

DRAFT 2006
Alpine/Amador/Calaveras
Tri-County
Regional Transportation
Improvement Program
(RTIP)

Adopted by
Alpine County, December xx, 2005
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Calaveras County, December 7, 2005

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2006 Tri-County Regional Transportation Improvement Program

A. INTRODUCTION

The Regional Transportation Improvement Program (RTIP) is a document used by local governments throughout California to nominate transportation projects for funding under the State Transportation Improvement Program (STIP). The RTIP is updated every two years and programs transportation projects for the next five years. The California Transportation Commission (CTC) recognizes the three counties of Alpine, Amador, and Calaveras as one group known as the “Tri-Counties” partnership for purposes of the STIP. In 2002 and in 2004, the Tri-Counties prepared one RTIP to be approved by the Transportation Commissions serving each of the Tri-Counties. All projects listed in the RTIP are in conformance with the Regional Transportation Plans (RTPs) which are adopted and maintained by the Transportation Commission serving each county. Each project in the RTIP is required to include performance measures to show that they meet the goals and objectives of the County’s Regional Transportation Plans.

Direction for preparation of the RTIP is provided by the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans). While the format of the RTIP is not mandated for rural counties, it is to include, at a minimum, those projects which the region wants to add to or maintain within the STIP and including any local projects which will have participating federal funds and are, therefore, included in the Federal Transportation Improvement Program (the FTIP). Caltrans uses the information in the rural county RTIPs to prepare the STIP and FTIPs for rural counties.

B. STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Based on the CTC’s STIP Guidelines, the Tri-County RTIP identifies projects proposed for funding with the Tri-Counties’ share of state and federal funds within the STIP. These regional share funds are called Regional Improvement Program (RIP) funds. In addition, regions may, under specified circumstances recommend projects for funding under Caltran’s share of STIP funds, called Interregional Improvement Program (IIP) funds, through the Interregional Transportation Improvement Plan (ITIP) process. Pursuant to AB 608, regions may also propose to program up to five percent of their RIP funds for project Planning, Programming and Monitoring (PPM).

This 2006 Tri-County RTIP contains four sections pertaining to the STIP including the following:

- (1) The Tri-County STIP Partnership (Background)
- (2) 2006 CTC STIP Fund Estimate and Funding Constraints
 - (a) Tier 1 (B) Fund Estimate – Assumes No New Revenue
 - (b) Tier 2 (A) Fund Estimate – Assumes All New Revenue is Realized
 - (c) IIP Funding – Tier 2(A) Fund Estimate

- (d) Performance Indicators and Measures
- (e) PPM Funding – Tier 2(A) Fund Estimate
- (3) Proposed Tri-County MOU II Projects and Future Projects, and
- (4) Transportation Enhancement Funds and FTIP Projects

(1) The Tri-County STIP Partnership (Background)

The 1998 Interim STIP Guidelines formally recognized the 1996 Memorandum of Understanding (1996 MOU) between Calaveras and Amador Counties under which the two regions agreed to pool county minimum allocations in the 1996 STIP. The two counties “pooled” their STIP funds (prior to the adoption of SB 45) in order to gain State support and funding for two long-standing priority state highway projects: the State Route (SR) 49 Amador Bypass in Amador County and the SR 4 Angels Camp Bypass in Calaveras County.

In 1998, Alpine County joined Amador and Calaveras Counties and the 1996 MOU was expanded to include the SR 4 Arnold Passing Lane project and the SR 88 Cooks and Hams Stations Passing Lanes project, which serve as critical links connecting remote Alpine County with the rest of the State. The Boards of Supervisors and the Regional Transportation Planning Agencies (RTPAs) in each county unanimously adopted resolutions supporting the new agreement, Tri-County MOU I and the resolution was submitted with each County’s 1998 RTIP. In the 1998 STIP, the State (Caltrans and the CTC) recognized the efforts of the three counties and rewarded these efforts by providing \$3.15 million from state share highway funds (IIP funds) to help fund the Angels Camp Bypass project.

The Tri-Counties requested no additional funding in the 2000 STIP. In 2002 all four of the Tri-Counties State Highway projects (SR 49 Amador Bypass, SR 4 Angels Camp Bypass, SR 4 Arnold Passing Lane and SR 88 Cooks and Hams Passing Lanes) obtained environmental clearance. All four were completely funded in the 2002 STIP. This included a further reward of \$15.27 million from state IIP funds programmed toward construction of the Angels Camp Bypass project. There was no new funding in the 2004 STIP due to the State diverting transportation funds to other State programs so the Angels Camp Bypass did not receive funding for right of way acquisition. However, emergency right of way funds were received toward the end of the 2004/05 fiscal year and due to Proposition 42 funds not being diverted and acquisition funding was made available in 2005/06.

In 2004, two of the four projects received their construction funding allocation and in 2005 a third project received construction funding. The status of these projects is as follows:

1. The **SR 4 Arnold Passing Lane** project was constructed in 2004 and became operational in October 2004. In December 2005, an additional \$40 thousand from the 2004 STIP unallocated balance was necessary to fund a construction claim and close the project.
2. The **SR 49 Amador Bypass** began construction in the spring of 2004 and is scheduled to be completed by November 2006. The Tri-County 2006 STIP will show funding for environmental mitigation and relinquishment costs with allocation in 2006/07. An

additional \$480 thousand dollars from the 2004 STIP unallocated balance is needed to construct the environmental mitigation project.

3. The **SR 88 Cooks and Hams Stations Passing Lanes** construction was advertised in September 2005 with award anticipated in December 2005. The project was approved for \$1.1 million in supplemental allocation from the 2004 STIP unallocated balance in November 2005 in order to fund the low bidder's price. It is anticipated that construction will begin in the spring 2006.
4. The **SR 4 Angels Camp Bypass** project is scheduled to be ready to list (RTL) by July 2006 and will be ready for construction in the 2006/07 fiscal year. An additional \$15.6 million was recently requested by Caltrans to complete the project. The additional funding was created due to previous funding delays for design work and right of way acquisition. 2006 STIP funding, including both RIP and IIP funds, are needed to begin construction in 2006/07 even though these funding sources may not be available for several years due to more funding delays. The Tri-County 2006 RTIP will show construction funding in the 2006/07 fiscal year.

Caltrans supports contributing IIP funding toward the four Tri-County projects. IIP funding toward 25% of the total project costs is planned to be contributed to construction of the last project, the Angels Camp Bypass. The IIP contribution is currently calculated to be \$22,926,000. Caltrans is saying that due to the current demand on IIP funds, IIP funds for the Angels Camp Bypass construction will not be available until 2009.

Due to cost increases on all of the four projects, there is not enough existing RIP funding from the 2004 STIP. 2006 STIP funding is necessary to complete the four projects however there are funding targets for each of the future fiscal years. Based on funding targets, there will be enough 2006 STIP funds in the 2008/09 fiscal year to complete all four Tri-County projects.

In December 2005, the Executive Directors from the Tri-Counties made a presentation to the CTC on the status of the Tri-County projects and the need for construction funds for the Angels Camp Bypass during the 2006/07 fiscal year. State cash flow problems could delay Angels Camp Bypass construction funding for at least another 2 years which could lead to even more cost increases. Too much time and money has been spent preparing these projects for construction. **Delays of several more years could cause much of the work to be redone. Again, this would be considered unacceptable waste of taxpayer's dollars.**

Table 1 on the following page shows the 2004 STIP funded components and the additional funding needed to complete each of the components as of December 2005.

TABLE 1

TRI COUNTY "MOU I" STIP RPROJECTS FUNDING STATUS

November 25, 2005 (Dollars x \$1,000)

Name of Project	1998 STIP	2004 RIP	2004 IIP	2004 Total Programmed	Current RIP Funding Shortfall	Current IIP Funding Shortfall	2005 New Cost Estimate	2004 STIP Unprogrammed Balance	Programming Surplus or (Shortfall)
Unprogrammend RIP Balance								2,149	
SR 4 Arnold Passing Lane	2,784	3,384		3,384	40		3,424		
SR 49 Amador Bypass									
Project & Construction*		29,287					29,287		
Environmental Mitigation		1,539			480		2,019		
Relinquishment		2,668					2,668		
Subtotal	21,488	33,494		33,494			33,974		
SR 88 Cooks/Hams Passing Lns									
PA&ED Support		640					640		
PS&E Support		671					671		
R/W Support		137					137		
R/W Capital		30					30		
Construction Support		575					575		
Construction Capital		4,133			1,100		5,233		
Subtotal	5,405	6,186		6,186			7,286		
SR 4 Angels Camp Bypass									
PA&ED Support		1,184			494		1,678		
PS&E Support		1,991			1,383		3,374		
R/W Support		1,281			319		1,600		
R/W Capital		3,656	3,183		2,520	841	10,200		
Construction Support		283	1,270		2,017	77	3,647		
Construction Capital		4,590	14,000		4,714	3,218	26,522		
Subtotal	33,077	12,985	18,453	31,438			47,021		
TOTALS	62,754	56,049	18,453	74,502	13,067	4,136	91,705	2,149	(15,054)
TOTAL RIP - per CTIPS		56,049							
TOTAL IIP - per CTIPS			18,453						
% RIP (current)		75%							
% IIP (current)			25%						
NEW TOTAL RIP @ 75% GOAL		68,779							
NEW TOTAL IIP @ 25% GOAL			22,926						
Difference over/(under)		12,730	4,473	<i>Note: Tri-County RIP/IIP Split should be 12.730/4.473 not 13.067/4.136 as requested by District 10.</i>					
Less 2004 Unprogrammed Balance		2,149							
Additional needed:		10,581	4,473						15,054

* * 49 Bypass is "grandfathered" pre-SB 45; it does not include Caltrans project development and support costs.

(2) 2006 CTC STIP Fund Estimate and Funding Constraints

The 2006 STIP fund estimate is based on a high level of funding uncertainty. Proposition 42 transfers to the Transportation Investment Fund, transfers to the Transportation Deferred Investment Fund, proceeds from the sale of Tribal Gaming bonds and annual transfers to the Public Transportation Account may or may not happen to provide revenue to fund the 2006 STIP. Therefore, the CTC has directed each Regional Transportation Planning Agency (RTPA) to prepare a two-tiered fund estimate. Tier 1(B) assumes that none of the 2006 STIP revenue will be realized and Tier 2(A) assumes that all of the STIP revenue will be realized.

The Tri-County project components still needing funding in 2006/07 are:

Table 2

TRI-COUNTY 2006 STIP PROJECTS BY COMPONENT (Dollars x \$1,000)
(Project Components still needing funding in 2006/07)

Name of Project	2004 IIP Funds	2006 RIP Funds (incl. 2004 unallocated)	2006 IIP Funds	TOTAL 2006 RIP & IIP Funds
SR 88 Cooks & Hams Stations Construction Supplemental funding		1,100		1,100
SR 4 Arnold Passing Lane Construction Claim Supplemental funding		40		40
SR 49 Bypass Environmental Mitigation Supplemental funding		480		480
SR 4 Angels Camp Bypass PA&ED, PS&E, R/W & Construction RIP Funds		11,110		11,110
SR 4 Angels Camp Bypass* Construction and Construction Support IIP Funds	*15,270		4,473	4,473
Totals	15,270	12,730	4,473	17,203

*Note: Angels Camp Bypass 2004 IIP Funds include \$1,270,000 for Construction Support and \$14,000,000 for Construction which equals \$15,270,000 for construction and construction support. The project also needs the \$4,473,000 of new IIP funding.

(a) Tier 1 (B) Fund Estimate – Assumes No New Revenue

The Tier 1(B) 2006 STIP fund estimate assumes no new available funding. The Tier 1 (B) current fund estimate allows for projects that were programmed in previous STIPs to continue to be included in this 2006 STIP. The funding chart on the Tri-County 2006 STIP projects show the funding shortfall if there is no new 2006 STIP funding available:

Table 3

TRI-COUNTY 2006 STIP FUNDING (Dollars x \$1,000)

(Funding Components based on “No New” 2006 STIP funding available)

	2006/07 04 STIP	2007/08 04 STIP	2008/09 04 STIP	2009/10 06 STIP	2010/11 06 STIP	Total 04/06 STIP
Balance forward	2,149	(10,581)	(10,581)	(10,581)	(10,581)	(7,462)
STIP Re-Spread Funding Targets	0	0	0	0	0	0
SR 88 Cooks & Hams - Construction	1,100					1,100
SR 4 Arnold – Construction Claim	40					40
SR 49 Bypass - Environmental Mitigation	480					480
SR 4 Angels Camp Bypass - RIP	11,110					11,110
SR 4 Angels Camp Bypass - IIP	4,473					
FY Project Costs	12,730	85	0	0	0	12,730
Ending Balance	(10,581)	(10,581)	(10,581)	(10,581)	(10,581)	(10,581)

IIP Funds not incl. in RIP funding totals.

If there is no new 2006 STIP funding made available, the SR 4 Angels Camp Bypass construction would *not* be funded. There would be no RIP and IIP funds available for the Angels Camp Bypass construction. There would be enough previous 2004 STIP funding to fund the SR 88 Cooks and Hams Passing Lanes supplemental funding for construction, the SR 4 Arnold construction claim and SR 49 Environmental Mitigation. There would also be no Planning, Programming and Monitoring (PPM) funds in the future.

(b) Tier 2 (A) Fund Estimate – Assumes All New Revenue is Realized

The Tier 1(A) fund estimate assumes that all of the revenue authorized in statute would be realized during the fund estimate period. However, the Tri-Counties and all other RTPAs have funding targets each fiscal year over the next five years. The closer the RTPA is able to reprogram its projects to match the target funding for each of the next five fiscal years, the better the chance that the project will receive funding as requested. The funding chart below on the Tri-County 2006 STIP projects shows the funding if all new revenue is realized in the 2006 STIP and project components are funded:

Table 4

TRI-COUNTY 2006 STIP FUNDING (Dollars x \$1,000)

(Funding Components based on “New Revenue Realized” 2006 STIP funding available)

	2006/07	2007/08	2008/09	2009/10	2010/11	Total 06 STIP
Balance forward	0	(10,320)	(6,093)	(1,719)	(1,075)	0
STIP Reprogramming Funding Targets	2,410	4,227	4,639	909	0	12,185
SR 88 Cooks & Hams - Construction	1,100					1,100
SR 4 Arnold – Construction Claim	40					40
SR 49 Bypass - Environmental Mitigation	480					480
SR 4 Angels Camp Bypass - RIP	11,110					11,110
SR 4 Angels Camp Bypass - IIP	4,473					
PPM (Alpine LTC)			40	40	39	119
PPM (ACTC)			110	110	110	330
PPM (Calaveras COG)			115	115	115	345
FY Project Costs	12,730		265	265	264	13,524
Ending Balance	(10,320)	(6,093)	(1,719)	(1,075)	(1,339)	(1,339)

IIP Funds not incl. in RIP funding totals.

*Not shown is AB 3090 PPM payback from 03-04 to 07-08 in the amount of \$80,000 to Amador LTC and \$55,000 to Alpine LTC.

In order to meet funding targets, the Angels Camp Bypass would be funded for construction in 2009/10. However, it is the intent of the Tri-Counties to try to have funding made available in the 2006/07 fiscal year. **The Tri-Counties submit that it is the only responsible approach given that any further delays to unallocated Angels Camp construction phases will cause much expensive work to be redone.**

(c) IIP Funding – Tier 2 (A) Fund Estimate

In 2000, 2001 and 2004 the Tri-Counties worked with Caltrans and the CTC to ensure that 25% of the total would be provided out of Caltrans' Interregional Transportation Improvement Program (ITIP). This IIP "match" would be programmed toward construction of the SR 4 Angels Camp Bypass project in support of the Tri-County effort. In the Caltrans 2002 ITIP, Caltrans approved \$15.270 million in the IIP funding toward the Tri-County effort. This amount combined with the \$3.15 million in ITIP allocated in the 1998 STIP, equals the 25% ITIP contribution that has been requested and remained in the 2004 STIP. In order to continue with the 25% match due to cost increases on all Tri-County State Highway projects, an additional \$4.473 million is needed from the 2006 STIP.

The Tri-Counties would hereby emphasize our gratitude to Caltrans and the CTC for programming this amount of IIP out of the 2002 ITIP and continuing IIP funding for the Angels Camp Bypass in the 2004 ITIP and proposed 2006 ITIP in support of the Tri-County effort. This contribution of IIP "matching funds" demonstrates to the Tri-Counties (and other rural counties) that the State will assist cooperative efforts put forth to fund mutually desirable projects. This demonstration of good faith encourages the Tri-Counties (and other rural counties) to pool STIP funds for additional highway projects of interregional value.

Current schedule for completion of the four Tri-County STIP projects is shown on the following chart. The chart shows the dates of components completed as well as anticipated dates for completion as shown with the asterisks.

Table 5

* Anticipated date. Tri-County Project Schedules December 2005				
Project	Complete PA&ED	Complete PS&E	Complete R/W Cert.	Complete Construction
SR 4 Arnold Passing Lane (Alpine County Project)	4/02	10/02	12/02	10/04
SR 49 Amador Bypass (Amador County Project)	4/02	9/02	8/03	11/06*
SR 88 Cooks/Hams Passing Lanes (Alpine County Project)	11/03	3/04	3/04	11/06*
SR 4 Angels Camp Bypass (Calaveras County Project)	6/02	6/06*	6/06*	3 years to construct

* Anticipated dates

Three of the four projects have received funding for construction. **There is only one project, the SR4 Angels Camp Bypass, which is waiting for construction funding in July 2006, then all of the Tri-County projects will be completed as originally agreed to in the 1997 Tri-County MOU.**

(d) Performance Indicators and Monitoring

In order to maximize the state's investment in transportation infrastructure, the California Transportation Commission has required that each RTIP be evaluated for performance and cost-effectiveness. The performance indicators need to show the projects are achieving the goals, objectives and standards which are established as part of the Regional Transportation Plans. Each region should consider improvements to mobility, accessibility, reliability, safety, and productivity in the RTIP submittal. The evaluation of performance and cost-effectiveness will be for a 20-year period. Regions are asked to use the following criteria for measuring performance of the RTIP:

- Change in vehicle occupant, freight and goods travel time or delay.
- Change in accidents and fatalities.
- Change in vehicle and system operating costs.
- Change in access to jobs, markets and commerce.
- Change in frequency and reliability of rail/transit service.
- Change in air pollution emissions.
- Change in passenger, freight and goods miles carried.

Regions should consider the following criteria for measuring cost-effectiveness of the RTIP.

- Decrease in vehicle occupant travel, freight and goods time per thousand dollar invested.
- Decrease in accidents and fatalities per thousand dollar invested.
- Decrease in vehicle and system operating cost per thousand dollar invested.
- Improved access to jobs, markets and commerce per thousand dollar invested.
- Increased frequency reliability of rail/transit service per thousand dollar invested.
- Decrease air pollution emission per thousand dollar invested.
- Increase in annual passenger, freight and goods miles carried per thousand dollar invested.

Each project is evaluated below:

1. The **SR 4 Arnold Passing Lane** project was constructed in 2004 and became operational in October 2004. The passing lane project improved travel time and safety. Previous to the passing lane, there were long lines of cars following each other at below the speed limit because of slower vehicles (i.e. delivery trucks) and no opportunity to pass. The statistics on dollars invested in relation to decreased accidents and improved access have not been compiled.

2. The **SR 49 Amador Bypass** began construction in the spring of 2004 and is scheduled to be operational in November 2004. The bypass will improve travel time and safety. The existing SR 49 goes through two historical towns with a very narrow roadway. Safety, congestion and impacts to adjacent historical buildings have been community concerns for a very long time. The statistics on dollars invested in relation to decreased accidents and improved access have not been compiled.

3. The **SR 88 Cooks and Hams Stations Passing Lanes** construction was advertised in September 2005 with award anticipated in December 2005. The two passing lane project, one

near Cooks Station and the other near Hams Station on SR 88, improves safety and access. SR 88 is used by large trucks year round and there is one stretch westbound that has no passing lane for over 11 miles on this winding 2 lane roadway. Prior to the construction of the passing lane, there were long lines of vehicles following slow trucks. The statistics on dollars invested in relation to decreased accidents and improved access have not been compiled.

4. The **SR 4 Angels Camp Bypass** project is scheduled to be ready to list (RTL) by July 2006 and ready for construction as soon as construction funding becomes available. The existing SR 4/49 goes through a historic town with a narrow roadway and a substandard intersection. Congestion, safety and impact to the historic buildings have been a concern by the community for a long time. The new bypass when constructed will improve travel time, capacity and safety. The bypass will improve travel time to communities east and west of Angels Camp. The statistics on dollars invested in relation to decreased accidents and improved access have not been compiled.

Since each of the four projects listed above are on the State highway system, Caltrans would need to provide the specific performance measure criteria.

(e) PPM Funding – Tier 2 (A) Fund Estimate

Planning Programming and Monitoring (PPM) funds are used for monitoring and assisting Caltrans with STIP project delivery and for planning future STIP projects consistent with the RTP and the RTIP. The table below shows the 2004 and 2006 PPM funding for fiscal years 2006-07 through 2010-11. It is important to note that the chart shows the AB 3090 payback in 2007-08 and the request for \$85,000 of 2006 PPM in 2007/08. **The Tri-Counties request that its PPM funds continue to be State-only funds.**

Amador and Alpine Counties agreed to have their PPM funds that were originally scheduled for programming in the 2003/04 fiscal year to be withheld and paid out in a later fiscal year. This was done at the February 26, 2004, CTC meeting. The CTC resolution had the funds being paid to the Counties in 2008/09 per an AB 3090 loan. Amador County’s AB 3090 PPM amount is \$80,000 and Alpine County’s AB 3090 PPM amount is \$55,000.

Table 6

TRI-COUNTY 2006 STIP “PPM” FUNDING (Dollars x \$1,000)
(PPM funding based on “New Revenue Realized” in 2006 STIP)

	2004 STIP PPM		2006 STIP PPM			
	2006/07	2007/08	2008/09	2009/10	2010/11	Total 06 STIP
STIP PPM Funding Targets						794
PPM (Alpine LTC)	30	*55	40	40	39	119
PPM (ACTC)	55	*80	110	110	110	330
PPM (Calaveras COG)	85	**85	85	85	90	345
FY Project Costs	170	*135	265	265	264	794

*AB 3090 PPM payback from 2003-04 to 2007-08.

**2006 PPM in the amount of \$85,000 is being requested by Calaveras COG for 2007/08.

(3) Proposed Tri-County MOU Phase II Projects and Future Projects

The Tri-Counties have been hesitant to initiate another MOU to pool STIP funds for additional State highway projects given the delays that have affected the previous 1997 MOU. Nonetheless, the region has been encouraged by Caltrans and the CTC, specifically through the provision of the 25% IIP match. The proposed MOU II could include at least 2 projects for funding with pooled STIP funds from the three counties (Alpine, Amador, and Calaveras).

These two projects, the SR 4 Wagon Trail improvement project and the SR 88 Pine Grove Corridor Improvement project, are “new-start” projects. The Project Study Reports have been completed and allocation requests for environmental funding were made to the CTC in April 2003. (Note: the SR 88 Pine Grove Corridor Improvement project PSR is currently being updated.) An allocation request for PA&ED (project approval and environmental documentation) was made in the amount of \$1.178 million for the SR 4 Wagon Trail and \$1.780 million for the SR 88 Pine Grove Corridor Improvement. However, due to the State budget crisis, the allocations were put on a pending list. Recently, both projects received “earmark” demonstration funds as part of the new federal transportation bill, SAFETEA-LU.

The SR 4 Wagon Trail Realignment project has received 2 earmarks for Project Approval and Environmental Documentation (PA&ED) totaling \$1,320,610. A cooperative agreement between Calaveras Council of Governments and Caltrans has been approved for Calaveras COG to be lead agency for PA&ED. Calaveras COG, with Caltrans oversight, will begin the process of hiring a firm to prepare the preliminary alignment and the environmental documentation during the 2005/06 fiscal year. It is anticipated the \$1,320,610 will be adequate to complete PA&ED within the next 3 to 4 years.

The SR 88 Pine Grove Corridor Improvement project has received one earmark for Project Approval and Environmental Documentation (PA&ED) totaling \$400,000. A cooperative agreement between Amador County Transportation Commission (ACTC) and Caltrans has been drafted for ACTC to be lead agency for PA&ED. The ACTC and Caltrans will update the PSR-PDS for this project in FY 2006/07. The ACTC will then work with Caltrans and the community of Pine Grove to begin the PA&ED effort in FY 2007/08.

These two Tri-County “new-start” projects and their purposes are identified as follows:

1. **State Route 4 Wagon Trail Realignment Project** – This proposed two-lane highway improvement will provide a safer and faster route between Copperopolis and Angels Camp. The project has been scoped in two ways – as a new alignment, with 65mph design speed, or as an improved route with a 55mph design speed. The preferred alternative will be decided upon completion of PA&ED.

2. **State Route 88 Pine Grove Corridor Improvement Project** – This proposed corridor project could include either a) widening and improvements to State Route 88 through the town of Pine Grove or b) a bypass around the town. The preferred alternative will be decided upon completion of PA&ED.

The above referenced projects are identified as "Tier One Priorities" within the proposed Tri-County MOU Phase II. There are six additional projects within the MOU Phase II which are considered "Tier Two Priorities". These six Tier Two projects are identified as follows:

1. **State Route 4/49 Bridges and Intersection** – This project was developed because of SR 4 Angels Camp cooperative agreements with the City of Angels and Calaveras County. It was agreed that the portion of SR 4 from the SR 49 intersection to the new Angels Camp Bypass intersection would not be fully relinquished to the City and County until improvements are made to the skewed intersection, as long as the environmental portion of the improvements began within seven years of the adoption of the project study report (PSR). The PSR was completed.
2. **State Route 12 Valley Springs Bypass** – A Project Study Report (PSR) on this project was completed in 2003. This project involves either constructing a new bypass around the town of Valley Springs, or widening SR12.
3. **SR 88 Jackson Corridor Improvements** – This project proposes a new roadway between the area north of Sutter Street on SR 49 and SR 88 east of Court Street. A PSR will need to be developed. During the environmental development phase it will be determined if the roadway will be a SR 88 bypass or widening of existing SR 88 through Jackson.
4. **Ione Interim West Bypass** – Pending completion of a PSR on this project, the partners will request funding for PA&ED. This project involves the construction of a new roadway (arterial or collector) to serve some local traffic and to route truck traffic around the downtown area.
5. **SR 49/88 Add Southbound Lane between Jackson and Martell** – A PSR was completed by Caltrans in 2001. This improvement involves widening SR 49/88 to four lanes from the SR 49/88 intersection in Martell south to Sutter Street in Jackson. A fourth travel lane would be added for southbound traffic.
6. **Local Roads set aside** – Pending completion of PSRs, 20% of each county's regional share in subsequent STIP years could be programmed for needed local road rehabilitation projects. (The unfunded local road rehabilitation need of the three counties exceeds \$50 million.)

There are many other Tier Two projects that will become important as the Regional Transportation Plans for Amador, Alpine and Calaveras are updated in 2005 and 2006. These Tier Two Priorities are not less important to the communities they will serve than the Tier One

Priorities identified above. There is simply not enough funding available through the STIP or from other sources to fund their delivery at this time.

(4) Transportation Enhancement (TE) Funds and Projects

Transportation Enhancement (TE) funds are a separate pot of federal funds that can be used for transportation enhancement projects such as pedestrian ways, bikeways, landscaping and other similar projects. TE funds are the same as the previously known Transportation Enhancement Activity (TEA) funds except TE funds will be administered differently. In the 2006 STIP, TE funds are now part of the STIP programming process. TE funds can be programmed for TE projects or the Tri-Counties can choose to use these funds toward their STIP project priorities. **The Tri-Counties are requesting that their TE funding target amounts be programmed for TE projects.**

TE funds will be distributed to each of the three counties individually based on the STIP allocation formula of population and maintained miles. The distribution of funds is shown in table 7. 2006 TE funds are shown with Amador County receiving their share in 20006/07. Alpine and Calaveras Counties are requesting their funds be held in “reserve” until final TE projects are determined.

Table 7

TRI-COUNTY 2006 STIP “TE” FUNDING (Dollars x \$1,000)
(2006 TE Funding from 2006 STIP)

	2006/07	2007/08	2008/09	2009/10	2010/11	Total 06 STIP
Balance forward	0	(265)	258	323	19	0
STIP Reprogramming Funding Targets	730	523	415	413	326	2,407
TE (Alpine LTC)				*367		367
TE (ACTC)	995					995
TE (Calaveras COG)	350	350	345			1045
FY Project Costs	995		*350	*717	*345	2,407
Ending Balance	(265)	258	323	19	0	0

*Alpine and Calaveras Counties are requesting to “reserve” their funding until their process have determined projects.

The Calaveras Council of Governments is aware of many transportation projects in the community that could be funded by TE funds. The RTPA has formed an evaluation team to accept project proposals from the community and award funding to the best project(s).

The Alpine County Transportation Commission has yet to decide how to use their TE funds. Alpine County will determine how the TE funds should be spent for eligible projects prior to

2006/07. Amador County Transportation Commission has an Amador Bypass “gateway” project ready for 2006/07.

C. FEDERAL TRANSPORTATION IMPROVEMENT PROJECTS

The next two pages contain federally funded projects in Amador and Calaveras Counties’ cities and unincorporated areas. These include federally funded projects per Caltrans Hazard Elimination and Safety (HES), Highway Bridge Replacement and Rehabilitation (HBRR), and previously funded Transportation Enhancement (TE) programs. **Alpine County has no federally funded HES, HBRR, or previously funded TE projects.**

It should be noted that both Amador and Calaveras Counties were recipients of “earmark” federal demonstration funds from the 2005 adopted federal transportation bill, SAFETEA-LU. Calaveras COG received 2 earmarks totaling \$1,320,610 for PA&ED for the SR 4 Wagon Trail Realignment project. Calaveras COG is the lead agency for PA&ED on this project. Calaveras County was the recipient of \$1,000,000 in earmark funds to improve dirt County roads.

Amador County received an earmark of \$400,000 for PA&ED for the SR 88 Pine Grove corridor improvement project. The Amador County Transportation Commission (ACTC) will serve as the lead agency for this project. Amador County was also the recipient of \$836,000 for the Sutter Hill park and ride and transit transfer facility. The ACTC will also serve as the lead agency for this project. The ACTC will also assist the City of Plymouth in delivery of the SR 49/Mail Street intersection improvement project. This project also received \$800,000 in federal earmark funding under SAFETEA-LU.

**Amador Federal Assistance Projects
Local Assistance Status Summary
December 2005**

Project Name	Location	Lead Agency	Federal Funds (Note 2)	Local Match (Note 2)	Total Funds (Note 2)	Obligation Auth to Develop (Yes/No)	Obligation Authority to Construct (Yes/No)	Critical Action	Proposed Year to Construct
SAFETEA-LU Demonstration									
SR 88 Pine Grove Corridor Improvement project	Pine Grove	Amador Co/ACTC	\$400k			Yes			Unknown
Sutter Hill Park and Ride/Transit Transfer Facility	Sutter Creek	Amador Co/ACTC	\$836K	\$400K	\$1,236K	Yes			2007
SR 49/Main Street Intersection, Plymouth	Plymouth	Plymouth/ACTC	\$800K	\$200K	\$1,000k	Yes		Safety Project	2006
Safety (HES) Projects									
Ridge Road/New York Ranch Road Intersection (Note 5) (90/10)	County	Amador County	\$298k	\$33k	\$331k	Yes		Project still in development	2006
Bridge (HBRR) Projects									
Fiddletown Road Bridge (80/20)	County	Amador County	\$1,505k Req.	\$16k Req.	\$1,700k		No		2006
Bunker Hill Road Bridge	County	Amador County	\$45,000	\$5,000	\$50,000		No	Feasibility Study to determine best way to repair. Study to be completed 2006.	
Transportation Enhancements (TE)									
49 Landscape TEA	Sutter Creek /Amador	ACTC	\$586,920	\$70,430	\$657,350	-			2007
Park and Ride/Transit Center Landscaping	Sutter Creek	ACTC	\$135K	\$16,200	\$151,200				2007

1. **Indicates** amount is obligated
2. A second value in this box indicates total amount approved or requested for project (but not necessarily obligated)
3. This chart does not list the total amounts that may be necessary to complete the projects.
4. Project cost is estimated at \$517k, HES is covering 50%.
5. HES support is \$331k, total project is over \$600k. Remaining funds to come from other local sources.

**Calaveras Federal Assistance Projects
Local Assistance Status Summary
December 2005**

Project Name	Location	Lead Agency	Federal Funds	Local Match	Total Funds	Obligation Auth to Develop (Yes/No)	Obligation Authority to Construct (Yes/No)	Critical Action	Proposed Year to Construct
SAFETEA-LU Demonstration									
SR 4 Wagon Trail Realignment	SR 4 near Angels Camp	Calaveras COG	\$1,321k			PA&ED	Yes		Unknown
SAFETEA-LU Demonstration									
County Road Dirt Road Improvement Project	County	Calaveras County	\$1,000k				Yes		Unknown
Bridge (HBRR) Projects									
Pool Station Road Bridge (San Antonio Creek-30C-55)	County	County	\$972k	\$243k	\$1,215K	NA	NA	NA	2006
Pool Station Road Bridge (San Domingo Creek 30C-54)	County	County	\$1,101K	\$275k	\$1,376K	NA	NA	NA	2006
Safe Routes to Schools									
Stanislaus Avenue Curb, Gutter, Sidewalk & Bike Lane	Angels Camp	City of Angels	\$264k	\$36k	\$300k	NA	NA	NA	2007

D. AVIATION PROJECTS

Aviation projects are those listed for each Counties' airport as contained in the nomination sheets to the Caltrans Aeronautics Program Capital Improvement Program (CIP) Element of the California Aviation System Plan (CASP). The following three charts are the capital improvements proposed for Alpine County Airport, Amador County Westover Field Airport, and Calaveras County Airport.

The Amador County Westover airport projects shown below are derived from the 1991 Airport Master Plan and updated 2004 RTP. This list may be amended following completion of the new Airport Master Plan.

Amador County Westover Field Airport Improvements			
Project Description	Cost	Funding Source	Year
Airport CIP			
Construct west perimeter access/service road	\$135,000	FAA	2003
Update Airport Master Plan	\$110,000	FAA	2003
Acquire land: 39 acres north of airport	\$1,250,000	FAA	2003
MITL	\$212,000	FAA	2003
Electrical/Lighting Extension	\$246,000	FAA	2003
Construct N/S TW	\$109,000	FAA	2003
Construct Phase 3 TW's	\$150,000	FAA	2004
Acquire land: 4 acres NE corner of airport	\$200,000	FAA	2004
Water System/Fire Hydrant Extension	\$160,000	FAA	2004
Reconstruct drainage between RW and TW at north end of RW	\$100,000	FAA	2004
Acquire land: 45 acres north of airport	\$1,450,000	FAA	2005
Acquire land: 20 acres east of airport	\$500,000	FAA	2005
Acquire land: 10 acres NW of airport	\$1,250,000	FAA	2005
Total Airport CIP	\$5,872,000		
Ground Access			
Acquire land: 10 acres NW of airport	\$1,250,000		2005
Access Road	\$425,000		2005
Total Ground Access	\$1,675,000		
Grand Total (Airport CIP and Access)	\$7,547,000		

Calaveras County Airport Improvements			
Project Description	Cost	Funding Source	Year
NOT AVAILABLE AT THIS TIME			

The Alpine Airport projects shown are derived from the new, but not final, Master and Airport Layout Plan. These projects are documented on the California Department of Transportation, Division of Aeronautics CIP Projects for the years 2006-2010. This list may be amended following the completion of the Master Plan in 2006.

Alpine County Airport Improvements			
Project Description	Cost	Funding Source	Year
Airport CIP			
Widen RWY 10' to 60' for 3,200'	\$210,000.00		2006
Conform Tiedown Area to Meet Safety requirements	\$30,000.00		2006
Slurry Seal/Restriping RWY, TWY, and Tiedowns	\$78,000.00		2006
Extend RWY 840'	\$330,000.00		2006
Total Airport CIP	\$648,000.00		