta Dental (CSAC EIA) - Actives - Buy Up	1/1/2019 - 12/31/2019	328	\$311,147	\$306,527	-1.5%
Dental - Delta Dental (CSAC EIA) - Retirees - Buy Up	1/1/2019 - 12/31/2019	48	\$31,987	\$31,526	-1.4%
Vision - VSP (CSAC EIA) - Signature	7/1/2018 - 6/30/2019	345	\$96,151	\$96,151	0.0%
Life/AD&D - VOYA (CSAC EIA)	7/1/2017 - 6/30/2020	252	<i>Rate Guarantee</i> \$7,359	<i>Rate Guarantee</i> \$7,359	0.0%
EAP - MHN (CSAC EIA)	7/1/2018 - 6/30/2023	367	<i>Rate Guarantee</i> \$9,909	<i>Rate Guarantee</i> \$9,909	0.0%
Retiree Medical - The Hartford HEGIT Program	1/1/2019 - 12/31/2019	2	Retiree Paid		
TOTAL ANNUAL PREMIUM			\$3,370,203	\$3,479,329	
ANNUAL DOLLAR CHANGE				\$109,126	
ANNUAL PERCENTAGE CHANGE				3.2%	

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Section 2: (CSAC EIA)



EIAHealth Overview

- EIAHealth is a Joint Purchasing Program that offers:
 - Savings from self-insurance and wholesale insurance purchasing
 - Guaranteed monthly rates based on shared risk approach
 - Governance by public employers
- EIAHealth has been offered to Counties, Cities and Special Districts since 2003
- EIAHealth is one of the largest pooled purchasing alternatives to CalPERS
- Membership has grown to over 33,000 employees
- EIAHealth is a “Good-Risk Pool”
 - Only groups that meet established underwriting requirements are quoted
- Combined risk pool of over 110,000 employees
 - CSAC EIA pools risk by contract with SISC (Self Insured Schools of California)
 - Second largest purchasing coalition in the state after CalPERS



Claims Performance Risk Adjustment (CPRA)

What is a CPRA and how does it work?

The CPRA is an algorithm developed to adjust an individual group's renewal when their loss ratio is consistently better, or worse than the pool average. Once a group becomes eligible for a CPRA adjustment, the model calculates whether or not an adjustment from the pool average renewal is actually warranted and, if so, what that adjustment should be. The final results are then reviewed by underwriting and actuarial to ensure EIAHealth's intent is being properly executed.

Here's how it works for groups 'eligible' for an adjustment at EIA renewal:

1. Every single group starts out with getting the average pool renewal for that year.
2. Next, the CPRA looks at each individual eligible group and measures the group's three year weighted average loss ratio performance and compares it against the pool average.
3. If the group performed significantly better or worse than the pool average an adjustment is triggered.
4. The model then assigns the final renewal to the group: Pool average renewal percentage plus an upward or downward adjustment (adjustment up to 7.5%)

Note: Not all groups are eligible annually for a CPRA adjustment.



2019 EIA Renewal

Medical

- 2019 EIAHealth pooled renewal: 3.97%
 - PPO Segment + 4.87%
 - HMO Segment + 1.91%
 - Kaiser Segment - 0.45% (decrease)
 - Kaiser Senior Advantage (KPSA) rates will be released in August
 - CPRA Adjustments may be applied to individual groups
- The renewal includes all ACA or State mandated fees
 - PCORI – Not included in 2019 rates.
 - This fee will be completed for the EIA this year (2018) based on where the EIA plan year falls on the calendar provided by the IRS. (see link)
<https://www.irs.gov/affordable-care-act/patient-centered-outreach-research-institute-filing-due-dates-and-applicable-rates>
- The Medical trend used: 6.0%
- The Rx Trend used: 6.5%



2019 Rate Renewal History

Year	Amador County Medical Renewal Rate History		Trend Summary		
	Amador County (CSAC EIAHealth Program)	Amador County * (Blue Shield Direct)	CSAC EIAHealth **	CalPERS PersChoice ***	CA PPO Trend
2004	28.30%		10.00%	18.02%	10.00%
2005	8.20%		7.20%	5.80%	11.00%
2006	14.70%		8.82%	9.40%	10.00%
2007	5.00%		0.00%	12.50%	11.00%
2008	11.10%		8.50%	6.00%	10.00%
2009		-2.9%	4.35%	0.00%	10.00%
2010	Blue Shield Direct	15.4%	3.10%	5.40%	11.00%
2011		12.4%	11.80%	10.70%	12.00%
2012	-1.50%	(CSAC EIA) EIAHealth	6.40%	1.91%	10.00%
2013	3.90%		3.80%	16.19%	10.00%
2014	0.75%		2.87%	3.60%	10.00%
2015	0.40%		8.02%	1.50%	9.00%
2016	0.60%		9.10%	13.90%	9.00%
2017	-6.60%		2.40%	4.00%	9.00%
2018	4.00%		3.61%	-3.60%	9.00%
2019	4.00%		3.97%	8.20%	9.00%
Average Increase (EIAH from 2012)	0.69%	8.3%	5.9%	7.1%	10.0%

* Initial Amador County renewal on a direct basis for 2010 was 19.64% and for 2011 was 16.45%; Alliant was successful at negotiating down renewals

** EIAHealth % represents overall program increase and does not reflect individual participant adjustments

*** CalPERS PersChoice renewal % represent "Bay Area" Northern California Area renewal as published by CalPERS



Available Now in 2018



Solera Diabetes Prevention Program

Available to:

- Anthem and Blue Shield members
- PPO, HMO, HDHP, EPO
- Active, Early Retiree, Cobra
- Some Medicare members are eligible
- Not available to members under age 18
- Program for Pre-Diabetic members
- No Implementation necessary

Available to members now at:

www.Solera4me.com/eia

Fitbits provided to qualified members

No cost to members

GoodRx Gold Discount Program for non-benefited employees

- Offers discounts on medication for employees who are **not** covered by a pharmacy benefit plan
- Program can be offered to **part time employees** who are **not eligible for medical benefits**
- Discount program provides discounts for up to 6 family members including pets
- No cost to employer
- First 6 months are free for employee and then cost is \$9.99 per month (subscription can be canceled at any time by the member)
- See Appendices for additional info

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Changes for 2019

- Carrum surgical benefit available to all EIA members (excluding Kaiser members)
- Express Scripts - ACA Preventive medication and Formulary changes
- Wellness funds available in 2019 for Blue Shield members
- Enhanced Vision benefit through VSP



Changes for 2019 - Carrum

Carrum surgical benefit is now available to all EIAHealth member groups!

- Effective 1/1/19, the Carrum surgical benefit will now be automatically added to all groups (current and new) – More information to follow
- The administrative fixed cost of the program is included in the Health Premium rates (\$0.75 pepm)
- Potential candidates for Carrum services will be contacted by Carrum



Changes for 2019 - Pharmacy

Pharmacy ESI plan changes:

- Vitamin D being removed from the Preventive care list 1/1/19. Members will begin to pay appropriate co-pay after this change takes effect
- Medicare Part D Member ID number change
- Formulary changes are expected for 1-1-2019; changes to be received in August 2018



Changes for 2019 – Wellness Dollars

- Anthem, Blue Shield and Kaiser agreed to provide wellness dollars in 2019
- 2019 wellness funds will not be available until after January 2019
- Funds may be used for wellness initiatives, health fairs, reward incentives etc.



Changes for 2019 – Regulatory Changes

Required regulatory changes will be implemented as necessary but have not been identified in full. Regulatory changes may come as early as July or as late as November. We will be sure to communicate as soon as we have information. Here is what we know for sure:

- Change for all Medicare members: CMS Medicare ID number change to begin as early as 2018 through 2019
- ACA / IRS limit changes

		2019	2018
HSA Contribution			
	Self-Only	\$3,500	\$3,450
	Family	\$7,000	\$6,900
	55+Catch Up	\$1,000	\$1,000
HDHP Deductible			
	Self-Only	\$1,350	\$1,350
	Family	\$2,700	\$2,700
HDHP Out of Pocket			
	Self-Only	\$6,750	\$6,650
	Family	\$13,500	\$13,300
Out of Pocket Maximums all other plans			
	Self-Only	\$7,950	\$7,350
	Family	\$15,800	\$14,700

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Changes for 2019 – VSP Vision

VSP is adding standard progressive lenses covered in full for all EIA clients with no impact to rates.

- **When:** Effective 7-1-18
- **Who:** all July 2018 and January 2019 groups

There will be no impact to rates for fully insured groups, and approx. less than 1% impact to utilization for self-funded groups.





Section 3: EIA Health Renewal



Blue Shield Renewal

Medical Benefits	
Calendar Year Deductible	Individual / Member of Family / Family
Annual Out-of-Pocket Maximum	Individual / Member of Family / Family
Physician Office Visit	
Specialist Copay	
Preventative Care	
Lab and X-Ray	CT, MRI, PET scans Other lab and x-ray tests
Hospitalization	Inpatient Outpatient
Emergency Room	
Urgent Care Services	
Durable Medical Equipment	
Chiropractic Care	
PRESCRIPTION DRUGS (ESI Carve Out)	
Rx Copay Out-of-Pocket Maximum	
Rx Deductible	
Retail - 30-day supply	
Mail Order - 90-day supply	
Specialty Drugs	
Rate Guarantee	
MONTHLY RATES	
EE Only	72
EE + 1	59
EE + Family	62
	193
MONTHLY PREMIUM	
ANNUAL PREMIUM	
ANNUAL DOLLAR CHANGE	
ANNUAL PERCENTAGE CHANGE	

Blue Shield PPO (CSAC EIA)	
Current / Renewal	
In-Network	Out-of-Network
\$500 / \$1,000	
\$3,500 / \$7,000	\$10,500 / \$21,000
\$20 (ded waived)	40%
\$20 (ded waived)	40%
\$20 (ded waived)	Not Covered
20%	40%
\$20	40%
20%	40% up to \$600 per day 40% up to \$350 per day
\$50 copay + 20% (copay waived if admitted)	
\$20	40%
50%	50%
\$25	40%
Up to 12 visits / year	
Generic / Formulary / Non-Formulary	
\$3,100 / \$6,200	None
None	None
\$10 / \$25 / \$45	\$10 / \$25 / \$45
\$10 / \$25 / \$45	Not Covered
30% up to \$150 copay max/prescription	Not Covered
1 Year	
1/1/2019 - 12/31/2019	
Current	Renewal
\$626.00	\$651.00
\$1,312.00	\$1,365.00
\$1,876.00	\$1,951.00
\$238,792	\$248,369
\$2,865,504	\$2,980,428
	\$114,924
	4.0%

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Enrollment updated from Census April 2018

Blue Shield Value Adds

- **Identity Theft Protection** - As an eligible Blue Shield medical plan member, you can now get identity protection services such as identity repair assistance, identity theft insurance and credit monitoring for you and your covered family members. It makes good sense, and it's no charge. You can access these services by calling (855) 904-5733 or blueshieldca.allclearid.com
- **NurseHelp 24/7** – toll-free to talk with a registered nurse anytime you have health-related questions.
- **Prenatal Program** – Offers personal attention and resources to help while you are trying to get pregnant, during your pregnancy and after your baby is born. To get started call (888) 886-4596
- **Teladoc** – U.S. board-certified doctors are available 24/7/365 to resolved many of your non-emergency medical issues through phone or video consults. Teladoc.com/BSC or 1-800-835-2362

For more details, please visit blushieldca.com/csac, click Programs and Services

Blue Shield Wellness Discounts

- **Weight Watchers** – Special rates on three-month and 12-month subscriptions, and more.
- **24 Hour Fitness, ClubSport and Renaissance ClubSport** – Waived enrollment fees and discounted monthly rates.
- **Discount Vision Network** – Get discounts on exams, lenses and frames from providers in the Discount Vision Program network.
- **LASIK** – California members save on provider’s usual and customary fees for LASIK and PRK laser vision correction surgery. CA members saved an average of \$1,200 per LASIK surgery and over
- Visit [blueshieldca.com/wellnessdiscounts](https://www.blueshieldca.com/wellnessdiscounts) for more details*

*These discount program services are not covered benefits of Blue Shield or EIAHealth medical plans, and none of the terms or conditions of health plans apply. Discount programs administered by or arranged through the independent companies.

Blue Shield Wellvolution

Through a Smartphone, tablet, or PC members have access to:

- **Well-Being Assessment** – Take a short quiz and get personalized report of your overall well-being and suggestions on ways to improve your health.
- **Daily Challenge** – Every day you'll get an email to perform one simple wellness-related task that's fun to do.
- **QuitNet** - Get the help you need to quit smoking with encouragement and support from the largest quit-smoking community in the world. QuitNet now includes nicotine replacement therapy (NRT) at no additional cost.
- **Diabetes Prevention Program (DPP)** - The Diabetes Prevention Program can help you lose weight, adopt healthier habits and reduce your risk of developing type-2 diabetes. It's available at no cost to members that qualify. Find out more at solera4me.com/shield.

Sign up at mywellvolution.com to join the Wellvolution today!

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EIAHealth Kaiser Option

Medical Benefits	Option I ¹	Option II ¹
	Kaiser DHMO Low Deductible 8800 Proposed ¹	Kaiser DHMO High Deductible 8804 Proposed ¹
Calendar Year Deductible Individual / Member of Family / Family	\$500 / \$500 / \$1,000	\$1,000 / \$1,000 / \$2,000
Annual Out-of-Pocket Maximum Individual / Member of Family / Family	\$3,000 / \$3,000 / \$6,000	\$3,000 / \$3,000 / \$6,000
Physician Office Visit	\$20 / visit (Ded waived)	\$20 / visit (Ded waived)
Specialist Copay	\$20 / visit (Ded waived)	\$20 / visit (Ded waived)
Preventative Care	No Charge (Ded waived)	No Charge (Ded waived)
Lab and X-Ray CT, MRI, PET scans Other lab and x-ray tests	20% / procedure (max \$150 / procedure) \$10 / encounter	20% / procedure (max \$150 / procedure) \$10 per encounter
Hospitalization Inpatient Outpatient	20% 20%	20% 20%
Emergency Room	20%	20%
Urgent Care Services	\$20 / visit (Ded waived)	\$20 per visit (Ded waived)
Durable Medical Equipment	20% (Ded waived)	20% (Ded waived)
Chiropractic Care	\$15 / visit 20 visits / year	Not Covered
PRESCRIPTION DRUGS (ESI Carve Out)	Generic / Brand	Generic / Brand
Rx Copay Out-of-Pocket Maximum	None	None
Rx Deductible	None	None
Retail - 30-day supply	No Covered	\$10 / \$30 (Ded waived)
Mail Order - 90-day supply	\$10 / \$30 (Ded waived)	\$20 / \$60 (Ded waived)
Specialty Drugs	20% up to \$200 copay (Ded waived)	20% up to \$200 copay (Ded waived)
Rate Guarantee	1 Year 1/1/2019 - 12/31/2019	1 Year 1/1/2019 - 12/31/2019
MONTHLY RATES	Proposed	Proposed
EE Only	\$688.00	\$654.00
EE + 1	\$1,360.00	\$1,292.00
EE + Family	\$1,917.00	\$1,822.00

EIAHealth Blue Shield & Kaiser Rates

Medical Benefits	Option I ¹	Option II ¹	RENEWAL RATES WITH KAISER	
	Kaiser DHMO Low Deductible 8800 Proposed ¹	Kaiser DHMO High Deductible 8804 Proposed ¹	Blue Shield PPO (CSAC EIA) Current / Renewal	
			In-Network	Out-of-Network
Calendar Year Deductible Individual / Member of Family / Family	\$500 / \$500 / \$1,000	\$1,000 / \$1,000 / \$2,000	\$500 / \$1,000	
Annual Out-of-Pocket Maximum Individual / Member of Family / Family	\$3,000 / \$3,000 / \$6,000	\$3,000 / \$3,000 / \$6,000	\$3,500 / \$7,000	\$10,500 / \$21,000
Physician Office Visit	\$20 / visit (Ded waived)	\$20 / visit (Ded waived)	\$20 (ded waived)	40%
Specialist Copay	\$20 / visit (Ded waived)	\$20 / visit (Ded waived)	\$20 (ded waived)	40%
Preventative Care	No Charge (Ded waived)	No Charge (Ded waived)	\$20 (ded waived)	Not Covered
Lab and X-Ray CT, MRI, PET scans Other lab and x-ray tests	20% / procedure (max \$150 / procedure) \$10 / encounter	20% / procedure (max \$150 / procedure) \$10 per encounter	20% \$20	40% 40%
Hospitalization Inpatient Outpatient	20% 20%	20% 20%	20% \$125 + 20%	40% up to \$600 per 40% up to \$350 per
Emergency Room	20%	20%	\$50 copay + 20% (copay waived if admitted)	
Urgent Care Services	\$20 / visit (Ded waived)	\$20 per visit (Ded waived)	\$20	40%
Durable Medical Equipment	20% (Ded waived)	20% (Ded waived)	50%	50%
Chiropractic Care	\$15 / visit 20 visits / year	Not Covered	\$25	40%
PRESCRIPTION DRUGS (ESI Carve Out)	Generic / Brand	Generic / Brand	Generic / Formulary / Non-Formulary	
Rx Copay Out-of-Pocket Maximum	None	None	\$3,100 / \$6,200	None
Rx Deductible	None	None	None	None
Retail - 30-day supply	No Covered	\$10 / \$30 (Ded waived)	\$10 / \$25 / \$45	\$10 / \$25 / \$45
Mail Order - 90-day supply	\$10 / \$30 (Ded waived)	\$20 / \$60 (Ded waived)	\$10 / \$25 / \$45	Not Covered
Specialty Drugs	20% up to \$200 copay (Ded waived)	20% up to \$200 copay (Ded waived)	30% up to \$150 copay max/prescription	Not Covered
Rate Guarantee	1 Year 1/1/2019 - 12/31/2019	1 Year 1/1/2019 - 12/31/2019	1 Year 1/1/2019 - 12/31/2019	
MONTHLY RATES	Proposed	Proposed	Blue Shield Renewal Rates w/Kaiser	
EE Only	\$688.00	\$654.00	\$692.00	
EE + 1	\$1,360.00	\$1,292.00	\$1,368.00	
EE + Family	\$1,917.00	\$1,822.00	\$1,928.00	

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Section 4: EIA Ancillary Renewal



EIA Dental Program Features & Highlights

Features

- Largest Dental Network in Ca.
- Low Admin Fee
- Full Service Benefits Administration
- Custom Plan Designs
- Offers both Pooled and Self-Funded Segments
- DHMO – New Effective 1-1-19

Highlights

- Pooled Segment –
- 117 Entities – 29K Covered members
- \$34M Premium Volume
- \$15M Program Equity
- Self-Funded Segment –
- 39 Entities – 47K Covered members
- \$47M Pass-through Premium
- Self Funded admin fees have only gone down since inception of the Pooled Program
- Pooled Renewals have been a rate pass or lower since 2013

Delta Dental PPO (CSAC EIA) Renewal - Actives

Dental Plan Benefits - Actives	
Calendar Year Maximum	
Per Member	
Calendar Year Deductible	
Diagnostic and Preventive	
Oral Exam	
X-Rays	
Teeth Cleaning	
Fluoride Treatment	
Basic Services	
Sealants	
Periodontics (Gum disease)	
Endodontics (Root Canal)	
Simple & Surgical Extractions	
Major Services	
Single Crowns	
Inlays, Onlays, Veneers	
Dental Implants	
Bridges & Dentures	
Repair & Maintenance of Bridgework & Dentures	
Orthodontics	
Benefit Percentage	
Lifetime Maximum	
Out-of-Network Reimbursement	
Rate Guarantee	
MONTHLY RATES	
Employee Only	22
Employee + 1	10
Employee + 2 or more	19
51	
TOTAL MONTHLY PREMIUM	
TOTAL ANNUAL PREMIUM	
ANNUAL DOLLAR DIFFERENCE	
ANNUAL PERCENTAGE DIFFERENCE	

DELTA DENTAL (CSAC EIA) Base Plan Current / Renewal		
Delta PPO	Delta Premier	Non-PPO
Per Member		
\$1,000		
Calendar Year Deductible		
\$50 per member in a family (Waived for Diagnostic, Preventive, and Orthodontics)		
Diagnostic and Preventive		
Oral Exam		
X-Rays		
Teeth Cleaning		
Fluoride Treatment		
Basic Services		
Sealants		
Periodontics (Gum disease)		
Endodontics (Root Canal)		
Simple & Surgical Extractions		
Major Services		
Single Crowns		
Inlays, Onlays, Veneers		
Dental Implants		
Bridges & Dentures		
Repair & Maintenance of Bridgework & Dentures		
Orthodontics		
Benefit Percentage		
Lifetime Maximum		
Out-of-Network Reimbursement		
Fee Schedule		
1 Year		
1/1/2019 - 12/31/2019		
Current	Renewal	
EE's		
22	\$35.10	\$34.60
10	\$69.20	\$68.20
19	\$110.30	\$108.60
51		
TOTAL MONTHLY PREMIUM		
TOTAL ANNUAL PREMIUM		
ANNUAL DOLLAR DIFFERENCE		
ANNUAL PERCENTAGE DIFFERENCE		

DELTA DENTAL (CSAC EIA) Buy-Up Plan Current / Renewal		
Delta PPO	Delta Premier	Non-PPO
Per Member		
\$1,500		
Calendar Year Deductible		
None		
Diagnostic and Preventive		
Oral Exam		
X-Rays		
Teeth Cleaning		
Fluoride Treatment		
Basic Services		
Sealants		
Periodontics (Gum disease)		
Endodontics (Root Canal)		
Simple & Surgical Extractions		
Major Services		
Single Crowns		
Inlays, Onlays, Veneers		
Dental Implants		
Bridges & Dentures		
Repair & Maintenance of Bridgework & Dentures		
Orthodontics		
Benefit Percentage		
Lifetime Maximum		
Out-of-Network Reimbursement		
Fee Schedule		
1 Year		
1/1/2019 - 12/31/2019		
Current	Renewal	
EE's		
69	\$42.10	\$41.50
78	\$83.00	\$81.80
125	\$132.40	\$130.40
272		
TOTAL MONTHLY PREMIUM		
TOTAL ANNUAL PREMIUM		
ANNUAL DOLLAR DIFFERENCE		
ANNUAL PERCENTAGE DIFFERENCE		

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Enrollment updated from Census April 2018

Delta Dental PPO (CSAC EIA) Renewal - Retirees

Dental Plan Benefits - Retirees	
Calendar Year Maximum	
Per Member	
Calendar Year Deductible	
Diagnostic and Preventive	
Oral Exam	
X-Rays	
Teeth Cleaning	
Fluoride Treatment	
Basic Services	
Sealants	
Periodontics (Gum disease)	
Endodontics (Root Canal)	
Simple & Surgical Extractions	
Major Services	
Single Crowns	
Inlays, Onlays, Veneers	
Dental Implants	
Bridges & Dentures	
Repair & Maintenance of Bridgework & Dentures	
Orthodontics	
Benefit Percentage	
Lifetime Maximum	
Out-of-Network Reimbursement	
Rate Guarantee	
MONTHLY RATES	
Employee Only	
Employee + 1	
Employee + 2 or more	
TOTAL MONTHLY PREMIUM	
TOTAL ANNUAL PREMIUM	
ANNUAL DOLLAR DIFFERENCE	
ANNUAL PERCENTAGE DIFFERENCE	

DELTA DENTAL (CSAC EIA) Base Plan Current / Renewal		
Delta PPO	Delta Premier	Non-PPO
\$1,000		
\$50 per member in a family (Waived for Diagnostic, Preventive, and Orthodontics)		
100%	80%	80%
80%	80%	80%
50%	50%	50%
Adult & Child		
50%		
\$1,500		
Fee Schedule		
1 Year 1/1/2019 - 12/31/2019		
Current	Renewal	
\$35.10	\$34.60	
\$69.20	\$68.20	
\$110.30	\$108.60	
\$452	\$446	
\$5,428	\$5,350	
		-\$78
		-1.4%

DELTA DENTAL (CSAC EIA) Buy Up Plan Current / Renewal		
Delta PPO	Delta Premier	Non-PPO
\$1,500		
None		
100%	100%	100%
100%	80%	80%
60%	50%	50%
Adult & Child		
50%		
\$1,500		
Fee Schedule		
1 Year 1/1/2019 - 12/31/2019		
Current	Renewal	
\$42.10	\$41.50	
\$83.00	\$81.80	
\$132.40	\$130.40	
\$2,666	\$2,627	
\$31,987	\$31,526	
		-\$461
		-1.4%

EE's
5
4
0
9

EE's
16
24
0
40

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Enrollment updated from Census April 2018

Delta Dental PPO (CSAC EIA) Buy-Up Options

Dental Plan Benefits - Actives	DELTA DENTAL (CSAC EIA) Buy-Up Plan Current / Renewal			Option I DELTA DENTAL (CSAC EIA) Buy-Up Plan Option I			Option II DELTA DENTAL (CSAC EIA) Buy-Up Plan Option II			Option III DELTA DENTAL (CSAC EIA) Buy-Up Plan Option III		
	Delta PPO	Delta Premier	Non-PPO	Delta PPO	Delta Premier	Non-PPO	Delta PPO	Delta Premier	Non-PPO	Delta PPO	Delta Premier	Non-PPO
Calendar Year Maximum	\$1,500			\$2,000			\$2,500			\$3,000		
Calendar Year Deductible	None			None			None			None		
Diagnostic and Preventive												
Oral Exam												
X-Rays	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Teeth Cleaning												
Fluoride Treatment												
Basic Services												
Sealants												
Periodontics (Gum disease)	100%	80%	80%	100%	80%	80%	100%	80%	80%	100%	80%	80%
Endodontics (Root Canal)												
Simple & Surgical Extractions												
Major Services												
Single Crowns												
Inlays, Onlays, Veneers	60%	50%	50%	60%	50%	50%	60%	50%	50%	60%	50%	50%
Dental Implants												
Bridges & Dentures												
Repair & Maintenance of Bridgework & Dentures												
Orthodontics	Adult & Child			Adult & Child			Adult & Child			Adult & Child		
Benefit Percentage	50%			50%			50%			50%		
Lifetime Maximum	\$1,500			\$2,000			\$2,500			\$3,000		
Out-of-Network Reimbursement	Fee Schedule			Fee Schedule			Fee Schedule			Fee Schedule		
Rate Guarantee	1 Year 1/1/2019 - 12/31/2019			1 Year 1/1/2019 - 12/31/2019			1 Year 1/1/2019 - 12/31/2019			1 Year 1/1/2019 - 12/31/2019		
MONTHLY RATES	EE's	EE's		Option I			Option II			Option III		
Employee Only	22	69		\$46.40			\$49.30			\$51.40		
Employee + 1	10	78		\$91.50			\$97.20			\$101.40		
Employee + 2 or more	19	125		\$146.00			\$155.20			\$161.80		
	51	272										
TOTAL MONTHLY PREMIUM	\$25,929			\$28,589			\$30,383			\$31,681		
TOTAL ANNUAL PREMIUM	\$311,147			\$343,063			\$364,600			\$380,170		
ANNUAL DOLLAR DIFFERENCE										-\$4,620		
ANNUAL PERCENTAGE DIFFERENCE										-1.5%		
										\$36,536		
										11.9%		
										\$58,073		
										18.9%		
										\$73,643		
										24.0%		

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Enrollment updated from Census April 2018

EIA Vision Program

- Low Administrative fees
- Offers both Fully Insured and Self-Funded
- 104 Entities – 28K members enrolled
- Self funded vision admin rates have remained the same since 2015 – the next renewal is scheduled for 2021
- NEW: Standard progressive lenses covered in full

VSP (CSAC EIA) Renewal - Underwriting

Amador County		
VISION UNDERWRITING FORECAST		
Proposed Effective Date	July 1, 2018	
Proposed Contract Duration (Months)	12	
Most Recent Month of Data	December 2018	
	RENEWAL PROJECTION*	
Period	Period 1	Period 2
Beginning Date (Historical Data)	Jan 1, 2016	Jan 1, 2017
End Date (Historical Data)	Jan 1, 2017	Jan 1, 2018
Months of Data	12	12
Current Premium / Funding Rate PEPM¹	\$23.58	
Paid Claims²	\$78,929	\$78,215
Beginning IBNR Reserve	(\$4,486)	(\$4,554)
Ending IBNR Reserve	\$4,554	\$4,512
Incurred Claims	\$78,997	\$78,173
Historical Benefit Design Adjustment Factor	1.000	1.000
Adjusted Incurred Claims	\$78,997	\$78,173
Annual Subscriber Lives	3,902	4,090
Adjusted Incurred Claims PEPM	\$20.25	\$19.11
Annual Trend	1.5%	1.5%
Applied Trend Factor	1.038	1.023
Trended Claims PEPM	\$21.01	\$19.54
Network Change Adjustment Factor	1.000	1.000
Projected Claims PEPM	\$21.01	\$19.54
Period Blending Weight	20.0%	80.0%
Blended Projected Claims	\$19.84	
Margin Adjustment⁵	5.55%	\$1.10
Fixed Costs		
EIA VSP Admin Fee	9.00%	\$1.79
PBIA Fee	\$0.35	\$0.35
Program Management Fee		\$0.50
Total Fixed Costs		\$2.64
Net Required Funding PEPM	\$23.58	
Required Funding Change Percentage	0.00%	
<p>¹Current composite funding rate is based on current period funding rates</p> <p>²Paid claims are for the time period indicated at the top of each column</p> <p>⁵Margin may be recommended in order to provide a higher likelihood that suggested funding rates are sufficient if actual claims do not adhere to projections</p> <p>* Projections above are estimates and do not represent guarantees</p>		

VSP (CSAC EIA) Renewal

Vision Plan Benefits	Self-Funded VSP (CSAC EIA) - Signature Current / Renewal Base Plan		Self-Funded VSP (CSAC EIA) - Signature Current / Renewal Buy-Up Plan		
	In-Network	Non-Network Plan pays up to:	In-Network	Non-Network Plan pays up to:	
Exam	Copay: \$15 for exam and glasses	\$50	\$0	\$50	
Lenses					
Single Lenses	Combined with Exam	\$50	\$0	\$50	
Bifocal Lenses		\$75	\$0	\$75	
Trifocal Lenses		\$100	\$0	\$100	
Progressive Lenses		\$75	\$0	\$75	
Contact Lenses*					
Elective	\$105 Allowance (up to \$60 copay)	\$105	\$105 Allowance (up to \$60 copay)	\$105	
Frames					
Elective	\$120 Allowance; 20% off over \$120	\$70	\$120 Allowance; 20% off over \$120	\$70	
Frequency					
Exam		Every 12 months		Every 12 months	
Lenses		Every 12 months		Every 12 months	
Frames		Every 24 months		Every 12 months	
Contact Lenses*		Every 12 months		Every 12 months	
* In lieu of frames					
Rate Guarantee	7/1/2018 - 6/30/2021				
ASO Fees	EE's	Current		Renewal	
Active	293	\$1.96		\$2.16	
Retiree	47	\$2.11		\$2.31	
	340				
Monthly ASO Fees		\$673		\$741	
Annual ASO Fees		\$8,081		\$8,897	
Funding Levels (Premium)	EE's	Base Plan		EE's	
		Current	Renewal	Current	
All Members	88	\$19.06	\$19.06	252	
				Renewal	
				\$25.14	
Monthly Funding Amount		\$1,677	\$1,677	\$6,335	
Annual Funding Amount		\$20,127	\$20,127	\$76,023	
				\$6,335	
				\$76,023	
				\$0	
				0.0%	
		2017 (Base & Buy-Up)		2018 (Base & Buy-Up)	
Total Monthly Funding Amount		\$8,013		\$8,013	
Total Annual Funding Amount		\$96,151		\$96,151	
Annual Dollar Change		\$0		\$0	
Annual Percentage Change		0.0%		0.0%	

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Enrollment updated from Census April 2018

VSP Rebates and Special Offers

- Nike Performance RX Sunglasses
- Bausch + Lomb and Acuvue contacts lenses
- TruHearing[®] hearing aids, up to 50% off
- Transitions Adaptive Lenses Guarantee
- Beginning January 1, 2014, members will automatically get an extra \$20 to spend on featured frame brands like bebe[®], ck Calvin Klein, Flexon[®], Lacoste, Michael Kors, Nike, Nine West, and more.



Brands are subject to change.

Voya (CSAC EIA) Rate Guarantee

Basic Life/AD&D Benefits
Eligibility
Life Benefits
AD&D Benefits
Guarantee Issue Amount
Benefit Reduction Schedule
Additional Benefit Provisions
Waiver of Premium
Accelerated Death Benefit
Seat Belt Provision (AD&D)

Rate Guarantee
MONTHLY RATES
Insurance Volume
Basic Life Rate per \$1,000
AD&D Rate per \$1,000
Combined Rate
MONTHLY PREMIUM
ANNUAL PREMIUM

EE's
254

VOYA (CSAC EIA) Current / Renewal	
<ul style="list-style-type: none"> - Active full-time Employees residing in the US working at least 40 hours per week - Active part-time employees residing in the US working at least 17.5 hours per week 	
	\$12,000
	\$12,000
	\$12,000
Age	% of Original Benefit
65	65%
70	45%
75	30%
80	20%
	Included
	Included
	Included

3 Years 7/1/2017 - 6/30/2020 Current / Renewal	
	\$2,920,200
	\$0.181
	\$0.029
	\$0.210
	\$613
	\$7,359

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Volume updated from CSAC EIA provided February 2018

Voya (CSAC EIA) Rate Guarantee

Voluntary Life and AD&D Plan Benefits	VOYA (CSAC EIA) Current / Renewal	
Eligibility	All active employees working 17.5+ hours per week	
Employee Benefits		
Maximum	\$500,000	
Election Options	\$20,000 - \$500,000 in \$10,000 Increments	
Guaranteed Issue Amount	\$150,000	
Spouse Benefits		
Maximum	\$500,000	
Election Options	\$20,000 - \$500,000 in \$10,000 Increments	
Guaranteed Issue Amount	\$50,000	
Dependent Child(ren) Benefits		
Maximum	\$10,000	
Election Options	\$2,000 - \$10,000 in \$2,000 Increments	
Guaranteed Issue Amount	\$10,000	
	Age	% of Original Benefit
	65	65%
	70	50%
	75	30%
Benefit Reduction Schedule		
Rate Guarantee	3 Years 7/1/2017 - 6/30/2020	
MONTHLY RATES	Current / Renewal	
Voluntary Life Rate per \$1,000	Employee / Spouse	
Under age 25	\$0.050	
Age 25-29	\$0.060	
Age 30-34	\$0.080	
Age 35-39	\$0.098	
Age 40-44	\$0.143	
Age 45-49	\$0.210	
Age 50-54	\$0.360	
Age 55-59	\$0.600	
Age 60-64	\$0.915	
Age 65-69	\$1.763	
Age 70+	\$2.865	
Voluntary AD&D Rate per \$1,000	\$0.020	
Voluntary Life Child(ren) Rate per \$1,000	\$0.210	

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Enrollment updated from Census January 2018

Voya (CSAC EIA) – Additional Services

EAP

- Assessment and Referral
 - 1 to 5 sessions per presented issue
- 800 line to guidance coordinators
- Online guidance tools/support
- Crisis Intervention/Critical Incident
- Training/workshops available
- Will Prep
- Financial Guidance
- Legal Resources

Travel Assistance

- Pre-Trip Information
 - Passports/Visa
 - Immunizations
- Emergency Personal Services
 - Interpretations
 - Emergency Travel Arrangements
- Medical Assistance
 - Local physician referrals
 - Rx/Eyeglass assistance
- Emergency Transportation
 - Evacuation
 - Return of companion/dependents

Funeral Planning

- Preplanning Services
 - 24/7 Advisor
 - Price Research
 - Online Planning Tools
- At-Need Family Support
 - Plan communication
 - 24-hr family assistance
 - Expedited claim process
- Pricing Compare and Negotiation Assistance

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EIA EAP Program

- Wellness Coaching available to members
- Pooled training hours available
 - If additional training hours *are* needed past the group purchased bank of hours, the EIA is able to provide additional hours to clients at request and at no additional cost. (The EIA reserves the right to decline additional hours requests)
- MHN Enhanced Services Program
 - Condition Assessment and Action Planning & First Call resolution
 - Match Referrals
 - Confirmed Referral and Availability
 - iConnectYou App
 - Enhanced Web services

MHN (CSAC EIA) – Employee Assistance Program

Employee Assistance Program (EAP) Effective: July 1, 2018

EAP Plan Benefits
Sessions
Face-to-Face
Telephonic
Employee Services
Legal
Financial
Dependent Care
Employer Services
Management Consultations
CISD (Critical Incident Stress Debriefing)
Training/Workshop Hours (onsite)
Internet Services
Reporting

MHN (CSAC EIA) Current / Renewal
3 sessions per incident
Unlimited
Included; 30 minute face to face or telephonic consultation
Included; 30-60 minute telephonic
Included
Unlimited Telephonic
20 hours per incident
10 Hours
Unlimited 24/7
Quarterly Utilization Reporting

Rates
MONTHLY RATES
Per Employee Per Month

EE's
367

5 Years 7/1/2018 - 6/30/2023	
Current	Renewal
\$2.25	\$2.14

MONTHLY PREMIUM
ANNUAL PREMIUM

\$826	\$785
\$9,909	\$9,424.56

\$ Change from Current
% Change from Current

(\$484)
-5%

Note: This summary is for informational purpose only. It does not amend, extend, or alter the current policy in any way. In the event information in this summary differs from the Plan Document, the Plan Document will prevail.
Enrollment updated from Census January 2018

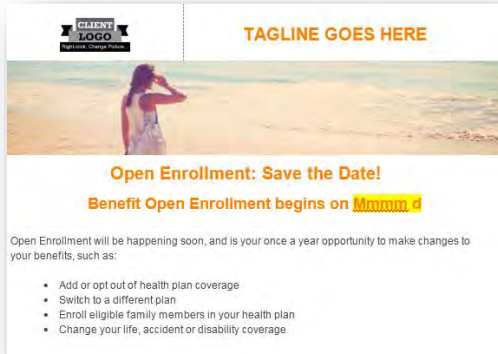


Section 5: Communications



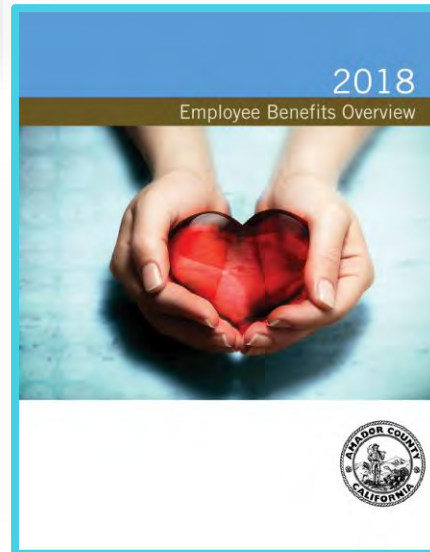
Communications – Branding Amador County

Email



OE Presentation*

Postcard



Benefits Summary

Poster





Section 6: Next Steps



Considerations and Next Steps

Finalize Plans

- EIA will need plan confirmations by August 15, 2018

Open Enrollment Dates

- TBD



Appendix



Carrier Ratings

Carrier Ratings

Carrier	AM Best Rating	Product(s)
Blue Shield (CSAC EIA)	A	Medical PPO
Delta Dental (CSAC EIA)	A	Dental PPO
VSP (CSAC EIA)	A	Vision
VOYA (CSAC EIA)	A	Basic Life/AD&D, Voluntary Life/AD&D
MHN (CSAC EIA)	Not Rated (NR)	EAP
The Hartford	A-	HEGIT Program

*AM BestRatings current as of

Board of Supervisors Agenda Item Report

Submitting Department: Social Services

Meeting Date: August 14, 2018

SUBJECT

Social Services: Reclassification of a full time employee (FTE) CPS Social Worker II to Social Worker III to be effective September 12, 2018.

This is a Merit System position and their standards and guidelines must be followed. Certain positions of County employment within the Department of Social Services are required by State Law to be covered by the Merit System Personnel Standards of the State Personnel Board, which are set forth in Title 2, Division 5 of the California Code of Regulations.

Recommendation:

Approve reclassification.

4/5 vote required:

Yes

Distribution Instructions:

Copy of approval to Marcia at Social Services, to HR, and to Auditor

ATTACHMENTS


- [Reclass item.pdf](#)



DEPARTMENT OF SOCIAL SERVICES

10877 Conductor Blvd. Suite 200, Sutter Creek, CA 95685 Phone (209) 223-6550

To: Amador County Board Clerk

From: Jim Foley, HHS Director 

Date: August 2, 2018

Re: Request (1) item be placed on Administrative Committee Agenda for August 14, 2018

Request for reclassification of (1) FTE CPS Social Worker II to a Social Worker III to be effective September 12, 2018.

This is a Merit System position and their standards and guidelines must be followed. Certain positions of County employment within the Department of Social Services are required by State Law to be covered by the Merit System Personnel Standards of the State Personnel Board, which are set forth in Title 2, Division 5 of the California Code of Regulations.

Board of Supervisors Agenda Item Report

Submitting Department: Social Services

Meeting Date: August 14, 2018

SUBJECT

Social Services: Authorization to Hire One Administrative Assistant I (Office Assistant I in Merit System) for One New, Extra Help/Temporary Position in Child Protective Services (CPS) / Adult Protective Services (APS) / In-Home Supportive Services (IHSS) due to increase in CPS/APS/IHSS case volume necessitating Social Workers spend valuable time doing clerical and office support work rather than social work. This position is temporary, extra help to assist with documentation processing, mailing, filing, reception, messaging, etc. to allow over-worked Social Workers to do the work for which they are trained and which only they can do. No General Fund Dollars will be used for this position; it will be funded by available funds due to not immediately back-filling other positions. This is a Merit System position and their standards and guidelines must be followed.

Recommendation:

Approve and authorize the hiring of one new, extra help/temporary position.

4/5 vote required:

No

Distribution Instructions:

Copy of Approval to Marcia in Social Services, to HR, and to Auditor.

ATTACHMENTS

- [Memo -New Temporary - Admin.Asst.I - CPS-APS-IHSS - 08-14-2018.pdf](#)



DEPARTMENT OF SOCIAL SERVICES

10877 Conductor Blvd. Suite 200, Sutter Creek, CA 95685 Phone (209) 223-6550

To: Amador County Board Clerk

From: Jim Foley, HHS Director 

Date: August 8, 2018

Re: Request one item be placed on the Board of Supervisors' Agenda for August 14, 2018

Social Services Department Requests Authorization to Hire One Administrative Assistant I (Office Assistant I in Merit System) for One New, Extra Help/Temporary Position in Child Protective Services (CPS) / Adult Protective Services (APS) / In-Home Supportive Services (IHSS) due to increase in CPS/APS/IHSS case volume necessitating Social Workers spend valuable time doing clerical and office support work rather than social work. This position is temporary, extra help to assist with documentation processing, mailing, filing, reception, messaging, etc. to allow over-worked Social Workers to do the work for which they are trained and which only they can do.

No General Fund Dollars will be used for this position; it will be funded by available funds due to not immediately back-filling other positions.

This is a Merit System position and their standards and guidelines must be followed. Certain positions of County employment within the Department of Social Services are required by State Law to be covered by the Merit System Personnel Standards of the State Personnel Board, which are set forth in Title 2, Division 5 of the California Code of Regulations.