

# California Department of Transportation



Collier Interpretive Information Center -  
*Siskiyou County*



California Amtrak – San Diego



San Bernardino Route 58 – Kramer Junction

## 2010 Interregional Transportation Improvement Program

February 12, 2010



# 2010 Interregional Transportation Improvement Program

## Executive Summary

The 2010 ITIP was prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the California Transportation Commission (Commission) State Transportation Improvement Program (STIP) Guidelines. The 2010 ITIP is a five year program of projects covering Fiscal Years 2010/11 through 2014/15. The ITIP purpose is to improve interregional movement of people, vehicles, and goods.

The 2010 STIP Fund Estimate found that carryover 2008 STIP program commitments largely equaled resources for the five year 2010 STIP period. It further found there will be sufficient Public Transit Account (PTA) funding to fund all programmed PTA eligible work in the first three years of the 2010 STIP period, but no funding thereafter. The Transportation Enhancement (TE) program is an independent federal program and is largely unaffected by funding troubles. Revenues to the Transportation Investment Fund (TIF) continue to deteriorate and now fail to keep pace with project delivery. The ITIP is comprised as follows:

- **Highway Program.**  
Most state highways projects are funded by the TIF and are affected by the funding decline. No new highway projects are added but many must slip to later years due to ongoing funding challenges.
- **Transportation Enhancements Program**  
The ITIP proposes a total of about \$45.5 million of new Transportation Enhancement funding. Of this, about \$43.4 is to fund 40 new projects, the rest to fund increases to the ongoing program.
- **Intercity Rail Program**  
Consistent with the Fund Estimate for PTA, the ITIP proposes no new intercity rail programming and holds intact the delivery schedule for this group.

Over eighty percent of the “reprogrammable” dollars in the ITIP are programmed to construction on the eight large projects noted at right. The Department encourages the Commission to find ways to keep these important projects on their current schedules. Several of these projects will be ready to go to construction soon and would create jobs and also help to stimulate the economy. The remaining dollars are programmed to smaller landscaping projects, or contributions to local regional interest projects, or to pre-construction activities. Rather than providing RTIP or ITIP reprogramming targets, the Commission requested priorities for slippage. The Department proposes a variety of changes to several projects in recognition of the lack of funding, or where needed, to fit current delivery schedules or to reflect updated estimates.

<i>Largest ITIP Highway Program Projects</i>		
<i>Location</i>	<i>Project</i>	<i>ITIP Millions</i>
Monterey 101	Prunedale Improvement Project	88
San Bernardino 58	Kramer Junction	118
Marin/Sonoma 101	San Antonio Road	65
Butte 70	Passing Lanes	16
San Bernardino 15	Widening (Phase 2)	68
Los Angeles 138	Widening	23
San Benito 156	4-lane Expressway	28
San Bernardino 138	Widening	49

A longer term issue for the ITIP is the partially funded set of projects. For many years the ITIP has funded environmental studies and design for a number of high cost projects that presently lack credible construction funding plans. These projects were added to the STIP in 1998 or 2000 when STIP funding prospects seemed bright. Most reside in rural areas with few non-STIP funding alternatives. With little prospect for construction this brings into question the Departments continued expenditure of support resources for so many projects.



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## Interregional Transportation Improvement Program

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# 2010 Interregional Transportation Improvement Program

## 2010 PROPOSAL

The 2010 ITIP was prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the California Transportation Commission (Commission) State Transportation Improvement Program (STIP) Guidelines. The 2010 ITIP is a five year program of projects covering Fiscal Years 2010/11 through 2014/15. The ITIP purpose is to improve interregional movement of people, vehicles, and goods.

By law, regional agencies nominate a program of projects funded by 75 percent of new STIP funding while the Department nominates projects for the ITIP from the remaining 25 percent share of funding. Projects nominated by the Department are intended to address interregional connectivity consistent with the Interregional Transportation Strategic Plan. Regional agencies and the Department are required to submit their plans to the Commission on February 18, 2010.

### MAJOR ISSUES AND CONSIDERATIONS

While the 2010 STIP adds two new years to the end of program, due to the economic situation, the 2010 STIP Fund Estimate provided little new funding. More significantly, the 2010 Fund Estimate found that revenue assumptions for the three year 10-11 to 12-13 fiscal year time frame have fallen as compared to the past 2008 STIP Fund Estimate. This means that there are now more projects slated for delivery than funding can support. Fortunately, the new revenues associated

with the addition of the two new fiscal years to the end of the STIP (13-14 and 14-15), effectively offset the revenue drop realized in the first three. As the STIP is required to be fiscally constrained by fiscal year some projects now programmed for funding in the first three year period of the five

**...many projects must slip due to a lack of funds...**

year 2010 STIP must move to the last two years. Overall, new funding is insufficient to consider adding new highway or transit projects.

### FUNDING ISSUES

Funding to the 2010 STIP is from three primary sources. These are:

- The Proposition 42 Transportation Investment Fund (TIF). Derived from the sales tax on gasoline, these are very flexible funds which can be used to fund almost any project.
- The Public Transportation Account (PTA). These funds can only be used for transit related work but are also easily transferred to the state General Fund in the event of a fiscal emergency.
- The Transportation Enhancement (TE) account. These federal funds can only be used for certain projects that expand transportation choices and enhance the transportation experience.

Past funds which have contributed to the STIP include the State Highway Account (SHA) and the Proposition 1B Transportation Facilities Account (TFA). Revenues to the SHA are derived from state and federal excise taxes on the sale of diesel and gasoline. Not indexed to inflation and unadjusted since the mid 1990's, the buying power of this fund has declined to the point where it is insufficient to fund essential maintenance, much less new construction. The Proposition 1B TFA proceeds were one-time in nature. Those funds are already committed to past STIP projects. The only barrier to full usage of these funds is the state's inability to sell bonds at the same pace as projects are delivered.

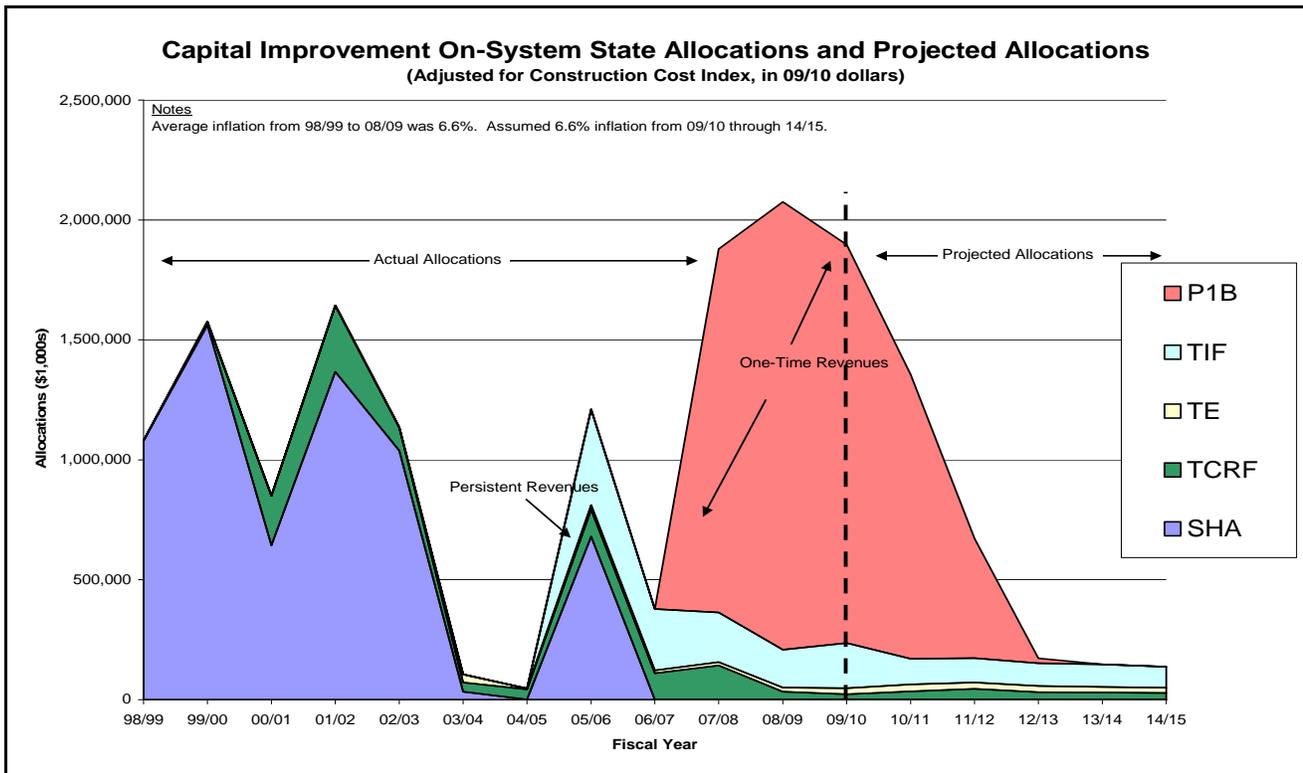
**...revenues to the TIF continue to deteriorate and now fail to keep pace with project delivery...**

# 2010 Interregional Transportation Improvement Program

The larger issue for the STIP, and the ITIP, is the persistent decline of reliable and adequate funding. By comparison, the state consistently invested over \$3 billion dollars (2009 equivalent) annually onto the state highway system in the late 1960's and early 70's. The following chart illustrates (1) the decline of the purchasing power of the "normal" funding sources to transportation over time and (2) the volatile nature of state funding and how it

is further exaggerated though reliance on one-time funding programs such as the Proposition 1B. Without a continuous renewal of such one-time programs, or an increase to the persistent revenues, STIP funding will ultimately decline to under one half billion annually.

...Compared to just \$426 million per year today, California invested over \$3 Billion annually on the state highway system in the late 1960's....



## 2010 INTERREGIONAL PROGRAM

Project programming recommendations are closely tied to project funding eligibility. As noted above the ITIP is funded from three sources, each with unique purposes, objectives and requirements. As a consequence, project programming recommendations can be grouped into three categories, (1) State Highways, (2) Intercity Rail,

and (3) Transportation Enhancements as defined by their primary state fund source.

### STATE HIGHWAYS

Most state highways projects are funded by the TIF and are affected by the funding decline. No new highway projects are being added but many must slip to later years due to ongoing funding shortfalls.

# 2010 Interregional Transportation Improvement Program

Figure 1 illustrates the problems in the first three years of the 2010 STIP. Falling revenues have caused plans to come up short. Back in 2008 the

**...a significant percentage of the highway program must shift to later years of the STIP in order to better align with expected revenues...**

10-11 to 12-13 fiscal years were thought to see revenues in the range of \$700 million per year. Projects were planned and scheduled (Programmed) against those

anticipated funds. Today, the new 2010 Fund Estimate tells us that revenues are much lower, about \$426 million per year. Revenues began falling during the 09-10 fiscal year with net shortfall of about \$180 million. Planned projects counting on those funds now sit on the shelf.

**FIGURE 1**  
**2010 STIP - TIF Program Capacity (Thousands)**

	10-11	11-12	12-13	13-14	14-15	Total
2010 STIP TIF	426	426	426	451	451	2,180
Un-Available 09-10	180					
2008 STIP Program	721	653	707	0	0	2,081
Amount Over/Under	(475)	(227)	(281)	451	451	(81)

\* Source: 2010 STIP Fund Estimate

With a net negative program capacity, a significant percentage of the highway program will need to shift to later years of the STIP in order to better align with expected revenues. For example, about \$475 million dollars worth of projects expected to be delivered in 2010/11 will have to wait until later for funding. As the ITIP is twenty five percent of the STIP, many ITIP projects will likely incur forced delay due to lack of funding.

## Reprogramming Principles & Observations

The Commission in their 2010 STIP Fund Estimate did not provide reprogramming targets, instead agencies were asked to indicate priorities for reprogramming. As the proposal was being developed the following principles were applied:

- Cost adjustments to project components, where identified and consistent with STIP Guidelines, are recommended for approval.
- Project components already underway are not recommended for stoppage or delay.
- Current year 2009/10 delivery, slated for eventual bond or other funding in the allocation plan, is assumed to carry its priority status on into the future regardless of the state's capacity to sell bonds and allocate funds. The Department maintains its support of these projects and encourages the Commission to allocate funds to this group as soon as bond proceeds are made available.

As this plan was being developed the following observations were made.

- There are two AB3090 ITIP projects valued at about \$24.1 million in FY 2010/11. AB3090 projects are, by statute, the single highest priority of the STIP and cannot be delayed.
- The ITIP funds about 59 highway projects for pre-construction.
- Ten ITIP projects have at least ten million dollars programmed to construction.
- The ITIP funds five landscape projects tied to previously allocated construction projects.
- Over eighty percent of the "reprogrammable" dollars in the ITIP are to construction on the eight largest projects (see Figure 2).
- The remaining dollars are programmed to smaller landscaping projects, or contributions to local regional interest projects, or to pre-construction activities.

The present funding crisis could cause significant delay to these large eight projects. Several of these projects will be ready to go to construction soon and would create jobs and also help to stimulate the economy. The Department

# 2010 Interregional Transportation Improvement Program

encourages the Commission to keep these important projects on their current schedules.

**Figure 2**  
**Largest ITIP Highway Program Projects**

<i>Location</i>	<i>Project</i>	<i>ITIP Millions</i>
Monterey 101	Prunedale Improvement Project	88
San Bernardino 58	Kramer Junction	118
Marin/Sonoma 101	San Antonio Road	65
Butte 70	Passing Lanes	16
San Bernardino 15	Widening (Phase 2)	68
Los Angeles 138	Widening	23
San Benito 156	4-lane Expressway	28
San Bernardino 138	Widening	49

The 2010 ITIP highway proposal presented here does not suggest any reprogramming due to the funding crisis. In many ways this can only be done effectively within the context of the full STIP. The Department seeks to work with the Commission to develop a fiscally constrained STIP. Proposed programming changes instead reflect revisions through the normal course of affairs tied to project delivery or updated project work plans. Attachment A notes the programming changes requested by the Department.

## Significant ITIP Highway Projects

The Department is asking that the Commission strive to eliminate or minimize delays to two significant ITIP projects when it adopts the 2010 STIP listed below in priority order:

1. Monterey 101, PPNO 0058G – Prunedale Improvement Project. Planned to be delivered early in 2010/11, this \$187 million construction project (\$88 million ITIP) is funded primarily by the STIP. Both the interregional program and Monterey County have large commitments to the project. A long standing STIP project, the design package is in metric units, a legacy of previous policies. This project is granted an exception to English units which are due to expire June 2011. A delay of this project to later years will add cost

to redo the design package in English units. It should be noted this project has been forcibly delayed in previous STIP cycles.

2. San Bernardino 58, PPNO 0215C - Kramer Junction, Phase 1. Scheduled for delivery in the 2012/13 fiscal year, this \$119 million exclusively ITIP funded project would likely have to be delayed by two years to meet Fund Estimate requirements. This is an excessive amount of delay for such a badly needed improvement for goods movement and interregional connectivity. The photograph on the cover page of this report is within the project limits and illustrates the high amount of truck traffic and congestion.

Additionally, most of the following projects (noted in Figure 2), if delayed by just one fiscal year due to lack of revenues, will realize true delay of less than one year if allocations can be made early in the reprogrammed fiscal year.

3. Marin/Sonoma 101, PPNO 0360G
4. Butte 70, PPNO 2273
5. San Bernardino 15, PPNO 0174L
6. Los Angeles 138, PPNO 0694Q
7. San Benito 156, PPNO 0297
8. San Bernardino 138, PPNO 0239D

## INTERCITY RAIL

The Fund Estimate assumes there will be sufficient PTA funding to fund all PTA eligible work in the first three years the 2010 STIP period, but there is no funding thereafter. This means that PTA transit projects need not be reprogrammed or delayed for reasons tied to funding. The Department proposes no changes, except for two projects related to delivery, to the existing intercity rail program. Attachment B lists the intercity program of projects for the 2010 ITIP.

# 2010 Interregional Transportation Improvement Program

## TRANSPORTATION ENHANCEMENTS

The Transportation Enhancement (TE) program is an independent federal program. It is largely unaffected by funding troubles and in fact this ITIP proposes a total of about \$45.5 million of new Transportation Enhancement funding. Of this, about \$43.4 is to 40 new projects, the rest to fund increases to the ongoing program. The Department's transportation enhancement proposal is included in Attachment C. All new projects proposed for programming have been reviewed and found eligible for federal TE funds.

The Department followed Commission STIP Guidelines and its own ITIP TE Programming Guidelines when developing this proposal. The Department's guidelines define roles and responsibilities within the Department; and also establish standards and evaluation criteria under which the ITIP TE projects are proposed for programming. Following the March 2, 2009 request for ITIP TE candidates over seventy candidates for these funds were received by the deadline. Those that were found federally eligible were analyzed and ranked according to criteria described by the ITIP TE Guidelines. The final proposal includes 40 projects valued at about \$43.4 million.

### SB 286

Legislation, passed in 2008 and effective with the 2010 STIP, requires the department to develop and to utilize criteria that gives priority to a community conservation corps or to the California Conservation Corps to construct or undertake a project that is funded with transportation enhancement funds. The Department is supportive of these organizations and has successfully worked with the Conservation Corps in the past to deliver a variety of roadside improvements.

Beginning with the 2010 ITIP, the Department implemented TE programming using the new SB 286 procedures. The procedures, developed in concert with representative of the California Association of Local Conservation Corps, and the State California Conservation Corps are as follows. The sponsor completes a TE Application packet that describes the project purpose and scope. The application includes an estimate and schedule. The TE Application is first vetted for federal eligibility under the federal TE guidelines by a TE subject area expert in Sacramento. The eligible project applications are then screened and ranked in priority order according to Department's ITIP TE Programming Guidelines as described earlier. The highest ranking candidates are selected for funding. To the extent possible the full amount of new ITIP TE funding is applied to this list. At this point the sponsor is notified and then circulates the TE Application packet to both Conservation Corps. Precise directions for circulation are noted on the TE Application packet. Each Conservation Corps representative will then analyze the packet and document their finding on the TE Application packet which will be their capacity to complete some, all or none of the proposed work.

**... the Department is excited to be working constructively with the Conservation Corps...**

After evaluation by the Conservation Corps of the 40 new ITIP TE projects proposed for funding with 2010 STIP funds, 19 projects are planned to be constructed using state or local Conservation Corps.

# 2010 Interregional Transportation Improvement Program

## ITIP STATUTORY REQUIREMENTS

The ITIP must be programmed consistent with the Streets and Highways Code Section 164(a) as follows:

- At least 60% of the program shall be programmed to projects outside urbanized areas on the interregional road system (IRRS) and for intercity rail. Of this amount, at least 15% (9% of the ITIP) must be programmed for intercity rail projects.
- Up to 40% may be programmed to projects anywhere in the state subject to the north/south 40%/60% split. Projects may be state highway, mass transit guide-way or rail grade separations.

This can be reduced to three simple constraints.

- At least 9% of the program must be programmed for intercity rail and grade separations.
- No more than 24% for projects in the South urbanized areas or other South area non-IRRS projects.
- No more than 16% for projects in the North urbanized areas or other North area non-IRRS projects.

Due to the lack of new funding this STIP cycle, there is no new highway or transit programming capacity and thus no new projects. The small amount of Transportation Enhancement funding is programmed to projects that meet the eligibility requirements specific to the program. Without significant funding for the ITIP, this section of statute is inapplicable.

## UNDER FUNDED PROJECTS

An issue for the ITIP is the partially funded set of projects. For many years the ITIP has funded environmental studies and design for a number of



high cost projects that with present revenue projections lack credible construction funding plans. Most reside in rural areas with few non-STIP funding

alternatives. Many try to solve interregional connectivity problems in difficult and remote locations.

### PROBLEM STATEMENT

With a ultimate estimated need of over \$10 billion to complete, continued expenditure of support resources deserves reevaluation. In FY 2007/08, the Department expended approximately \$16

million in capital outlay support on these projects. Many projects were programmed in 1998 or 2000 when STIP funding prospects seemed

**... work continues on over 10 billion worth of projects without credible funding plans ...**

bright. The current tax structure assures few prospects for ITIP construction funding for many years.

Given the unknowns of the economy and future revenue structures, it is difficult to forecast future funding capacity. Many projects were started around the new millennium on the assumption that the money would appear to fund construction. Those assumptions turned out to be false and now tough decisions need to be made.

At heart are two issues for these projects:

1. Continued expenditures of Caltans support resources for projects well beyond what the program can afford to fund to construction.

2. Expectation of future additional ITIP funding and how this affects partnering.

### PRIORTIZATION

To tackle this issue the Department examined all currently programmed ITIP projects with incomplete funding plans then proceeded to place projects into one of two tiers. With the exception of one project, projects ranked in the first Tier are projects that:

- Only need construction funding.
- Have with the highest benefit to costs.
- Have the greatest interregional connectivity benefits.
- Have the most significant goods movement potential.
- Have the greatest willingness by local partners to share with costs.

Tier 1 ITIP Projects (Millions)			
Co	Project	ITIP	Phase
05-SLO 46	Widen (Whitley 2)	56	Con
06-KER 14	Freeman Gulch Widening - Seg.1	9	Con
06-TUL 99	Tulare to Goshen 6-lane Freeway	24	Con
08-SBD 58	Widen to 4-Lane (Hinkley)	190	Con
10-STA 108	North County Corridor Segment	91	Con/RW
		<b>370</b>	

The Tier 1 projects represent the highest priority for new ITIP funding in the next STIP. The single project exception is done so based upon an agreement between the Commission and regional agency. Remaining projects are grouped under Tier 2. Tier 2 projects might be examined for funding in later STIP's and should also be revalidated during the upcoming Statewide Interregional Blueprint project

The under funded projects are discussed in more depth on the following pages.

# 2010 Interregional Transportation Improvement Program

## PROJECT DISCUSSION

Location	Project	Discussion
01-LAK 29	Expressway Widening  ITIP Tier 2	<p>The purpose of this project is address anticipated demand and to increase safety. The full project is estimated at least \$150 million for construction. The project can be segmented, but at costs of about \$50 million per segment. To date RIP and IIP funds are programmed to PAED and PSE. Environmental is expected summer 2011. To date about \$7.7 million dollars have been expended of the estimated \$10.1 million to complete the roughly 80% ITIP funded PAED. The needs and benefits of this project are comparatively less than other unfunded ITIP projects.</p> <p>Recommendation: Complete PAED then suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.</p>
01-MEN 101	Hopland Bypass  ITIP Tier 2	<p>The purpose is to construct a bypass around the community of Hopland on Route 101 in Mendocino County at a cost exceeding \$300 million. So far only PAED is funded, and with 100% ITIP funds. PAED is expected to be complete late 2011. To date \$5.1 million dollars of the estimated \$9.6 million have been expended to complete PAED. The remainder of the project is unfunded. The needs and benefits of this project are comparatively less than other unfunded ITIP projects.</p> <p>Recommendation: Complete PAED then suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.</p>
02-SHA 299	Buckhorn Grade  ITIP Tier 2	<p>Environmental is complete. The ultimate project construction cost is well beyond \$100 million. This project can be highly segmented. Some segments meet the SHOPP threshold for safety funding and will be funded through that program.</p> <p>Recommendation: With PAED complete, suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.</p>
04-ALA 680	Sunol Grade NB HOV  ITIP Tier 2	<p>The environmental document is complete and was eighty eight percent ITIP funded. The remainder of the project is largely unfunded. By comparison, the ITIP funded \$44.5 million on the southbound direction, that \$100 million plus project is now under construction. While the congestion problems on this route are not in dispute, its relatively low truck volumes (9%), urban location, heavy commute patterns, and the fact that this is not an ITIP focus route, combine to make it a comparatively less competitive ITIP candidate than other unfunded ITIP projects. There is a lawsuit challenging aspects of the environmental document as they pertain to this improvement, and resolution I is unclear. No regional funding is presently programmed on the project.</p> <p>Recommendation: Close out project, suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.</p>
04-SCL 152	New alignment  ITIP Tier 2	<p>A new project added to the 2008 STIP, the ITIP funds \$5 million of the \$10 million estimated cost for PAED. Local dollars fund the difference. The Santa Clara VTA is implementing PAED. Future needs are estimated to be about \$370 million. At time of programming in 2008 the locals indicated that future RIP and/or measure funds would be used to address construction.</p> <p>Recommendation: Complete PAED then suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.</p>

# 2010 Interregional Transportation Improvement Program

## PROJECT DISCUSSION (Continued)

05-SB/SLO 101	Santa Maria River Bridge Widening	<p>Along with regional funding the ITIP has helped to fund PAED and PSE. The project is nearly ready to proceed to advertisement. A strong candidate for CMIA savings or additional stimulus it is expected that this project can be dropped from future long range ITIP planning.</p> <p>Recommendation: Complete PSE then suspend further ITIP involvement if needed until a future date when funding capacity allows competitive reconsideration (if needed).</p>
05-SLO 46	Widen (Whitley 2)  ITIP Tier 1	<p>A component of the route 46 improvement project between I-5 and Route 101. Route 46 is a high priority for the ITIP. It is the only east-west route between the central valley and the central coast. This very busy 2-lane road also has a high percentage of truck traffic (22%). The state, Kern &amp; San Luis Obispo County's has invested heavily with RIP, Demo, TCRP, and CMIA funding. Efforts to date include widening to 4-lanes from each end towards the middle.</p> <p>Recommendation: Seek to fund construction cooperatively with SLOCOG as revenues permit in the 2012 or 2014 STIP.</p>
06-FRE 41	County Line Expressway  ITIP Tier 2	<p>The project would eliminate the last two-lane segment of Route 41 between the City of Fresno and Route 198 in the City of Lemoore. The ITIP currently funds 100% of PAED, PSE, and RW. Construction, estimated at \$65 million project is unfunded. PAED was completed in December 2005, the PSE package is also complete and is shelved.</p> <p>Recommendation: Close out the project and drop from STIP. Consider funding construction in partnership with Fresno and/or Kings County upon development when funding capacity allows competitive reconsideration.</p>
06-KER 14	Freeman Gulch Widening – Seg. 1  ITIP Tier 1	<p>This project is the first of four or five segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. Trucks are 19% of the traffic. This segment is presently funded through RW and consistent with the 40/40/10/10 cost sharing MOU arrangement between the Department (ITIP), Kern, Inyo and Mono counties. Construction is estimated at about \$22 million, which under the MOU arrangement, 40% or about \$8.8 million would be from the ITIP.</p> <p>Recommendation: Seek to fund construction during the 2012 or 2014 STIP.</p>
06-KER 395	Inyokern 4-Lane  ITIP Tier 2	<p>Added during the 2002 STIP, presently the project funds PAED for total cost of \$3.1 million. The remaining need to design and construct is estimated to be about \$154 million. Consistent with the 40/40/10/10 cost sharing MOU arrangement between the Department (ITIP), Kern, Inyo and Mono counties, programmed ITIP is currently \$1.2 million. The scope of the work is to widen roughly 8 miles of two lane highway to four lane expressway near Ridgecrest. The PAED is expected to be completed by the winter of 2010.</p> <p>Recommendation: Complete PAED then suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.</p>

# 2010 Interregional Transportation Improvement Program

## PROJECT DISCUSSION (Continued)

06-TUL 99	Tulare to Goshen 6-lane Freeway  ITIP Tier 1	<p>Added to the STIP in 2002, this project was a ITIP (PAED only) project until the 2008 STIP when Tulare elected to split the costs to fund PSE and RW. The Route 99 corridor has always been a priority for the ITIP. With constant congestion, significant interregional connectivity elements, and a relatively high truck percentage (22%) this project is highly competitive in the ITIP. Environmental is complete, the project is proceeding in design. Recognizing that the project will be easier to fund in segments, the Department and Tulare recommend splitting into two segments as shown in this ITIP. Construction need for the north segment (Segment 1) is estimated to be \$48 million.</p> <p>Recommendation: Seek to fund construction for the initial segments when practical.</p>
07-LA 710	I-710 Expansion  ITIP Tier 2	<p>Along with a broad mix of regional, local, and federal funds, the ITIP contributes \$10 million to the estimated \$35 million dollar cost. The future unfunded needs are as high as \$6 billion dollars. This project, added into the STIP during the 2006 STIP, would expand the capacity of the freeway in the East Los Angeles area. By most standards this project proposes to relieve urban congestion. While it is a very busy and congested route with a moderate truck percentage (16%), the ITIP is meant to address connectivity and interregional issues. Further, state statute limits ITIP investment in urbanized areas in favor of those project outside the urban area.</p> <p>Recommendation: Complete PAED then suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.</p>
08-SBD 58	Widen to 4-Lane (Hinkley)  ITIP Tier 1	<p>Arguably the single most important ITIP project left unfunded. A significant connector for the southern San Joaquin Valley and points east, this is the final 2-lane segment of roadway between Bakersfield and Barstow. A veritable parade of vehicles, the road operates and near capacity twenty four hours a day. The very high percentage of truck traffic (39%) is a testament to the economic significance of this route. Environmental is expected to be complete by July 2011 and ready to advertize spring 2014. Recognizing that the total project cost of nearly \$200 million is too great for any single typical STIP cycle, the department has identified stages for delivery. Stage 1 is estimated at about \$106 million.</p> <p>Recommendation: Highest priority to fund for construction at first opportunity.</p>
09-INY 395	Olancha and Cartago Expressway  ITIP Tier 2	<p>Consistent with 40/40/10/10 cost sharing MOU arrangement between the Department (ITIP), Kern, Inyo, and Mono counties the ITIP is funding 40% of the project, currently funded through RW. Funding was added when this project was thought to be a viable CMA candidate. Construction is estimated to need about \$125 million overall. While ostensibly a widening project, the project alignment is more like a bypass so segmentation is challenging.</p> <p>Recommendation: Complete PSE then suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.</p>

# 2010 Interregional Transportation Improvement Program

## PROJECT DISCUSSION (Continued)

10-MER 152	Los Banos Bypass - Segment 1  ITIP Tier 2	Construction for the overall bypass is estimated at \$409 million. At the February 2009 meeting the CTC split the project into three segments and funded segment 1 through RW with RIP and IIP funds. Construction for segment 1 is estimated at \$67.6 million to be funded with future RIP and local funds sometime in the future. The Department is currently pushing ahead with PSE and RW and expects the project to be ready for advertisement summer 2012.  Recommendation: Complete PSE then suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.
10-MER 99	Widen from 4 to 6 lanes (Hammatt Ave to Sta Co Line)  ITIP Tier 2	Programmed during the 2006 STIP augmentation, this route 99 widening project is funded 100% ITIP for PAED. The remaining estimated \$78 million for design through construction is undetermined. PAED is slated to be completed spring 2011.  Recommendation: Complete PAED then suspend further ITIP involvement until a future date when funding capacity allows competitive reconsideration.
10-STA 108	Oakdale Bypass/North County Corridor  ITIP Tier 1	The project would construct a new road on generally new alignment between Route 99 and somewhere east of Oakdale on route 120. The ultimate project may well exceed one billion dollars. StanCog is presently analyzing alternatives and working to adopt a new alignment. During the 2008 STIP the Department, Commission, and StanCog made an arrangement to delete the old Oakdale Bypass project to fund some other ready to go priorities in the state and to return the same ITIP funding, up to \$91 million to construction or right of way, to the North County Corridor project upon StanCogs identification of a ITIP eligible segment of independent utility.  Recommendation: Fund in 2012 or 2014 STIP when credible ITIP project is brought forward.
11-IMP 98	Route 98 Widening (West of Rte 111)  ITIP Tier 2	Originally programmed in the 2000 STIP with 100% ITIP for PAED, the project scope examined widening Route 98 from the center of Calexico to a distance west. In 2009 the US Customs informed the Department of new plans for a border crossing in Calexico in the vicinity of this proposed project. The project is being to be re-scoped to address this new development. Lacking a credible funding plan for construction, On January 2010 Caltrans headquarters inform the district and region that further ITIP investment is being suspended though did allow the existing ITIP programmed to RW to remain. Direction was given to cease any expenditure for RW until construction funding (from a non-ITIP source) is secured.  Recommendation: Consistent with January 10, 2010 letter to the district, remove consideration of further ITIP investment.

## PLANNING & OBJECTIVES

### CONSISTENCY WITH PLAN & THEMES

The 2010 ITIP is consistent with the Interregional Transportation Strategic Plan (ITSP). The ITSP is the framework that guides investment of Interregional Improvement Program (IIP) dollars. The ITSP includes six primary objectives for directing interregional program funds to achieve statewide interregional goals, which are:

1. Complete a Trunk System of Higher Standard Routes
2. Connect Urbanized Areas to the Trunk System
3. Dependable Connectivity to Major Gateways and Intermodal Transfer Facilities
4. Connect Urbanizing Centers to the Trunk System
5. Link Rural and Smaller Urban Centers to the Trunk System
6. Improve Intercity Passenger Rail

A copy of the ITSP is online at <http://www.dot.ca.gov/hq/transprog/ocip/te/itisp.pdf>.

The 2010 ITIP continues to promote the goal of improving interregional mobility and connectivity across California in cooperation with our regional partners by working together to ensure an integrated interregional and regional improvement program. The Department adopted focused themes to meet the above goal and to guide ITIP investments and encourage funding partnerships to improve the State's multi-modal transportation systems. These themes are:

- Complete the ITSP Focus Routes
- Reduce Congestion and Promote Livable Communities
- Improve Goods Movement
- Encourage Rural Funding Partnerships

The theme criteria are described in full detail in Appendix E.

### PERFORMANCE MEASURES

The Department's assessment of the 2010 ITIP is consistent with the CTC Guidelines Section 19 Criteria for Measuring Performance and Cost-Effectiveness. This assessment is based on the goals and objectives for improving interregional mobility of people and goods consistent with the Department's Interregional Transportation Strategic Plan (ITSP). The STIP Guidelines (Section 34 – Interregional Program Objectives) requires the Department to develop the ITSP to guide the investment of the Interregional Improvement Program (IIP) funds. The ITSP presents a Vision Statement with a set of Strategies to obtain the Vision. It employs a set of guiding Principles that provides a foundation for project selection criteria.

The Department conducted a qualitative assessment of the ITIP augmentation based on the evaluation of progress toward meeting the IIP Objectives. Each new ITIP project meets the goals, strategies, principles and objectives in the ITSP. The same qualitative factors were used for these projects during the last ITIP cycle and the project scope remains unchanged. All projects have safety benefits. Projects otherwise contributed towards improved mobility, reliability and productivity. In future STIP cycles, as data collection systems are improved, the Department will expand the assessment to quantitative analysis for all objectives.

# 2010 Interregional Transportation Improvement Program

## Appendix A –2010 ITIP Highway Project List

DIST	CO	RTE	PPNO	PROJECT	Total	Prior	10-11	11-12	12-13	13-14	14-15	RW	CON	PAED	PSE	RW Sup	CON Sup	Notes
01	LAK	290	0122C	Diener Dr. to North Rte 175 Upgrade Expressway	10,883	10,883								8,348	2,535			
01	MEN	1010	0133J	Hopland Bypass	9,560	9,560								9,560				
02	SHA	446	6650Y	Dana to Downtown Landscape	51	51								3	48			Replace \$336 IIP Con with \$336 Shasta RITE
02	SHA	5	3331	South Redding I-5 6-lane	336		336								336			New Project - \$336 IIP from PPNO 6650Y
03	BUT	702	2273	SR 70 Passing Lanes	20,000	4,000	16,000					1,000	14,200	216	1,950	834	1,800	Move \$784 PAED savings to PSE and RW Supt
03	PLA		0151L	AB 3090 Reimbursement	11,000		11,000						11,000					
04	ALA	6800	0177	Sunol Grade HOV Corridor- Northbound	3,500	3,500								3,500				
04	MRN	1010	0342L	Route 101 HOV Lane Gap Closure	8,200	8,200								7,000	1,200			
04	MRN/SON	1010	0360G	San Antonio Road Curve Correction	66,040	400	30		65,610			10	57,950		400	20	7,660	Shift \$6,900 10-11 RW to 12-13 Con
04	MRN/SON	1010	0360F	Route 101 Marin-Sonoma Narrows-HOV Lane	4,650	2,000	2,650							2,000			2,650	
04	MRN/SON	1010	0360J	Route 101 Marin-Sonoma Narrows-Southerly IC	11,750	7,600	4,150							7,600			4,150	
04	SCL	1010	0468F	Route 101 Landscaping	2,290	193	2,097					23	1,443		193		631	
04	SOL	808	273B	Route 80 Widening Landscaping	2,544				760	1,784		10	1,076		700	50	708	Delay & shift funding between components.
04	SON	1010	0789E	Sonoma 101 at College Ave and 6th St. Improvements	1,000	1,000						1,000						Has approved time extension to August 2010/11
04	SON	1010	0360H	Rte 101 Mar-Son Narrows-Petaluma Blvd South IC	4,500	4,500								4,500				
05	MON	1010	0058E	San Juan Road Interchange	28,950	23,150			5,800			17,150		4,700		1,300	5,800	
05	MON	1010	0058G	Prunedale Improvement Project	130,737	42,401	88,336					42,401	88,336					
05	MON	1560	0057C	Route 156 West Corridor	7,700	7,700								7,700				
05	SBT	1560	0297	San Juan Bautista 4-lane expressway	50,683	22,783			27,900			14,636	24,677	3,936	3,178	1,033	3,223	Increase PAED by 200K, increase PSE by \$150K
05	SLO	460	0226D	Route 46 Corridor Improvements (Whitley 2)														Delete Project
05	SLO	460	0226G	Route 46 Corridor Improvements (Whitley 2A)	9,000			9,000				4,400			4,000	600		New Project - Split from 05-0226D
05	SLO	460	0226H	Route 46 Corridor Improvements (Whitley 2B)	7,000					7,000					7,000			New Project - Split from 05-0226D
05	SLO	460	0226Y	Route 46 Corridor Improvements (Union)	992	310	682						620		290	20	62	
05	SB/SLO	101A	44459	Santa Maria River Bridge Widening	2,440	2,140		300				60	1,140	1,000	240			
06	FRE	411	1350	County Line Expressway	12,680	4,180				8,500		7,500	1,880	2,300	1,000			Delay \$8,500 PSE & RW from 11-12 to 13-14
06	KER	148	8042	Freeman Gulch Widening - PAED Only	779	779								779				Split corridor PAED. Can close out.
06	KER	148	8042A	Freeman Gulch Widening - Segment 1	5,520			1,000		4,520		3,800			1,000	720		New split from 8042. Delay \$4,520 RW from 12-13 to 13-14
06	KER	395	8539	Inyokern 4-Lane	1,240	1,240								1,240				
06	KIN/TUL	198A	4360Y	Route 198 Expressway Landscaping	4,500	100	300	4,100					3,600	100	295	5	500	
06	TUL	996	6400	Tulare to Goshen 6-lane Freeway	4,300	4,300								4,300				Split PSE & RW into North and South segments.
06	TUL	996	6400A	Tulare to Goshen 6-lane Freeway (North)	3,150			2,000	1,150			1,000			2,000	150		New Project - Split from 06-6400
06	TUL	996	6400B	Tulare to Goshen 6-lane Freeway (South)	9,350					6,850		5,350			2,900	1,100		New Project - Split from 06-6400
07	LA	5	2808	I-5 Carpool Lane from Orange County Line to I-605	35,383	12,599			15,601	7,183					12,599		22,784	Move \$15,601 to 11-12 and \$7,183 to 12-13 per future baseline
07	LA	5	2808A	Orange County to Rte 605 - Carmenita interchange	750	750						750						
07	LA	5	3986	I-5 HOV/Burbank Boulevard reconstruction	1,130	1,130						260		350		520		
07	LA	100	0309S	Baldwin Park - Soundwalls	4,922	304		4,618				304	4,618					Time extension - \$4,618 from 09-10 to 11-12
07	LA	101	2789	Van Nuys - Van Nuys Blvd. Off-Ramps	11,993	2,485			9,508			118	8,008	497	1,674	196	1,500	
07	LA	138	0694Q	Route 138 Widening	37,635	14,459	23,176					6,606	21,000	1,003	3,659	3,191	2,176	Time extension - \$23,176 from 09-10 to 10-11
07	LA	405	0831	Rte 405-Arbor Vitae-Southhalf of I/C	7,281	5,866					1,415	5,866	1,415					Time extension - \$1,415 from 09-10 to 14-15
07	LA	710	3612	I-710 Expansion	10,000	10,000								10,000				
07	VEN	1013	3918	HOV Lanes, Mussel Shoals to Casitas Pass Road	19,870	19,870						545		4,951	13,933	441		Shift funding per future baseline amendment.

# 2010 Interregional Transportation Improvement Program

DIST	CO	RTE	PPNO	PROJECT	Total	Prior	10-11	11-12	12-13	13-14	14-15	RW	CON	PAED	PSE	RW Sup	CON Sup	Notes
08	SBD	100	154D	Tippecanoe Ave Interchange Improvements	2,500		2,500									2,500		Shift \$2,500 09/10 PSE to 10/11 RW
08	SBD	150	174L	Route 15 widening (Phase 2)	104,775	36,917		67,858				16,822	57,160	5,420	10,727	3,948	10,698	Various funding shifts between project components
08	SBD	580	215C	Kramer Junction - Phase 1	148,067	29,567			118,500			9,767	104,200	7,044	8,000	4,756	14,300	Various funding shifts between project components
08	SBD	580	217F	Widen to 4-Lane (Hinkley)	36,868	13,993				22,875		20,742		6,643	7,350	2,133		Delay \$24,875 RW to 13/14 & various other shifts
08	SBD	1380	239D	Route 138 Widening (Segment 1)	70,047	31,867		49,639				3,569	41,394	7,538	6,341	2,960	8,245	Various funding shifts between project components
08	SBD	3950	260B	Route 395 Widening	4,000	4,000								4,000				
09	INY	3950	170	Olancha and Cartago expressway	11,420	2,749		2,051		6,620		5,407		2,749	2,051	1,213		Delay \$2,051 08/09 PS&E to 12/13, RW to 13/14
10	MER	995	401	Freeway Upgrade & Plainsburg Road I/C	5,720	5,720						2,477		3,243				
10	MER	990	161	Widen freeway from 4 to 6 lanes.	2,500	2,500								2,500				
10	MER	995	479Y	Landscaping - Atwater Overhead to Arena Way	1,310	30	1,280						960	30	120		200	
10	MER	1525	707A	Los Banos Bypass, Segment 1	4,560	4,560						1,750			2,540	270		
10	SJ	997	668	SR 99 (South Stockton) Widening	1,558	1,558								1,558				
10	SJ		7965C	AB 3090 Reimbursement	39,426	26,284	13,142						39,426					
11	IMP	780	021	Brawley Bypass - Route 86 to Route 111	12,345	12,345						8,082				4,263		
11	IMP	980	549	Route 98 Widening (West of Rte 111)	3,400	3,400								3,400				Close out and delete project
11	IMP	980	549A	Route 98 Improvements - Phase 1	1,457						1,457	720				737		New project. RW only.
11	SD	111	1000	State Route 11 and Otay Mesa East POE - Env Only	6,400	6,400								6,400				
11	SD	110	999	Route 11 and Otay Mesa Port of Entry (POE)	6,600	6,600								6,600				
12	ORA	744	1110	Widen Route 74 from 2 to 4 Lanes - City Segment	5,513	5,513								5,513				
					<b>1,032,755</b>	<b>422,436</b>	<b>165,679</b>	<b>156,167</b>	<b>236,411</b>	<b>58,149</b>	<b>2,872</b>	<b>182,125</b>	<b>488,083</b>	<b>142,141</b>	<b>99,119</b>	<b>34,200</b>	<b>87,087</b>	

\* Yellow cells indicated changed values.

# 2010 Interregional Transportation Improvement Program

## Appendix B – 2010 ITIP Intercity Rail Program

<u>DIST</u>	<u>CO</u>	<u>PPNO</u>	<u>PROJECT</u>	<u>Total</u>	<u>10-11</u>	<u>11-12</u>	<u>12-13</u>	<u>13-14</u>	<u>14-15</u>	<u>RW</u>	<u>CON</u>	<u>PAED</u>	<u>PSE</u>	<u>Notes</u>
<b><u>2009/10 Programmed &amp; Delivered but not Allocated</u></b>														
75	ORA	2026	Fullerton Transportation Center parking expansion	3,750	2,750					0	2,750	0	0	Slip to 2010/11
<b><u>2010 STIP Period Program</u></b>														
04	ALA	1014A	AB 3090 Reimbursement (BART)	6,500	5,000	1,500					6,500			No Changes
75	SD	2075	CP Cardiff to Craven Double Track	4,397		2,200	2,197					2,200	2,197	No Changes
75	ALA	2020	Emeryville Intermodal Station	4,200		4,200					4,200			No Changes
75	ALA	2083	ACE Corridor Signal Upgrade	2,000	2,000						2,000			No Changes
75	CC	2079	Oakley to Port Chicago	26,450	1,000	25,450					25,450		1,000	No Changes
75	LA	2002A	LA-Fullerton Triple Track & Grade Sep (Rosecrans)	63,500		8,000	55,500			8,000	55,500			No Changes
75	PLA	9879	Roseville Track and Signal Improvements	3,530		3,530					3,530			No Changes
75	SB	2087	Siding Upgrade and Extension	11,450	0	0	1,000	1,000	9,450		9,450	1,000	1,000	Delay 2 years
75	SD	7300A	Del Mar Bluffs, stabilization	3,397	3,397						3,397			No Changes
75	SD	2072	Encinitas Grade Separated Pedestrian Crossing	1,248	1,248						1,248			No Changes
75	SD	2074	San Luis Rey River Bridge and Second Track	3,000		3,000						3,000		No Changes
75	SJ	2030	Capacity Improvements Escalon to Stockton	8,400		8,400					8,400			No Changes
75	SJ	2081	Stockton IC Passenger Rail Station Relocation	3,500		100	3,400			2,750		100	650	No Changes
75	VAR	2065	Capitalized Maintenance	3,000		3,000					3,000			No Changes
75	VAR	2089	Sidings in Santa Barbara and Ventura Counties	6,870	0	0	2,000	4,870				2,000	4,870	Delay 2 years
75	VEN	2088	Ventura County Sealed Corridor	8,000		800	7,200				7,200		800	No Changes
75	YOL	2080	Yolo causeway Crossover Project	3,340	3,340						3,340			No Changes

\* Yellow cells indicated changed values.

# 2010 Interregional Transportation Improvement Program

## Appendix C – 2010 ITIP Transportation Enhancements Program Carryover Program

DIST	CO	RTE	PPNO	PROJECT	Total	Prior	10-11	11-12	12-13	13-14	14-15	RW	Con	PAED	PSE	RW Sup	Con Sup	Notes
01	DN	101	2015	Yurok Tribe Transportation Corridor	530	100	98	332					257	100	80	18	75	Increase PAED by \$30k, PSE by \$40k, and Con Sup by \$25k
01	LAK	20	4421	Bloody Island Interpretive Center	460	278	182						122	125	135	18	60	Increase PAED by \$42k, PSE by \$54k, and RW Sup by \$8k, and decrease Con Sup by \$10k
01	MEN	1	4418	Pacific Coast Bike Route - Phase 2	1,234	150	299	785				74	635	150	175	50	150	Increase PAED by \$50k, PSE by \$100k, and Con Sup by \$45k, and decrease RW Sup by \$11k
01	VAR	Loc	3041	Collision Abatement Program D-01	336		336						236	50	50			Add \$50k PAED and \$50k PSE, and delete \$100k Con Sup
02	SHA	5	3369	Castella Vista Point	601		20	126	455				370	20	120	6	85	Increase PAED by \$4k, PSE by \$60k, RW Sup by \$4k, Con Sup by \$15k, and Con by \$75k
02	TEH	5	3256	Tehama County I-5 Corridor Native Planting	1,090		80	160	850				700	80	150	10	150	Increase PSE by \$80k
03	ED	50	3263	Route 50 Wildlife Crossing	1,630	343	1,287					5	1,100	153	175	10	187	Increase PAED by \$18k, PSE by \$40k, and Con Sup by \$67k
03	PLA	89	5282	Alice Richardson Water Pollution Abatement	508	444	64					1		159	285	63		Delete project (actual expenditures shown)
03	SAC	Loc	1660	Railroad Museum Building: Boiler Shop	2,500			2,500					2,500					No Changes
03	SAC	99	6911	Sacramento 99 Corridor Native Planting	1,197		30	130	1,037				750	30	120	10	287	Decrease Con by \$287k and PAED by \$90k, and increase PSE by \$90k and Con Sup by \$287k
03	SIE	89	8004	Sierra 89 Wildlife Crossing	850		80	190	580			10	450	80	170	10	130	Increase PAED by \$30k and PSE by \$70k
03	VAR	20	2943	Aesthetic Corridor Master Plan	300			300						300				No Changes
04	SON	101	0338G	Install Historic California Mission Bell Markers	241		241						161	25	30	5	20	Increase PAED by \$25k, PSE by \$30k, RW Sup by \$5k, and Con Sup by \$20k
04	SON	101	0449N	Install Watershed Awareness Signs	130	10	28	92					77	10	23	5	15	No Changes
05	SLO	1	1845	Estero Bluffs	4,133	700	417	3,016				50	2,600	500	417	150	416	Increase PAED by \$266k, PSE by \$128k, RW Sup by \$150k, Con Sup by \$62k, RW by \$34k, and Con by \$935k
05	SLO	1	1847	Route 1 Hardscape Enhancements	260	180	80							180	70	10		Delete project (actual expenditures shown)
06	KER	99	6414	Southern Kern 99 Corridor Bridge Enhancement	1,447		24	97	1,326				1,126	24	95	2	200	Increase PSE by \$6k and Con Sup by \$8k
06	TUL	99	6348	Tulare County 99 Corridor Bridge Enhancement	671		11	56	604				504	11	55	1	100	Increase PSE by \$15k and Con Sup by \$15k
06	TUL	99	6370	Philip Raine Safety Roadside Rest Area Enhancement	3,053			3,053					3,053					Accelerate from 12/13 to 11/12 to match SHOPP programming
08	RIV	91	0072G	Green River Road Landscape Enhancement	1,832	320	1,512						1,072	31	285	4	440	Decrease Con by \$31k and Con Sup by \$96k, and increase PAED by \$31k, PSE by \$92k, and RW Sup by \$4k
08	SBD	VAR	0076F	Aesthetic Corridor Master Plan, Urban	440			440						440				No Changes
08	SBD	15	0175N	Landscape Enhancement	2,446	600		1,846					1,446		600		400	Decrease Con by \$400k and increase PSE by \$300k and Con Sup by \$100k
09	INY	190	2559	Death Valley Sand Dunes Scenic Viewpoint														Delete project (no expenditures)
09	VAR	395	0549	Historic Alignment Pullouts	883	71	812						500	71	179	18	115	Increase PAED by \$45k, PSE by \$108k, and Con Sup by \$37k, and decrease RW Sup by \$2
10	MER	99	0196	Route 99 Corridor Bridge Enhancement	1,224		81	102	1,041				900	81	100	2	141	No Changes
10	STA	99	0195	Stanislaus 99 Corridor Bridge Enhancement	2,156		96	476	1,584				1,075	96	474	2	509	No Changes
11	IMP	186	0505	Andrade International Border Crossing	2,520		85	340	2,095				1,730	85	330	10	365	Increase Con by \$80k
11	SD	188	0743	Tecate International Border Crossing	2,382		109	351	1,922				1,550	109	341	10	372	No Changes
11	SD	905	0962	Paseo De La Amistad Int'l Border Crossing	2,990		200	390	2,400				2,050	200	375	15	350	Increase Con by \$550k, PAED by \$100k, PSE by \$155k, and Con Sup by \$125k
12	ORA	91	2140	Wildlife Corridor Connectivity Enhancement	802		37	79	686				607	37	67	12	79	No Changes

\* Yellow cells indicated changed values.

# 2010 Interregional Transportation Improvement Program

## New 2010 ITIP TE Projects

DIST	CO	RTE	PPNO	PROJECT	Total	Prior	10-11	11-12	12-13	13-14	14-15	RW	Con	PAED	PSE	RW Sup	Con Sup
01	MEN	1	4419	Pacific Coast Bike Route - Phase 3	1,194			95	173	926		53	786	95	75	45	140
02	VAR	VAR	3373	District 2 Geoarchaeological Survey	285					285				285			
03	COL	5	2788	Colusa I-5 Native Tree Planting	850			40	85	725			640	40	80	5	85
03	GLE	5	3708	Glenn I-5 Native Tree Planting	850			40	85	725			640	40	80	5	85
03	PLA	65	9726	Highway 65 Corridor Master Plan	195					195				195			
03	SAC	N/A	1665	Railroad Technology Museum Phase 1: Boiler Shop	1,500			47	103	1,350			1,350	47	103		
03	SIE	89	8005	Sierra 89 Wildlife Undercrossing and Fence	2,710			150	180	2,380			2,055	150	175	5	325
03	VAR	VAR	4625	District 3 Wildlife Movement Study	652				20	632			502	20			130
04	MRN, SON	VAR	2127K	Graton Rancheria Heritage Management Project	1,494						1,494			1,494			
04	SM	280	2140G	I-280 Wildlife Connectivity Research	382					382				382			
04	VAR	VAR	2127J	Cultural Resource Database Legacy Data Entry	1,630					1,630				1,630			
04	VAR	N/A	2127L	Bicycle Lockers at Capitol Corridor Stations	581				25	556			556	25			
04	VAR	VAR	2127N	Statewide Archaeological Re-burial Location Database	575					575				575			
04	VAR	101	2127M	Geoarchaeological Study of Route 101 Corridor	358						358			358			
05	SB	101	2266	SB-101 Northern Corridor Native Tree and Shrub Planting	1,845				110	255	1,480		1,250	110	250	5	230
05	VAR	VAR	2272	District 5 Vista Point Interpretive Displays	1,259			362	10	887		10	693	139	195	28	194
05	VAR	TBD	2273	District 5 Corridor Master Plan	430					430				430			
06	FRE	168	6465	Maynard Munger Vista Point Enhancement	1,919			32	173	1,714			1,464	32	170	3	250
06	KER	99	3562	Ker-99 Corridor Bridge Enhancements	600				25	67	508		401	25	65	2	107
06	MAD	99	4328	Mad-99 Corridor Bridge Enhancements	531				24	62	445		355	24	60	2	90
07	LA	710	4336	I-710 Corridor Master Plan (South)	480				480					480			
07	LA	5	4318	LA-5 Corridor Master Plan	250					250				250			
07	LA	14	4326	LA-14 Corridor Master Plan	250					250				250			
07	LA	14	4325	Lamont Odett Vista Point Enhancements	3,435			127	331	2,977			2,544	127	331		433
07	LA	2, 134	4323	LA-2 and LA-134 Vine Planting Corridor Enhancements	1,492				55	144	1,293		1,105	55	144		188
07	LA	5	4322	LA-5 Vine Planting Corridor Enhancements	1,424				53	138	1,233		1,054	53	138		179
07	LA	101	4319	LA-101 Vine Planting Corridor Enhancements	2,346				87	226	2,033		1,738	87	226		295
07	LA	110	4321	Viewshed Enhancements on the Arroyo Seco National Scenic Byway	724				27	70	627		531	27	70	5	91
07	LA	210	4320	LA-210 Vine Planting Corridor Enhancements	579				22	56	501		428	22	56		73
07	LA	110	4324	Arroyo Seco River Confluence Bicycle Path	1,967				25	279	1,663		1,321	25	279		342
08	RIV	215	0247R	Riv-215 Corridor Master Plan	279					279				279			
08	RIV	10	0013H	Riv-10 Corridor Master Plan	279					279				279			
08	SBD	15	0177F	Education/Interpretive Display of Route 15/Mojave Road History	260			21	40	199			151	21	37	3	48
08	SBD	138	0239Q	Mormon Rock Vista	570				32	116	422		300	32	108	8	122
11	IMP	N/A	0508	Calexico Border Gateway and 1st Street Promenade	2,301			105	315	1,881			1,516	105	305	10	365
11	SD	5	1007	SD-5 Aesthetic Corridor Master Plan	216				216					216			
11	SD	163	1008	Balboa Park Historic Preservation - Phase 2	2,256				83	247	1,926		1,660	83	232	15	266
11	SD	5	1009	Encinitas Blvd and Santa Fe Dr Ped/Bicycle Connections	3,043				120	460	2,463		1,883	120	440	20	580
11	IMP, SD	8, 79	1010	Historic Highway 80 Interpretive Project	530			35	75	420			350	35	70	5	70

### LEGEND

Signifies CCC or local CC involvement

## Appendix D ITIP Themes

The over-arching theme of the Interregional Transportation Improvement Program (ITIP) is funding for projects to improve the interregional movement of people and goods to and through urbanized areas. It is based on using the Interregional Transportation Strategic Plan (ITSP) as a guide for completion of key portions of the freeway and expressway system and the inter-city passenger rail program.

This interregional theme recognizes that transportation needs in California are statewide and varied, and that the economic health and quality of life in our State depend on the development of a complete multi-modal transportation system “to and through the urbanized areas”. California’s transportation system must be improved. But, the improvements must be well planned in order to meet interregional as well as regional needs. The improvements must also respect and protect our valued natural resources, and promote a higher quality of life. Development of focused themes for the ITIP will help to meet these goals, guide ITIP investments and encourage funding partnerships to effectively and efficiently complete these transportation improvements. These themes include:

- Complete the ITSP Focus Routes
- Reduce Congestion and Promote Livable Communities
- Improve Goods Movement
- Encourage Rural Funding Partnerships

The State’s voice in guiding and influencing the positive future of California is strengthened by adoption of these themes. They encourage stronger partnerships and shared investment in transportation systems. They also recognize the benefits of improved integrated land use and transportation planning processes which are needed to promote livable communities and enhance our over all quality of life.

### **Theme – Complete the ITSP Focus Routes**

Completion of the state highway focused route trunk system identified in the Interregional Transportation Strategic Plan (ITSP) is a priority. This 20-year strategy will provide the main “to and through” highway connection to every urbanized area within the State, and provides for the interregional movement of people and goods.

### **Criterion: Candidates for the ITIP are consistent with the approved ITSP focused route improvement plan.**

- Priorities for development of Project Study Reports are consistent with the focused route improvement plan in the approved ITSP.
- Improvements for focused route corridors are coordinated statewide with integrated planning between Districts and Regions to maximize benefits and minimize development impacts.
- Regions should be encouraged to share in the funding of the focused route improvements.
- Regions should be encouraged to fund improvements that link rural and smaller urban centers to the trunk system.

### **Theme - Reduce Congestion and Promote Livable Communities**

ITIP investments for eligible projects under this theme will have a higher priority if Regional agencies use community based integrated land use and transportation planning practices to adopt livable community concepts. These planning practices may include progressive land use, high density zoning near rail/transit stations, transit oriented development, access management control on conventional state highway routes, effective use of congestion management programs, and trip reduction ordinances. ITIP funds may augment, not replace RTIP or other local funding,

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and do not relieve the Regional Transportation Planning Agency (RTPA) responsibilities for identifying and funding regional transportation improvements.

**Criterion 1: Support legislative intent to encourage Regional funding for completion of the Transportation Congestion Relief Program (TCRP).**

- ITIP funding may be provided to encourage local funding (i.e. measure, developer fees, Regional shares, Congestion Management Air Quality, Regional Surface Transportation Program, etc) for the project.
- ITIP funding may be provided to accelerate delivery of the project.

**Criterion 2: Regional Transportation Planning Agency (RTPA) uses the integrated land use and transportation planning practices of its regional cities and counties to support and guide future project development decisions and in the development of the Regional Transportation Plan.**

- ITIP candidates must identify the integrated planning practices adopted by the RTPA. (e.g. planning practices that integrate Land Use, Circulation and Housing, and Transportation Elements, with Comprehensive and Specific/Area Plans, habitat conservation plans, and use community based planning or other efforts to include community values for planned growth which promotes livable communities and enhances a quality of life). Regional plans must identify environmentally sensitive areas as part of the transportation element to gain early consensus and avoid future conflicts and project delay.
- Funding partnerships for eligible work can be considered for rewarding Regions that demonstrate integrated planning practice.

**Criterion 3: RTPA has established an effective planning process that coordinates development plans with adjoining regional agencies or local areas to reduce impacts of cumulative development and to maintain and improve quality of life.**

- Coordinated planning between Regions must address the cumulative impacts of major employment generators, the location of affordable housing, capacity of transportation facilities and availability of cross jurisdiction transit/rail services needed to reduced traveler delay and environmental impact within and between regional areas.
- HOV lane addition project candidates must include a transit operation plan or other efforts for increasing high occupancy vehicle ridership.
- Funding partnerships for eligible work can be considered for rewarding Regions that coordinate integrated planning practices with adjoining regional areas and neighboring cities and counties.

**Theme – Improve Goods Movement**

ITIP investments under this theme emphasize the strengthening of California's economy through an improved statewide goods movement system. ITIP investments will be consistent with the goods movement plan in the ITSP and stress the need for shared regional funding for improved access to airports, water ports and goods movement transfer facilities. ITIP funds may augment, not replace RTIP or other local funding, and do not relieve RTPA responsibilities for identifying and funding regional transportation improvements.

**Criterion 1: Candidates for ITIP funding are consistent with the Statewide Global Gateway System Plan contained in the ITSP.**

- ITIP funding priority will be system improvements consistent with the ITSP and not for isolated spot projects.
- Project candidates should consider innovative funding and opportunities for private/public partnerships.
- ITIP funding may be proposed to encourage innovative funding partnerships.

**Criterion 2: Improve safety and remove choke points for movement of goods within, to and through gateways.**

- Improvements for goods movement emphasize safety and operational improvements and reduce people/goods movement conflicts.
- Innovative funding, including opportunities for private/public funding partnerships, should be considered for every goods movement project. (e.g. improved access into and from intermodal transfer facilities; improvements on Surface Transportation Assistance Act (STAA) and terminal access routes; new and expanded roadside/safety rest sites with expanded truck parking lots; etc.)
- Projects should consider opportunities to reduce delivery time, energy costs, community noise impacts, and improve air quality.
- Innovative technologies should be investigated to improve safety and improve operations.
- Funding proposed to reduce delays and improve reliable delivery by eliminating choke points to or on major goods movement routes and critical connector routes must not create new choke points.

**Criterion 3: RTPA has developed a regional goods movement plan that is consistent with the statewide systems plan.**

- Statewide Global Gateway System improvements are incorporated into regional transportation plans to emphasize 'connectivity' to major intermodal transfer facilities, and include a commitment of Regional funding.
- The Regional plans should include strategies for improved safety, and incorporation of new technology to improve trip tracking, reliability and reduce travel times.
- Funding strategies should include public/private partnerships with major intermodal transfer facilities and goods movement operators and authorities.

**Criterion 4: Proposed projects are compatible with community planning.**

- Any funding proposal should include consideration of residents living near intermodal freight transfer or line facilities such as; Airports, Water Ports, Rail Yards, Rail Lines, Trucking Terminals in General, in Comprehensive and Specific/Area Plans.
- Projects should protect the safety and quality of life for these residents.

**Theme – Encourage Rural Funding Partnerships**

ITIP funds may be recommended for partnerships with rural Regions to improve State Highway Routes, where there is a high regional priority due to heavy tourist, recreational, agricultural, or other goods movement traffic. This theme recognizes rural transportation improvements also contribute to the economic well being of the state and quality of life.

**Criterion: Rural Region must provide a significant contribution to the shared funding partnership.**

- The project must provide an interregional benefit.

The Region confirms the need for and priority of the proposed project improvement through a significant contribution of regional share programming.

**California Department of Transportation**  
**2010 Interregional Transportation Improvement Program**  
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