

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

Adopted by
Alpine County, March __, 2007
Amador County, March __, 2007
Calaveras County, March 7, 2007

2006 STIP Augmentation 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). Pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 approved by voters as Proposition 1B on the November 7, 2006 ballot, a portion of the approved legislation authorized \$2 billion in general obligation bond proceeds to be available for projects in the STIP, to augment funds otherwise available from other sources. This is also known as the “2006 STIP Augmentation” fund for this RTIP.

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 and this RTIP. In 2002, 2004 and in 2006, 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.

There are only two projects being proposed for funding in this RTIP. These projects are the SR 4 Angels Camp Bypass cost increase and the SR 49 Amador Bypass Relinquishment cost increase. Both of these projects have had prior approval and STIP funding. The SR 4 Angels Camp Bypass cost increase is to pay for right of way and construction cost increases that became known in December 2006, just prior to being scheduled for approval to advertise for construction. The SR 49 Amador Bypass Relinquishment cost increase is to pay for increased costs to bring a portion of the existing SR 49 to be relinquished to the County to a state of good repair. There was a prior relinquishment agreement with the State however it expired on December 31, 2006 and the County is in the process of negotiating additional funding to meet state of good repair conditions.

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 Caltrans'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 STIP Augmentation Tri-County RTIP contains four sections pertaining to the STIP including the following:

- (1) The Tri-County STIP Partnership (Background)
- (2) CTC 2006 STIP Augmentation 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 1997, 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 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 88 Cooks and Hams Stations Passing Lanes** received an additional \$1.1 million in supplemental allocation from the 2004 STIP unallocated balance in November 2005 in order to meet the low bidder's construction bid. The project was constructed in 2006 and became operational in December 2006.
3. The **SR 49 Amador Bypass** has three major funding components. These funding components are Construction, Environmental Mitigation and Relinquishment. The Amador Bypass began construction in the spring of 2004 and became operational on February 28, 2007. The Environmental Mitigation project will begin construction in 2007. The Relinquishment costs cooperative agreements to the City of Sutter Creek and Amador City have been completed. **The Relinquishment costs cooperative agreement for Amador County is still being negotiated and it is estimated to need an additional \$1 million dollars which is being requested in this RTIP.**
4. The **SR 4 Angels Camp Bypass** project is final of the Tri-County STIP projects to go to construction. In the 2006 RTIP, additional RIP and IIP funding were approved so the project could go to construction. However, in December of 2006, it became known that an increased right of way and construction cost in the amount of approximately \$12.8 million was needed prior to the project being requested for approval to go out to bid. The Tri-Counties applied for Congestion Mitigation Improvement Account (CMIA) funding to help cover the additional costs but the application was not recommended for approval. **The Tri-Counties have agreed to use the remaining \$5.192 million of 2006 STIP Augmentation funds to help fund this project's cost increase which is part of this RTIP.** The remaining cost increase is to be paid with IIP funding.

Table 1 on the following page shows the 2006 STIP funded components and the additional funding needed to complete each of the components as of December 2006.

TABLE 1

TRI COUNTY "MOU I" STIP RPROJECTS FUNDING STATUS

February 27, 2007 (Dollars x \$1,000)

Name of Project	1998 RTIP	2000 RTIP	2002 RTIP	2004 RTIP	2006 RTIP-RIP	2006 RTIP-IIP	Dec 2006 Funding Shortfall
SR 4 Arnold Passing Lane							
Environmental - Support	316	316	315	315	315		
Design PS&E - Support	297	297	297	297	297		
Right of Way - Support	1	1	1	1	1		
Right of Way		101	101	101	159		
Construction - Support	274	274	274	274	274		
Construction	1,896	2,122	2,332	2,396	2,338		
Const Supplemental 2-2-06					40		
Subtotal	2,784	3,111	3,320	3,384	3,424		
SR 49 Amador Bypass							
Environmental - Support*	0	0	0	0	0		
Design PS&E - Support*	0	0	0	0	0		
Right of Way - Support*	0	0	0	0	0		
Right of Way	4,163	3,286	4,163	4,163	4,163		
Construction - Support*	0	0	0	0	0		
Construction 4-3-03	17,325	27,275	27,866	25,124	25,124		
<i>1st Subtotal</i>	<i>21,488</i>	<i>30,561</i>	<i>32,029</i>	<i>29,287</i>	<i>29,287</i>		
Environmental Mitigation							
Environmental - Support					39		
Design PS&E - Support				64	471		
Right of Way - Support					15		
Right of Way					0		
Construction - Support				136	231		
Construction				1,339	2,418		
Endowment to City of Sutter Cr.					51		
<i>2nd Subtotal</i>				<i>1,539</i>	<i>3,225</i>		
Relinquishment							
Relinquishment				2,668			
<i>3rd Subtotal</i>				<i>2,668</i>	<i>2,668</i>		<i>1,000</i>
Grand Subtotal	21,488	30,561	32,029	33,494	35,180		

SR 88 Cooks/Hams Passing Lanes							
Environmental - Support	413	413	413	640	640		
Design PS&E - Support	425	425	445	671	671		
Right of Way - Support	50	20	20	137	137		
Right of Way		30	30	30	30		
Construction - Support	525	575	575	575	575		
Construction	4,675	4,914	4,914	4,133	4,133		
Const Supplemental 12-15-05					1,094		
Subtotal	6,088	6,377	6,397	6,186	7,280		
SR 4 Angels Camp Bypass							
Environmental - Support	1,184	1,184	1,184	1,184	1,678		
Design PS&E - Support	1,991	1,991	1,991	1,991	3,374		
Right of Way - Support	1,281	1,281	1,281	1,281	1,600		
Right of Way	9,878	6,839	6,839	6,839	6,176	4,024	7,800
Construction - Support	1,553	1,553	1,553	1,553	2,300	1,300	300
Construction	17,120	18,590	18,590	18,590	8,775	18,134	4,700
Subtotal	33,007	31,438	31,438	31,438	23,903	23,458	12,800
TOTALS	63,367	71,487	73,184	74,502	69,787	23,458	13,800
TOTAL RIP @ 75%	63,367	71,487	73,184	59,232		69,934	
TOTAL IIP @ 25%				15,270		23,311	
GRAND TOTAL	63,367	71,487	73,184	74,502		93,245	107,045
* 49 Bypass is "grandfathered" pre-SB 45 and RIP funds do not pay Caltrans project development and support costs.							

(2) CTC 2006 STIP Augmentation Fund Estimate and Funding Constraints

The 2006 STIP Augmentation fund estimate is based on the Proposition 1B legislation which set aside \$2 billion dollars of general obligation bonds proceeds to be available for projects in the STIP, to augment funds otherwise available from other sources. Under the Bond Act, the funds shall be deposited in the newly created Transportation Facilities Account (TFA) and shall be available, upon appropriation by the Legislature, in the same manner as other STIP funds. 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	2006 STIP Augmentation Funds	2006 IIP Funds
SR 4 Arnold Passing Lane Construction - Completed	-0-	-0-
SR 88 Cooks & Hams Stations Construction - Completed	-0-	-0-
SR 49 Bypass Construction - Completed	-0-	-0-
SR 49 Bypass Environmental Mitigation – In Progress	-0-	-0-
SR 49 Bypass Relinquishment (Amador County) – In Progress Supplemental funding	1,000	-0-
SR 4 Angels Camp Bypass R/W & Construction – In Progress Supplemental funding	5,192	7,648*
Totals	6,192	7,648*
*Note: The IIP funding amount is based on December 2006 estimates and may change.		

(a) Fund Estimate

The 2006 STIP Augmentation fund estimate includes new funding in the amount of \$9.570 million minus a negative carryover of \$3.378 million. This leaves a new balance of \$6.192 million available. **This RTIP proposes to use \$5.192 for SR 4 Angels Camp Bypass construction and right of way cost increases and \$1.0 million for the SR 49 Amador Bypass relinquishment increased costs.** Table 3 below shows the 2006 STIP approved with 2006 STIP Augmentation.

TABLE 3**TRI-COUNTY 2006 STIP AUGMENTATION FUNDING CHART (Dollars x \$1,000)**

	2006 STIP 2006/07	2006 STIP 2007/08	2006 STIP 2008/09	2006 STIP 2009/10	2006 STIP 2010/11	2006 STIP Aug.	2006 Aug. 2006/07
Balance forward	16,867	406	266	(2,904)	(3,139)	(3,378)	6,192
2006 STIP Augmentation (Aug.) Funding Target						9,570	
SR 4 Arnold Passing Lane - <i>Completed</i>							
SR 88 Cooks\Hams Passing Lanes - <i>Completed</i>							
SR 49 Bypass - Construction - <i>Completed</i>							
SR 49 Bypass - Environmental Mitigation	2,019						
SR 49 Bypass - Relinquishment	2,668						1,000
SR 4 Angels Camp Bypass	11,604						5,192
PPM - Alpine	30	55	40	40	39		
PPM - Amador	55	0	110	110	110		
PPM - Calaveras	85	85	85	85	90		
Calaveras SR 4 Wagon Trail			1,160				
Amador SR 88 Pine Grove			1,775				
FY Project Costs	16,461	140	3,170	235	239	0	6,192
Ending Balance	406	266	(2,904)	(3,139)	(3,378)	6,192	0

Note: IIP Funds not shown

In the 2006 STIP, RIP and IIP funding was made available so the SR 4 Angels Camp Bypass project could go out to bid for construction in the 2006/07 fiscal year. However, right of way and construction cost increased significantly since the 2006 STIP was adopted. Approval of the use of 2006 STIP Augmentation funds, with IIP funds, will allow the SR 4 Angels Camp Bypass project to go out to construction in the 2006/07 fiscal year. The 2006 STIP Augmentation funds will also provide funding for the SR 49 Amador Bypass relinquishment cost increase to be paid to the County.

The Tri-Counties would hereby emphasize our gratitude to Caltrans and the CTC for programming IIP out of the 2006 ITIP and continuing IIP funding for the Angels Camp Bypass 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

Tri-County Project Schedules February 2007				
Project	Complete PA&ED	Complete PS&E	Complete R/W Cert. 2	Complete Construction
SR 4 Arnold Passing Lane (Alpine County Project)	4/02	10/02	12/02	10/04
SR 88 Cooks/Hams Passing Lanes (Alpine County Project)	11/03	3/04	3/04	12/06
SR 49 Amador Bypass (Amador County Project)	4/02	9/02	8/03	2/07
SR 4 Angels Camp Bypass (Calaveras County Project)	6/02	6/06	3/07*	12/09*

* Anticipated date.

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 March 2007, 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 88 Cooks and Hams Stations Passing Lanes** was constructed in 2006 and became operational in December 2006. 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.

3. The **SR 49 Amador Bypass** began construction in the spring of 2004 and became operational on February 28, 2007. 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.

4. The **SR 4 Angels Camp Bypass** project was ready to list (RTL) on July 1, 2006 and ready for construction as soon as construction funding becomes available, now anticipated to be on March 14, 2007 with the approval of RIP funding from this RTIP and IIP funding from the State's ITIP. 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 more specific performance measure criteria.

(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 3 earmarks for Project Approval and Environmental Documentation (PA&ED) totaling \$2,020,610. 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 \$2,020,610 will be adequate to complete PA&ED within the next 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 the 2007/08 fiscal year.

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 additional projects within proposed the MOU Phase II which are considered "Tier Two Priorities". Some of the proposed Tier Two projects are:

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 in July 2004.
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 entire share in 2006/07 and Calaveras County receiving a portion of their TE also in 2006/07. Alpine County is 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	(615)	(442)	(372)	(326)	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	1345	350	345	*367		2,407
Ending Balance	(615)	(442)	(372)	(326)	0	0

*Alpine County is requesting to “reserve” their funding until their process have determined projects.

The Amador County Transportation Commission has an Amador Bypass “gateway” landscape project ready for construction in 2006/07 and also has a Transit Center project ready for partial funding in 2006/07. Amador County Transportation Commission is proposing to use all of their TE funds on these two 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 2009/10.

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 3 earmarks totaling \$2,020,610 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	\$400,000		\$400,000	Yes			Unknown
Sutter Hill Park and Ride/Transit Transfer Facility	Sutter Creek	Amador Co/ACTC	\$836,000	\$400,000	\$1,236,000	Yes			2007
SR 49/Main Street Intersection, Plymouth	Plymouth	Plymouth/ACTC	\$800,000	\$200,000	\$1,000,000	Yes		Safety Project	2006
Safety (HES) Projects									
Ridge Road/New York Ranch Road Intersection (Note 5) (90/10)	County	Amador County	\$298,000	\$33,000	\$331,000	Yes		Project still in development	2006
Bridge (HBRR) Projects									
Fiddletown Road Bridge (80/20)	County	Amador County	\$1,505,000 Req.	\$16,000 Req.	\$1,521,000		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	\$663,975	\$86,025	\$750,000		Yes		2007
Park and Ride/Transit Center Landscaping	Sutter Creek	ACTC	\$331,025	\$42,888	\$373,913		Yes		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. 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	\$2,021,000			PA&ED	Yes		Unknown
SAFETEA-LU Demonstration									
County Road Dirt Road Improvement Project	County	Calaveras County	\$1,000,000				Yes		Unknown
Bridge (HBRR) Projects									
Pool Station Road Bridge (San Antonio Creek-30C-55)	County	County	\$972,000	\$243,000	\$1,215,000	NA	NA	NA	2006
Pool Station Road Bridge (San Domingo Creek 30C-54)	County	County	\$1,101,000	\$275,000	\$1,376,000	NA	NA	NA	2006
Safe Routes to Schools									
Gardner Lane Road Widening and Pedestrian Walkway	Angels Camp	City of Angels	\$394,214	\$53,756	\$447,970	Yes	NA	NA	2007
Transportation Enhancements (TE)									
TE project	TBD	TBD	\$350,000	\$45,346	\$395,346		Yes		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		

The Calaveras County Airport information is from their adopted capital improvement project list.

Calaveras County Airport Improvements			
Project Description	Cost	Funding Source	Year
Airport CIP			
Airport Land Use Compatibility Plan (FY 2005-2006)	\$50,000	FAA	2006
Rehabilitate apron and parking area (FY 2005-2006)	\$73,500	FAA	2006
North ramp hangar taxiway construction; 0.3 access road to ramp (FY 2006-2007)	\$250,000	FAA	2007
Security fencing (FY 2006-2007)	\$18,000	FAA	2007
Remodel admin. building - ADA compliance (FY 2007-2008)	\$150,000	FAA	2008
Total Airport CIP	\$541,500		

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		2006
Conform Tiedown Area to Meet Safety requirements	\$30,000		2006
Slurry Seal/Restriping RWY, TWY, and Tiedowns	\$78,000		2006
Extend RWY 840'	\$330,000		2006
Total Airport CIP	\$648,000		