

California Department of Transportation



2008 Interregional Transportation Improvement Program

February 19, 2008



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EXECUTIVE SUMMARY

The 2008 State Interregional Transportation Improvement Program (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 2008 ITIP is a five-year program of projects covering Fiscal Years 2008-09 through 2012-13. The purpose of the ITIP is for improvement of interregional movement of people, vehicles, and goods.

The 2008 STIP Fund Estimate, adopted in October 2007, provided about \$1.2 billion of new programming capacity over 2008 STIP period. Of this, the ITIP was given a programming target of about \$316 million. This ITIP proposes about \$377 million for projects, an amount above the Fund Estimate target in the event the Commission has an opportunity to program this advance of STIP shares.

Consistent with law and Commission guidelines, the ITIP proposal includes funding for state highways, intercity rail, and transportation enhancements. The programming proposal in this ITIP is consistent with the following principles to:

1. Fully fund project components as needed consistent with updated estimates.
2. Maintain commitment to ongoing projects by funding ready to go components.
3. Fund new starts within available revenues.

Streets and Highways Code Section 164(a) describes how ITIP funds are to be distributed. The following table summarizes these categories and respective amounts.

Category	Amount
Intercity Rail & Grade Separations	\$45,000
North Counties, urbanized, non-interregional roads	\$39,700
South Counties, urbanized, non-interregional roads	\$73,484
Interregional roads, non-urbanized	\$219,190
	\$377,374

ITIP OVERVIEW, PLANNING AND OBJECTIVES

The 2008 State Interregional Transportation Improvement Program (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 2008 ITIP is a five-year program of projects covering Fiscal Years 2008-09 through 2012-13. The purpose of the ITIP is for improvement of interregional movement of people, vehicles, and goods.

Regional agencies and the Department are required to submit their plans to the Commission on February 19, 2008. 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.

Consistency with Plan & Themes

The 2008 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/itsp.pdf>.

The 2008 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 2008 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. The 2008 ITIP identifies new highway and intercity rail project to be added into the ITIP that meet the goals, strategies, principles and four of the six objectives in the ITSP for improving interregional mobility of people and goods. 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 2006 ITIP cycle and the project scope remains unchanged. All projects have safety benefits. Projects otherwise contributed towards improved mobility, reliability and productivity. In the future STIP cycles, as data collection systems are improved, the Department will expand the assessment to quantitative analysis for all objectives.

Challenges

Insufficient funding is available to implement ongoing commitments to projects programmed for delivery in the 2006 STIP. The 2008-09 Budget and trailer bill language diverted Public Transportation Account (PTA) spillover revenues and the other revenue source, Transportation Investment Fund (TIF) transfers from sales tax on gasoline, are insufficient to meet the demands of programmed delivery in FY 2008-09 and 2009-10. The projects were added in earlier STIP cycles under assumptions that included statutorily-established distribution of Proposition 42 revenues between PTA and the STA, higher gas tax revenues, and no diversion of spillover revenues from the PTA. Approximately one billion dollars worth of STIP projects will need to shift to later years to coincide with revenues made available by the two new years of the 2008 STIP. This means that projects will be delayed and new projects cannot be added to the first few years of the 2008 STIP.

As the ITIP is part of the STIP, these funding issues impact programming and new funding opportunities for ongoing projects. The 2008 STIP Fund Estimate approved by the Commission suggests an ITIP programming target of about \$316 million for new projects or project components. These new funds are available in the 2011-12 and 2012-13 fiscal years. Environmental studies for approximately \$4.5 billion worth of interregional projects are either finished or are nearing completion. Most of these projects could start construction within five years if funding were available. At the present level of investment, it is estimated that some projects, already programmed for environmental clearance and preliminary design, will need to wait over 25 years for construction to start.



2008 ITIP PROJECTS & FUNDING

The 2008 STIP Fund Estimate, adopted in October 2007, provided the ITIP with a programming target of \$316 million new programming over the five year period. In addition to these funds, adjustments to the ITIP share balance have occurred since adoption of the Fund Estimate that is considered within this proposal. In addition the department is proposing to lapse and delete several projects which have the effect of adding to the ITIP programming target. Consistent with law and Commission guidelines, this proposal includes funding for state highways, intercity rail, and transportation enhancements. This ITIP is consistent with the following principles to:

1. Fully fund project components as needed consistent with updated estimates.
2. Maintain commitment to ongoing projects by funding ready to go components.
3. Fund new starts within available revenues.

ITIP Adjustments

The table below lists changes to the existing ITIP program that either have happened, or are planned to occur. The net dollar impact is tallied at the bottom and results with a credit to the ITIP share balance.

Co	Rte	PPNO	Project Title	Notes	Net
<u>Vote Adjustments</u>					(Thousands)
MEN	101	4417	Main St Laytonville Aesthetic Improvements	Voted with Adjustments	-23
SHA	44	6650	Dana to Downtown Phase A & B	Voted with Adjustments	-410
CC	80	0261F	I-80 HOV WB Gap Closure	Supplemental	936
LA	105	2119	Sepulveda to Nash WB Off-ramp Widening	Voted with Adjustments	-949
LA	110	3550	Median, Ramp, and Connector Improvements	Voted with Adjustments	-176
SBD	60/91/215	0121N	60/91/215	Supplemental	8,170
MER	99	5479	Atwater Freeway	Voted with Adjustments	-2,443
TUO	108	0004	Route 108 Bicycle Facility	Voted with Adjustments	249
					5,354
<u>Closeouts</u>					
PLA	80	0146B	I-80 Capacity/Operational Improvements - Phase 1	Closeout	-176
SBD	15	0176A	Route 15 SB Truck Climbing Lane	Closeout	-117
					-293
<u>Proposed Deletions</u>					
ALA	92	0090C	Hesperian/Santa Clara Retrofit Soundwall	Delete in 2008 STIP	-670
SOL	80	5306	Follow Up Landscaping	Delete in 2008 STIP	-398
LA	138	3328	Route 138 Widening	Delete in 2008 STIP	-106
LA	138	3331	Route 138 Widening	Delete in 2008 STIP	-4,572
STA	120	0941	Oakdale Bypass	Delete in 2008 STIP	-68,777
					-74,523
<u>Proposed for Lapse</u>					
ALA		2086	Emeryville Station and Track Improvements	Fund with Rail Bonds	-10,000
MER		2082	Merced Crossover	Fund with Rail Bonds	-5,000
SJ		2066	Stockton ACE Northwest Track Connection	Lapse	-3,500
SD		2073	Carlsbad Double Track	Fund with TCRP	-1,480
SD		2006	Santa Margarita River Bridge and Double Track	Fund with Rail Bonds	-16,206
SOL		2085	Bahia Benicia Crossover	Fund with Rail Bonds	-4,750
VAR		2070	SCRRA Sealed Corridor Project	Fund with Rail Bonds	-3,000
					-43,936
Subtotal (07/08 Adjustments)					-113,398

Vote Adjustments – This section reflects net reported savings or overruns to a project at time of vote. This also includes supplemental votes (which reduce future programming capacity) and AB608 adjustments (which return capacity).

Closeouts – This section refers to projects that are finished and have charges or savings that require reporting of share adjustments. Normally this happens at time of vote; however, projects in this category were programmed in a manner that never caused them to be voted. Commonly this includes projects programmed for support or right of way with STIP funds where construction is funded entirely with local funds. The projects listed here were reported at the January 2008 Commission meeting (reference number 3.4).

Proposed Deletions – This section reflects projects not intended to be carried forward into the 2008 STIP. Adjustments reflect programmed amounts less sunk costs.

- Alameda 92 Soundwall – The entire scope of the work was incorporated into another project and was 100% locally funded with local funds.
- Solano 80 Landscaping – The entire scope of work was incorporated into the mitigation work for the Cordelia Auxiliary Lanes projects, voted with IIP funds May 2003, and now completed.
- Route 138 Widening – Both projects are legacies from pre SB45. As currently programmed, these projects are not scoped or funded in a manner that will result with a constructible improvement. The department may propose new projects, with new fundable scope, on the corridor in a future STIP cycle.
- Oakdale Bypass – The department and StanCog have jointly decided to remove the funding for this project from the STIP during this cycle while StanCog analyzes programming options for its North County Corridor project. During the 2006 STIP Augmentation the department reprogrammed \$22.2 million IIP and StanCog reprogrammed its entire \$7.1 RIP million contribution to meet other pressing needs. Both StanCog and the department are committed to reprogramming the original amounts programmed to the Oakdale Bypass to the North County Corridor project when StanCog has identified ITIP eligible and fully fundable components.

Proposes for Lapse – This section includes projects programmed for delivery in the 2007/08 fiscal year which were either funded with other funds or will not be delivered as planned. The department requests the Commission at minimum program replacement projects to those that were funded with other funds.

New Projects and Components

Programming for new projects and components is split between the three main parts of the ITIP, highways, intercity rail, and transportation enhancements. Within these parts, funds were applied to cost overruns not offset by savings elsewhere to ongoing project components, then to new projects and project components.



Changes to Programmed Components - Consistent with the set of ITIP principles discussed above, the first priority for programming went to fully fund work for ongoing project components. Starting in late spring 2007 the department went through an exercise to update the estimate to complete amount for each capital outlay support (COS) component for every STIP project component for which Caltrans is the delivery agency. This work included all STIP, RIP and IIP. The department then compared that amount to the current 2006 STIP programmed budget. Variances greater than 10% were highlighted and recommended for a programming adjustment in the 2008 STIP.

Caltrans COS project needs are documented in the 2008 STIP COS Programming Needs Baseline Report dated December 6, 2007 which was made available to all regional agencies by each Caltrans district last December. A copy is available upon request. The project detail sheets in Appendix F reflect COS needs from the STIP COS Programming Needs Baseline Report and include the recommended split between applicable funds (RIP, IIP, etc) where appropriate. These sheets reflect the full funding needs for Caltrans delivered project components and should be used for 2008 STIP programming recommendations.

Highways Projects – The ITIP is proposing to fund new components to eight pre-existing ITIP projects. Four of these are proposed to be funded through construction. These projects were selected for funding from a combination of relative ranking within the ITIP and deliverability.

Co	Rte	Project Title	New Components			ITIP Funds (\$1,000s)
			PSE	RW	Const	
TUL	99	Tulare to Goshen 6-lane Freeway	X	X		12,500
SBD	58	Kramer's Junction – Phase 1 (2-lane alternative)			X	119,200
KER	14	Freeman Gulch 4-lane Expressway Widening	X	X		8,000
MON	101	San Juan Road Interchange		X		24,250
SBT	156	San Juan Bautista 4-lane Expressway			X	28,000
SLO	46	Route 46 4-lane Expressway (Whitley 2)	X	X		16,000
MRN	101	San Antonio Road Curve Correction (Marin-Sonoma Narrows)	X	X	X	66,040
LA	101	Van Nuys - Van Nuys Blvd Off-Ramps			X	9,508
					Total	283,498

The Tulare Route 99 Tulare to Goshen 6-lane freeway, the Kern Route 14 Freeman Gulch 4-lane expressway widening, and the San Luis Obispo Route 46 4-lane Expressway projects are planned for construction programming in the 2010 STIP. Both the San Juan Road interchange and San Juan Bautista 4-lane expressway projects are Trade Corridor Improvement Fund (TCIF) candidates for construction.

The Route 58 Kramers Junction bypass project will fill a gap between two existing 4-lane expressway sections. The present facility is a 2-lane conventional facility with at grade crossing at the Union Pacific Rail Road and signalized intersection with Route 395 (Kramers Junction). This is a very congested goods movement corridor with exceptionally high truck volumes. The estimated cost to construct the 4-lane facility is \$154,300,000, including construction support. To provide the Commission with a less

costly option, a 2-lane expressway is proposed for \$119,200,000 including construction support. Ultimately, if the 2-lane option is chosen, the route will require widening to 4-lanes consistent with the rest of the corridor.

The Route 101 San Antonio Curve project is a component of the Marin/Sonoma narrows project and a compliment to the existing CMIA project. This project will construct frontage roads, construct an interchange at San Antonio Road, straighten and realign the roadway, and convert to freeway the section of roadway that is presently a 4-lane expressway. This project does not widen the existing roadway to 6-lanes, but does most of the preparatory work needed for that future subsequent project.

Intercity Rail Projects - The department is recommending \$103,186,000 of new Intercity Rail programming. Much of this is offset by lapses or deletions elsewhere within the intercity rail program, so the amount of net new intercity rail programming is \$45,000,000.

Transportation Enhancements - The ITIP is proposing to fund new components on 22 transportation enhancement (TE) eligible projects for a combined value of \$36,665,000. These projects were prioritized and selected from within a list of 58 candidates valued at about \$70 million. All projects in this list have been reviewed and found to be eligible for federal TE funds. Prioritization and selection was made consistent with the departments Transportation Enhancement Programming Guidelines.

The following table summarizes funding breakouts in the ITIP.

	Highways	IC Rail	TE	Total
Dollars in Thousands				
Net Adjustments - Debit/(Credit)	(69,462)	(43,936)	0	(113,398)
Project Cost Changes - Over/(Under)	81,673	(14,250)	6,112	73,535
New Projects & Components	283,498	103,186	30,553	417,237
Net New ITIP Funds	295,709	45,000	36,665	377,374
2008 ITIP Programming Target				316,244
Net Advance/(Under Target)				61,130

Consistency with 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 guideway 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.

The following table summarizes the ITIP projects included within these recommendations according to these categories.

Category	Amount	Percent	Test
Intercity Rail & Grade Separations	45,000	12%	9% Minimum
North Counties, urbanized, non-interregional roads	39,700	11%	16% Maximum
South Counties, urbanized, non-interregional roads	73,484	19%	24% Maximum
Interregional roads, non-urbanized	219,190	58%	
	377,374	100%	