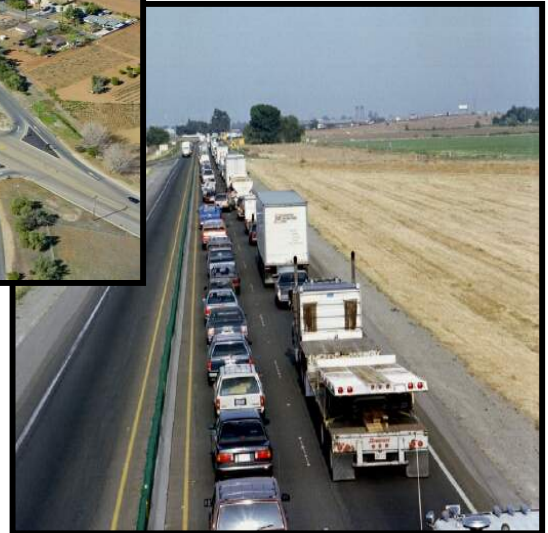


California Department of Transportation

2006 Interregional Transportation Improvement Program



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Contributing Staff

Transportation Programming

Ross Chittenden, Division Chief

Kurt Scherzinger, Chief - Office of State Transportation Improvement Program

Rambabu Bavirisetty

Leah Cagle

Linda Newton

Erik Zechlin

Mary Estensen

Transportation Planning

Pat Weston, Chief - Office of Advanced and System Planning

Lilibeth Green

Fay Meek

Al Arana

Mahmoud Mahdavi



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ITIP CONTEXT

The Department of Transportation's (Department) five-year Interregional Transportation Improvement Program (ITIP) is prepared pursuant to Government Code 14526 and consists of projects funded from the interregional share, which is 25 percent of State Transportation Improvement Program (STIP) funding. The STIP consists of two broad programs, the regional program funded from 75 percent of STIP funding and the interregional program. The 75 percent regional program is further subdivided by formula into county shares to be nominated by regions for projects that improve transportation in the region. The 25 percent interregional share is nominated by the Department in the ITIP for projects that improve transportation between regions. The ITIP also includes projects funded from Federal Transportation Enhancement (TE) funds.

Interregional Transportation Strategic Plan

The 2006 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:

- Complete a Trunk System of Higher Standard Routes (usually expressway/freeway standards)

The uncompleted portion of the trunk system is referred to as Focus Routes. The ten Focus Routes complement the interstate system, and when completed, will provide the State with a constrained strong ground transportation system. The Focus Routes and Interstates comprise one third of the state highway system miles yet carry over two-thirds of system travel. These routes carry nearly all large truck traffic.

- Connect Urbanized Areas to the Trunk System

Urbanized centers depend upon the state highway system for connectivity and mobility. California's prosperity depends upon dependable travel to and through these areas. Two thirds of the State's fifty-five urbanized areas are connected by lower standard routes. Completing the Focus Routes above will connect most of these areas to a high standard facility.

- Ensure Dependable Connectivity to Major Gateways and Intermodal Transfer Facilities

These facilities (water, air passenger, cargo ports and freight transfer facilities) located in the largest metropolitan areas, are also the location of the State's major commercial, financial and industrial centers. A strategic investment to ensure reliable transport and transfer of goods is important to California's prosperity.



- Connect Urbanizing Centers to the Trunk System

As California's population grows, so do the urbanized areas. These emerging areas need good connectivity to the mainline transportation (trunk) system to ensure steady overall job growth and prosperity.

- Link Rural and Smaller Urban Centers to the Trunk System

Connectivity of rural communities to the mainline transportation (trunk) system is necessary to the livelihood of the State and its people and their mobility. The ITIP supports partnerships with rural agencies consistent with this objective.

- Improve Intercity Passenger Rail

Three Intercity passenger rail corridors provide a multi-modal alternative to the automobile by paralleling the State's most highly congested state highway corridors. Improvement of passenger rail is an important component of interregional improvements that ensure sustained mobility for all of California.

ITIP Goal and Themes

The 2006 ITIP continues to promote the following goal and themes to prioritize IIP investments. The four themes below recognize the multiple functions of transportation facilities, the complexity of transportation problems faced in California, and the range of system improvements needed to address them.

Goal:

Improve interregional mobility and connectivity across California in cooperation with our regional partners, to ensure an integrated interregional and regional improvement program.

Themes:

In 2002 the Department adopted focused themes to meet this goal, guide ITIP investments and encourage funding partnerships to improve the State's multi-modal transportation systems. These themes will continue to be used for project selection in future STIP cycles. The theme criteria are described in full detail in Appendix E. These themes are:

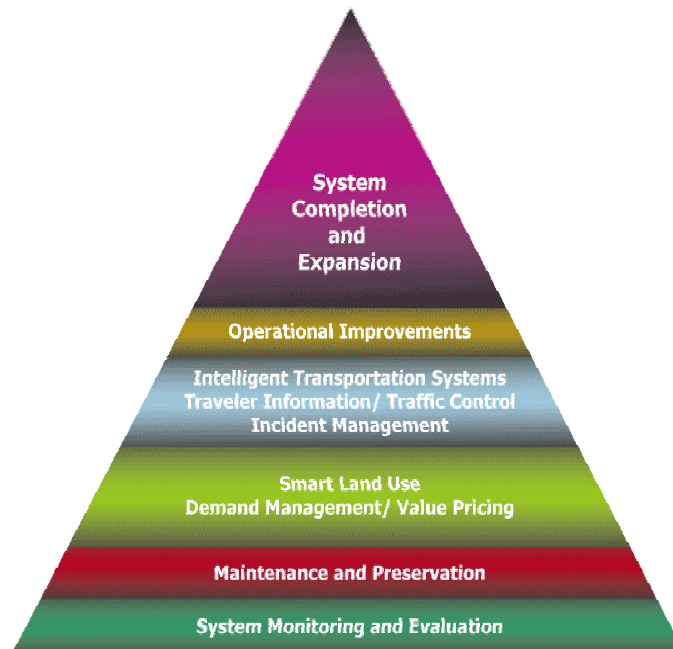
- *Complete the ITSP Focus Routes*
- *Reduce Congestion and Promote Livable Communities*
- *Improve Goods Movement*
- *Encourage Rural Funding Partnerships*

Governor's Strategic Growth Plan -- GoCalifornia

The ITIP is consistent with the System Completion and Expansion part of the GoCalifornia strategy. The ITIP works to complete and expand the transportation system by:

- Completing and Improving Key Segments of the Statewide High Occupancy Vehicle (HOV) System
- Upgrading Key Interregional Routes to Freeway/Expressway Standards on 10 Focus Route Corridors
- Adding Capacity and Improve Major Goods Movement Corridors (Highway/Rail)
- Upgrading Selected State Highways to Higher Standards
- Expanding Urban/Commuter Rail and Intercity Passenger Rail

The ITIP includes funding for at least 18 projects that are also scheduled to receive funding from the proposed General Obligation (G.O.) Bonds, if passed by voters. The ITIP funds pre-construction activities on 41 projects where the G.O. Bonds and other funds provide resources for project construction. Construction for the Willits Bypass on State Route 101 in Mendocino County is a mix of ITIP, G.O. Bonds and regional funding.



Goods Movement

This ITIP is consistent with the Administration's Goods Movement Action Plan (GMAP), a critical element of the Governor's Strategic Growth Plan – *GoCalifornia*. The ITIP projects support the goal to improve and expand California's goods movement industry and infrastructure, in a manner that will:

- Generate jobs
- Increase mobility and relieve traffic congestion
- Improve air quality and protect community health and well being
- Enhance public and port safety
- Improve California's quality of life

One of the four ITIP themes is goods movement. Projects that improve the movement of goods can be competitive. This is built on top of one of the ITSP primary objectives, which is to ensure dependable connectivity to major gateways and intermodal transfer facilities. These facilities (water, air passenger, cargo ports and freight transfer facilities) located in the largest metropolitan areas, are also the location of the State's major commercial, financial and industrial centers. A strategic investment to ensure reliable transport and transfer of goods is important to California's prosperity.

2004 ITIP ACCOMPLISHMENTS

Since the adoption of the 2004 STIP, 34 ITIP funded projects (22 non-TE and 12 TE) were allocated for a STIP construction value of \$529 million. Of this amount, \$318 million were ITIP funds (including supplemental votes) of which a total of \$27.8 million was allocated to ITIP TE projects.

Following is a list of significant projects recently allocated for construction:

- Butte 149 - Four-Lane Expressway
- Merced 99 - Mission Avenue Interchange/Freeway
- Orange 5 - HOV Lanes, Route 91 to Los Angeles County Line
- Fresno 99 - Kingsburg to Selma Six-Lane Freeway
- Merced 99 - Livingston Stage II Freeway
- Kern 14 - North Mojave, Widen to Four-Lane Expressway
- Contra Costa 80 - HOV Westbound Gap Closure
- Sonoma 101 - HOV Lanes, Route 12 to Steele Lane
- Ventura - Tunnel 26 Seismic Improvements, Pacific Surfliner Service
- Marin 101 - HOV Lane Gap Closure
- El Dorado 50 - Placerville Operational Improvements, Lawyer Drive to Bedford Avenue
- Santa Barbara 101 - Santa Maria, Widen to Six-Lane Freeway
- San Luis Obispo 1 - Hearst Ranch Transportation Enhancement
- Placer 80 - Dry Creek Operational Improvements

2006 ITIP DISCUSSION

STIP Performance Measures

This is a “book mark” for a continuing effort to measure performance of ITIP projects within each corridor setting and in combination with RTIP proposals. The preliminary analysis is ongoing now and will be available for consideration of the ITIP before the hearings for the STIP adoption at a level appropriate to currently available performance data and evaluation tools. Subsequent STIP cycles will have heightened levels of performance measurement and evaluation as data and tools improve.

Specifically the analysis will respond to requirements of Guideline 19 of the STIP Guidelines (Criteria for Measuring Performance and Cost-Effectiveness). All categories of performance indicators in the Guideline will be evaluated, with particular emphasis on improved productivity (throughput) for this first cycle. The Governor’s Strategic Growth Plan – *GoCalifornia* and Senate Bill 1165 (Dutton), creating the “Transportation Congestion Reduction, Clean Air, and Trade Corridor Bond Act of 2006”, emphasizes performance measurement and performance based project selection for funding from the proposed bonds. The ITIP evaluation will be an important initial effort in applying the requirements of Guideline 19 to investments that can be carried over into the Strategic Growth Plan implementation.

ITIP Economic Benefits

The major quantifiable benefits of ITIP state highway projects are shown in the table below. Intercity passenger rail projects and other non-highway projects have additional statewide and regional benefits not captured.

| Economic Benefits: | | |
|---------------------------|---|-----------------|
| | Total Number of Jobs | 180,810 |
| | Construction Sector | 66,056 |
| | Service Sector | 48,801 |
| | Retail & Wholesale Trade | 18,598 |
| | Manufacturing | 17,904 |
| | Other sectors | 29,451 |
| | Labor Income (\$ million) | \$6,831 |
| | Gross State Product (\$ million) | \$10,756 |

STIP Funding Issues and 2006 ITIP Programming

The STIP is a rolling five-year plan that, by statute, is adopted by the California Transportation Commission (Commission) every even-numbered year. At adoption, two new years of funding are added at the end of the program and the two earlier years, just passed, are dropped. Typically, a new STIP consists of the last three years of the previous STIP with two new years of programming added. Normally, new projects are added in later years of the STIP. This is generally where the uncommitted funding is found, as the earlier years of the STIP were fully programmed in prior STIP cycles.

Due to the on-going state budget crisis, the revenue mix that comprises the STIP has changed significantly. Historically, the STIP and the State Highway Operation and Protection Program (SHOPP) were funded through a combination of both federal and state fuel tax revenues and the proceeds deposited into the State Highway Account (SHA). Funds from the SHA are eligible for a wide range of projects on and off the state highway system. Unfortunately the gas tax has not kept up with inflation and the purchasing powers of these funds have declined dramatically. At this time, these revenues barely manage to fund state operations and the SHOPP.

The STIP is now reliant upon a mix of less reliable revenue sources such as Public Transportation Account (PTA) Spillover revenues, Proposition 42 transfers to the Transportation Investment Fund (TIF), and loan repayments (including tribal gaming bonds). Since most of these revenue sources are dependent upon annual State Budget appropriation and other factors, there is no certainty that these funds will be there when needed. The 2006 STIP Fund Estimate (FE) assumes full availability of all the above funds throughout the STIP period. Also, the bulk of the funds available for new programming in the 2006 STIP are deposited into the PTA. The PTA, funded with revenues from state sales and excise tax on diesel fuel and state sales tax on gasoline, is a trust fund for transportation planning and mass transportation purposes. It is important to note that most ITIP projects are ineligible for PTA funds.

2006 STIP Fund Estimate

The STIP FE is an estimate of all resources available for the state's transportation infrastructure over a specific five-year period. The FE estimates, in annual increments, all federal and state funds reasonably expected to be available for programming in the subsequent STIP. The 2006 STIP FE covers a five-year period from FY 2006-07 through FY 2010-11. The FE is the basis of determination of programming capacity, new and existing, of the 2006 STIP.

The 2006 STIP FE includes two programming targets, each with a specific purpose, 1) reprogramming targets and 2) new funds target as described below:

1. **Reprogramming Targets** - The Reprogramming Targets are guides to be used when rescheduling the last three years of programmed projects from the 2004 STIP into the five-year period of the 2006 STIP. The sum total of all



Reprogramming Targets exactly equals the dollar amount of unallocated 2004 STIP programming.

In addition, the 2006 STIP FE further subdivided the Reprogramming Targets by fiscal year for each of the following broad categories of projects:

- State Highway Program
- Intercity Rail and Grade Separations
- Federal Transportation Enhancement (TE) Program

2. New Funds Target - The New Funds Target is the funds available for new programming in the 2006 STIP. The FE provided two figures, one for TE and the other for non-TE programming. For the state highway program and TE programs, new funds are generally available in FY 2010-11. For the ITIP, the new funds fair share target is \$236 million for non-TE and \$29 million for TE.

The overall New Funds Target totals to \$265 million (\$236 + \$29) for new programming. By comparison, this ITIP is proposing a total of \$275 million of new programming. This results in \$10 million above the ITIP target (commonly called an advance). Of the \$275 million, about \$44 million is needed to address known and anticipated supplemental funds to previously allocated projects. It is important to note that in order for the Commission to program the ITIP in excess of the ITIP New Funds Target, a similar amount will be required to be collectively under-programmed in the regional RTIPs. Table 1 summarizes the distribution of new funds among major categories of programming in the ITIP.

Table 1

| ITIP New Funds | (\$ millions) |
|--|---------------|
| Cost Increases to Existing Projects | 270 |
| Deleted Programming | -68 |
| New Highway Projects | 26 |
| New Transportation Enhancements Projects | 13 |
| New Intercity Rail Projects | 34 |
| Total New ITIP | \$275 |

As noted in Table 1, the main emphasis of programming is for cost increases to existing projects. As a result of severely constrained funding targets and significant cost increases, the basic strategy of this ITIP is to:

1. Maintain current project delivery schedules in anticipation of potential additional revenues for state or partnership funding; and
2. Keep project components (especially construction components) fully funded. The majority of cost increases identified in Table 1 are due to recent spikes in material construction and real estate costs.



With exception to a small one-time three percent adjustment for escalation to about half of the ITIP program, most project budgets have been locked into their 2002 STIP amounts. With recent cost increases in basic commodities (concrete, steel, petroleum), most projects became significantly under programmed. The ITIP commits an amount beyond the programming New Funds Target to fund cost increases and little opportunity remains for new programming beyond the statutory minimums.

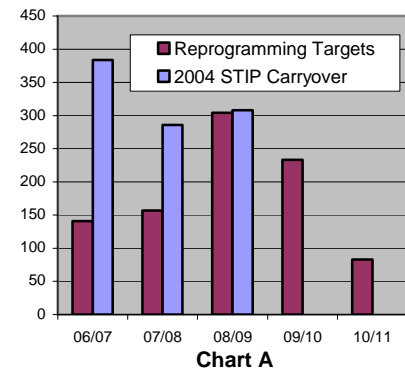
Every effort was made during development of this ITIP to coordinate with the affected regional agency on joint RIP/IIP funded projects to assure coordinated programs. It is the expectation of the Department for regions to program their share of cost increases on joint RIP/IIP projects.

A discussion of the issues, constraints, and outcomes of the three broad categories of projects follow.

State Highway Program

Funding from the portion of the Proposition 42 transfers are deposited into the TIF, which is eligible for state highway projects. Irrespective of the fact that most ITIP projects are ineligible for PTA funds, the Department intends to maintain commitment to these highway projects. Most of the state highway projects in the ITIP have been under way for many years, are of significant regional and statewide interest, and should be constructed.

Chart A graphically illustrates the job for 2006. The value of the 2004 STIP carryover and Reprogramming Targets are equal. Revised financial forecasts and a commitment to fund the SHOPP found fewer resources in FY 2006-07 and 2007-08 for ITIP projects than had been assumed in the 2004 Fund Estimate, necessitating a substantial shift of projects to later years.



In addition, several other factors contributed to a more aggressive deferral of projects to the later years of the STIP. Most notably are cost increases to projects that were previously allocated but not yet awarded. While the Fund Estimate accounted for projects programmed in FY 2005-06, it only accounted for their base programmed amounts. Any additional funding needed to cover cost increases must come from FY 2006-07. Known and anticipated increases to FY 2005-06 ITIP portion of the STIP amount to about \$102 million. This includes projects that have obtained, or are expected to obtain, supplemental funds to award (about \$44 million) plus additional funding needed for the remaining unallocated FY 2005-06 program (about \$58 million). These amounts are illustrated by the pink colored bar in Chart B.

Another significant factor for the ITIP is overruns for project support and right of way from prior years. Some of these additional costs can be attributed to work and re-work done to bring projects to delivered status multiple times only to see them shelved due to



lack of funding. The total for this work amounts to about \$68 million. This is illustrated in Chart B by the light blue bar in FY 2006-07. The net effect for FY 2006-07 is that all programming capacity is needed to address immediate or past increases to project components. As a consequence, not a single state highway ITIP project is programmed for construction in FY 2006-07.

Chart B graphically illustrates the effect of increases upon the state highway program by comparing the available budget (light green bars) to the combined amounts of carryover programming and associated increases for a given fiscal year. In order to fund a project increase, another project must slip out to a later fiscal year. Overall, increases alone to ITIP funded components consume an extraordinary share of new STIP programming capacity simply to maintain the current inventory of projects.

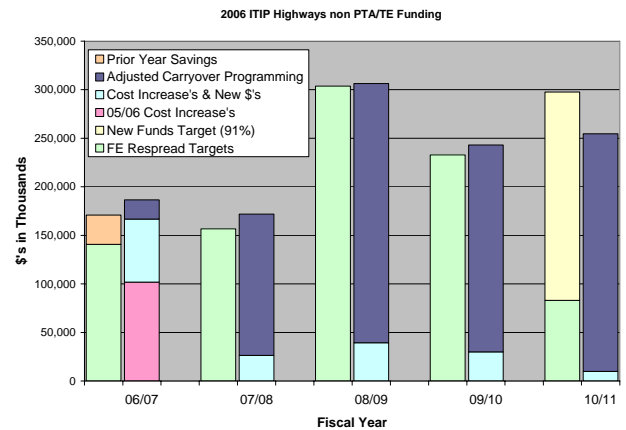


Chart B

This ITIP is proposing two new projects for funding totaling \$26 million. Discussions of the projects follow:

Los Angeles 710 - I-710 Expansion (South) – This new project is programmed for \$5 million ITIP for PA&ED. Overall cost of the component is estimated at \$30 million. Los Angeles County Metropolitan Transportation Authority, Southern California Association of Governments, Gateway Council of Governments, Port of Los Angeles, and Port of Long Beach will be funding the difference with local and regional funding.

Riverside 60/215 - East Junction 60/215 Interchange Connector – This new project is actually being funded with \$21 million of ITIP funds that were previously programmed as AB 3090 replacement projects, and a Right of Way acquisition project that was completed with other funds. This project constructs two HOV connectors that link Route 60 and Route 215 HOV lanes at the east junction of the 60/215 interchange.

Intercity Rail and Grade Separations

The PTA eligible portion of the ITIP, namely the intercity rail program and selected grade separation projects, faces brighter prospects than the State Highway Program. The STIP Fund Estimate re-programming targets for the PTA funded program did not demand any rescheduling of the projects. In fact, the Commission encourages advancement of programming where project delivery allows. Chart C illustrates the funding picture for the ITIP PTA eligible program.

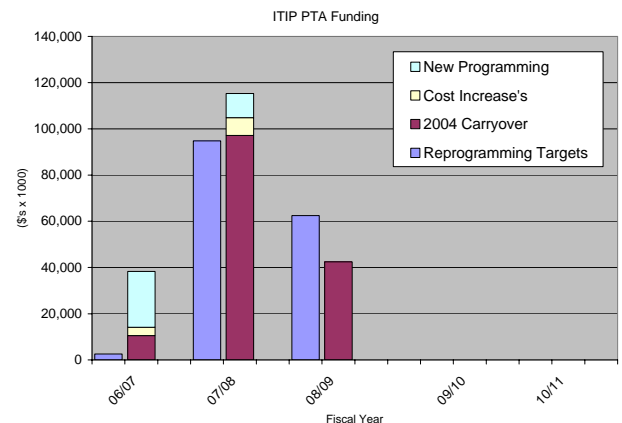


Chart C



This ITIP proposes seven new intercity rail projects valued at \$34.6 million, plus an additional \$6.3 million programming to fund cost increases on other intercity rail projects for a total of \$40.9 million new ITIP. After accounting for the removal of \$1.3 million from a project now being funded with local funds, net new ITIP for Intercity Rail is \$39.6 million. This calculated to about 13% of all new ITIP funding. State statutes require a minimum 9% of new ITIP be programmed on intercity rail and is described in detail in Appendix F.

Discussions of the projects follow:

Oakland/Los Angeles Maintenance Facilities Security - The Oakland/Los Angeles Maintenance Facilities Security project is necessary due to threat of potential terrorist activities centered around public transportation, especially rail service and is a national priority to be protected. The Oakland and Los Angeles maintenance facilities are considered likely targets for terrorists because of the potential to do severe damage with a single attack. To ensure mobility across the state, a well functioning and secure Intercity Rail System is needed.

Capitalized Maintenance – Capitol Corridor, Pacific Surfliner & San Joaquin Corridor - These state-supported passenger services use track capacity constructed and maintained by the host railroad. To ensure passenger services operate reliably and to minimize the impact on the host railroad, the State has funded capacity enhancement projects to offset the lost capacity to the host railroad. Although these capacity enhancement projects primarily benefit passenger rail services, they increase the inventory of track the railroads need to maintain. Current funding is not sufficient to maintain the tracks to the higher passenger train speeds. To address this, a higher level of track maintenance is needed.

San Diego County - Solana Beach Parking Structure - The Solana Beach Parking project is part of a multi-million dollar mixed-use development project including transit, residential, commercial, and non-profit use. It will enhance the Solana Beach Transit Station and incorporate regional and local transit, housing, retail, restaurants, commercial, and office space. This project is an excellent example of smart growth development and signifies a good public/private investment opportunity.

Los Angeles County - Rosecrans/Marquardt Triple Track and Grade Separation - The Rosecrans/Marquardt triple track and grade separation project is part of a comprehensive \$350 million project which will construct 15 miles of third main track and a grade crossing at the Rosecrans/Marquardt intersection. In addition to being a critical north-south route for passenger rail services, it is also a major east-west route that provides goods movement capacity from the Ports of Los Angeles and Long Beach to the midwestern and eastern United States.



Alameda/Santa Clara Counties - San Jose to Oakland Capacity Improvements - The San Jose - Oakland Capacity Improvements project is crucial to the Capitol Corridor Joint Powers Authority's plan to increase round trips between San Jose and Oakland from four to seven or more. This service increase will promote a substantial gain in ridership and revenue as well as address the unmet needs of the traveling public along the Capital Corridor.

Stockton Altamont Commuter Express (ACE) Northwest Track Connection - The Stockton ACE Northwest Track connection project improves scheduling and flexibility on Amtrak's San Joaquin service from Stockton to Oakland. This new station eliminates existing bus transfers and connections while accommodating additional San Joaquin rail service capacity currently not being utilized.

Ventura County - Santa Paula Branch Line - The Santa Paula Branch line Improvements project improves and upgrades existing rail lines on the Santa Paula Branch line which is owned by Ventura County Transportation Commission. It is part of a larger project connecting with Metrolink at various locations in Los Angeles County. This project will improve ride quality, safety and reduce travel time on the rail line for both future passenger and existing freight services.

Federal Transportation Enhancement Program

The adopted Commission's 2004 STIP Guidelines directed all Federal TE funds into the STIP. During the 2004 STIP cycle, the Department had the opportunity to program TE projects into the ITIP. The Department programmed approximately \$85 million in TE projects over the five years of the 2004 STIP. In preparation of programming new TE projects in the 2006 STIP cycle, the Department developed Interregional Transportation Improvement Program Transportation Enhancement Programming Guidelines to clarify the process that project proposals go through to determine ITIP TE eligibility and prioritization of the eligible proposals for new ITIP TE funding. TE applications were received for eligibility determination to ensure Federal eligibility was maintained. After the eligible proposals are identified, the TE Ranking Committee completed a prioritization of the eligible proposals. The Ranking Committee placed each TE project proposal into one of five TE categories. The proposals were prioritized by statewide significance in each of the categories. The proposals were then prioritized by relative value in each TE category. The outcome was a listing of ITIP TE proposals that meet the Programming Guideline criteria with the best project proposals at the top of the list.

For the 2006 STIP cycle, the districts submitted approximately 90 new eligible ITIP TE proposals totaling over \$110 million. In addition, there are currently 38 existing ITIP TE projects programmed for approximately \$41 million. The Fund Estimate targets indicate that an additional \$29 million is available for ITIP TE projects. A significant number of existing TE projects had cost increases. To conform to the Commission's STIP Guidelines, the cost increases to existing projects were taken into account. Accounting for the cost increases, nine new ITIP TE projects totaling approximately \$13 million are

being proposed for new programming. With the addition of the new proposals, the ITIP TE program will have 47 projects for approximately \$67 million.

This ITIP is proposing nine new TE projects for funding totaling \$12,633,000. Discussions of the projects follow:

Placer 89 - Alice Richardson Water Pollution Abatement – This project will provide storm water pollution control with porous paved parking, landscaping with native vegetation and public access control fencing. It will also provide a scenic viewing area.

San Francisco - Healthy Transportation Network – The Healthy Transportation Network is a continuation of the current project “Transportation for Livable Communities Resource Center”. The network will use various methods to provide pedestrian and bicycle safety educational materials and technical assistance to residents, traffic engineers, planners, developers, public works departments, law enforcement, fire and emergency services, public health departments and local government. Presentations, training and workshops will be given to communities statewide through regional training meetings, dissemination of resource documents and via website. This project is partnered with the California Department of Health Services.

Marin/Sonoma 101 - Mission Bell Installation – This project will fabricate and install approximately 40 Mission Bell markers to complete demarcation of the historic El Camino Real through Marin and Sonoma Counties.

Nevada 80 - Donner Memorial State Park Museum – This project includes design and construction of a museum, parking, site access, trails and exhibitions portraying the transportation of the area, including the Donner Party, the Chinese and the construction of the transcontinental railroad and the building of the interstate.

San Luis Obispo 46 - Retaining Walls – This project is enhancements to an existing ITIP project to construct retaining walls, slope reinforcement and modified wingwalls in the Route 46 corridor to protect existing oak trees and woodlands, and to help preserve the scenic view shed of the route.

San Luis Obispo 1 - Estero Bluffs Pullouts – This project will provide informal parking areas at pullouts, connectivity to the coastal trails, define park access points, interpretative site amenities, re-contoured slopes, exotic plant removal and native plant restoration.

Los Angeles 5 - Aesthetic Improvements (Pioneer and Valley View) – This is an enhancement to an existing ITIP project and will add enhancements to new bridges, retaining walls, concrete barriers, fences, lighting and landscape planting.



Lake 20 - Bloody Island Interpretive Center – This project will provide parking, shelters, outdoor picnic areas, interpretive and directional signage that inform travelers they are on or near historic lands and lands sovereign to the Pomo Tribe.

Various - Collision Abatement Program – This project will provide pedestrian and bicycle outreach program with an emphasis where highways are main streets by producing TV and radio commercials to educate the public about rural highways, merging tips, at grade intersections.

| Transportation Enhancement Projects (\$'s x 1000) | | | | | | |
|--|-------|-----|---|---|---------------|------------|
| CO | PPNO | RTE | Project | Comments | Other Funding | Total ITIP |
| HUM | 0301 | 283 | Eel River Bridge Decorative Lighting | On Schedule, no delay | | 148 |
| HUM | 1027 | 169 | Mareep Creek Wildlife Crossing | Delete, final expenditures | | 23 |
| MEN | 4108 | 1 | Pacific Coast Bike Route | On Schedule, no delay | | 1,231 |
| VAR | 4106 | | Archaeological Inventory (Dist. 1) | On Schedule, no delay | | 1,280 |
| SIS | 3198 | | Mt. Shasta Discovery Center | Delay Con from FY 2006/07 to 2007/08 | Local | 1,133 |
| ED | 3457 | 89 | Tree Planting | On Schedule, no delay | | 710 |
| PLA | 5705 | 267 | Tree Planting | On Schedule, no delay | | 710 |
| SAC | 6210 | 50 | Tree Planting | On Schedule, no delay | | 710 |
| SIE | 8003 | 89 | Wildlife Crossing | On Schedule, no delay | | 822 |
| YOL | 8557 | 5 | Tree Planting | On Schedule, no delay | | 710 |
| MRN | 1069 | 1 | Wildlife Crossing | Delay Con from FY 2006/07 to 2007/08 | | 1,035 |
| SCL | 1062 | 152 | Runoff Pollution Control | Delay Con from FY 2006/07 to 2007/08 | | 821 |
| SON | 0789E | 101 | Sonoma 101 at College Avenue and 6th St. Improvements | Support Only | RIP | 1,000 |
| SB | 1809 | | Goleta Amtrak Station Enhancements | On Schedule, no delay | Local | 710 |
| FRE | 1477 | 41 | Tree Planting | Delay Con from FY 2008/09 to 2009/10 | | 1,533 |
| KER | 0453 | 395 | Archeological Inventory | On Schedule, no delay | | 260 |
| KER | 3548 | 99 | Tree Planting | On Schedule, no delay | | 680 |
| TUL | 6231 | 63 | Pedestrian Facility | On Schedule, no delay | | 1,041 |
| LA | 2808A | 5 | Aesthetic Enhancements (Carmenita) | On Schedule, no delay | | 3,880 |
| LA | 3546 | 110 | Aesthetic Enhancements | Delay Con from FY 2006/07 to 2007/08 | | 4,342 |
| LA | 3547 | 5 | Landscape and Aesthetic Enhancements | Delay Con from FY 2008/09 to 2009/10 | | 2,295 |
| LA | 3548 | 10 | Landscape and Aesthetic Enhancements | On Schedule, no delay | | 1,690 |
| LA | 3550 | 110 | Aesthetic Enhancements | Delay Con from FY 2007/08 to 2008/09 | | 2,226 |
| VEN | 3552 | 118 | Wildlife Corridor Enhancements | On Schedule, no delay | | 450 |
| RIV | 0072G | 91 | Green River Road Landscape Enhancement | On Schedule, no delay | | 1,200 |
| SBD | 0175N | 15 | Landscape Enhancement | Delay Con from FY 2007/08 to 2008/09 | | 2,446 |
| SBD | 0176D | 15 | Desert Managers Group Visitor Center | Delay Con from FY 2006/07 to 2007/08 | | 1,671 |
| SBD | 0180F | 18 | Rural Gateway Beautification and Modernization | Delay Con from FY 2007/08 to 2008/09 | | 2,265 |
| SBD | 0234P | 71 | Tree Planting | On Schedule, no delay | | 1,505 |
| INY | 0454 | 395 | Independence Historic Lighting | On Schedule, no delay | RIP | 263 |
| MNO | 0455 | 395 | Sonora Wildlife Crossing | Increase Scope & Delay Con from FY 2007/08 to 2008/09 | Local | 3,513 |



| Transportation Enhancement Projects (Continued) | | | | | | |
|---|-------|-----|--|--------------------------------------|---------------|-----------------|
| (\$'s x 1000) | | | | | | |
| CO | PPNO | RTE | Project | Comments | Other Funding | Total ITIP |
| MER | 0002 | 99 | Tree Planting | On Schedule, no delay | | 1,027 |
| SJ | 0001 | 205 | Tree Planting | On Schedule, no delay | | 1,675 |
| STA | 0003 | 99 | Tree Planting | On Schedule, no delay | | 1,313 |
| TUO | 0004 | 108 | Route 108 Bicycle Facility | Delay Con from FY 2006/07 to 2007/08 | | 1,982 |
| SD | 0867 | 163 | Balboa Park Historic Landscape Preservation | Delay Con from FY 2007/08 to 2008/09 | | 3,611 |
| SD | 0990 | | Caltrans Historic Building/Transportation Museum | On Schedule, no delay | | 950 |
| ORA | 2592 | 5 | Scenic Enhancements | On Schedule, no delay | | 1,766 |
| PLA | 5282 | 89 | Alice Richardson Water Pollution Abatement | New TE Project | | 605 |
| SF | | VAR | Healthy Transportation Network | New TE Project | | 885 |
| VAR | 0338G | VAR | Mission Bell Installation (Dist. 4) | New TE Project | | 236 |
| NEV | | | Donner Memorial State Park Museum | New TE Project | | 2,586 |
| SLO | 0226B | 46 | Route 46 Retaining Walls | New TE Project | | 1,050 |
| SLO | 1845 | 1 | Estero Bluffs Pullouts | New TE Project | | 1,818 |
| LA | 2808 | 5 | Route 5 Aesthetic Improvements (Pioneer & Valley View) | New TE Project | | 4,800 |
| LAK | 4421 | 20 | Bloody Island Interpretive Center | New TE Project | | 317 |
| VAR | 3041 | VAR | Collision Abatement Program (Dist. 4) | New TE Project | | 336 |
| | | | | | Total | \$67,260 |



Projects To Be Dropped From The ITIP

Twelve ITIP projects, or project components, are proposed for removal from the ITIP. In most cases, the work was a study that is complete or a project that needs further scoping.

| Projects To Be Dropped From The ITIP Upon Adoption | | | | |
|---|------------|-------------|--|----------------|
| (\$'s x 1000) | | | | |
| CO | RTE | PPNO | Project | Savings |
| HUM | 169 | 1027 | Mareep Creek Wildlife Crossing <i>Project Development team determined project is not feasible; project report documents these findings.</i> | 772 |
| LA | | 2023A | AB 3090 Replacement Project <i>Funding reprogrammed to the Southern California Regional Rail Authority (SCRRA) Cab Car and Locomotive Purchase project.</i> | 5,000 |
| LA | 710 | 2019 | Atlantic Blvd. Interchange <i>Unexpended funding shifted to other priorities.</i> | 6,358 |
| RIV | | 0116C | AB 3090 Replacement Project <i>Funding proposed for programming to the new East Junction 60/215 IC Connector project.</i> | 10,062 |
| RIV | | 0072H | AB 3090 Replacement Project <i>Funding proposed for programming to the new East Junction 60/215 IC Connector project.</i> | 5,421 |
| RIV | VAR | 0021L | Western Riverside MSHCP <i>Project completed with Local funds. Funding proposed for programming to the new East Junction 60/215 IC Connector.</i> | 5,250 |
| SF | 1 | 0619A | Doyle Drive Replacement <i>State contribution met with SHOPP funding.</i> | 28,000 |
| SM | 1 | 0626 | Devils Slide Bypass <i>STIP funds not needed. Project is fully funded with federal emergency relief funds.</i> | 750 |
| SOL | | 6045L | Bahia Viaduct Track Upgrade <i>Capital Corridor Joint Powers Authority (CCJPA) to complete this project with Regional Measure 2 funds.</i> | 1,060 |
| STA | 132 | 7855 | SR-132 West Widening <i>Funding shifted to other priorities.</i> | 517 |
| VAR | | 2017 | Statewide Development of Carsharing <i>Funding shifted to other priorities.</i> | 3,600 |
| YUB | 65 | A0362A | Third River Bridge <i>In conjunction with regional agencies, unexpended funding shifted to higher priority corridor projects.</i> | 1,288 |



Future Funding Needs

This ITIP includes 40 projects programmed for support only, or support only and right of way funding, with a total future construction need of about \$5.2 billion. Many of these projects are planned to be joint funded with IIP, RIP and other funds. Seventeen projects below are identified within the Governor's Strategic Growth Plan and are slated to be funded in part with proposed bond funds. It is the Department's intent to consider these projects as a top priority for programming of new funding in future STIP cycles. Due to the large funding needs, many of these projects will require several STIP programming cycles to fund and complete.

| Future Funding Needs for ITIP Projects (\$'s x 1000) | | | | | | |
|---|-----|--------------|--------|---|--------------|--------------------|
| CO | RTE | PM | PPNO | Project | Future Needs | Proposed G.O. Bond |
| ALA | 680 | | | Sunol Grade (Northbound) | 70,000 | |
| ALA | 24 | 0.0/6.2 | 0057A | Route 24/Caldecott Tunnel Corridor | 140,000 | 140,000 |
| FRE | 41 | 0.0/7.1 | 1350 | County Line Expressway | 41,000 | |
| KER | 14 | 45.9/62.3 | 8042 | Freeman Gulch Widening | 97,000 | |
| KER | 395 | 14.8/23.0 | 8539 | Inyokern 4 Lane | 69,000 | |
| KER | 46 | | | Route 46 Expressway (Segment 3) | 83,000 | |
| KIN/TUL | 198 | T21.5/T28.3 | A4360B | Route 198 Expressway, Route 43 to Route 99 | 47,000 | |
| LA | 138 | 51/64 | 3328 | Widen to 4 lanes | 80,800 | |
| LAK | 29 | 23.9/31.6 | 0122C | Diener Drive to North Rte. 175 Upgrade Expressway | 74,000 | |
| MEN | 101 | 8.8/17.6 | 0133J | Hopland Bypass | 275,000 | 50,000 |
| MEN | 101 | 43.5/51.3 | 0125F | Willits Bypass | 130,000 | 130,000 |
| MER | 152 | 16.0/24.8 | 5707 | Los Banos Bypass | 386,000 | |
| MER | 99 | 0.0/4.2 | 5401 | Freeway Upgrade & Plainsburg Road I/C | 81,230 | * |
| MER | 99 | 4.2/11.0 | 5414 | Arboleda Road Freeway | 102,785 | * |
| MNO | 395 | 117.9/119.4 | 0241 | Highpoint Curve Corrections | 22,000 | |
| MON | 1 | 100.4/R101.5 | 0032G | Salinas Road Interchange | 35,000 | |
| MON | 101 | 100.0/101.3 | 0058E | San Juan Road Interchange | 31,000 | |
| MON | 101 | 84.6/86.6 | 0318 | Airport Boulevard Overcrossing (Phase 1) | 82,000 | |
| MON | 156 | R1.8/T4.8 | 0057C | Route 156 West Corridor | 72,000 | 65,000 |
| MRN/SON | 101 | R18.3/27.7 | A0360F | US 101 Novato Narrows Freeway Upgrade | 260,000 | |
| NAP | 12 | | | Jamison Canyon | 260,000 | |
| SAC | 50 | 2.1/7.0 | 6199C | Bus/Carpool lanes & Community Enhancements | 190,000 | 90,000 |
| IMP | 78 | L7.2/L15.7 | 0021 | Brawley Bypass Stage 3 | 51,000 | 51,000 |
| SD | 11 | 0.0/2.7 | 1000 | State Route 11 | 252,000 | |
| SB/SLO | 101 | 90.4/90.9 | B4459 | Santa Maria River Bridge Widening (part 2 of 2) | 52,000 | |
| SBD | 395 | R4.0/48.0 | 0260B | US-395 Widening | 1,154,000 | |
| SBD | 58 | R0.0/R12.9 | 0215C | Construct 4-lane expressway (Kramer Junction) | 144,000 | 144,000 |
| SBD | 58 | T21.8/31.0 | 0217F | Widen to 4-lane expressway (Hinkley) | 117,000 | 97,000 |
| SBT | 156 | 3.3/7.7 | 0297 | San Juan Bautista 4-lane expressway | 60,000 | 60,000 |
| SHA | 299 | 0.0/R7.4 | 0166A | Buckhorn Grade - Environmental Only | 146,000 | 146,000 |



| Future Funding Needs for ITIP Projects (Continued) | | | | | | |
|--|-----|------------|-------|--|--------------------|---------------------|
| (\$'s x 1000) | | | | | | |
| CO | RTE | PM | PPNO | Project | Future Needs | Proposed Bond Funds |
| SHA | 44 | 0.6/1.6 | 6650 | Redding Auxiliary Lane & Bridge Widening | 22,900 | 22,900 |
| SHA | 44 | R3.6/R7.0 | 0137 | Stillwater | 18,000 | |
| SJ | 99 | 15.0/18.6 | 7668 | Route 99 Widening in South Stockton | 131,800 | * |
| SLO | 101 | 13.2/21.5 | 4856A | SLO Operational Improvements (#1,2 & 5) | 8,000 | |
| SLO | 46 | 41.2/50.2 | 0226D | Route 46 Corridor Improvements (Whitley 2) | 33,850 | 25,000 |
| TUL | 99 | 30.6/41.3 | 6400 | Tagus Ranch 6-lane freeway | 104,000 | * |
| TUL | 99 | 41.3/R53.9 | 6480 | Goshen/Kingsburg 6-lane | 138,000 | * |
| TUO | 108 | R4.0/R6.0 | 0021B | E. Sonora Bypass Stage II | 33,000 | |
| VEN | 101 | 39.8/41.8 | 2303 | La Conchita & Mussel Shoals Op. Imp. | 44,000 | |
| YOL | 50 | 0.3/2.0 | 0332D | Harbor Boulevard Project | 23,000 | |
| Total | | | | | \$5,161,365 | |

* \$1 billion designated for Route 99 Corridor Enhancement Master Plan. The specific projects are to be determined later.

Appendix A – ITIP Projects - Mapped by System and Location Focus Routes





| Focus Route Project List (\$'s x 1000) | | | | | | |
|---|--------|---------|--|--|---|---------|
| CO | PPNO | RTE | Project | Comments on ITIP Funds | Other Funding | ITIP |
| BUT | A0364A | 70 | Marysville Bypass (Stage 1) | Support only | RIP | 3,000 |
| BUT | 2262 | 70 | Ophier Road - Phase 1 | Delay from FY 2007/08 to FY 2008/09 | RIP, Demo | 12,037 |
| FRE | 1350 | 41 | County Line Expressway | Support and RW only | | 11,080 |
| FRE | 1530Y | 99 | Route 99 Replacement Planting | Delay from FY 2007/08 to FY 2009/10 | | 1,499 |
| IMP | 0051Y | 7 | Route 7 Landscape Mitigation | Delay from FY 2006/07 to FY 2007/08 | RIP | 291 |
| IMP | 0021F | 78 | Brawley Bypass – Stage 2 | Delay from FY 2006/07 to FY 2008/09 | RIP, TEA-LU Demo | 48,075 |
| IMP | 0021G | 78 | Brawley Bypass – Stage 3 | Delay from FY 2006/07 to FY 2007/08 | TEA-LU Demo, GoCA Bond (\$51 mil) | 6,179 |
| INY | 0191 | 395 | Independence 4-lane expressway | Con in FY 2008/09 | RIP | 11,063 |
| INY | 0191A | 395 | Independence Arch. Pre-Mitigation | Con in FY 2007/08 | RIP | 320 |
| INY | 0172 | 395 | Manzanar 4-lane expressway | Delay from FY 2007/08 to FY 2008/09 | | 24,561 |
| INY | 0172A | 395 | Manzanar Arch. Pre-Mitigation | Con in FY 2007/08 | | 800 |
| KER | 8042 | 14 | Inyokern Rd. to Rte. 178 4-lane (Freeman Gulch) | Support only | RIP | 1,520 |
| KER | 3386 | 46 | Route 46 Expressway Corridor (Segment 1) | Con in FY 2008/09 | RIP, TCRP, TEA-LU Demo | 8,540 |
| KER | 3380A | 46 | Route 46 Expressway Corridor (Segment 2) | RW and Support only | RIP, TCRP, TEA-LU Demo | 1,365 |
| KER | 3386A | 46 | Route 46 Expressway Corridor (Segment 3) | RW and Support only | RIP, TCRP, TEA-LU Demo | 4,925 |
| KER | 8539 | 395 | Inyokern Four Lane | Support only | RIP, TCRP, TEA-LU Demo | 800 |
| KIN | A4360B | 198 | Route 198 Expressway, Rte. 43 to Rte. 99 | Support only | RIP, TCRP, TEA-LU Demo | 1,100 |
| LA | 2789 | 101 | Van Nuys - Van Nuys Blvd. Off-Ramps | Delay from FY 2008/09 to FY 2009/10 | TEA-21 Demo | 9,009 |
| LAK | 0122C | 29 | Diener Dr. to North Rte. 175 Upgrade Expressway | Support only | RIP, TEA-LU Demo | 5,725 |
| LAS | 3048 | 36 | Susanville Town Hill | Delay from FY 2007/08 to FY 2008/09 | RIP | 2,694 |
| MAD | 5410 | 99 | Fairmead Interchange & 6-lane Freeway | FY 2005/06 Reschedule | | 64,258 |
| MEN | 0133J | 101 | Hopland Bypass | Support only | | 7,200 |
| MEN | 0125F | 101 | Willits Bypass | Delay from FY 2008/09 to FY 2010/11 | RIP, TEA-LU Demo, GoCA Bond (\$130 mil) | 110,869 |
| MER | 0528Y | 99 | Mission Avenue Interchange Landscape | Delay from FY 2008/09 to FY 2009/10 | | 4,032 |
| MER | 0546Y | 99 | Livingston Stage 2 Freeway Landscape | Delay from FY 2008/09 to FY 2009/10 | | 780 |
| MER | 5401 | 99 | Freeway Upgrade & Plainsburg Road I/C | Support only | RIP, TCRP | 5,720 |
| MER | 5414 | 99 | Arboleda Road Freeway | Support only | RIP, TCRP | 30,787 |
| MER | 5479 | 99 | Atwater Freeway | Delay from FY 2006/07 to FY 2007/08 | | 63,765 |
| MER | 5707 | 152 | Los Banos Bypass | Support only | RIP | 2,500 |
| MNO | 0241 | 395 | Highpoint Curve Corrections | Support only | RIP | 525 |
| MON | 0058E | 101 | San Juan Road Interchange | Support only | | 4,300 |
| MON | 0318 | 101 | Airport Boulevard Overcrossing | Support only | RIP, TEA-21 and TEA-LU Demo | 98 |
| MON | 0058G | 101 | Prunedale Improvement Project | Delay from FY 2008/09 to FY 2009/10 | RIP, TEA-21 and TEA-LU Demo | 122,182 |
| MON | 0057C | 156 | Route 156 West Corridor | Support only | | 6,007 |
| MRN | A0360F | 101 | Novato Narrows Freeway Upgrade – PA&ED Only | Support only | RIP, TEA-LU Demo | 14,100 |
| NEV | 4107 | 49 | Lime Kiln to Grass Valley Widening | Delay from FY 2008/09 to 2009/10 | RIP | 9,166 |
| SB | B4459 | 101 | Santa Maria River Bridge Widening (part 2 of 2) | Support only | RIP | 430 |
| SBD | 0215C | 58 | Construct 4-lane Expressway (Kramer Junction) | RW delay from FY 2006/07 to FY 2008/09 | | 24,371 |
| SBD | 0217F | 58 | Realign and widen to 4 lane expressway (Hinkley) | RW delay from FY 2006/07 to FY 2007/08 | | 15,007 |
| SBD | 0260B | 395 | US-395 Widening (PA&ED Only) | Support only | RIP | 4,000 |
| SBT | 0297 | 156 | San Juan Bautista 4-lane expressway | Support only | | 16,642 |
| SCL | 0468F | 101 | US 101 Landscaping | Delay from FY 2008/09 to FY 2010/11 | RIP | 1,524 |
| SCL | 0070 | 152/156 | SR-152/SR-156 Interchange Improvements | FY 2005/06 Reschedule | RIP, RSTP, TEA-LU Demo | 5,310 |
| SCL | 0486G | 152 | Truck Climbing Lanes | FY 2005/06 Reschedule | RIP, TEA-LU Demo, TEA-21 Demo | 2,200 |



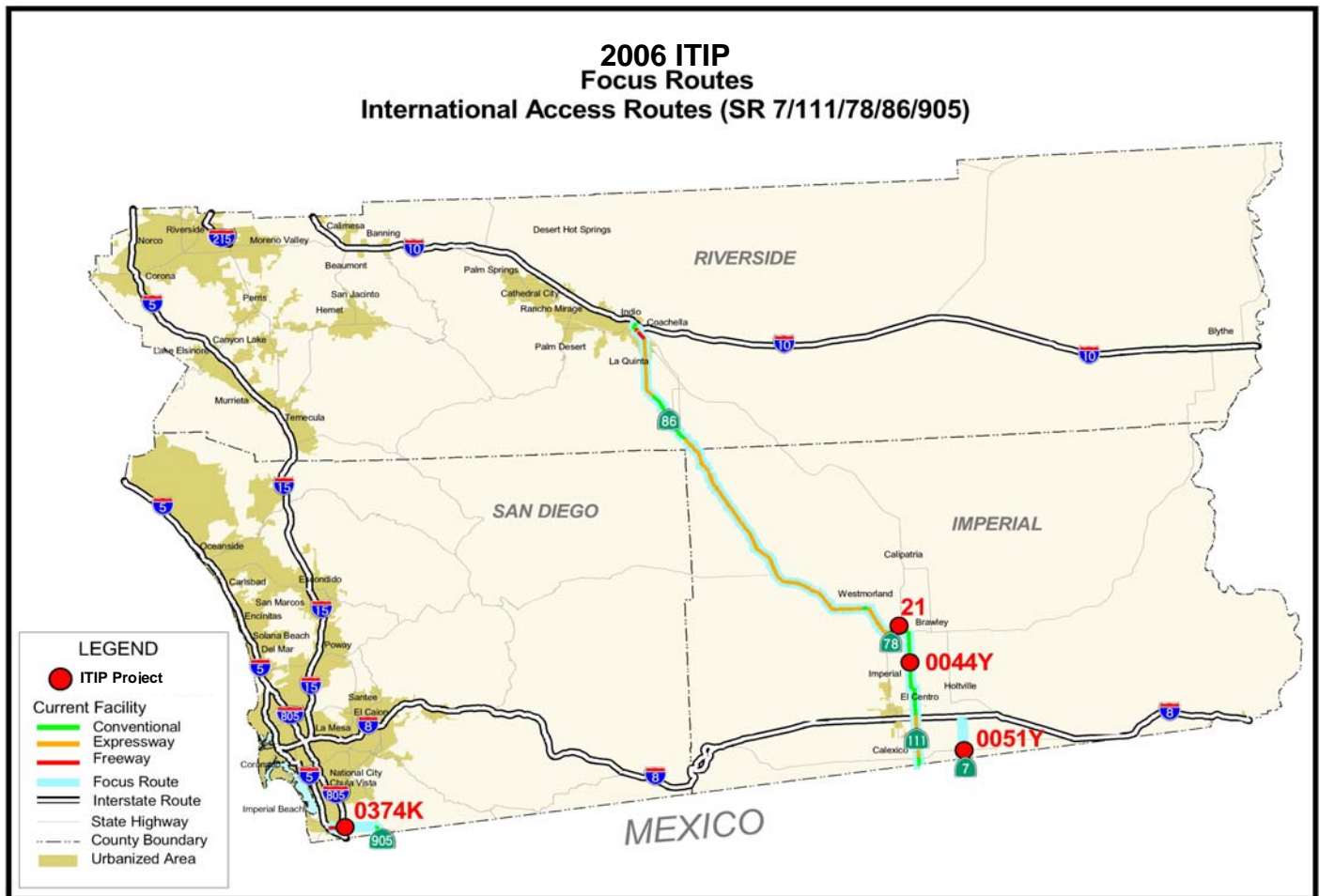
Focus Route Project List (Continued)
(\$'s x 1000)

| CO | PPNO | RTE | Project | Comments on ITIP Funds | Other Funding | ITIP |
|-----|--------|-----|--|---|------------------------------|---------|
| SD | 0374K | 905 | New Route 905 Freeway - Otay Mesa | Con in FY 2005/06 | RIP, RSTP, TCRP, Demo, Local | 139,822 |
| SHA | 0137 | 44 | Stillwater | Support only | RIP, TEA-LU Demo | 440 |
| SHA | A0166A | 299 | Buckhorn Grade - Environmental Only | Support only | RIP, TEA-LU Demo | 5,088 |
| SHA | 6650 | 44 | Redding Auxiliary Lane & Bridge Widening | Delay from FY 2007/08 to FY 2009/10 | RIP, GoCA Bond (\$22.9 mil) | 15,029 |
| SHA | 3116 | 44 | Liberty to I-5 aux. lane and bridge widen | Delay from FY 2007/08 to FY 2009/10 | RIP | 2,936 |
| SJ | 7668 | 99 | Route 99 Widening in South Stockton | Support only | RIP | 1,558 |
| SLO | 0452 | 41 | Cottonwood Truck Climbing Lane | FY 2005/06 Reschedule. | RIP | 4,294 |
| SLO | 0226A | 46 | Rte. 46 Corridor – PA&ED Only | Support only. | RIP | 6,900 |
| SLO | 0226B | 46 | Rte. 46 Corridor (Union) | Support only. Con funded with TEA-LU Demo | RIP, TEA-LU Demo | 4,300 |
| SLO | 0226C | 46 | Rte. 46 Corridor (Whitley - Segment 1) | Delay from FY 2007/08 to FY 2009/10 | RIP | 36,600 |
| SLO | 0226D | 46 | Rte. 46 Corridor (Whitley - Segment 2) | Support only | RIP, TEA-LU Demo | 4,500 |
| SLO | 4856 | 101 | SLO Operational Improvements - 2 locations | Support only | RIP | 704 |
| SLO | 4856A | 101 | SLO Operational Improvements - (#1,2 & 5) | Support only | RIP | 1,021 |
| SLO | A4459 | 101 | Santa Maria River Bridge Widening (part 1 of 2) | Support only | RIP | 710 |
| SM | 0700B | 101 | US 101 Auxiliary Lanes | FY 2005/06 Reschedule | RIP | 15,963 |
| SON | B0360F | 101 | Novato Narrows Freeway Upgrade - PAED Only | Support only | RIP, TEA-21 and TEA-LU Demo | 2,500 |
| SON | 0770B | 101 | SON 101- Auxiliary Lane | FY 2005/06 Reschedule | RIP | 5,000 |
| SUT | 0289B | 70 | Sutter/Yuba Route 70 Corridor Project | Delay from FY 2006/07to FY 2007/08 | RIP | 131,599 |
| SUT | 8361A | 99 | Sutter Rte. 99 Corridor Project | FY 2005/06 Reschedule. | RIP, Demo | 13,152 |
| SUT | 8362A | 99 | Sutter Rte. 99 Corridor - Widen to 4 Lanes With a Median | Delay from FY 2006/07 to FY 2008/09 | RIP, Demo | 35,298 |
| TRI | 3104 | 299 | Sand House Curve | Support only | RIP | 3,473 |
| TUL | 6480 | 99 | Goshen/Kingsburg 6-Lane | Support only | TEA-LU Demo | 2,202 |
| TUL | 6400 | 99 | Tagus Ranch 6-lane freeway | Support only | | 1,600 |
| TUL | B4360B | 198 | Route 198 Expressway, Rte. 43 to Rte. 99 | Support only | RIP | 500 |
| VEN | 2303 | 101 | La Conchita & Mussel Shoals Op. Imp. | Support only | CMAQ | 3,300 |
| YUB | 9725B | 70 | Algedon Road Interchange | Delay from FY2006/07 to FY 2009/10 | RIP | 5,570 |

Focus Route Projects - No Longer in the ITIP

| CO | PPNO | RTE | Project | Comments |
|-----|-------|-----|---|--------------------------|
| BUT | 0016W | 149 | Hwy 149 4 Lane Expressway | Voted in July 2005 |
| FRE | 1530 | 99 | Kingsburg to Selma 6-lane freeway | Voted in July 2005 |
| KER | 8010 | 14 | North Mojave four lanes | Voted in September 2005 |
| KER | 0258B | 58 | Rehabilitation/Relinquishment of Rte 58 | Voted in August 2005 |
| MER | 0546D | 99 | Livingston Stage II Freeway | Voted in July 2005 |
| MER | 0528D | 99 | Mission Ave Interchange/Freeway | Voted in July 2005 |
| SB | 4460 | 101 | Santa Maria 6-Lane | Voted in July 2005 |
| SON | 0789A | 101 | Son 101 HOV Lanes -Rte 12 to Steele Lane | Voted in July 2005 |
| SUT | 8366 | 99 | Sutter Rte 99 Corridor - Environmental Only | Combined with PPNO 8362A |
| TRI | 320 | 299 | Rocky Point | Voted in July 2005 |

Focus Routes
International Access Routes (SR 7, 111, 78, 86, 905)



Interregional Importance and Route Concept

These routes serve the critical Mexico – California International and North American Free Trade Agreement (NAFTA) Gateway and are important corridors for both connectivity and movement of freight by large (5 axle) trucks and for interregional movement of people. The routes are both “Focus Routes” for interregional mobility and are additionally included in the Global Gateways Development Program due to their importance for freight. Four routes (SR 7, 111, 78 and 86) serve Imperial County. The County has the State’s highest unemployment rate, percent of families below the poverty level, and overall inadequate transportation infrastructure for north-south travel. The El Centro area, on SR 86, became urbanized in 2000 and the County is expected to add 350,000 more people by 2040. Completion of these routes to four-lane expressway standards, with construction of the Brawley Bypass, provides the County with a strong interregional state highway system as a basis for economic development, jobs creation and housing, and a higher quality of life. Completion of the 905 freeway in San Diego will strengthen the State’s infrastructure for freight movement between Mexico and California, California’s largest trading partner and the nations second.

Projects:

0374K SD 905 New Route 905 - Otay Mesa - Construct Six-Lane Freeway

Provide access to a new truck portal to ease cross-border traffic congestion and significantly improve movement of goods between Mexico and the U.S.

0021F/0021G IMP 78 Brawley Bypass - Route 86 to Route 111 – Construct Four-Lane Expressway (Stage 2 and Stage 3)

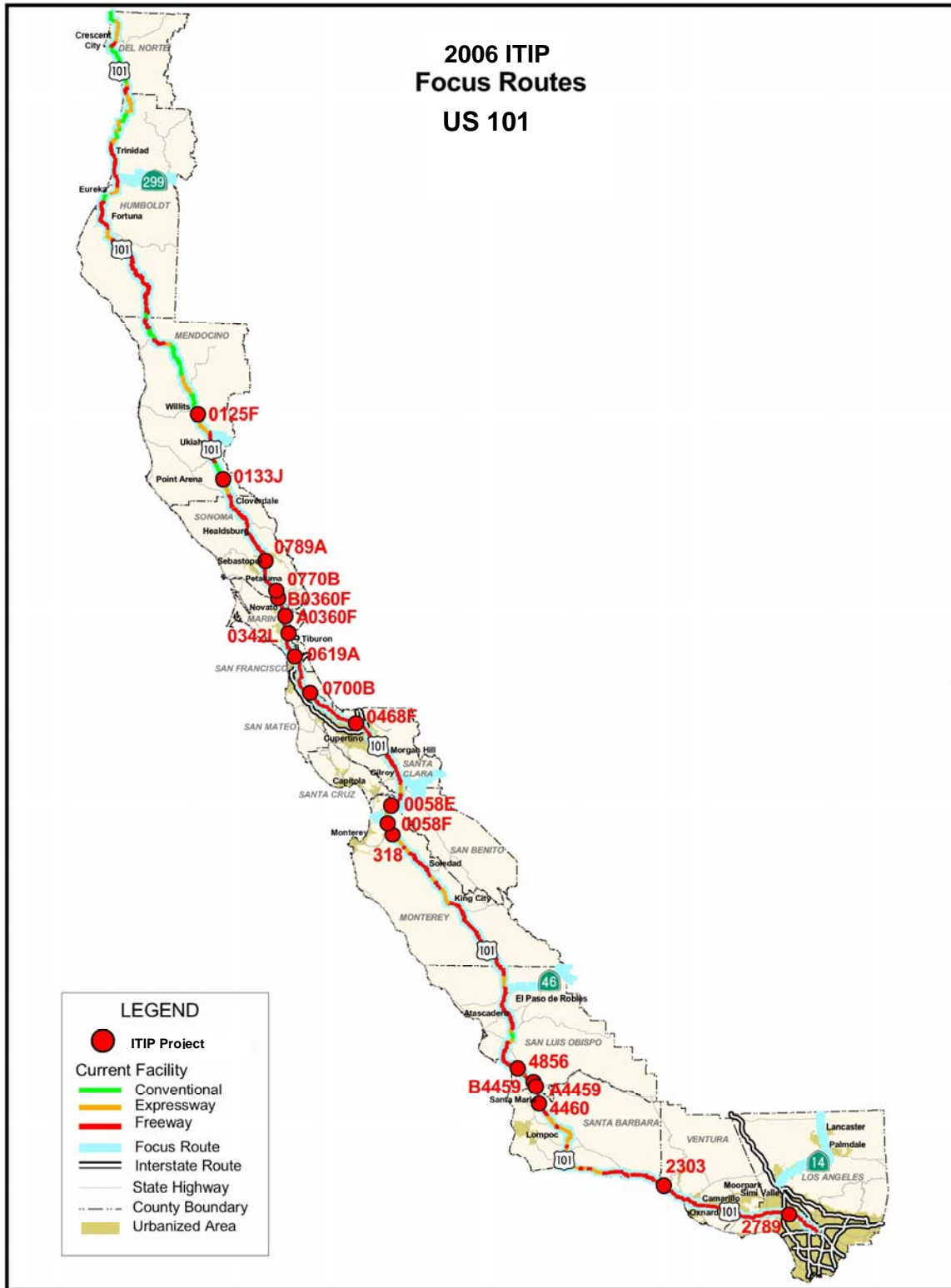
Construct a four-lane expressway bypass and interchange around the City of Brawley to accommodate increased regional and international traffic due to NAFTA and provide continuity between the international border with Mexico and Riverside County.

0051Y IMP 7 Landscape Mitigation

Provide the necessary highway planting to mitigate the visual impact of the roadway project.



Focus Routes US 101



Interregional Importance and Route Concept

US 101 is a vital interregional route for people and goods movement, extending almost the length of California from Oregon into Los Angeles. It is a “Focus Route” for improvement to higher standard (mostly expressway and freeway with portions to remain improved conventional) in the twelve coastal counties. These counties are expected to add a total of 3.3 million people by 2040. US 101 is the primary route for north-south movement into and through 12 urbanized areas directly on its path. Two are new urbanized areas (Petaluma and Paso Robles) established with the 2000 census. The designation of additional urbanized areas is expected to continue along this critical route. The route provides connectivity to the State’s coastal recreation and tourism areas with the Golden Gate being the centerpiece for the “gateway” to California from the Pacific. It is a primary route for transport of agricultural and timber products in addition to other freight.

The Governor’s Strategic Growth Plan includes \$510 million in proposed General Obligation (G.O.) bonds for projects as noted below.

Projects:

0125F MEN 101 Willits Bypass - Construct a four-lane freeway and interchange

Bypass project around the City of Willits is an important partnership effort with local agencies to provide an interregional transportation facility to reduce congestion and delays, improve safety, and enhance quality of life in the community. \$130 million in G.O. Bonds proposed for this project.



US 101 through Willits

0133J MEN 101 Hopland Bypass - Construct a four-lane freeway and interchange

Bypass project around the City of Hopland is an important partnering effort with local agencies to provide an interregional transportation facility to relieve congestion and reduce operational conflicts by separating local traffic. \$50 million in G.O. Bonds proposed for this project.

0770B SON 101 SON 101- Auxiliary Lane

Reduce traffic congestion resulting from merging and weaving conflicts and improve the overall freeway system performance in the vicinity of the Peninsula Avenue.

A0360F/ B0360F MRN/SON 101 Novato Narrows Freeway Upgrade – PA&ED Only

Upgrade the Novato Narrows (Sonoma & Marin Counties) segment to a six-lane freeway to increase capacity, reduce congestion, improve air quality, improve safety by eliminating at-grade crossings.



US 101 in Hopland

0619A SF 101 Doyle Drive Replacement - Reconstruct and widen of Doyle Drive's structure

Widening project on a major interregional route to improve safety and travel conditions for interregional people and goods movement and for visitors to the San Francisco, Marin, Sonoma and upper North Coast area. \$330 million in G.O. Bonds proposed for this project.

- 0700B SM 101 US 101 Auxiliary Lanes**
Reduce congestion to benefit the large numbers of commuters as well as commercial traffic and goods movement on a segment of a major interregional route near the San Francisco International Airport.
- 0468F SCL 101 US 101 Landscaping**
Provide the necessary highway planting to mitigate the visual impact of the roadway project.
- 0058E MON 101 San Juan Road Interchange**
Replace an at-grade crossing with a full interchange to increase safety, improve operations, facilitate goods movement and recreational travel.
- 0058G MON 101 Prunedale Improvement Project**
Improve safety, operation and travel conditions for local and interregional travel on US 101, a major north-south highway through Monterey County and between the San Jose Metropolitan Area and the Salinas Valley.
- 0318 MON 101 Airport Boulevard Overcrossing (Phase 1)**
Reconstruct the Airport Boulevard interchange to improve connection, enhance safety, provide connection to the Salinas Airport, and facilitate the movement of local traffic and goods movement.
- 4856 SLO 101 SLO Operational Improvements - Seven locations**
Improve interregional movement of people and goods on a major north-south interregional Focus Route traversing the length of California's coastal areas.
- 4856A SLO 101 SLO Operational Improvements – (#1, 2 & 5)**
- B4459/A4459 SB/SLO 101 Santa Maria River Bridge Widening**
Relieve congestion, reduce delay, improve linkage between State Routes 135 and 166, enhance goods movement and provide improved bicycle/pedestrian facilities.
- 2303 VEN 101 La Conchita & Mussel Shoals - Operational improvements and pedestrian separation**
Improve access between US 101 and a beach community in Ventura County and to improve the livability along one of the state's major north-south routes.
- 2789 LA 101 Van Nuys - Van Nuys Blvd. Off-Ramps**
Reduce congestion at the 101/405 interchange, improve mobility and provide additional capacity for the anticipated projected traffic volumes.



US 101 at La Conchita, Ventura County

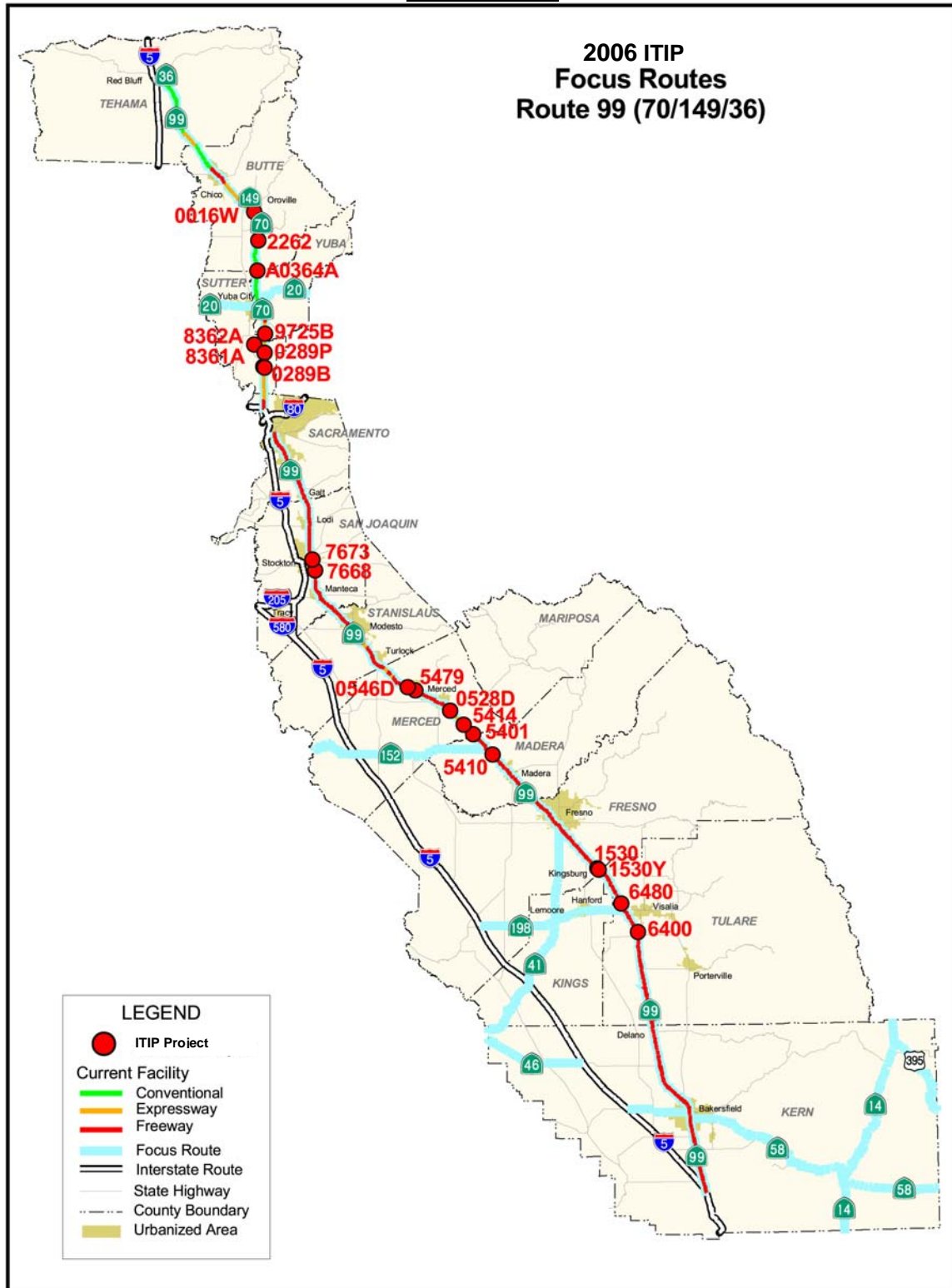
Focus Routes

Route 99 (SR 70, 149, 36)



Route 99 in Fresno County

Focus Routes



Interregional Importance and Route Concept

State Route 99 is the primary north – south transportation corridor for the 11 urbanized areas and multiple small communities along its path in the 13 counties comprising the San Joaquin and Sacramento Valley. Additionally, it is a critical alternate route for the Sacramento and Stockton urbanized areas served by I-5. The route is not complete to freeway standards, with numerous expressway and conventional “gaps” and an overall lack of adequate capacity throughout. The route concept is a full freeway from its beginning in Kern County to just above Chico in Butte County with additional lanes in the existing freeway portions. Route 70 (from Route 99/70 junction in Sutter County, the Focus Route begin in Oroville in Butte County, then crossing on Route 149 to rejoin Route 99 corridor south of Chico). By 2040, an additional 5.2 million people are projected to live in the Valley counties. The pattern of expanding urbanization and designation of new urbanized areas with each federal census is expected to continue along the route path. Three new areas were designated in the 2000 census alone. Route 99 corridor is a critical route for both interregional travel to and through urbanized areas and for connectivity to other adjoining routes through the length of the Valley. The route has high volumes of truck freight movement overall with significant increases in the agricultural peak season. The route is increasingly becoming congested through the urbanized areas. Development of the route to freeway standards and improvement of interchanges is included in the Department’s report “Transportation for Economic Development” which is a vital tool to bring increased economic health and jobs to Valley counties.

The Route 99 Corridor Enhancement Master Plan is a guide to strengthen corridor and community identity, and to foster unity in landscape and structural aesthetics throughout the Route 99 Corridor in the San Joaquin Valley, from Bakersfield to Lodi. Additionally, the Master Plan identifies programmed and planned projects to improve safety and mobility and to address capacity needs.

The Governor’s Strategic Growth Plan for transportation is designed to reduce congestion below today’s levels while accommodating future transportation needs from growth in the population and the economy. The Governor’s Strategic Growth Plan includes approximately \$1 billion for the Route 99 Corridor Enhancement Master Plan projects and approximately \$77 million in the Sacramento Valley.

Projects:

Sacramento Valley:

2262 BUT 70 Oroville Freeway Extension (Ophier Road - Stage 1) - Widen to four lanes and construct interchange

Provide a major freeway gap closure in the northern portion of the SR99/70 corridor connecting ten of the State's urbanized areas throughout its length.

A0364A BUT 70 Route 70 Expressway (Marysville Bypass) – PA&ED Only

Provide a gap closure between the existing and proposed freeway/expressway system between Sacramento and Chico, improve safety and provide an interregional facility between Oroville and Chico.

9725B YUB 70 Sutter/Yuba Route 70 Corridor Project (Motorplex) - Construct a new interchange

Upgrade local access to the expressway and to accommodate anticipated future traffic demand.

289B/289P SUT 70 Sutter/Yuba Route 70 Corridor Project – Construct four-lane expressway

Reduce traffic delays and congestion, improve safety, and to initially provide expressway and ultimately freeway access to the Marysville/Yuba City area.

8362A SUT 99 Sutter Route 99 Corridor - Widen to four lanes with a median

8361A SUT 99 Sutter Route 99 Corridor Project - Widen to four lanes with left-turn lane



Route 99 in Livingston

San Joaquin Valley:

7668 SJ 99 Route 99 Widening in South Stockton

Add capacity, reduce current traffic congestion, improve operations, increase safety and accommodate future travel demand.

5479 MER 99 Atwater Freeway - Convert to six-lane freeway and interchange

Major interregional freeway gap closure on Route 99 and critical to north-south goods movement in the Central Valley.

0528Y MER 99 Mission Avenue Interchange Landscape

0546Y MER 99 Livingston Stage 2 Freeway Landscape

5414 MER 99 Arboleda Road Freeway - Convert to six-lane freeway and interchange

Major step in the completion of a full freeway on Route 99 corridor and vital to improved goods movement within the Central Valley.

San Joaquin Valley (Continued):

5401 MER 99 Freeway Upgrade and Plainsburg Road Interchange

Critical gap-closure is a major step in the conversion of Route 99 to a full freeway providing needed capacity for movement of goods on a major north-south corridor.

1530Y FRE 99 Route 99 Replacement Planting

Mitigate the visual impact of the roadway project.

6400 TUL 99 Tagus Ranch - Convert to six-lane freeway

6480 TUL 99 Goshen/Kingsburg - Convert to six-lane freeway

Provide route continuity with the objective of widening all of Route 99 to a minimum of a six-lane freeway throughout the San Joaquin Valley to improve goods movement and accommodate future increases in traffic volumes.



Route 99 in Kingsburg

Focus Routes

US 395 and Route 14

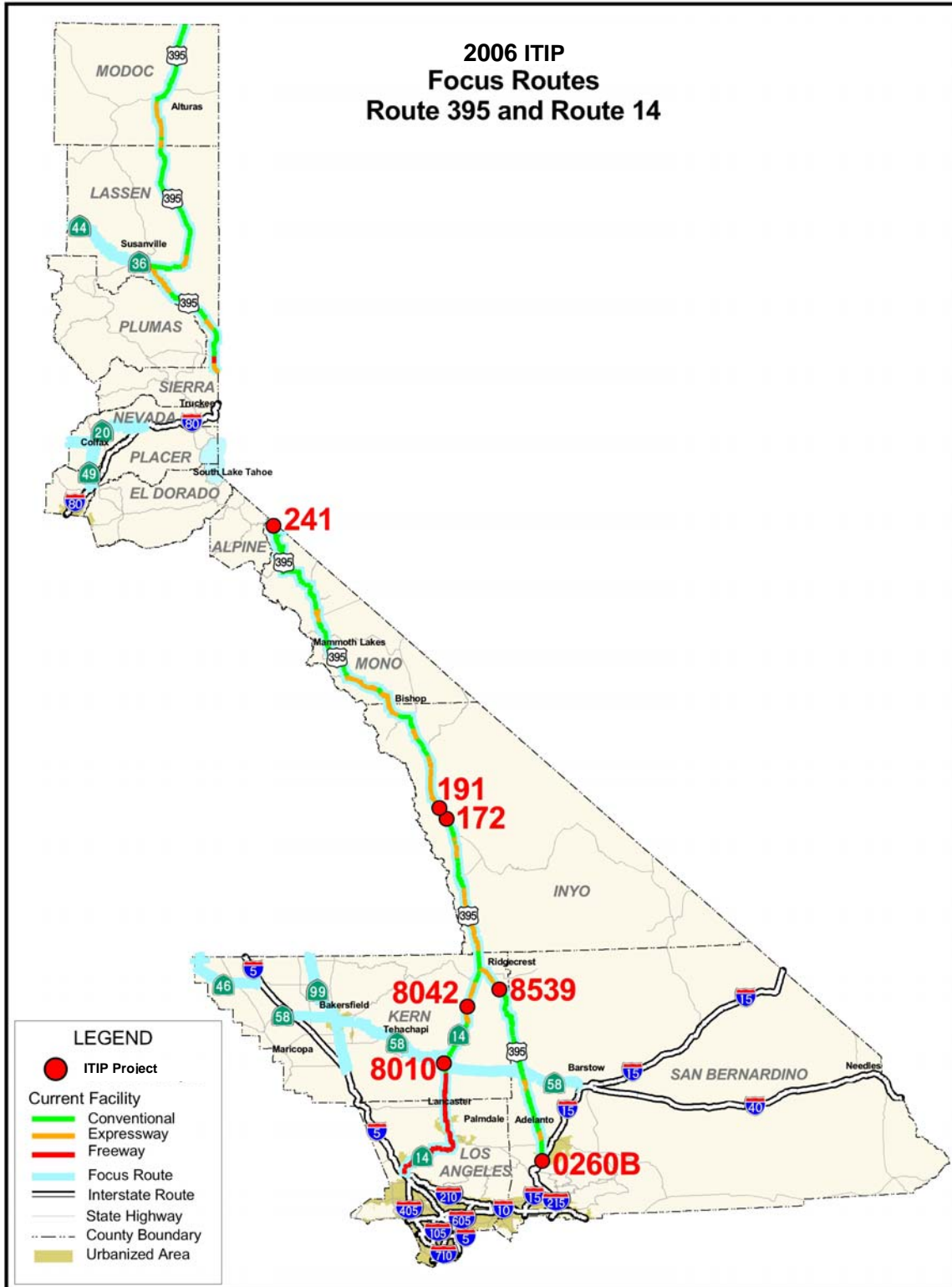


US 395 at Route 58, Kramer's Junction in San Bernardino County



Focus Routes

2006 ITIP Focus Routes Route 395 and Route 14



Interregional Importance and Route Concept

US 395 is the major interregional route serving the Eastern Sierra's massive land and mountainous area. The route extends roughly from Oregon to the Victorville urbanized area in San Bernardino with a portion leaving the California State area near Alpine County and then rejoining above Sierra County. The route serves both major rural recreational and tourism travel to the eastern Sierra and is the designated goods movement route for large trucks. It connects numerous rural and small communities and towns to goods and services and local employment. It is the principle state route for residents of Inyo and Mono Counties and a "gateway" with the State of Nevada. The Focus Route includes Route 14 in Kern and Los Angeles Counties for interregional connectivity. The route concept is primarily a four-lane expressway with improved conventional route portions.

Projects:

- 0241 MNO 395 Highpoint Curve Corrections - Modify road alignment**
Modify the roadway alignment to improve safety and facilitate bicycle travel.
- 0191 INY 395 Independence - Widen to four-lane expressway**
Upgrade to a four-lane divided highway, add capacity, and improve interregional movement of people and goods.
- 0191A INY 395 Independence Arch. Pre-Mitigation**
- 0172 INY 395 Manzanar - Widen to four-lane expressway**
Upgrade to four-lane divided highway, add capacity, improve safety and benefit interregional movement of people and goods.
- 0172A INY 395 Manzanar Arch. Pre-Mitigation**
- 8539 KER 395 Inyokern Four Lane - Convert to four lane expressway**
Provide route continuity and improved interregional mobility of people and goods connecting the Eastern Sierra Region and Western Nevada to the Southern California Region.
- 8042 KER 14 Inyokern Road to Route 178 4-lane (Freeman Gulch) - Convert to four-lane expressway and interchange**
Upgrade to four lanes of the last "gap" segment of Route 14 between Mojave and the junction with US 395, improve safety and accessibility for rural communities and for interregional and interstate movement of people and goods on one of the State's goods movement routes.
- 0260B SBD 395 Route 395 Widening**
Close a 48-mile expressway gap in the interregional road system to improve interregional mobility of people and goods.



US 395 in Inyo County



**Focus Routes
Route 58**

**2006 ITIP
Focus Routes
Route 58**



Interregional Importance and Route Concept

Route 58 is a major east-west non-Interstate goods movement route for interregional through movement of truck freight in California. The route’s interregional importance cannot be overstated nor its need for completion to a four-lane expressway/freeway standards. Route 58 additionally and strategically provides operational flexibility for coping with emergencies in this region of the State and as an alternative route to bypass Los Angeles Basin congestion. The route links I-5 and Route 99 to I-15 and I-40 into Nevada and Arizona, connecting goods movement to the southwest and southern United States. It is included in the Global Gateways Development Program due to its significance for freight movement. The rapidly growing Bakersfield urbanized area of 400,000 people (100,000 added since 1990) in Kern County is located at its junction with Route 99. Kern County is expected to add one million people by 2040, many in the

Bakersfield area. The Bakersfield area is home to truck warehousing, transfer, and support facilities tied to its location as a “gateway” for the “Grapevine” and access to the Central Valley. Route 58 additionally links with US 395 and Route 14 providing connectivity to the Eastern Sierra for recreational travelers from the lower Central Valley and Southern California.

The Governor’s Strategic Growth Plan includes \$241 million in proposed G.O. Bonds for the projects listed below.

Projects:

0215C SBD 58 Construct four-lane expressway (Kramer Junction)

Add capacity and operational improvements to this significant corridor for east-west goods movement and improve safety and reliability at Routes 58/395 Junction. \$144 million in G.O. Bonds proposed for this project.

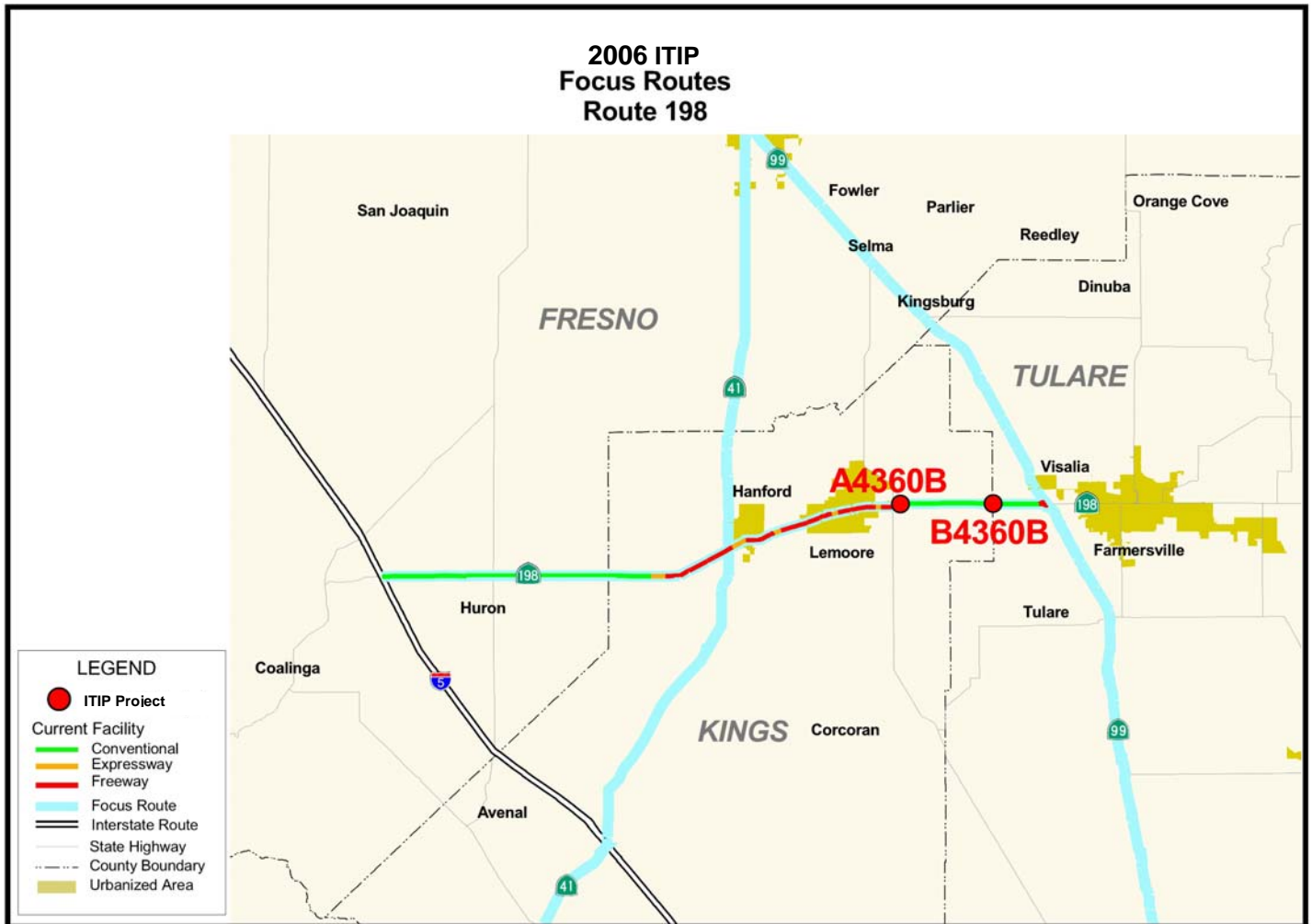
0217F SBD 58 Realign and widen to a four-lane expressway (Hinkley)

Add capacity to improve goods movement on a major interregional route connecting I-40, a vital east-west Interstate to the East Coast, and I-5, California’s major north-south Interstate route. \$97 million in G.O. Bonds proposed for this project.



Route 58 near Hinkley, San Bernardino County

Focus Routes
Route 198



Interregional Importance and Route Concept

Route 198 provides the only direct east-west link between Route 99 and I-5 for the lower Central Valley from above Bakersfield to south of Merced, a distance of 140 miles. It is an alternative route for cross-valley goods and people movement in the event of valley emergencies and the primary route to the national defense station (Lemoore Naval Air Station). The route directly serves the fast growing Visalia urbanized area and the newly designated area of Hanford-Lemoore in Tulare and Kings Counties. These counties are expected to add a combined 600,000 population by 2040. The route provides connections from I-5 to Route 41 (a Focus Route) for an alternative for travel into the Fresno urbanized area and major goods movement transfer centers located there. The route concept is a fully improved conventional route with passing lanes from I-5 to the Naval Air Station and a four-lane freeway/expressway further to Route 99.

Project:

A4360/B4360B KIN/TUL 198 Route 198 Four-Lane Expressway - Route 43 to Route 99
Gap closure for freeway/expressway between Route 43 in Hanford and Route 99 near Visalia to provide route continuity, increase capacity and improve safety.

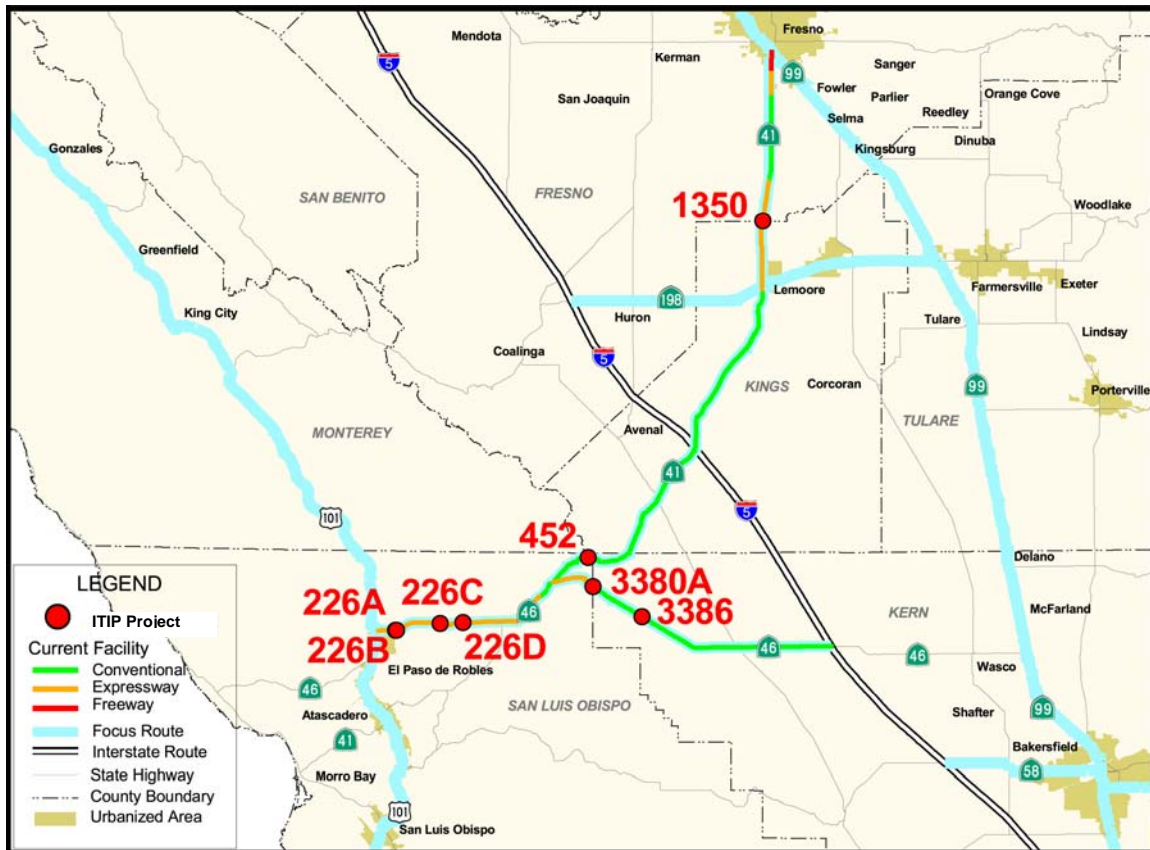


Route 198 in Kings County



Route 198 in Tulare County

Focus Routes Route 41 and 46



Interregional Importance and Route Concept

Routes 41 and 46 provide east-west interregional connectivity for people and goods movement to locations in the Central Valley and to the counties along US 101 corridor. California's east-west routes are under-developed overall due to complexities of the terrain, history of funding priorities and other factors. There are severely limited numbers of routes crossing from the Central Valley to the Coast and no routes built to a completed higher standard (expressway/freeway). These two Focus Routes are the primary connections to I-5 and Route 99 from US 101 corridor in this portion of the State and additionally provide operational flexibility for emergencies across multiple counties from coast to valley. The new urbanized areas of Paso Robles (at the junction of US 101 and Route 46) and Hanford-Lemoore (at the junction of Route 41 and 198) are on the route paths, as well as the fast growing Fresno urbanized area directly on the path of Routes 41 and 99. The Fresno urbanized area is currently over 500,000 population and the county is projected to add 700,000 people by 2040. The route concept for Route 46 is a four-lane freeway in the Paso Robles area and continuing as a four-lane expressway to I-5. The concept for Route 41 is to fully improve a two-lane conventional highway with passing lanes to I-5 and continuing as a two to four lane expressway to Fresno.



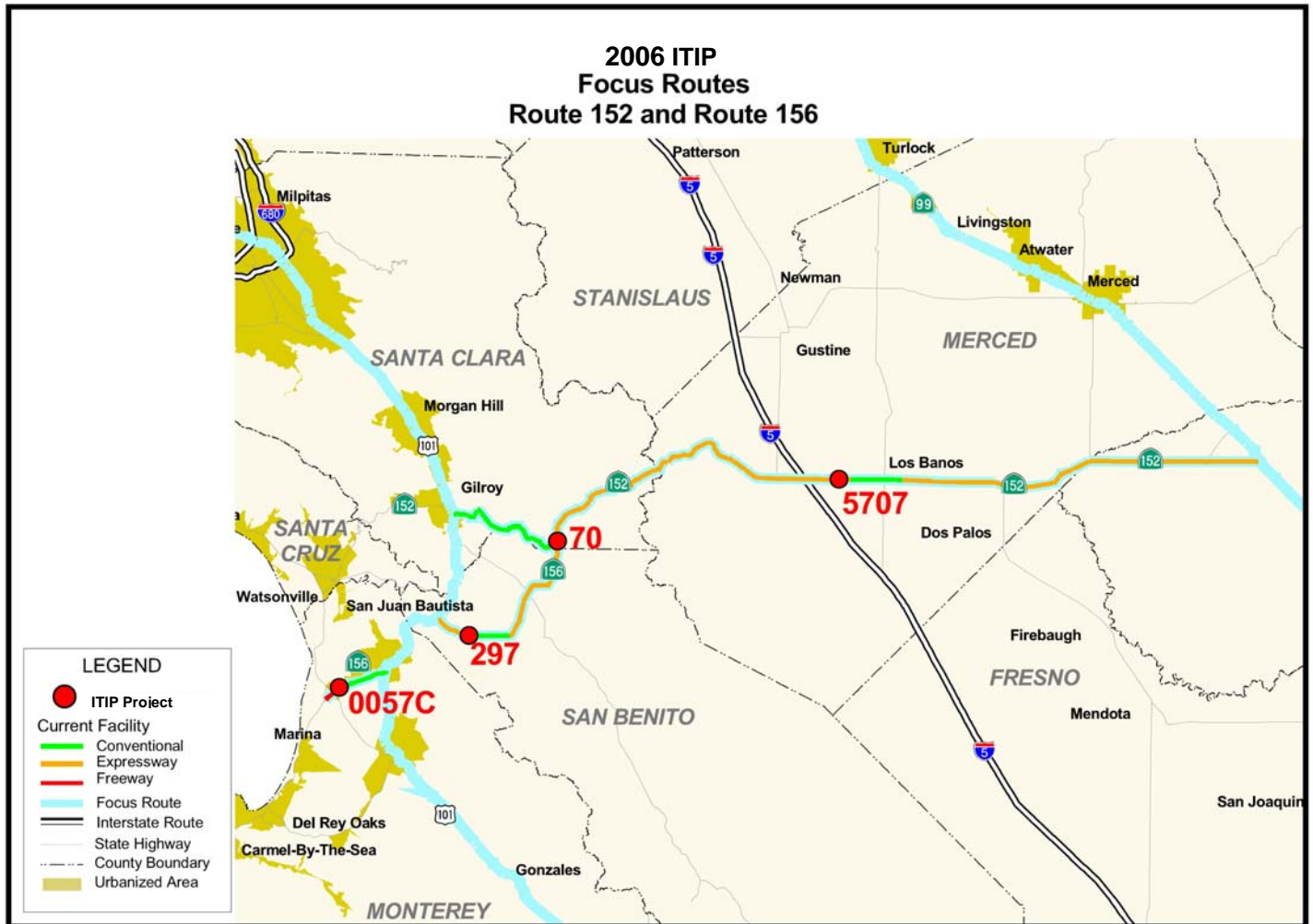
The Governor's Strategic Growth Plan includes \$25 million in proposed G.O. Bonds for the Route 41 and 46 corridors.

Projects:

- 1350 FRE 41 County Line Expressway - Widen to four-lane expressway**
Improve this portion of the interregional route to expressway and freeway standards.
- 3380A KER 46 Route 46 Expressway Corridor - SLO County Line - Kecks Road Expressway (Segment 2) - Convert to four-lane expressway**
- 3386 KER 46 Route 46 Expressway Corridor - Kecks Road to Route 5 (Segment 1) - Widen to four-lane expressway**
- 3386A KER 46 Route 46 Expressway Corridor - Kecks Road to Route 5 (Segment 3) - Widen to four-lane expressway**
Provide a main link from the San Joaquin Valley to the Central Coast, reduce congestion and improve safety, particularly in relation to truck and recreational traffic.
- 0026A SLO 46 Route 46 Corridor – PA&ED Only**
- 0226B SLO 46 Route 46 Corridor improvements (Union)**
- 0226C SLO 46 Route 46 Corridor improvements (Whitley - Segment 1)**
- 0226D SLO 46 Route 46 Corridor improvements (Whitley - Segment 2)**
Relieve congestion, provide passing opportunities and improve safety for goods movement and recreational travel and major east/west route from the San Joaquin Valley and Interstate 5 to the Central Valley and US 101 with the Central Coast.



Focus Routes
Route 152 and 156



Interregional Importance and Route Concept

Routes 152 and 156 provide the only direct agricultural, goods movement and recreational interregional connectivity south of the Bay Area to the coast. The routes link Route 99, I-5 and US 101 to the urbanized areas in Monterey County, the coastal recreational and tourism areas along Route 1, and agricultural centers in the extensive Monterey produce growing region. The routes are the only major east-west link between I-205 and Route 41 in the Central Valley, a distance of 120 miles. Route 152 is in the Global Gateways Development Program due to its importance to moving east-west truck freight from Route 99 and I-5 to US 101. These Focus Routes, like all other non-Interstate east-west routes, were not completed to expressway/freeway standards. Their importance is hit home daily by the increase in large truck traffic and interregional person trips on the route. The route concept for Route 156 is a four-lane expressway/freeway from Route 1 in Monterey County to Route 152 in San Benito County and a four-lane

expressway/freeway from US 101 in Santa Clara County to Route 99 in Madera. The counties primarily served by the route (excluding Santa Clara) are expected to add one million additional people by 2040, increasing route development pressures and need to expedite full expressway completion.

The Governor's Strategic Growth Plan includes \$125 million in proposed G.O. Bonds for the Route 152 and 156 corridors.

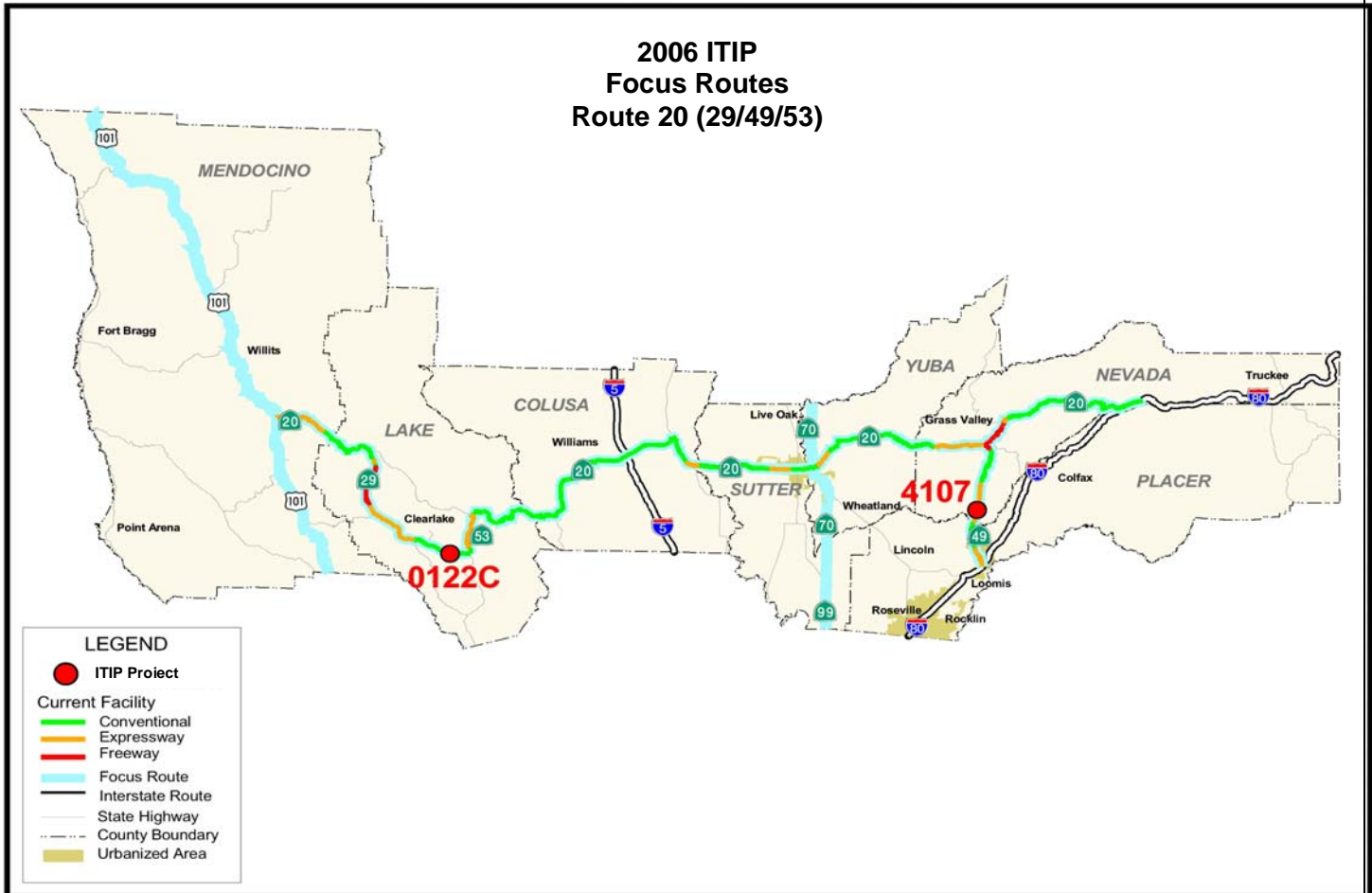
Projects:

- 5707 MER 152 Los Banos Bypass - Construct four-lane**
Gap closure bypass between two extended sections of expressway to eliminate bottleneck on Route 152 for 80 miles, enhance interregional and goods movement through Los Banos and reduce accidents and operational conflicts by separating through and local traffic.
- 0057C MON 156 Route 156 West Corridor - Widen to four-lane divided expressway**
Add capacity to improve interregional goods and people movement on a vital east-west route linking the Central Valley with the Central Coast. \$65 million in G.O. Bonds proposed for this project.
- 0297 SBT 156 San Juan Bautista four-lane expressway**
Widening on a vital east-west interregional route, connecting the Central Coast Region and the San Joaquin Valley, will improve interregional movement of people and goods through the corridor. \$60 million in G.O. Bonds proposed for this project.
- 0486G SCL 152 Truck Climbing Lanes**
Construct truck climbing lanes from San Felipe Lane to Route 152/156 Junction.
- 0070 SCL 152/156 Route 152/156 Interchange Improvements**
Widening and interchange project on a vital east-west interregional route connecting the Central Coast Region and the San Joaquin Valley to improve interregional movement of people and goods through the corridor.



Route 152 in Los Banos, Merced County

Focus Routes
Route 20 (SR 29, 49, 53)



Interregional Importance and Route Concept

This combined route corridor serves the major east-west interregional movement for people and goods across the northern Central Valley from the ocean to the Sierra at I-80. It also includes Route 49 in the high growth area of Placer and Nevada Counties (Grass Valley to I-80 only). The Focus Route corridor links US 101, I-5, SR 99, SR 70, and I-80 providing a high level of interregional connectivity across the width of the State and its complex terrain, literally connecting ocean and mountains. The route is a principal recreational route for north state travel and is a vital route for linking numerous small communities to goods and services. It also serves as a “main street” for the urbanized areas of Yuba City and Marysville. The route concept is a four-lane expressway/freeway through most of the route portions with a fully improved two lane conventional route with passing lanes in the mountainous areas near the coast and Sierra. Due to the importance of the route for north state east-west goods movement, connectivity and recreational travel (both personal cars and RVs/trailers), expressway/freeway completion should continue to move forward.

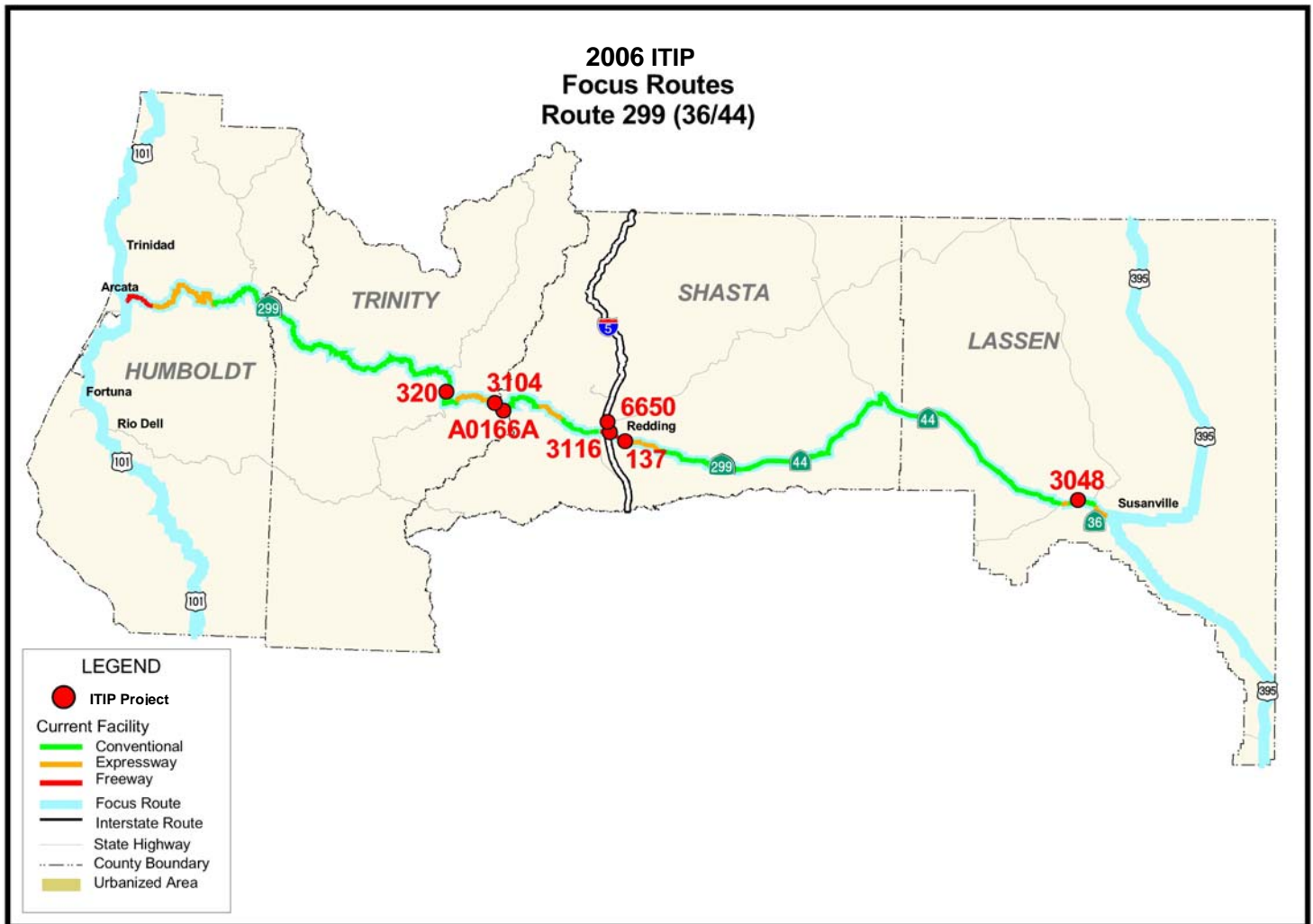
Projects:

- 0122C LAK 29 Diener Drive to North Route 175 - Upgrade to four-lane expressway**
Upgrade the 7.8 mile portion of Route 29 to a four-lane expressway facility is a result of a partnership involving the State and regional agencies to improve safety, reduce traffic delay and provide capacity to accommodate anticipated traffic growth.
- 4107 NEV 49 Lime Kiln to Grass Valley Widening (Segment 1)**
Widen roadway to accommodate significant growth in a rural area near the Sacramento metropolitan region and is a partnership effort between the State and local agencies.



Route 29 in Lake County

Focus Routes
Route 299 (SR 36/44)



Interregional Importance and Route Concept

The routes comprising this Focus Route corridor are the northern-most significant east-west rural transportation routes in the State. The corridor traverses 191 miles, connecting small towns and communities, recreational and tourism locations, and providing interregional connectivity for goods movement. It links US 101, I-5 and US 395 and serves the Redding urbanized area located on I-5. The routes provide emergency access and routing into and across the north state. The importance of the route for north state connectivity and need for improvement to higher standards was emphasized recently with the future planned construction of a major project on US 101 in northern Mendocino County. The US 101 improvement will require closure of the coastal route for several weeks requiring detours of north state travel to destinations above and below the location onto I-5 and then across to either Route 20 or Route 299 depending on the final destination. The operational flexibility needed for ensuring interregional connectivity in

a State with such a large land mass, complex terrain, and needs for disaster preparedness re-emphasizes the strategic nature of the Focus Routes improvements. The route concept is two to four lanes fully improved conventional and expressway with passing and truck climbing lanes and a four-lane expressway/freeway in and near the Redding urbanized area. Completion of the “Buckhorn” project west of Redding is a priority for ensuring a high standard facility.

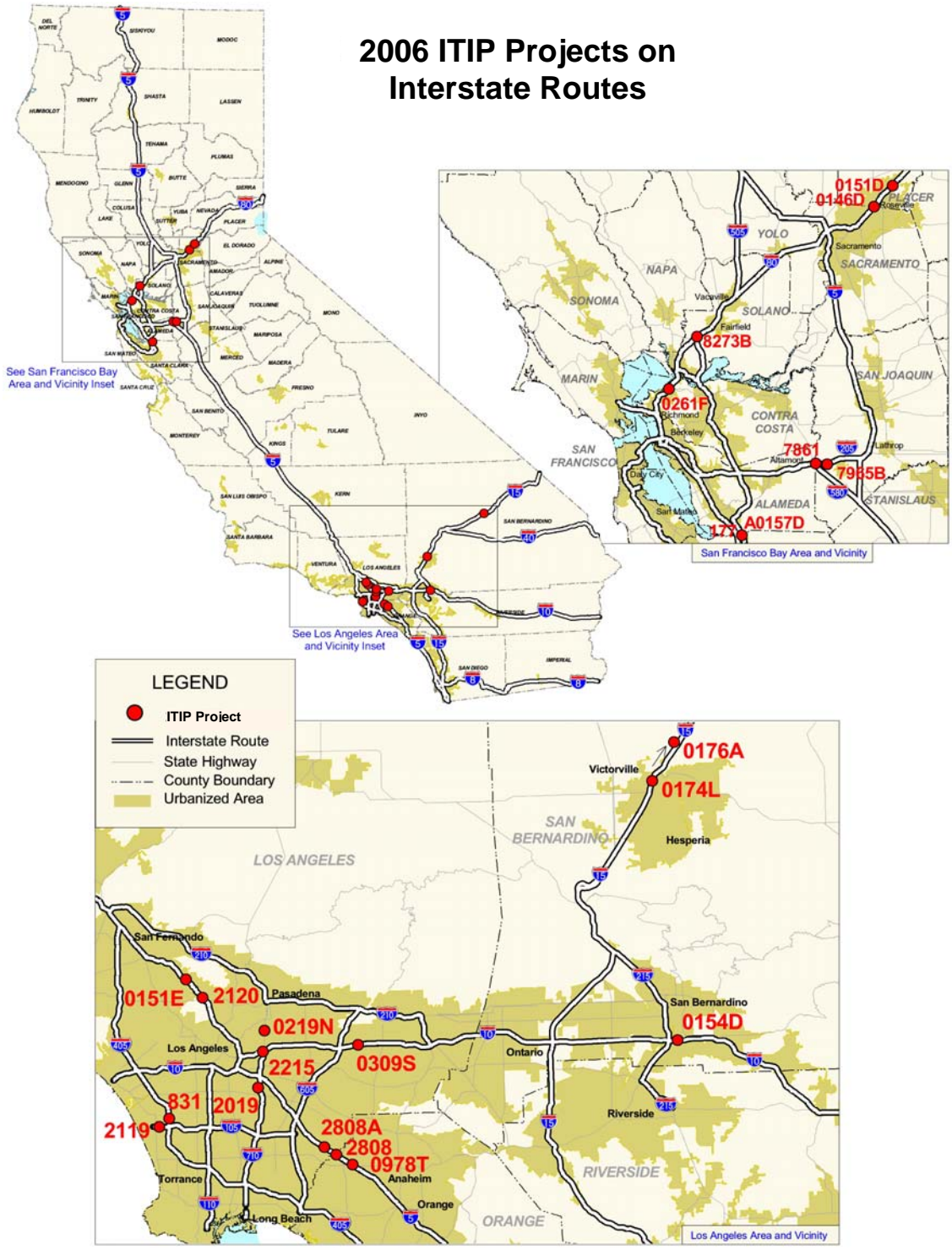
The Governor’s Strategic Growth Plan includes \$146 million in proposed G.O. Bonds for the Route 299 Corridor.

Projects:

- 3104 TRI 299 Sand House Curve - Construct westbound passing lane**
Provide a westbound vehicle passing opportunities to reduce operational delay in partnership with local agencies.
- 0166A SHA 299 Buckhorn Grade - Environmental Only**
Improve alignment, provide passing opportunities, and improve errant vehicle recovery areas on Buckhorn Grade.
- 3116 SHA 44 Liberty to I-5 Auxiliary Lane and Bridge Widening**
Construct an eastbound auxiliary lane to improve regional and interregional travel, improve operations and safety in Redding and on I-5.
- 6650 SHA 44 Redding Auxiliary Lane and Bridge Widening**
Construct a westbound auxiliary lane and bridge widening to improve operational and safety concerns on Route 44 and improve access from Dana Area of Redding to downtown Redding.
- 0137 SHA 44 Stillwater - Widen to four-lane freeway and interchange**
Provide safe and improved access to bicycle/pedestrian mobility and access to the growing area east of Redding.
- 3048 LAS 36 Susanville Town Hill**
Improve bicycle safety and support recreational travel to enhance the quality of life in Susanville, a significant town center for a large tourist and recreational travel.

Interstate Routes

2006 ITIP Projects on Interstate Routes





New ITIP Projects on Interstate Routes

(\$'s x 1000)

| CO | PPNO | RTE | Project | Comments | Other Funding | ITIP |
|-----|-------|-----|--|--------------------------------|------------------|-------|
| LA | 3612 | 710 | Route 710 expansion - South | New Project, Support only | Local | 5,000 |
| RIV | 0116F | 215 | East Junction Route 60/215 Interchange Connector | New Project- Con in FY 2009/10 | RIP, CMAQ, Local | 5,250 |

ITIP Projects on Interstate Routes

('s x 1000)

| CO | PPNO | RTE | Project | Comments on ITIP Funds | Other Funding | ITIP |
|-----|--------|-----|---|--|------------------------------|--------|
| ALA | A0157D | 680 | Sunol Grade HOV Corridor-Southbound | Delay Con from FY 2007/08 to FY 2008/09 | RIP, Local, Demo | 25,923 |
| ALA | 0177 | 680 | Sunol Grade HOV Corridor-Northbound (Phase 1) | Delay Con from FY 2007/08 to FY 2009/10 | Local, TCRP | 34,547 |
| LA | 2808 | 5 | I 5 Widening - Orange County Line to Route 605 | Support only, con with other funds in FY 2008/09 | RIP, Demo, TCRP, Local | 17,000 |
| LA | 2808A | 5 | Orange County to Route 605 - Interchange | Support only, con with other funds in FY 2007/08 | RIP, Demo, CMAQ, TCRP, Local | 750 |
| LA | 0151E | 5 | Ultimate HOV/Empire Interchange Improvements | Support only, con with other funds in FY 2009/10 | RIP, Local | 12,792 |
| LA | 2120 | 5 | I-5 Western I/C Modification | Support and R/W only | RIP | 12,126 |
| LA | 0309S | 10 | Baldwin Park - Soundwalls | Delay Con from FY 2007/08 to FY 2009/10 | RIP | 4,922 |
| LA | 2119 | 105 | Sepulveda to Nash Westbound Off Ramp Widening | No Delay, Con in FY 2007/08 | Local | 10,617 |
| LA | 0831 | 405 | Route 405-Arbor Vitae-South half of I/C | Delay Con from FY 2007/08 to FY 2008/09 | RIP | 7,240 |
| LA | 2215 | 710 | Route 710 study per Record of Decision | Support only | | 2,952 |
| PLA | 0146D | 80 | I-80 Capacity/Operational Improvements (Stage 1) | | RIP, Local | 4,600 |
| PLA | 0151D | 80 | Interchange Reconstruction | Delay Con from FY 2006/07 to FY 2007/08 | RIP, Local | 11,330 |
| SBD | 0154D | 10 | Tippecanoe Avenue Interchange improvements | Support only, Con with other funds | Demo, Local | 2,500 |
| SBD | 0176A | 15 | I-15 SB Truck Climbing Lane | Delay Con from FY 2006/07 to FY 2008/09 | | 14,899 |
| SBD | 0174L | 15 | Phase 2 NB Widening | Delay Con from FY 2007/08 to FY 2008/09 | RIP, Demo, Local | 63,746 |
| SBD | 0194T | 210 | Etiwanda Wind Break Landscape Required Mitigation | Delay Con from FY 2006/07 to FY 2007/08 | | 1,645 |
| SOL | 8273B | 80 | Route 80 Widening Landscaping | Delay Con from FY 2007/08 to FY 2009/10 | | 1,347 |
| SOL | 5306 | 80 | Landscape Mitigation | Delay Con from FY 2006/07 to FY 2008/09 | | 448 |

Interstate Projects No Longer in the ITIP

(\$'s x 1000)

| CO | PPNO | RTE | Project | Comments |
|-----|-------|-----|---|----------------------------|
| CC | 0261F | 80 | I-80 HOV Westbound Gap Closure | Voted in July 2005 |
| LA | 0219N | 710 | South Pasadena - repair/preserve historic buildings | Project completed |
| LA | 2019 | 710 | Atlantic Blvd. Interchange | Project deleted |
| SJ | 7861 | 205 | 205/580 Ultimate Truck Bypass Study | Project completed |
| ORA | 0978T | 5 | Route 5 HOV Lanes - Route 91/Los Angeles | Voted in July 2005 |
| SJ | 7965B | 205 | Tracy Widening, stage 2 & 3 | Locals funded construction |
| YOL | 8914 | 80 | Tree Planting (ITIP TE) | Voted in August 2005 |
| SAC | 8911 | 80 | I-80 Traffic Operations System | Locals funded construction |

Importance

The Interstate routes are the only portion of California's Freeway and Expressway System that was completed as a "system". The State legislature identified the Freeway and Expressway System in 1959 to accommodate the dynamic anticipated growth in the State with the intent of providing a strong statewide interregional transportation system with current freeway and expressway standards. Large population and economic centers have grown along the Interstates as the routes provide high standard facilities and capacity for both regional and interregional travel as well as Interstate trips in the areas where constructed. The strategic importance of the completed Interstate System to California mobility is emphasized by its related statistics. The Interstate System is only 17 percent of the entire State's highway route miles and carries roughly 50 percent of all statewide vehicle miles of highway travel, with two thirds in the major urbanized areas: San Francisco-Bay, Los Angeles, and San Diego. Fifty – seven percent of all large truck vehicle miles traveled in the State are on the Interstate System. The importance of the Interstates to California's economic well being, quality of life and future cannot be overstated. The Interstates connect California to Canada and Mexico via I-5 and connect the Pacific Rim nations and trade to the State and State's east. The System connects people and freight to major metropolitan centers and intermodal and multimodal transfer locations such as water ports, air passenger, cargo terminals and intermodal transfer facilities. The Interstates are the principal paths for the movement of freight into and out of the largest metropolitan centers and are the primary paths for regional mobility. The Interstates are highly congested in the largest metropolitan centers. System optimization, to capture all capacity in these high-end facilities, through transportation management (projects, strategies and actions) in cooperation with regional agencies is a strategic emphasis for Interstate optimization and improvement. The Interstates are central to carrying out the goals and objectives outlined for goods movement in the Global Gateways Development Program.

New Projects:

3612 LA 710 Route 710 Expansion South

Support only project. Widen freeway between the Ports and Ceaser Chavez Overcrossing. Add two Mixed Flow Lanes and two exclusive Truck Lanes in each direction to provide for a total of 14-lane facility.

0116F RIV 215 East Junction 60/215 Interchange Connector

This project constructs two HOV connectors that link Route 60 and Route 215 HOV lanes at the east junction of the 60/215 interchange.

Existing Projects:

0177/A0157D ALA 680 Sunol Grade HOV Corridor

Add northbound and southbound HOV lanes on Route 680 over Sunol Grade, Milpitas to Route 84, ramp metering from Jacklin Road to Stoneridge Drive, and auxiliary lanes at various locations in Santa Clara and Alameda Counties.



Sunol Grade, Route 680 in Alameda County

8273B SOL 80 Route 80 Widening Landscaping

Mitigate the visual impact of the roadway project.

5306 SOL 80 Landscape Mitigation

Provide the necessary highway planting to mitigate the visual impact of the roadway project.

0146D PLA 80 I-80 Capacity/Operational Improvements (Stage 1)

Improve mobility, relieve congestion, maintain trip reliability, and enhance safety for freeway users from near the Sacramento/Placer County line.



Route 80 in Placer County

0151D PLA 80 Interchange Reconstruction at Sierra College on I-80

Improve operational deficiencies at the interchange ramp intersections to improve safety.

0151E LA 5 Ultimate HOV/Empire Interchange Improvements

Reduce congestion on I-5 to benefit interregional travel connections between I-5 and the Burbank-Glendale-Pasadena Airport.

2120 LA 5 I-5 Western Interchange Modification

Provide congestion relief for future local and regional traffic and eliminate existing deficiencies at the I-5/ Western Avenue Interchange and Western Avenue/Flower Street intersection.

2808A LA 5 Orange County to Route 605 - Carmenita Interchange

Improve on and off ramps traffic movements and overall interchange traffic circulation, reduce congestion and improve safety to accommodate new I-5 freeway cross section.

2808 LA 5 I-5 Widening - Orange County Line to Route 605

Widen for HOV and mixed flow lanes. Add capacity for future travel demands, improve access to regional transit, reduce travel time and congestion, eliminate northbound bottleneck as between the Orange County and LA County line.

0309S LA 10 Baldwin Park – Soundwalls

Mitigate the noise impact of the roadway project.

2119 LA 105 Sepulveda to Nash - Wesbound Off Ramp Widening

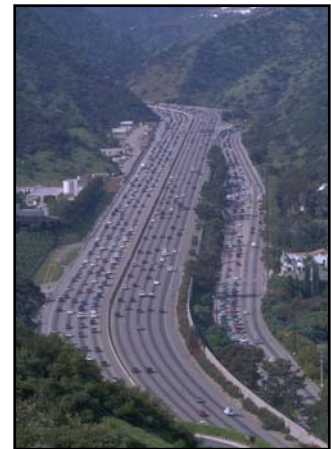
Reduce congestion on the main line and speed access to the Central Terminal Area at Los Angeles International Airport.

0831 LA 405 Route 405 - Arbor Vitae-Southhalf of Interchange

Reduce congestion, improve safety and traffic flow and access to the Los Angeles International Airport.

2215 LA 710 Route 710 study per Record of Decision

Close the Gap between I-10 in Los Angeles and Route 210 in Pasadena to complete the freeway system in one of the busiest region in the Los Angeles County.



Route 405 in Los Angeles County

0154D SBD 10 Tippecanoe Avenue Interchange improvements

Reduce congestion at interchange, relieve impacts to the freeway, and provide capacity for future development in the areas around the San Bernardino International Airport.



0176A SBD 15 I-15 Southbound Truck Climbing Lane

Separate trucks and other vehicles in hill portions of I-15 to improve goods movement between Southern California and destinations in Nevada, Utah and beyond.

0174L SBD 15 Phase 2 Northbound Widening

Add capacity, upgrade of I-15 to current standards, eliminate operational deficiencies and enhance safety by reconstructing three interchanges in the City of Victorville.

0192K SBD 210 San Bernardino Route 210 Park and Ride

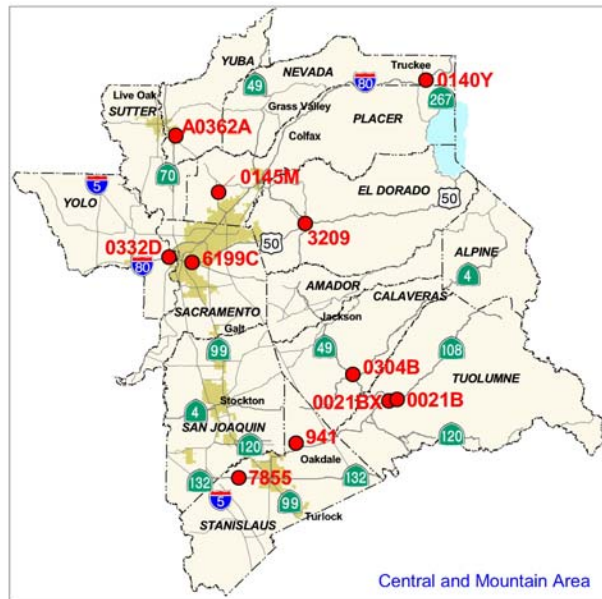
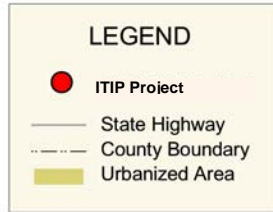
Required mitigation to construction project. Project will encourage ridesharing, reduce air pollution and provide congestion relief on freeway.

0194T SBD 210 Etiwanda Windbreak Rural Historic Landscape

Tree replacement mitigation for the completed Route 15/210 interchange project.

Other Routes

2006 ITIP
Other State Highway Routes





| ITIP Projects on Other Routes | | | | | | |
|-------------------------------|-------|-----|--|---|------------------------------|---------|
| (\$'s x 1000) | | | | | | |
| CO | PPNO | RTE | Project | Comments | Other Funding | ITIP |
| ALA | 0057A | 24 | Route 24/Caldecott Tunnel Corridor | Support and RW only | RIP, TCRP, Local | 18,000 |
| ALA | 0090C | 92 | Hesperian/Santa Clara Retrofit Soundwall | Delay Con from FY 2007/08 to FY 2009/10 | | 670 |
| CAL | 0304B | 4 | Angels Camp Bypass | Delay Con from FY 2007/08 to FY 2008/09 | RIP | 22,617 |
| CC | 0192E | 4 | Route 4 - Widen to 8 lanes, Loveridge Road Interchange | RW only, Con with other funds | RIP, TCRP, Local | 3,000 |
| ED | 3209Y | 50 | Placerville Ops. Mitigation Landscape | Delay Con from FY 2008/09 to FY 2009/10 | RIP | 386 |
| IMP | 549 | 98 | Route 98 Widening (west of Route 111) | Support and RW only | | 2,000 |
| LA | 0012J | 1 | Pacific Coast Highway Grade Separation | RW only | Demo | 21,187 |
| LA | 0482R | 60 | Route 60 HOV from Route 605 to Azusa Avenue | Support only, Con with other funds | RIP, Local, CMAQ, & RSTP | 6,100 |
| LA | 2223 | 134 | New Route 134 On-Ramp at Hollywood Way | 05/06 Reschedule | RIP | 22,882 |
| LA | 3331 | 138 | Route 138 Widening | Support and RW only | RIP | 4,572 |
| LA | 3325 | 138 | Route 138 Widening | RW only, Con with other funds | RIP | 1,596 |
| LA | 3326 | 138 | Route 138 Widening | RW only, Con with other funds | RIP | 90 |
| LA | 3327 | 138 | Route 138 Widening | RW only, Con with other funds | RIP | 1,547 |
| LA | 3328 | 138 | Route 138 Widening | RW only, Con with other funds | RIP | 106 |
| LA | 0694Q | 138 | Route 138 Widening | Delay Con from FY 2007/08 to FY 2008/09 | RIP | 17,152 |
| MON | 0032G | 1 | Salinas Road Interchange | Support only | RIP | 1,114 |
| NAP | 0367D | 12 | Jamieson Canyon | Support only | RIP, TCRP, TEA-LU | 2,000 |
| ORA | 4110 | 74 | Route 5 to Antonio Parkway Widening | Support only | Local | 3,713 |
| PLA | 0145M | 65 | Lincoln Bypass | Delay Con from FY 2008/09 to FY 2010/11 | RIP, Demo, Local, TEA-LU | 108,686 |
| RIV | 0048W | 91 | Route 91/71 Animal Crossing Study | Support only | Demo | 808 |
| SAC | 6199C | 50 | HOV lanes & community enhancements | Support only | RIP | 2,500 |
| SBD | 0239D | 138 | Route 138 4-lane widening at Route 2 | Delay Con from FY 2008/09 to FY 2009/10 | RIP | 58,763 |
| SD | 1000 | 11 | State Route 11 – PA&ED Only | Support only | | 8,000 |
| SD | 260 | 52 | New Route 52 Freeway – Route 125 to Cuyamaca-West end | Support & RW only, Con with other funds | RIP, TCRP, Demo, Local, RSTP | 3,400 |
| SOL | 5201F | 37 | Route 29/37 Interchange - Highway Planting | Support only | | 3,046 |
| STA | 941 | 120 | Oakdale Expressway/Bypass | Delay Con from FY 2006/07 to FY 2010/11 | RIP | 90,946 |
| TUO | 0021B | 108 | E. Sonora Bypass Stage II | Support and RW only | RIP | 7,813 |
| YOL | 0332D | 50 | Harbor Boulevard Project | Delay RW from FY 2006/07 to FY 2008/09 | RIP, Local, TEA-LU | 5,925 |

| ITIP Projects on Other Routes - No Longer in the ITIP (\$'s x 1000) | | | | |
|--|--------|-----|--|-------------------------------------|
| CO | PPNO | RTE | Project | Comments |
| ED | 3209 | 50 | Placerville - Lawyer Drive to Bedford Avenue | Voted in November 2005 |
| LA | 3330 | 138 | Route 138 Widening - Twin Bridges | Voted in July 2005 |
| NEV | 0140Y | 267 | Truckee Bypass | Voted in March 2005 |
| RIV | 0079D | 91 | N. Main Corona Parking Structure | Voted in July 2005 |
| RIV | 0076B | 91 | Green River Road Interchange | Under Construction with Local Funds |
| RIV | 33 | 60 | Riv-60 HOV Lanes | Voted in September 2005 |
| SM | 626 | 1 | Devils Slide Bypass | Funded with Federal ER funds |
| STA | 7855 | 132 | SR-132 West Widening | Delete Project |
| YUB | A0362A | 65 | Third River Bridge | Delete Project |

Importance

The State Highway System is a vast system connecting the regions, cities and communities across 156,000 square miles of complex terrain. The system (including Interstates and Focus Routes) has over 180 routes and 15,400 route miles of highway and more than 168 billion vehicle miles of travel per year total. The importance of the non-Interstate or Focus Routes is clear in related statistics. These routes are 65 percent of California's state highway route miles, carry 35 percent of all travel and are primarily conventional routes statewide with the exception of freeway route portions in the largest urban centers. As growth continues in California in areas not on Interstates or Focus Routes, the need for improvements to these other State Routes in coordination with improved growth planning by regions and local jurisdictions will become even more pressing. In many cases, the projects represent a rural partnership for projects that could not be funded with RIP funds alone.

The Governor's Strategic Growth Plan includes G.O. Bonds for the projects as noted below.

Projects:

- 0367D NAP 12 Jamieson Canyon - Widen to 4-lane expressway**
Reduce traffic congestion, improve safety and increase capacity on Route 12 between Route 29 in Napa County and Interstate 80 in Solano County.
- 5201F SOL 37 Route 29/37 Interchange - Highway Planting**
Provide the necessary highway planting to mitigate the visual impact of the roadway project.
- 0192E CC 4 Route 4- Widen to 8 lanes, Loveridge Road Interchange**
Reconstruct interchange to add HOV and mixed flow traffic lanes along Route 4 and preserve the median space for a future mass transit system to reduce congestion.
- 0057A ALA 24 Route 24/Caldecott Tunnel Corridor - Construct fourth bore two-lane tunnel**
Reduce congestion, increase capacity, improve safety and enhance reliability. \$140 million in G.O. Bonds proposed for this project.
- 0090C ALA 92 Hesperian/Santa Clara Retrofit Soundwall**
Mitigate the noise impact of the roadway project.

- 0260 SD 52 Construct new Route 52 - Route 125 to Cuyamaca Street (West End)**
Improves the transportation network providing a connecting link between the commercial and industrial centers in the east county and the primary north-south goods movement corridors of Interstates 5, 15, and 805.
- 1000 SD 11 New Route 11 - Environmental**
The future port of entry at East Otay Mesa will help reduce traffic at the existing San Ysidro and Otay Mesa ports of entry, providing an alternate entry for commercial traffic.
- 0549 IMP 98 Widen to 4-lanes from Navarro Avenue to Route 111**
Improve traffic flow and accommodate future travel demands.
- 0032G MON 1 Salinas Road Interchange - Construct new interchange and widen to a four-lane freeway**
Improve safety and operation of Route 1 critical for goods movement and recreational travel as well as regional commuters.
- 0304B CAL 4 Angels Camp Bypass - Construct 2-lane expressway**
Improve both resident and recreational travel on SR 4, in this foothill and mountain county and is the result of a rural partnership.
- 6199C SAC 50 HOV lanes and Community enhancements**
Add HOV lanes in median of US 50 in Sacramento County, improve the midtown and downtown Sacramento street system to enhance neighborhood livability. \$90 million in G.O. Bonds proposed for this project.
- 0021B TUO 108 E. Sonora Bypass Stage II - Construct a 2-lane expressway**
Improve the east-west interregional movement of people and goods and reflect a partnership effort between the State and local agencies.
- 0941 STA 120 Oakdale Expressway/Bypass - Construct 2-lane expressway on new alignment**
Rural partnership between the State and local agencies to improve travel for both regional residents and for recreational travel into the foothills and Yosemite.
- 0332D YOL 50 Harbor Boulevard Project - Widen overcrossing to 6 lanes and revise ramps**
Improve safety, mobility and intermodal transfer for goods to the Sacramento Port facility.
- 0145M PLA 65 Lincoln Bypass - Construct new 4-lane expressway/freeway on new alignment**
Bypass project around a fast-growing community in the Sacramento metropolitan region to enhance the quality of life in the community while accommodating future growth.
- 0482R LA 60 Route 60 HOV from Route 605 to Azusa Avenue - Construct one HOV lane in each direction**
Provide continuity to other HOV lanes, add capacity, reduce congestion, minimize air quality and reduce accidents.
- 4110 ORA 74 Route 5 to Antonio Parkway Widening**
Improve traffic flow and accommodate future travel demands.
- 0048W RIV 91 Route 91/71 Animal Crossing Study**
Study effects of recently constructed animal crossings. (Mitigation commitment for Route 71 Widening project)
- 2223 LA 134 New Route 134 On-Ramp at Hollywood Way**
Improve traveling conditions for interregional and regional commuters.
- 3331 LA 138 Route 138 Widening - Various locations, from Avenue T to Route 18**
- 3325 LA 138 Route 138 Widening - Near Palmdale, from 60th Street East to 0.5 km east of Avenue T-8**



-
- 3326 LA 138 Route 138 Widening - Near Littlerock, from 77th Street East to 89th Street East**
- 3327 LA 138 Route 138 Widening - Near Pearblossom, from 96th Street East to 106th Street East**
- 0694Q LA 138 Route 138 Widening - Near Llano, from 175th Street East to Largo Vista Road**
- 3328 LA 138 Route 138 Widening - Near Pearblossom, from 126th Street East to Longview Road**
Improve safety, provide mobility and congestion relief on SR 138 which connects two of the State's fast growing urbanized areas of Antelope Valley and Victorville.
- 0012J LA 1 Pacific Coast Highway Grade Separation**
Acquire right of way for the Pacific Highway Grade Separation, on Route 1 in Los Angeles between Coil Avenue and Dominguez Channel.
- 239D SBD 138 Widen to 4-lanes from Route 18 to Route 15 (Phase 1)**
Improve safety, provide mobility and congestion relief on SR 138 which connects two of the State's fast growing urbanized areas of Antelope Valley and Victorville.
- 3209Y ED Mitigation Landscaping**
Split out landscaping from the Placerville operational improvement project from Lawyer Drive to Bedford Avenue.

Multimodal Projects

2006 ITIP
Multimodal Projects





New Multimodal Projects

(\$'s x 1000)

| CO | PPNO | Project | Comments | Other Funding | ITIP |
|-----|------|--|--|---------------|-------|
| LA | 2063 | Rosecrans/Marquardt Triple Track/Grade Sep. | Add new project FY 07-08 | IIP New | 6,200 |
| SD | 2062 | Solana Beach Parking Structure | Add new project FY 06-07 | IIP New | 6,000 |
| VAR | 2061 | Oakland/Los Angeles Maint. Facilities Security | Add new project FY 06-07 | IIP New | 3,540 |
| VAR | 2064 | San Jose to Oakland Capacity Improvements | New project FY 06-07 funded from Bahia Viaduct | IIP New | 1,060 |
| VAR | 2065 | Capitalized maintenance – Capital Corridor, Pacific Surfliner & San Joaquin Corridor | Add new project FY 06-07 | IIP New | 6,000 |
| VAR | 2066 | Stockton ACE Northwest Track Connection | Add new project FY 06-07 | IIP New | 5,000 |
| VAR | 2067 | Santa Paula Branch Line | Add new project FY 06-07 | IIP New | 6,750 |

Existing Multimodal Projects

(\$'s x 1000)

| CO | PPNO | Project | Comments | Other Funding | ITIP |
|-----|-------|---|-------------------------------|------------------------|--------|
| ALA | 2021 | Livermore Valley Siding | Programmed in FY 07-08 | TCRP, Other State | 1,000 |
| ALA | 2103 | BART Oakland Airport Connector - PA&ED | Programmed in FY 07-08 | RIP | 10,000 |
| ALA | 2020 | Emeryville Intermodal Transfer Station | (Advance from 08/09 to 06/07) | RIP, Local | 4,200 |
| CC | 2011G | BART Richmond Station Additional Parking | Programmed in FY 07-08 | RIP, TCRP, DEMO | 2,000 |
| FRE | 2041 | San Joaquin Track Improvements (Figarden) | Programmed in FY 05-06 | GF IIP | 13,539 |
| LA | 2318 | Alameda Corridor East Grade Separations | Programmed in FY 08-09 | RIP, TCRP, DEMO, Local | 71 |
| LA | 9814 | Glendale Grade Separation | Programmed in FY 07-08 | IIP | 16,375 |
| LA | 2023A | AB 3090 Replacement | Programmed in FY 08-09 | IIP | 5,000 |
| LA | 2002 | La Mirada to DT Junction Third Track | Advance from 08/09 to 06/07 | IIP | 6,396 |
| MAD | 2025 | Madera Amtrak Station Relocation | Programmed in FY 06-07 | IIP | 705 |
| ORA | 2026 | Fullerton Transportation Center parking expansion | Programmed in FY 07-08 | RIP, Local | 8,000 |
| PLA | 9879 | Roseville Track and Signal Improvements | Programmed in FY 08-09 | RIP, Local | 3,530 |
| RIV | 0079D | N. Main Corona Parking Structure | Programmed in FY 08-09 | IIP | 9,500 |
| SAC | 2027 | Elk Grove Intercity Rail Station | Programmed in FY 07-08 | IIP | 800 |
| SCL | 2008 | Capitol Corridor-San Jose-Santa Clara Fourth Main | Programmed in FY 07-08 | IIP, Local | 20,600 |
| SD | 7301 | Sorrento to Miramar Double Track/Realign | Programmed in FY 07-08 | IIP, Local | 5,300 |
| SD | 9069A | Sorrento to Miramar Double Track | Programmed in FY 07-08 | GF IIP | 21,390 |
| SD | 9865 | San Dieguito River Bridge Replacement | Programmed in FY 06-07 | IIP | 855 |
| SJ | 2030 | Capacity Improvements | Programmed in FY 08-09 | IIP, TCRP | 24,200 |
| SJ | 2031 | Stockton SP Depot Restoration | Advance from 07/08 to 06/07 | RIP, Local | 3,400 |
| VAR | 0079E | 2 Cabs cars and 3 locomotives | Programmed in FY 07-08 | IIP | 12,000 |
| VEN | 2034 | Replacement Rail Moorpark to Simi Valley | Advance from 08/09 to 06/07 | IIP | 4,000 |

| Multimodal Projects no Longer in the ITIP | | | |
|---|-------|--|---|
| CO | PPNO | Project | Comments |
| CC | 9878 | Richmond Intermodal Transfer Station | AB 3090 replacement project 2011G |
| LA | 2023 | Los Angeles Storage Facilities & Track | AB 3090 replacement project PPNO 2023A |
| ORA | 9656 | Placentia Avenue Grade Separation | Allocated FY 05-06 |
| ORA | 9655 | Yorba Linda Train Station | Transferred funds to PPNO 2026 |
| SD | 7300 | Del Mar Bluff Stabilization | Allocated FY 2004/05 |
| SD | 2029 | Oceanside Transit Center Parking Structure | Project deleted FY 2004/05 |
| VAR | 2017 | Statewide Development of Carsharing | Delete project |
| VEN | 2024 | Tunnel 26 Seismic Improvements | Allocated FY 2004/05 |
| VEN | 9877 | Oxnard Station Parking Improvements | Allocated FY 2005/06 |
| SOL | 6045L | Bahia Viaduct Track Upgrade | \$1,060K moved to San Jose Capacity project |

Importance

The multi-modal systems in California are a vital part of the State's total transportation system. The State's Intercity passenger rail system (Amtrak), comprised of the Surfliner, San Joaquin, and Capitol routes, carries more than 3.6 million passengers per year between urban centers and interregional destinations. The routes parallel congested Interstate and other highway routes providing alternatives to personal vehicles. The major commuter rail systems in the largest urban centers carry over 600,000 passengers daily combined providing mobility and alternatives to congested state routes. Improved multi-modal transfer stations are critical facilities/services to encourage increased use of rail/transit. Smart growth planning by regions and local jurisdictions around rail/transit stations and lines in the urban and metropolitan areas for housing, commercial and jobs creation will ensure both a higher return on the transportation investment and improved quality of life. Comprehensive corridor planning that emphasizes a complete strategy of smart growth (creation of jobs/housing), improved multi-modal systems and connectivity, and optimization of high standard state routes (Interstates) will ensure sustained economic health, livelihood and mobility in California.

New Projects:

Oakland/Los Angeles Maintenance Facilities Security

Construct security measures to enhance security that will ensure mobility across the state with a well functioning and secure Intercity rail system.

Capitalized Maintenance – Capitol Corridor, Pacific Surfliner & San Joaquin Corridor

Track maintenance for the three main rail corridors will allow the system to operate reliably and to minimize the impact on the host railroad.

Solana Beach Parking Structure

Construct a parking structure as part of a multi-million dollar mixed-use development project including transit, residential, commercial, and non-profit use.

Rosecrans/Marquardt Triple Track and Grade Separation

Part of a comprehensive \$350M project which will construct 15 miles of a third main track and a grade crossing at the Rosecrans/Marquardt intersection.

San Jose to Oakland Capacity Improvements

Construct track and signal infrastructure along the Capitol Corridor as part of a larger project that will address the unmet needs of the traveling public along this line.

Stockton ACE Northwest Track Connection

Designs and constructs a new station that eliminates existing bus transfers and connections while accommodating additional San Joaquin rail service capacity currently not being utilized.

Santa Paula Branch Line

Improves and upgrades existing rail lines on the Santa Paula Branch line as part of a larger project connecting with Metrolink at various locations in Los Angeles County.

Existing Projects:

0079D RIV N. Main Corona Parking Structure

Construct 1,000 parking space structure for commuter service to congestion along the SR 91.

0079E VAR 2 Cab cars and 3 locomotives

Provide additional equipment needed to expand rail service between Riverside, Orange, and Los Angeles Counties.

2002 LA La Mirada to DT Junction Third Track

Add third track to facilitate the integration of freight rail and passenger rail operations (Amtrak and Metrolink) in a critical rail corridor and increase interregional passenger rail service.

2008 SCL Capitol Corridor-San Jose-Santa Clara Fourth Main

Increase rail track capacity to improve on-time performance, schedule flexibility, and corridor reliability for the Capitol Corridor, ACE, and Caltrain services freight.

2011G CC BART Richmond Station Additional Parking

Construct an additional level on the parking structure.

2020 ALA Emeryville Intermodal Transfer Station

Improve bus transfers between Amtrak intercity trains and local and feeder bus service and increase parking availability for rail patrons to increase ridership and improve reliability.

2021 ALA Livermore Valley Siding

Extend siding by 8,000 feet for safe passing/staging area for trains traveling bi-directionally on the single track service both commuter passenger rail and commercial freight rail traffic.

2023A LA AB 3090 Replacement

2025 MAD Madera Amtrak Station Relocation

Relocate the Madera Intercity Rail site to a more visible, accessible, convenient and safe location and is expected to increase ridership on the San Joaquin and Amtrak routes.

2026 ORA Fullerton Transportation Center - parking expansion

Add parking spaces at the Fullerton Transportation Center needed to increase ridership on intercity train service between San Diego and San Luis Obispo and Los Angeles and Riverside counties.

2041 FRE San Joaquin Track Improvements

Increase capacity of commuter rail, improve reliability and reduce running times on this vital interregional commuter rail corridor between the high growth Central Valley and the Bay Area.

2027 SAC Elk Grove Intercity Rail Station

Provide a conveniently located passenger rail station and parking for area residents, increasing the desirability of using the San Joaquin Intercity passenger service.

2030 SJ Capacity Improvements

Increase capacity of commuter rail, improve reliability and reduce running times on this vital interregional commuter rail corridor between the high growth Central Valley and the Bay Area.



Capitol Corridor in Alameda County



Pacific Surfliner - San Diego County



- 2031 SJ Stockton SP Depot Restoration**
Restore the historic SP Depot in Stockton for use as a multimodal center for commuters using ACE, Amtrak San Joaquin, Greyhound Bus, SMART, and San Luis Obispo Counties.
- 2034 VEN Replacement Rail Moorpark to Simi Valley**
Improve commuter passenger safety, security and ensure security of freight movements along route.
- 2103 ALA BART Oakland Airport Connector**
Provide a direct access from the BART system to the Oakland International Airport to improve reliability and convenience of travel and reduce congestion.
- 2318 LA Alameda Corridor East Grade Separations**
Separate vehicular traffic on SR1 from freight rail traffic to and from the ports of Los Angeles and Long Beach.
- 7301 9069A SD Sorrento to Miramar Double Track/Realign**
Add capacity, improve speed and operational efficiency of the mainline tracks.
- 9814 LA Glendale Grade Separation (Pacific Surfliner) at SR 134**
Eliminate delays, improve reliability of both commuter and freight rail service.
- 9865 SD San Dieguito River Bridge Replacement**
Replace bridge and add a second track to improve reliability, improve operational flexibility, and reduce maintenance cost.
- 9879 PLA Roseville Third Track**
Improve running times and on-time performance of the Capital Corridor intercity passenger rail service between Sacramento and Auburn and will allow for overall expansion.



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Prior | Fiscal Year | | | | | | | Component | | | | | |
|------|-----|-----|-------|---|---------------|----------------|---------------|-------------|------------|-------|-------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|---------------|--------|
| | | | | | | | | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con |
| 01 | LAK | 29 | 0122C | Diener Dr. to North Rte. 175 Upgrade Expressway | IIP Base | 2,975 | 2,975 | | | | | | | | 775 | 2,200 | | | | |
| 01 | LAK | 29 | 0122C | Diener Dr. to North Rte. 175 Upgrade Expressway | IIP Change | 2,750 | 2,750 | | | | | | | | 2,415 | 335 | | | | |
| | | | | | Total | 5,725 | 5,725 | | | | | | | | 3,190 | 2,535 | | | | |
| 01 | MEN | 101 | 0125F | Willits Bypass | GFIIIP Base | 64,936 | 9,000 | | | | | | 55,936 | | | | | 9,000 | | 55,936 |
| 01 | MEN | 101 | 0125F | Willits Bypass | GFIIIP Change | | | | | | | | | | | | | | | |
| 01 | MEN | 101 | 0125F | Willits Bypass | IIP Base | 39,167 | 2,993 | | | | | | 36,174 | | 2,546 | 447 | | | 1,481 | 34,693 |
| 01 | MEN | 101 | 0125F | Willits Bypass | IIP Change | 6,766 | 6,766 | | | | | | | 5,721 | 753 | 292 | | | | |
| | | | | | Total | 110,869 | 18,759 | | | | | | 92,110 | 5,721 | 3,299 | 739 | 9,000 | 1,481 | 90,629 | |
| 01 | MEN | 101 | 0133J | Hopland Bypass | IIP Base | 7,200 | 7,200 | | | | | | | 7,200 | | | | | | |
| | | | | | Total | 7,200 | 7,200 | | | | | | | 7,200 | | | | | | |
| 02 | LAS | 36 | 3048 | Susanville Town Hill | IIP Base | 2,630 | 530 | | | | | 2,100 | | 130 | 300 | 50 | 50 | 150 | 1,950 | |
| 02 | LAS | 36 | 3048 | Susanville Town Hill | IIP Change | 64 | | | | | | 64 | | | | | | 5 | 59 | |
| | | | | | Total | 2,694 | 530 | | | | | 2,164 | | 130 | 300 | 50 | 50 | 155 | 2,009 | |
| 02 | SHA | 44 | 0137 | Stillwater | IIP Base | 440 | 440 | | | | | | | 440 | | | | | | |
| | | | | | Total | 440 | 440 | | | | | | | 440 | | | | | | |
| 02 | SHA | 44 | 3116 | Dana to Downtown - Phase B | IIP Base | 2,936 | 270 | | 70 | | | 2,596 | | | 270 | 43 | 27 | 396 | 2,200 | |
| 02 | SHA | 44 | 3116 | Dana to Downtown - Phase B | IIP Change | 5,300 | | | | | | 5,300 | | | | | | | 5,300 | |
| | | | | | Total | 8,236 | 270 | | 70 | | | 7,896 | | | 270 | 43 | 27 | 396 | 7,500 | |
| 02 | SHA | 44 | 6650 | Dana to Downtown - Phase A | IIP Base | 15,029 | 1,065 | | 244 | | | 13,720 | | 400 | 665 | 67 | 177 | 905 | 12,815 | |
| | | | | | Total | 15,029 | 1,065 | | 244 | | | 13,720 | | 400 | 665 | 67 | 177 | 905 | 12,815 | |
| 02 | SHA | 299 | 0166A | Buckhorn Grade - Environmental Only | IIP Base | 5,088 | 5,088 | | | | | | | 5,088 | | | | | | |
| | | | | | Total | 5,088 | 5,088 | | | | | | | 5,088 | | | | | | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Fiscal Year | | | | | | | | Component | | | | | |
|------|-----|-----|--------|---|--------------|----------------|---------------|-------|--------------|---------------|-----------|---------------|--------------|---------------|--------------|--------------|--------------|---------------|---------------|---------------|
| | | | | | | | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con |
| 02 | TRI | 299 | 3104 | Sand House Curve | IIP Base | 2,682 | 34 | | 211 | | 38 | 2,399 | | | 34 | 211 | 16 | 22 | 126 | 2,273 |
| 02 | TRI | 299 | 3104 | Sand House Curve | IIP Change | 791 | | | | | | 791 | | | | | | | 4 | 787 |
| | | | | | Total | 3,473 | 34 | | 211 | | 38 | 3,190 | | | 34 | 211 | 16 | 22 | 130 | 3,060 |
| 03 | BUT | 70 | 2262 | Ophir Road (Phase 1) | IIP Base | 10,100 | 2,500 | | 1,164 | | | 6,436 | | 1,250 | 1,250 | 500 | 664 | 1,100 | 5,336 | |
| 03 | BUT | 70 | 2262 | Ophir Road (Phase 1) | IIP Change | 1,937 | | | | | | 1,937 | | | | | | 33 | 1,904 | |
| | | | | | Total | 12,037 | 2,500 | | 1,164 | | | 8,373 | | 1,250 | 1,250 | 500 | 664 | 1,133 | 7,240 | |
| 03 | BUT | 70 | A0364A | Marysville Bypass | IIP Base | 3,000 | 3,000 | | | | | | | 3,000 | | | | | | |
| | | | | | Total | 3,000 | 3,000 | | | | | | | 3,000 | | | | | | |
| 03 | ED | 50 | 3209Y | Placerville Ops. Mitigation Landscape | IIP Base | 375 | | | | | | | 375 | | | | | | | |
| 03 | ED | 50 | 3209Y | Placerville Ops. Mitigation Landscape | IIP Change | 11 | | | | | | | 11 | | | | | | | |
| | | | | | Total | 386 | | | | | | | 386 | | | | | | 386 | |
| 03 | NEV | 49 | 4107 | Lime Kiln to Grass Valley Widening | IIP Base | 9,080 | 2,400 | | | | | 3,800 | 2,880 | 1,750 | 650 | 300 | 3,500 | 500 | 2,380 | |
| 03 | NEV | 49 | 4107 | Lime Kiln to Grass Valley Widening | IIP Change | 86 | | | | | | | 86 | | | | | 15 | 71 | |
| | | | | | Total | 9,166 | 2,400 | | | | | 3,800 | 2,966 | 1,750 | 650 | 300 | 3,500 | 515 | 2,451 | |
| 03 | PLA | 65 | 0145M | Lincoln Bypass | IIP Base | 93,923 | 15,718 | | | | | | | 78,205 | 2,000 | 5,000 | 1,350 | 7,368 | 6,100 | 72,105 |
| 03 | PLA | 65 | 0145M | Lincoln Bypass | IIP Change | 14,762 | | | | 10,000 | | | | 4,762 | | | | 10,000 | 371 | 4,391 |
| | | | | | Total | 108,685 | 15,718 | | | 10,000 | | | | 82,967 | 2,000 | 5,000 | 1,350 | 17,368 | 6,471 | 76,496 |
| 03 | PLA | 80 | 0146D | I-80 Capacity/Operational Improvements | IIP Base | 4,600 | 4,300 | | 300 | | | | | 2,000 | 2,300 | 200 | 100 | | | |
| | | | | | Total | 4,600 | 4,300 | | 300 | | | | | 2,000 | 2,300 | 200 | 100 | | | |
| 03 | PLA | 80 | 0151D | Sierra College Blvd. Interchange Reconstruction | IIP Base | 11,000 | | | | | | 11,000 | | | | | | | | |
| 03 | PLA | 80 | 0151D | Sierra College Blvd. Interchange Reconstruction | IIP Change | 330 | | | | | | 330 | | | | | | | | |
| | | | | | Total | 11,330 | | | | | | 11,330 | | | | | | | 11,330 | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | | |
|------|-----|-----|--------|--|--------------|----------------|---------------|-------|--------------|---------------|---------------|---------------|--------------|-------|--------------|---------------|--------------|---------------|---------------|---------------|--|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 03 | SAC | 50 | 6199C | Bus/Carpool lanes & Community Enhancements | IIP Base | 2,500 | 2,500 | | | | | | | | | 2,500 | | | | | |
| | | | | | Total | 2,500 | 2,500 | | | | | | | | | 2,500 | | | | | |
| 03 | SUT | 70 | 0289B | Sutter/Yuba Route 70 Corridor Project | IIP Base | 110,231 | 21,000 | | | 2,000 | 87,231 | | | | 1,000 | 8,000 | 2,000 | 12,000 | 10,000 | 77,231 | |
| 03 | SUT | 70 | 0289B | Sutter/Yuba Route 70 Corridor Project | IIP Change | 21,368 | 2,000 | | | 9,800 | 9,568 | | | | | 2,000 | 1,000 | 8,800 | 1,000 | 8,568 | |
| | | | | | Total | 131,599 | 23,000 | | | 11,800 | 96,799 | | | | 1,000 | 10,000 | 3,000 | 20,800 | 11,000 | 85,799 | |
| 03 | SUT | 99 | 8361A | Sutter Route 99 Corridor Project (Segment 1) | IIP Base | 10,000 | 2,026 | | 7,974 | | | | | | 423 | 1,133 | 230 | 240 | 1,031 | 6,943 | |
| 03 | SUT | 99 | 8361A | Sutter Route 99 Corridor Project (Segment 1) | IIP Change | 3,152 | 282 | | | 2,870 | | | | | 182 | 100 | | | | 2,870 | |
| | | | | | Total | 13,152 | 2,308 | | 7,974 | 2,870 | | | | | 605 | 1,233 | 230 | 240 | 1,031 | 9,813 | |
| 03 | SUT | 99 | 8362A | Widen to 4 Lanes With a Median (Segment 4) | IIP Base | 33,619 | 844 | | 1,926 | | | 30,849 | | | 137 | 707 | 960 | 966 | 2,164 | 28,685 | |
| 03 | SUT | 99 | 8362A | Widen to 4 Lanes With a Median (Segment 4) | IIP Change | 1,680 | | | | 754 | | 926 | | | | | | 754 | 65 | 861 | |
| | | | | | Total | 35,299 | 844 | | 1,926 | 754 | | 31,775 | | | 137 | 707 | 960 | 1,720 | 2,229 | 29,546 | |
| 03 | YOL | 50 | 0332D | Harbor Boulevard Project | IIP Base | 5,360 | 1,275 | | | | | 4,085 | | | 175 | 1,100 | 335 | 3,750 | | | |
| 03 | YOL | 50 | 0332D | Harbor Boulevard Project | IIP Change | 565 | 500 | | | | | 65 | | | | 500 | 65 | | | | |
| | | | | | Total | 5,925 | 1,775 | | | | | 4,150 | | | 175 | 1,600 | 400 | 3,750 | | | |
| 03 | YUB | 65 | A0362A | Third River Bridge | IIP Base | 3,000 | 3,000 | | | | | | | | 3,000 | | | | | | |
| 03 | YUB | 65 | A0362A | Third River Bridge | IIP Change | -1,288 | -1,288 | | | | | | | | -1,288 | | | | | | |
| | | | | | Total | 1,712 | 1,712 | | | | | | | | 1,712 | | | | | | |
| 03 | YUB | 70 | 9725B | Algedon Road Interchange | IIP Base | 5,250 | | | | | | | 5,250 | | | | | | | 5,250 | |
| 03 | YUB | 70 | 9725B | Algedon Road Interchange | IIP Change | 320 | | | | | | | 320 | | | | | | | 320 | |
| | | | | | Total | 5,570 | | | | | | | 5,570 | | | | | | | 5,570 | |
| 04 | ALA | 24 | 0057A | Route 24/Caldecott Tunnel Corridor | IIP Base | 18,000 | 8,000 | | | 10,000 | | | | | 7,000 | 10,000 | 200 | 800 | | | |
| | | | | | Total | 18,000 | 8,000 | | | 10,000 | | | | | 7,000 | 10,000 | 200 | 800 | | | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | | |
|------|-----|-----|--------|--|--------------|---------------|--------------|------------|--------------|-------|--------------|-------|---------------|-------|--------------|--------------|--------------|-----|--------------|--------------|---------------|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 04 | ALA | 92 | 0090C | Hesperian/Santa Clara Retrofit Soundwall | GFIP Base | 670 | | | | | | | 670 | | | | | | | | 670 |
| | | | | | Total | 670 | | | | | | | 670 | | | | | | | | 670 |
| 04 | ALA | 680 | 0177 | Sunol Grade HOV Corridor- Northbound | IIP Base | 33,020 | 7,940 | | | | | | 25,080 | | 3,500 | 4,440 | | | | 6,030 | 19,050 |
| 04 | ALA | 680 | 0177 | Sunol Grade HOV Corridor- Northbound | IIP Change | 1,527 | | | | | | | 1,527 | | | | | | | 367 | 1,160 |
| | | | | | Total | 34,547 | 7,940 | | | | | | 26,607 | | 3,500 | 4,440 | | | | 6,397 | 20,210 |
| 04 | ALA | 680 | A0157D | Sunol Grade HOV Corridor-SB (HOT Lane) | IIP Base | 25,270 | 3,500 | | | | | | 21,770 | | | 3,500 | | | | 2,650 | 19,120 |
| 04 | ALA | 680 | A0157D | Sunol Grade HOV Corridor-SB (HOT Lane) | IIP Change | 654 | 2,000 | | | | | | -1,346 | | | 2,000 | | | | 7,317 | -8,663 |
| | | | | | Total | 25,924 | 5,500 | | | | | | 20,424 | | | 5,500 | | | | 9,967 | 10,457 |
| 04 | CC | 4 | 0192E | SR-4 East Widening from Loveridge to Somersville | IIP Base | 3,000 | | | 3,000 | | | | | | | | | | | 3,000 | |
| | | | | | Total | 3,000 | | | 3,000 | | | | | | | | | | | 3,000 | |
| 04 | MRN | 101 | A0360F | Route 101 Novato Narrows Freeway Upgrade | IIP Base | 14,100 | 2,500 | | | | 2,200 | | 9,400 | | 2,500 | 2,200 | 1,000 | | 8,400 | | |
| | | | | | Total | 14,100 | 2,500 | | | | 2,200 | | 9,400 | | 2,500 | 2,200 | 1,000 | | 8,400 | | |
| 04 | NAP | 12 | 0367D | Jamieson Canyon | IIP Base | 2,000 | | | 2,000 | | | | | | | 2,000 | | | | | |
| | | | | | Total | 2,000 | | | 2,000 | | | | | | | 2,000 | | | | | |
| 04 | SCL | 101 | 0468F | Route 101 Landscaping | IIP Base | 1,460 | 193 | | | | | | 1,267 | | | 193 | | | 23 | 192 | 1,052 |
| 04 | SCL | 101 | 0468F | Route 101 Landscaping | IIP Change | 64 | | | | | | | 64 | | | | | | | | 64 |
| | | | | | Total | 1,524 | 193 | | | | | | 1,331 | | | 193 | | | 23 | 192 | 1,116 |
| 04 | SCL | 152 | 0070 | SR-152/SR-156 Interchange Improvements | IIP Base | 5,310 | | | 5,310 | | | | | | | 55 | | | | 2,273 | 2,982 |
| | | | | | Total | 5,310 | | | 5,310 | | | | | | | 55 | | | | 2,273 | 2,982 |
| 04 | SCL | 152 | 0486G | Truck Climbing Lanes | IIP Base | 1,400 | | 400 | 1,000 | | | | | | | | | | 400 | | 1,000 |
| 04 | SCL | 152 | 0486G | Truck Climbing Lanes | IIP Change | 800 | | | 800 | | | | | | | | | | | | 800 |
| | | | | | Total | 2,200 | | 400 | 1,800 | | | | | | | | | | 400 | | 1,800 |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | | |
|------|-----|-----|--------|--|--------------|---------------|--------------|-------|---------------|-------|--------------|------------|--------------|-------|--------------|------------|------------|-----------|-----------|--------------|--------------|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 04 | SF | 101 | 0619A | Doyle Drive Replacement | IIP Base | 28,000 | 28,000 | | | | | | | | | 28,000 | | | | | |
| 04 | SF | 101 | 0619A | Doyle Drive Replacement | IIP Change | -28,000 | -28,000 | | | | | | | | | -28,000 | | | | | |
| | | | | | Total | 0 | 0 | | | | | | | | | 0 | | | | | |
| 04 | SM | 1 | 0626 | Devils Slide Bypass | IIP Base | 750 | | | | | | 750 | | | | | | | | 750 | |
| 04 | SM | 1 | 0626 | Devils Slide Bypass | IIP Change | -750 | | | | | | -750 | | | | | | | | -750 | |
| | | | | | Total | 0 | | | | | | 0 | | | | | | | | 0 | |
| 04 | SM | 101 | 0700B | Route 101 Auxiliary Lanes | IIP Base | 15,963 | | | 15,963 | | | | | | | | | | | 6,650 | 9,313 |
| | | | | | Total | 15,963 | | | 15,963 | | | | | | | | | | | 6,650 | 9,313 |
| 04 | SOL | 37 | 5201F | Route 29/37 Interchange - Highway Planting | IIP Base | 3,046 | | | | | 3,046 | | | | | | | | | 246 | 2,800 |
| | | | | | Total | 3,046 | | | | | 3,046 | | | | | | | | | 246 | 2,800 |
| 04 | SOL | 80 | 5306 | Follow up Landscaping | IIP Base | 400 | | | | | 50 | 350 | | | | 50 | | 50 | 50 | 250 | |
| 04 | SOL | 80 | 5306 | Follow up Landscaping | IIP Change | 48 | | | | | | 48 | | | | | | | | 3 | 45 |
| | | | | | Total | 448 | | | | | 50 | 398 | | | | 50 | | 50 | 53 | 295 | |
| 04 | SOL | 80 | 8273B | Route 80 Widening Landscaping | IIP Base | 1,287 | | | | | | 165 | 1,122 | | | 165 | 101 | 45 | 76 | 900 | |
| 04 | SOL | 80 | 8273B | Route 80 Widening Landscaping | IIP Change | 60 | | | | | | | 60 | | | | | | | 5 | 55 |
| | | | | | Total | 1,347 | | | | | | 165 | 1,182 | | | 165 | 101 | 45 | 81 | 955 | |
| 04 | SON | 101 | 0770B | SON 101- Early Operational Improvements | IIP Base | 5,000 | 1,000 | | 4,000 | | | | | | 200 | 750 | 50 | | | 800 | 3,200 |
| | | | | | Total | 5,000 | 1,000 | | 4,000 | | | | | | 200 | 750 | 50 | | | 800 | 3,200 |
| 04 | SON | 101 | B0360F | Route 101 Novato Narrows Freeway Upgrade | IIP Base | 2,500 | 2,500 | | | | | | | | 2,500 | | | | | | |
| | | | | | Total | 2,500 | 2,500 | | | | | | | | 2,500 | | | | | | |
| 05 | MON | 1 | 0032G | Salinas Road Interchange | IIP Base | 1,114 | 1,114 | | | | | | | | 1,114 | | | | | | |
| | | | | | Total | 1,114 | 1,114 | | | | | | | | 1,114 | | | | | | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Prior | Fiscal Year | | | | | | | Component | | | | | |
|------|-----|-----|-------|---|--------------|----------------|--------------|-------------|---------------|-------|-------|-------|---------------|-------|--------------|--------------|------------|---------------|---------|---------------|
| | | | | | | | | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con |
| 05 | MON | 101 | 0058E | San Juan Road Interchange | IIP Base | 1,459 | 1,459 | | | | | | | | 1,459 | | | | | |
| 05 | MON | 101 | 0058E | San Juan Road Interchange | IIP Change | 2,841 | 2,841 | | | | | | | | 2,841 | | | | | |
| | | | | | Total | 4,300 | 4,300 | | | | | | | | 4,300 | | | | | |
| 05 | MON | 101 | 0058G | Prunedale Improvement Project | GFIIP Base | 69,815 | | | 47,554 | | | | 22,261 | | | | | 47,554 | | 22,261 |
| 05 | MON | 101 | 0058G | Prunedale Improvement Project | GFIIP Change | 668 | | | | | | | 668 | | | | | | | 668 |
| 05 | MON | 101 | 0058G | Prunedale Improvement Project | IIP Base | 50,530 | | | 11,563 | | | | 38,967 | | | | | 11,563 | | 38,967 |
| 05 | MON | 101 | 0058G | Prunedale Improvement Project | IIP Change | 1,169 | | | | | | | 1,169 | | | | | | | 1,169 |
| | | | | | Total | 122,182 | | | 59,117 | | | | 63,065 | | | | | 59,117 | | 63,065 |
| 05 | MON | 101 | 0318 | Airport Boulevard Overcrossing (Phase 1) | IIP Base | 98 | 98 | | | | | | | | 98 | | | | | |
| | | | | | Total | 98 | 98 | | | | | | | | 98 | | | | | |
| 05 | MON | 156 | 0057C | Route 156 West Corridor | IIP Base | 6,007 | 6,007 | | | | | | | | 5,985 | 6 | 16 | | | |
| | | | | | Total | 6,007 | 6,007 | | | | | | | | 5,985 | 6 | 16 | | | |
| 05 | SB | 101 | B4459 | Santa Maria River Bridge Widening (part 2 of 2) | IIP Base | 430 | 430 | | | | | | | | 430 | | | | | |
| | | | | | Total | 430 | 430 | | | | | | | | 430 | | | | | |
| 05 | SBT | 156 | 0297 | San Juan Bautista 4-lane expressway | IIP Base | 8,132 | 8,132 | | | | | | | | 858 | 3,028 | 476 | 3,770 | | |
| 05 | SBT | 156 | 0297 | San Juan Bautista 4-lane expressway | IIP Change | 8,510 | | | 8,510 | | | | | | | | 438 | 8,072 | | |
| | | | | | Total | 16,642 | 8,132 | | 8,510 | | | | | | 858 | 3,028 | 914 | 11,842 | | |
| 05 | SLO | 41 | 0452 | Cottonwood Truck Climbing Lane | IIP Base | 4,294 | 364 | | 3,930 | | | | | | 364 | | | | | 500 |
| | | | | | Total | 4,294 | 364 | | 3,930 | | | | | | 364 | | | | | 500 |
| 05 | SLO | 46 | 0226A | Route 46 Corridor Improvements (Environmental) | IIP Base | 6,900 | 6,900 | | | | | | | | 6,900 | | | | | |
| | | | | | Total | 6,900 | 6,900 | | | | | | | | 6,900 | | | | | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | | |
|------|-----|-----|-------|---|--------------|---------------|--------------|------------|--------------|--------------|----------|------------|---------------|-------|--------------|--------------|--------------|--------------|--------------|---------------|---------|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAE D | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 05 | SLO | 46 | 0226B | Route 46 Corridor Improvements (Union) | IIP Base | 21,800 | 1,100 | | | 20,700 | | | | | | | 900 | 200 | | 1,000 | 19,700 |
| 05 | SLO | 46 | 0226B | Route 46 Corridor Improvements (Union) | IIP Change | -17,500 | 1,000 | | | -18,500 | | | | | | | 500 | 500 | 1,200 | | -19,700 |
| | | | | | Total | 4,300 | 2,100 | | | 2,200 | | | | | | 1,400 | 700 | 1,200 | 1,000 | 0 | |
| 05 | SLO | 46 | 0226C | Route 46 Corridor Improvements (Whitley 1) | IIP Base | 17,900 | 2,600 | | | | | | 15,300 | | | 700 | 200 | 1,700 | 700 | 14,600 | |
| 05 | SLO | 46 | 0226C | Route 46 Corridor Improvements (Whitley 1) | IIP Change | 18,700 | -1,100 | | | | | | 19,800 | | | 200 | -200 | -1,100 | | 19,800 | |
| | | | | | Total | 36,600 | 1,500 | | | | | | 35,100 | | | 900 | 0 | 600 | 700 | 34,400 | |
| 05 | SLO | 46 | 0226D | Route 46 Corridor Improvements (Whitley 2) | IIP Base | 5,700 | 5,000 | | | | 700 | | | | | 700 | 200 | 4,100 | 700 | | |
| 05 | SLO | 46 | 0226D | Route 46 Corridor Improvements (Whitley 2) | IIP Change | -1,200 | -500 | | | | -700 | | | | | -700 | -200 | 400 | -700 | | |
| | | | | | Total | 4,500 | 4,500 | | | | 0 | | | | | 0 | 0 | 4,500 | 0 | | |
| 05 | SLO | 101 | 4856 | SLO Operational Improvements – 2 locations | IIP Base | 519 | 227 | 292 | | | | | | | | 227 | 218 | 16 | 58 | | |
| 05 | SLO | 101 | 4856 | SLO Operational Improvements – 2 locations | IIP Change | 185 | | 60 | | 125 | | | | | | | 125 | | 60 | | |
| | | | | | Total | 704 | 227 | 352 | | 125 | | | | | | 227 | 343 | 16 | 118 | | |
| 05 | SLO | 101 | 4856A | SLO Operational Improvements (#1,2 & 5) | IIP Base | 746 | 327 | 419 | | | | | | | | 327 | 314 | 23 | 82 | | |
| 05 | SLO | 101 | 4856A | SLO Operational Improvements (#1,2 & 5) | IIP Change | 275 | | | | 275 | | | | | | | 275 | | | | |
| | | | | | Total | 1,021 | 327 | 419 | | 275 | | | | | | 327 | 589 | 23 | 82 | | |
| 05 | SLO | 101 | A4459 | Santa Maria River Bridge Widening (part 1 of 2) | IIP Base | 710 | 710 | | | | | | | | | 710 | | | | | |
| | | | | | Total | 710 | 710 | | | | | | | | | 710 | | | | | |
| 06 | FRE | 41 | 1350 | County Line Expressway | IIP Base | 11,080 | 1,080 | | 1,500 | | | | 8,500 | | 1,080 | 1,500 | 1,000 | 7,500 | | | |
| | | | | | Total | 11,080 | 1,080 | | 1,500 | | | | 8,500 | | 1,080 | 1,500 | 1,000 | 7,500 | | | |
| 06 | FRE | 99 | 1530Y | Kingsburg/Selma Replacement Planting | IIP Base | 1,300 | | | | | | | 1,300 | | | | | | 300 | 1,000 | |
| 06 | FRE | 99 | 1530Y | Kingsburg/Selma Replacement Planting | IIP Change | 199 | | | | | | 120 | 79 | | 20 | 100 | | | 18 | 61 | |
| | | | | | Total | 1,499 | | | | | | 120 | 1,379 | | 20 | 100 | | 318 | 1,061 | | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | | |
|------|-----|-----|--------|--|--------------|---------------|---------------|------------|---------------|---------------|------------|-------|--------------|-------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 06 | KER | 14 | 8042 | Freeman Gulch Widening | IIP Base | 1,520 | 1,520 | | | | | | | | | 1,520 | | | | | |
| | | | | | Total | 1,520 | 1,520 | | | | | | | | | 1,520 | | | | | |
| 06 | KER | 46 | 3380A | Rte. 46 Expressway (Segment 2) | IIP Base | 1,365 | 365 | 600 | | 150 | 250 | | | | | 365 | 600 | | 150 | 250 | |
| | | | | | Total | 1,365 | 365 | 600 | | 150 | 250 | | | | | 365 | 600 | | 150 | 250 | |
| 06 | KER | 46 | 3386 | Rte. 46 Expressway (Segment 1) | IIP Base | 13,465 | | 225 | | | | | 13,240 | | | 225 | 775 | 12,465 | | | |
| 06 | KER | 46 | 3386 | Rte. 46 Expressway (Segment 1) | IIP Change | -4,925 | | -225 | | | | | -4,700 | | | -225 | -775 | -12,465 | | | 8,540 |
| | | | | | Total | 8,540 | | 0 | | | | | 8,540 | | | 0 | 0 | 0 | | | 8,540 |
| 06 | KER | 46 | 3386A | Rte. 46 Expressway (Segment 3) | IIP Change | 4,925 | 525 | 225 | | | | | 4,175 | | | 225 | 525 | 4,175 | | | |
| | | | | | Total | 4,925 | 525 | 225 | | | | | 4,175 | | | 225 | 525 | 4,175 | | | |
| 06 | KER | 395 | 8539 | Inyokern 4 Lane | IIP Base | 800 | 800 | | | | | | | | 800 | | | | | | |
| | | | | | Total | 800 | 800 | | | | | | | | 800 | | | | | | |
| 06 | KIN | 198 | A4360B | Route 198 Expressway, Rte. 43 to Rte. 99 | IIP Base | 1,100 | 1,100 | | | | | | | | | 1,100 | | | | | |
| | | | | | Total | 1,100 | 1,100 | | | | | | | | | 1,100 | | | | | |
| 06 | MAD | 99 | 5410 | Fairmead Interchange & 6-lane Freeway | IIP Base | 48,658 | 11,204 | | 37,454 | | | | | | 1,385 | 2,914 | 810 | 6,095 | 3,340 | 34,114 | |
| 06 | MAD | 99 | 5410 | Fairmead Interchange & 6-lane Freeway | IIP Change | 15,600 | 600 | | | 15,000 | | | | | | | 600 | | | | 15,000 |
| | | | | | Total | 64,258 | 11,804 | | 37,454 | 15,000 | | | | | 1,385 | 2,914 | 1,410 | 6,095 | 3,340 | 49,114 | |
| 06 | TUL | 99 | 6400 | Tagus Ranch 6-lane freeway | IIP Base | 1,600 | 1,600 | | | | | | | | 1,600 | | | | | | |
| | | | | | Total | 1,600 | 1,600 | | | | | | | | 1,600 | | | | | | |
| 06 | TUL | 99 | 6480 | Goshen/Kingsburg 6-Lane | IIP Base | 2,202 | 2,202 | | | | | | | | 2,202 | | | | | | |
| | | | | | Total | 2,202 | 2,202 | | | | | | | | 2,202 | | | | | | |
| 06 | TUL | 198 | B4360B | Route 198 Expressway, Rte. 43 to Rte. 99 | IIP Base | 500 | 500 | | | | | | | | | 500 | | | | | |
| | | | | | Total | 500 | 500 | | | | | | | | | 500 | | | | | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | |
|------|----|-----|-------|--|---------------|---------------|---------------|-------|--------------|--------------|-------|--------------|--------------|-------|------------|---------------|--------------|---------------|--------------|--------------|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con |
| 07 | LA | 1 | 0012J | Pacific Coast Highway Grade Separation | IIP Base | 21,187 | 21,187 | | | | | | | | | | 2,160 | 19,027 | | |
| | | | | | Total | 21,187 | 21,187 | | | | | | | | | | 2,160 | 19,027 | | |
| 07 | LA | 5 | 0151E | Ultimate HOV/Empire Interchange Improvements | IIP Base | 10,968 | 5,223 | | | | | 5,745 | | | 822 | 4,401 | 4,685 | 1,060 | | |
| 07 | LA | 5 | 0151E | Ultimate HOV/Empire Interchange Improvements | IIP Change | 1,824 | 1,824 | | | 3,560 | | -3,560 | | | | 1,824 | -2,185 | | | 2,185 |
| | | | | | Total | 12,792 | 7,047 | | | 3,560 | | 2,185 | | | 822 | 6,225 | 2,500 | 1,060 | | 2,185 |
| 07 | LA | 5 | 2120 | I-5 Western I/C Modification | IIP Base | 9,570 | 825 | | 8,745 | | | | | | 242 | 583 | 314 | 8,431 | | |
| 07 | LA | 5 | 2120 | I-5 Western I/C Modification | IIP Change | 2,556 | 2,157 | | 399 | | | | | | 117 | 2,040 | 399 | | | |
| | | | | | Total | 12,126 | 2,982 | | 9,144 | | | | | | 359 | 2,623 | 713 | 8,431 | | |
| 07 | LA | 5 | 2808 | I 5 Widening - Orange County Line to Route 605 | IIP Base | 17,000 | 12,599 | | | | | 4,401 | | | | 12,599 | 4,401 | | | |
| | | | | | Total | 17,000 | 12,599 | | | | | 4,401 | | | | 12,599 | 4,401 | | | |
| 07 | LA | 5 | 2808A | I-5 Carmenita Interchange | IIP Base | 750 | 750 | | | | | | | | | | | 750 | | |
| | | | | | Total | 750 | 750 | | | | | | | | | | | 750 | | |
| 07 | LA | 10 | 0309S | Baldwin Park - Soundwalls | GFIIIP Base | 3,784 | 142 | | | | | | 3,642 | | | | | 142 | | 3,642 |
| 07 | LA | 10 | 0309S | Baldwin Park - Soundwalls | GFIIIP Change | 222 | | | | | | | 222 | | | | | | | 222 |
| 07 | LA | 10 | 0309S | Baldwin Park - Soundwalls | IIP Change | 916 | | | | 162 | | | 754 | | | | | 162 | | 754 |
| | | | | | Total | 4,922 | 142 | | | 162 | | | 4,618 | | | | | 304 | | 4,618 |
| 07 | LA | 60 | 0482R | Rte. 60 HOV from Rte. 605 to Azusa Ave. | IIP Base | 5,100 | 5,100 | | | | | | | | | 5,100 | | | | |
| 07 | LA | 60 | 0482R | Rte. 60 HOV from Rte. 605 to Azusa Ave. | IIP Change | 1,000 | 1,000 | | | | | | | | | 1,000 | | | | |
| | | | | | Total | 6,100 | 6,100 | | | | | | | | | 6,100 | | | | |
| 07 | LA | 101 | 2789 | Van Nuys - Van Nuys Blvd. Off-Ramps | IIP Base | 8,000 | 1,342 | | | | | | 6,658 | | 205 | 921 | 98 | 118 | 1,171 | 5,487 |
| 07 | LA | 101 | 2789 | Van Nuys - Van Nuys Blvd. Off-Ramps | IIP Change | 1,009 | 261 | | | | | | 748 | | 261 | | | | 35 | 713 |
| | | | | | Total | 9,009 | 1,603 | | | | | | 7,406 | | 466 | 921 | 98 | 118 | 1,206 | 6,200 |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | |
|------|----|-----|-------|--|--------------|---------------|--------------|-------|---------------|------------|--------------|---------------|-------|-------|--------------|--------------|--------------|--------------|--------------|---------------|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con |
| 07 | LA | 105 | 2119 | Sepulveda to Nash WB Off Ramp Widening | IIP Base | 7,394 | 2,534 | | | | 4,860 | | | | 3 | 1,288 | 226 | 1,017 | 1,239 | 3,621 |
| 07 | LA | 105 | 2119 | Sepulveda to Nash WB Off Ramp Widening | IIP Change | 3,223 | 816 | | | 483 | 1,924 | | | | 464 | 300 | 52 | 483 | 167 | 1,757 |
| | | | | | Total | 10,617 | 3,350 | | | 483 | 6,784 | | | | 467 | 1,588 | 278 | 1,500 | 1,406 | 5,378 |
| 07 | LA | 134 | 2223 | New Route 134 On-Ramp at Hollywood Way | IIP Base | 18,720 | 2,276 | | 16,444 | | | | | | 309 | 1,052 | 165 | 750 | 1,320 | 15,124 |
| 07 | LA | 134 | 2223 | New Route 134 On-Ramp at Hollywood Way | IIP Change | 4,162 | 4,162 | | | | | | | | 745 | 2,660 | 757 | | | |
| | | | | | Total | 22,882 | 6,438 | | 16,444 | | | | | | 1,054 | 3,712 | 922 | 750 | 1,320 | 15,124 |
| 07 | LA | 138 | 0694Q | Route 138 Widening | IIP Base | 16,852 | 6,852 | | | | | 10,000 | | | 960 | 2,895 | 391 | 2,606 | 600 | 9,400 |
| 07 | LA | 138 | 0694Q | Route 138 Widening | IIP Change | 300 | | | | | | 300 | | | | | | | 18 | 282 |
| | | | | | Total | 17,152 | 6,852 | | | | | 10,300 | | | 960 | 2,895 | 391 | 2,606 | 618 | 9,682 |
| 07 | LA | 138 | 3325 | Route 138 Widening | IIP Base | 928 | 928 | | | | | | | | | | | 928 | | |
| 07 | LA | 138 | 3325 | Route 138 Widening | IIP Change | 668 | | | | 668 | | | | | | | | 668 | | |
| | | | | | Total | 1,596 | 928 | | | 668 | | | | | | | | 1,596 | | |
| 07 | LA | 138 | 3326 | Route 138 Widening | IIP Base | 90 | 90 | | | | | | | | | | | 90 | | |
| | | | | | Total | 90 | 90 | | | | | | | | | | | 90 | | |
| 07 | LA | 138 | 3327 | Route 138 Widening | IIP Base | 1,547 | 1,547 | | | | | | | | | | | 1,547 | | |
| | | | | | Total | 1,547 | 1,547 | | | | | | | | | | | 1,547 | | |
| 07 | LA | 138 | 3328 | Route 138 Widening | IIP Base | 106 | 106 | | | | | | | | | | | 106 | | |
| | | | | | Total | 106 | 106 | | | | | | | | | | | 106 | | |
| 07 | LA | 138 | 3331 | Route 138 Widening | IIP Base | 4,572 | 4,572 | | | | | | | | 667 | 2,048 | 1,857 | | | |
| | | | | | Total | 4,572 | 4,572 | | | | | | | | 667 | 2,048 | 1,857 | | | |
| 07 | LA | 405 | 0831 | Rte. 405-Arbor Vitae-Southhalf of I/C | IIP Base | 7,240 | 5,866 | | | | | 1,374 | | | | | | 5,866 | | 1,374 |
| | | | | | Total | 7,240 | 5,866 | | | | | 1,374 | | | | | | 5,866 | | 1,374 |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | | |
|------|-----|-----|-------|---------------------------------------|--------------|---------------|--------------|------------|-------|-------|--------|---------------|-------|--------------|--------------|--------------|----------|-----|---------|--------------|---------------|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 07 | LA | 710 | 3612 | I-710 Expansion - South | IIP Change | 5,000 | | | | | | | | 5,000 | 5,000 | | | | | | |
| | | | | | Total | 5,000 | | | | | | | | 5,000 | 5,000 | | | | | | |
| 07 | LA | 710 | 2215 | Rte. 710 study per Record of Decision | IIP Base | 2,952 | 2,952 | | | | | | | | 504 | 2,448 | | | | | |
| | | | | | Total | 2,952 | 2,952 | | | | | | | | 504 | 2,448 | | | | | |
| 07 | LA | 710 | 2019 | Atlantic Blvd. Interchange | IIP Base | 7,899 | 1,231 | | | | | 6,668 | | 100 | 979 | 152 | | | 1,214 | 5,454 | |
| 07 | LA | 710 | 2019 | Atlantic Blvd. Interchange | IIP Change | -6,358 | 310 | | | | | -6,668 | | -94 | 548 | -144 | | | -1,214 | -5,454 | |
| | | | | | Total | 1,541 | 1,541 | | | | | | | 6 | 1,527 | 8 | | | | | |
| 07 | VEN | 101 | 2303 | La Conchita & Mussel Shoals Op. Imp. | IIP Base | 3,300 | 3,300 | | | | | | | 1,500 | 1,800 | | | | | | |
| | | | | | Total | 3,300 | 3,300 | | | | | | | 1,500 | 1,800 | | | | | | |
| 08 | RIV | | 0072H | AB 3090 Replacement Project | IIP Base | 10,062 | | | | | | 10,062 | | | | | | | | 10,062 | |
| 08 | RIV | | 0072H | AB 3090 Replacement Project | IIP Change | -10,062 | | | | | | -10,062 | | | | | | | | -10,062 | |
| | | | | | Total | 0 | | | | | | 0 | | | | | | | | 0 | |
| 08 | RIV | | 0116C | AB 3090 Replacement Project | IIP Base | 5,421 | | | | | | 5,421 | | | | | | | | 5,421 | |
| 08 | RIV | | 0116C | AB 3090 Replacement Project | IIP Change | -5,421 | | | | | | -5,421 | | | | | | | | -5,421 | |
| | | | | | Total | 0 | | | | | | 0 | | | | | | | | 0 | |
| 08 | RIV | 71 | 0048W | Wildlife Study | IIP Base | 808 | 808 | | | | | | | 808 | | | | | | | |
| | | | | | Total | 808 | 808 | | | | | | | 808 | | | | | | | |
| 08 | RIV | 215 | 0116F | East Junction 60/215 IC Connector | IIP Change | 20,733 | | | | | | 20,733 | | | | | | | | 4,157 | 16,576 |
| | | | | | Total | 20,733 | | | | | | 20,733 | | | | | | | | 4,157 | 16,576 |
| 08 | RIV | VAR | 0021L | Western Riverside MSHCP | IIP Base | 5,500 | | 250 | | | 5,250 | | | 250 | | 250 | 5,000 | | | | |
| 08 | RIV | VAR | 0021L | Western Riverside MSHCP | IIP Change | -5,250 | | | | | -5,250 | | | | | -250 | -5,000 | | | | |
| | | | | | Total | 250 | | 250 | | | | | | 250 | | 0 | 0 | | | | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | | | | | |
|------|-----|-----|-------|---|--------------|---------------|---------------|------------|-------|-------|--------------|---------------|---------------|-------|--------------|--------------|--------------|--------------|--------------|---------------|--|--|--|--|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con | | | | |
| 08 | SBD | 10 | 0154D | Tippecanoe Ave. Interchange improvements | IIP Base | 2,500 | | | | | 2,500 | | | | | 2,500 | | | | | | | | |
| | | | | | Total | 2,500 | | | | | 2,500 | | | | | 2,500 | | | | | | | | |
| 08 | SBD | 15 | 0174L | Phase 2 NB Widening | IIP Base | 43,576 | 11,786 | | | | | 31,790 | | | 1,018 | 2,116 | 384 | 8,268 | 4,904 | 26,886 | | | | |
| 08 | SBD | 15 | 0174L | Phase 2 NB Widening | IIP Change | 20,170 | 520 | | | | 95 | 19,555 | | | 520 | | | 95 | 2,134 | 17,421 | | | | |
| | | | | | Total | 63,746 | 12,306 | | | | 95 | 51,345 | | | 1,538 | 2,116 | 384 | 8,363 | 7,038 | 44,307 | | | | |
| 08 | SBD | 15 | 0176A | I-15 SB Truck Climbing Lane | IIP Base | 14,899 | 1,960 | | | | | 12,939 | | | 950 | 880 | 130 | | 1,800 | 11,139 | | | | |
| | | | | | Total | 14,899 | 1,960 | | | | | 12,939 | | | 950 | 880 | 130 | | 1,800 | 11,139 | | | | |
| 08 | SBD | 58 | 0215C | Construct 4-lane Expy. (Kramer Junction) | IIP Base | 24,371 | 12,489 | | | | | 11,882 | | | 4,489 | 8,000 | 2,545 | 9,337 | | | | | | |
| | | | | | Total | 24,371 | 12,489 | | | | | 11,882 | | | 4,489 | 8,000 | 2,545 | 9,337 | | | | | | |
| 08 | SBD | 58 | 0217F | Widen to 4 lane expressway (Hinkley) | IIP Base | 15,007 | 9,745 | | | | 5,262 | | | | 100 | 9,645 | 1,081 | 4,181 | | | | | | |
| | | | | | Total | 15,007 | 9,745 | | | | 5,262 | | | | 100 | 9,645 | 1,081 | 4,181 | | | | | | |
| 08 | SBD | 138 | 0239D | Rte. 138 - Widen to 4 lanes (Phase 1) | IIP Base | 57,664 | 10,409 | | | | | | 47,255 | | 2,974 | 7,435 | 2,377 | 8,256 | 6,478 | 30,144 | | | | |
| 08 | SBD | 138 | 0239D | Rte. 138 - Widen to 4 lanes (Phase 1) | IIP Change | 1,098 | | | | | | | 1,098 | | | | | | 194 | 904 | | | | |
| | | | | | Total | 58,762 | 10,409 | | | | | | 48,353 | | 2,974 | 7,435 | 2,377 | 8,256 | 6,672 | 31,048 | | | | |
| 08 | SBD | 210 | 0194T | Etiwanda Windbreak Rural Historic Landscape | IIP Base | 640 | | 146 | | | 494 | | | | 34 | 102 | 10 | | 94 | 400 | | | | |
| 08 | SBD | 210 | 0194T | Etiwanda Windbreak Rural Historic Landscape | IIP Change | 1,005 | | 138 | | | 867 | | | | 80 | 48 | 10 | | 206 | 661 | | | | |
| | | | | | Total | 1,645 | | 284 | | | 1,361 | | | | 114 | 150 | 20 | | 300 | 1,061 | | | | |
| 08 | SBD | 395 | 0260B | US-395 Widening | IIP Base | 4,000 | 4,000 | | | | | | | | 4,000 | | | | | | | | | |
| | | | | | Total | 4,000 | 4,000 | | | | | | | | 4,000 | | | | | | | | | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Fiscal Year | | | | | | | | Component | | | | | |
|------|-----|-----|-------|---------------------------------------|---------------|---------------|--------------|------------|-------|------------|------------|---------------|--------------|--------------|--------------|------------|--------------|--------------|---------------|---------------|
| | | | | | | | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con |
| 09 | INY | 395 | 0172 | Manzanar 4-lane expressway | GFIIIP Base | 5,461 | 896 | | | | | 4,565 | | | | | | 896 | | 4,565 |
| 09 | INY | 395 | 0172 | Manzanar 4-lane expressway | GFIIIP Change | 137 | | | | | | 137 | | | | | | | | 137 |
| 09 | INY | 395 | 0172 | Manzanar 4-lane expressway | IIP Base | 13,203 | 806 | | | | | 12,397 | | 80 | 561 | 7 | 158 | 1,120 | 11,277 | |
| 09 | INY | 395 | 0172 | Manzanar 4-lane expressway | IIP Change | 5,760 | 146 | | | | | 5,614 | | | | | | 146 | 1,441 | 4,173 |
| | | | | | Total | 24,561 | 1,848 | | | | | 22,713 | | 80 | 561 | 153 | 1,054 | 2,561 | 20,152 | |
| 09 | INY | 395 | 0172A | Manzanar Arch. Pre-Mitigation | IIP Change | 800 | | | | | 800 | | | | | | | | | 800 |
| | | | | | Total | 800 | | | | | 800 | | | | | | | | | 800 |
| 09 | INY | 395 | 0191 | Independence 4-lane expressway | IIP Base | 9,980 | 3,368 | 793 | | | | 5,819 | | 1,387 | 1,414 | 567 | 793 | 810 | 5,009 | |
| 09 | INY | 395 | 0191 | Independence 4-lane expressway | IIP Change | 1,083 | 378 | | | 452 | | 253 | | | | | 378 | 452 | 253 | |
| | | | | | Total | 11,063 | 3,746 | 793 | | | | 6,072 | | 1,387 | 1,414 | 945 | 1,245 | 810 | 5,262 | |
| 09 | INY | 395 | 0191A | Independence Arch. Pre-Mitigation | IIP Change | 320 | | | | | 320 | | | | | | | | | 320 |
| | | | | | Total | 320 | | | | | 320 | | | | | | | | | 320 |
| 09 | MNO | 395 | 0241 | Highpoint Curve Corrections | IIP Base | 525 | 525 | | | | | | | 525 | | | | | | |
| | | | | | Total | 525 | 525 | | | | | | | 525 | | | | | | |
| 10 | CAL | 4 | 0304B | Angels Camp Bypass | IIP Base | 18,453 | 3,183 | | | | | 15,270 | | | | | | 3,183 | 1,270 | 14,000 |
| 10 | CAL | 4 | 0304B | Angels Camp Bypass | IIP Change | 4,164 | | | | 841 | | 3,323 | | | | | | 841 | 538 | 2,785 |
| | | | | | Total | 22,617 | 3,183 | | | 841 | | 18,593 | | | | | | 4,024 | 1,808 | 16,785 |
| 10 | MER | 99 | 0528Y | Mission Avenue Interchange Landscape | IIP Base | 3,920 | | | | | | | 3,920 | | 200 | | | | 320 | 3,400 |
| 10 | MER | 99 | 0528Y | Mission Avenue Interchange Landscape | IIP Change | 112 | | | | | | | 112 | | | | | | 10 | 102 |
| | | | | | Total | 4,032 | | | | | | | 4,032 | | 200 | | | | 330 | 3,502 |
| 10 | MER | 99 | 0546Y | Livingston Stage II Freeway Landscape | IIP Base | 760 | | | | | | 100 | 660 | | 100 | | | | 160 | 500 |
| 10 | MER | 99 | 0546Y | Livingston Stage II Freeway Landscape | IIP Change | 20 | | | | | | | 20 | | | | | | 5 | 15 |
| | | | | | Total | 780 | | | | | | 100 | 680 | | 100 | | | | 165 | 515 |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | | |
|------|-----|-----|-------|---------------------------------------|--------------|---------------|---------------|-------|------------|--------------|---------------|-------|--------------|---------------|--------------|--------------|--------------|---------------|--------------|---------------|--|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 10 | MER | 99 | 5401 | Freeway Upgrade & Plainsburg Road I/C | IIP Base | 3,243 | 3,243 | | | | | | | | | 3,243 | | | | | |
| 10 | MER | 99 | 5401 | Freeway Upgrade & Plainsburg Road I/C | IIP Change | 2,477 | | | | | | | 2,477 | | | | | 2,477 | | | |
| | | | | | Total | 5,720 | 3,243 | | | | | | 2,477 | | 3,243 | | | 2,477 | | | |
| 10 | MER | 99 | 5414 | Arboleda Road Freeway | IIP Base | 30,487 | 30,487 | | | | | | | | 4,917 | | 970 | 24,600 | | | |
| 10 | MER | 99 | 5414 | Arboleda Road Freeway | IIP Change | 300 | | | 300 | | | | | | | | | 300 | | | |
| | | | | | Total | 30,787 | 30,487 | | 300 | | | | | | 4,917 | | 970 | 24,900 | | | |
| 10 | MER | 99 | 5479 | Atwater Freeway | IIP Base | 50,993 | 11,744 | | | | 39,249 | | | | 899 | 1,888 | 1,061 | 7,896 | 2,283 | 36,966 | |
| 10 | MER | 99 | 5479 | Atwater Freeway | IIP Change | 12,772 | | | | | 12,772 | | | | | | | | 3,663 | 9,109 | |
| | | | | | Total | 63,765 | 11,744 | | | | 52,021 | | | | 899 | 1,888 | 1,061 | 7,896 | 5,946 | 46,075 | |
| 10 | MER | 152 | 5707 | Los Banos Bypass | IIP Base | 2,000 | 2,000 | | | | | | | | 2,000 | | | | | | |
| 10 | MER | 152 | 5707 | Los Banos Bypass | IIP Change | 500 | 500 | | | | | | | | 500 | | | | | | |
| | | | | | Total | 2,500 | 2,500 | | | | | | | | 2,500 | | | | | | |
| 10 | SJ | 99 | 7668 | Route 99 Widening in South Stockton | IIP Base | 1,455 | 1,455 | | | | | | | | 1,455 | | | | | | |
| 10 | SJ | 99 | 7668 | Route 99 Widening in South Stockton | IIP Change | 103 | 103 | | | | | | | | 103 | | | | | | |
| | | | | | Total | 1,558 | 1,558 | | | | | | | | 1,558 | | | | | | |
| 10 | STA | 120 | 0941 | Oakdale Expressway/Bypass | GFIIIP Base | 68,777 | 17,755 | | | | | | | 51,022 | | | | 17,755 | | 51,022 | |
| 10 | STA | 120 | 0941 | Oakdale Expressway/Bypass | IIP Base | 22,169 | | | | | | | | 22,169 | | | | | | 22,169 | |
| | | | | | Total | 90,946 | 17,755 | | | | | | | 73,191 | | | | 17,755 | | 73,191 | |
| 10 | STA | 132 | 7855 | SR-132 West Widening | IIP Base | 517 | | | 517 | | | | | | | | | 517 | | | |
| 10 | STA | 132 | 7855 | SR-132 West Widening | IIP Change | -517 | | | -517 | | | | | | | | | -517 | | | |
| | | | | | Total | 0 | | | 0 | | | | | | | | | 0 | | | |
| 10 | TUO | 108 | 0021B | E. Sonora Bypass Stage II | IIP Base | 3,976 | 3,976 | | | | | | | | | 688 | 226 | 3,062 | | | |
| 10 | TUO | 108 | 0021B | E. Sonora Bypass Stage II | IIP Change | 1,588 | 530 | | | 1,058 | | | | | 30 | | 500 | 1,058 | | | |
| | | | | | Total | 5,564 | 4,506 | | | 1,058 | | | | | 30 | 688 | 726 | 4,120 | | | |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Fiscal Year | | | | | | | | | | Component | | | | |
|------|-----|-----|-------|--|--------------|----------------|---------------|-------|---------------|---------------|------------|---------------|-------|-------|--------------|---------------|--------------|---------------|--------------|---------------|
| | | | | | | Total | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con |
| 11 | IMP | 7 | 0051Y | Route 7 Landscape Mitigation | IIP Base | 291 | | | | | 291 | | | | | | | | | 291 |
| | | | | | Total | 291 | | | | | 291 | | | | | | | | | 291 |
| 11 | IMP | 78 | 0021 | Brawley Bypass (Env. Only) | GFIIP Base | 18,070 | 5,100 | | | | | 12,970 | | | | | | 5,100 | | 12,970 |
| 11 | IMP | 78 | 0021 | Brawley Bypass (Env. Only) | GFIIP Change | -18,070 | -5,100 | | | | | -12,970 | | | | | | -5,100 | | -12,970 |
| 11 | IMP | 78 | 0021 | Brawley Bypass (Env. Only) | IIP Base | 36,184 | 4,061 | | | | | 32,123 | | | | | 1,079 | 2,982 | 2,520 | 29,603 |
| 11 | IMP | 78 | 0021 | Brawley Bypass (Env. Only) | IIP Change | -36,184 | -4,061 | | | | | -32,123 | | | | | -1,079 | -2,982 | -2,520 | -29,603 |
| | | | | | Total | 0 | 0 | | | | | 0 | | | | | 0 | 0 | 0 | 0 |
| 11 | IMP | 78 | 0021F | Brawley Bypass Stage 2 | GFIIP Change | 18,070 | 5,100 | | | | | 12,970 | | | | | | 5,100 | | 12,970 |
| 11 | IMP | 78 | 0021F | Brawley Bypass Stage 2 | IIP Change | 35,850 | 3,727 | | | | | 32,123 | | | | | 745 | 2,982 | 2,520 | 29,603 |
| | | | | | Total | 53,920 | 8,827 | | | | | 45,093 | | | | | 745 | 8,082 | 2,520 | 42,573 |
| 11 | IMP | 78 | 0021G | Brawley Bypass Stage 3 | IIP Change | 334 | 334 | | | | | | | | | | | 334 | | |
| | | | | | Total | 334 | 334 | | | | | | | | | | | 334 | | |
| 11 | IMP | 98 | 0549 | Route 98 Widening (west of Rte. 111) | IIP Base | 2,000 | 2,000 | | | | | | | | 600 | 500 | 180 | 720 | | |
| | | | | | Total | 2,000 | 2,000 | | | | | | | | 600 | 500 | 180 | 720 | | |
| 11 | SD | 11 | 1000 | State Route 11 | IIP Base | 8,000 | 8,000 | | | | | | | | 8,000 | | | | | |
| | | | | | Total | 8,000 | 8,000 | | | | | | | | 8,000 | | | | | |
| 11 | SD | 52 | 0260 | New Route 52 Freeway Route 125 to Cuyamaca - West end | IIP Base | 3,400 | 3,400 | | | | | | | | | 2,400 | 1,000 | | | |
| | | | | | Total | 3,400 | 3,400 | | | | | | | | | 2,400 | 1,000 | | | |
| 11 | SD | 905 | 0374K | New Route 905 Freeway - Otay Mesa | GFIIP Base | 5,000 | | | 5,000 | | | | | | | | | | | 5,000 |
| 11 | SD | 905 | 0374K | New Route 905 Freeway - Otay Mesa | IIP Base | 94,822 | 16,621 | | 78,201 | | | | | | 2,771 | 11,850 | 2,000 | 37,500 | 8,100 | 32,601 |
| 11 | SD | 905 | 0374K | New Route 905 Freeway - Otay Mesa | IIP Change | 40,000 | | | 40,000 | | | | | | | | | | | 40,000 |
| | | | | | Total | 139,822 | 16,621 | | 83,201 | 40,000 | | | | | 2,771 | 11,850 | 2,000 | 37,500 | 8,100 | 77,601 |



Appendix B – Comprehensive Statewide ITIP State Highway Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Prior | Fiscal Year | | | | | | | Component | | | | | | |
|------|-----|-----|------|---|--------------|--------------|--------------|-------------|-------|-------|-------|-------|-------|-------|--------------|------|---------|-----|---------|-----|--|
| | | | | | | | | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PAED | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 12 | ORA | 74 | 4110 | Calle Entradero to Antonio Parkway Widening | IIP Base | 2,019 | 2,019 | | | | | | | | 2,019 | | | | | | |
| 12 | ORA | 74 | 4110 | Calle Entradero to Antonio Parkway Widening | IIP Change | 1,694 | 1,694 | | | | | | | | 1,694 | | | | | | |
| | | | | | Total | 3,713 | 3,713 | | | | | | | | 3,713 | | | | | | |



Appendix C – Comprehensive Statewide ITIP Intercity Rail and Grade Separations Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Prior | Fiscal Year | | | | | | Component | | | | | | | | |
|------|-----|-----|-------|--|--------------|---------------|-------|-------------|-------|-------|---------------|-------|-------|--------------|-------|------|-----------|-----|------------|-----|---------------|---------------|
| | | | | | | | | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PA&ED | PS&E | R/W Sup | R/W | Con Sup | Con | | |
| 04 | ALA | | 2021 | Livermore Valley Siding | IIP Base | 1,000 | | | | | 1,000 | | | | | | | | | | 1,000 | |
| | | | | | Total | 1,000 | | | | | 1,000 | | | | | | | | | | 1,000 | |
| 04 | ALA | | 2103 | BART Oakland Airport Connector - PA&ED | IIP Base | 10,000 | | | | | 10,000 | | | | | | | | | | 10,000 | |
| | | | | | Total | 10,000 | | | | | 10,000 | | | | | | | | | | 10,000 | |
| 04 | CC | | 2011G | BART Richmond Station Additional Parking | IIP Base | 2,000 | | | | | 2,000 | | | | | | | | | | 2,000 | |
| | | | | | Total | 2,000 | | | | | 2,000 | | | | | | | | | | 2,000 | |
| 04 | VAR | | 2017 | Statewide Development of Carsharing | IIP Base | 3,600 | | | | | 3,600 | | | | | | | | | | 679 | 2,921 |
| 04 | VAR | | 2017 | Statewide Development of Carsharing | IIP Change | -3,600 | | | | | -3,600 | | | | | | | | | | -679 | -2,921 |
| | | | | | Total | 0 | | | | | 0 | | | | | | | | | | 0 | 0 |
| 07 | LA | | 2318 | Alameda Corridor East Grade Separations | IIP Base | 1,042 | | | | | | | | 1,042 | | | 71 | | 971 | | | |
| | | | | | Total | 1,042 | | | | | | | | 1,042 | | | 71 | | 971 | | | |
| 07 | LA | | 9814 | Glendale Grade Separation | IIP Base | 16,375 | | | | | 16,375 | | | | | | | | | | | 16,375 |
| | | | | | Total | 16,375 | | | | | 16,375 | | | | | | | | | | | 16,375 |
| 08 | RIV | | 0079D | N. Main Corona Parking Structure | IIP Base | 9,500 | | | | | | | | 9,500 | | | | | | | | 9,500 |
| | | | | | Total | 9,500 | | | | | | | | 9,500 | | | | | | | | 9,500 |
| 08 | VAR | | 0079E | 2 Cab Cars and 3 locomotives | IIP Base | 12,000 | | | | | 12,000 | | | | | | | | | | | 12,000 |
| 08 | VAR | | 0079E | 2 Cab Cars and 3 locomotives | IIP Change | 5,000 | | | | | 5,000 | | | | | | | | | | | 5,000 |
| | | | | | Total | 17,000 | | | | | 17,000 | | | | | | | | | | | 17,000 |
| 75 | ALA | | 2020 | Emeryville Intermodal Transfer Station | IIP Base | 4,200 | | | | | | | | 4,200 | | | | | | | | 4,200 |
| | | | | | Total | 4,200 | | | | | | | | 4,200 | | | | | | | | 4,200 |



Appendix C – Comprehensive Statewide ITIP Intercity Rail and Grade Separations Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Prior | Fiscal Year | | | | | | | Component | | | | | | | | |
|------|-----|-----|-------|---|--------------|---------------|-------|-------------|---------------|---------------|--------------|--------------|-------|-------|------------|--------------|---------|-----|---------|-----|--------------|---------------|------------|
| | | | | | | | | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PA&ED | PS&E | R/W Sup | R/W | Con Sup | Con | | | |
| | FRE | | 2041 | San Joaquin Track Improvements (Figarden) | GFIIP Base | 11,289 | | | 11,289 | | | | | | | | | | | | | 11,289 | |
| 75 | FRE | | 2041 | San Joaquin Track Improvements (Figarden) | IIP Change | 2,250 | | | 2,250 | | | | | | | | | | | | | 2,250 | |
| | | | | | Total | 13,539 | | | 13,539 | | | | | | | | | | | | | 13,539 | |
| 75 | LA | | 2063 | Rosecrans/Marquardt Triple Track and Grade Sep. | IIP Change | 6,200 | | | | | 6,200 | | | | | | | | | | 6,200 | | |
| | | | | | Total | 6,200 | | | | | 6,200 | | | | | | | | | | | 6,200 | |
| 75 | LA | | 2002 | La Mirada to DT Junction Third Track | IIP Base | 5,000 | | | 5,000 | | | | | | | | | | | | | 5,000 | |
| 75 | LA | | 2002 | La Mirada to DT Junction Third Track | IIP Change | 1,396 | | | 1,396 | | | | | | 120 | 480 | | | | | | 796 | |
| | | | | | Total | 6,396 | | | 6,396 | | | | | | 120 | 480 | | | | | | 5,796 | |
| 75 | LA | | 2023A | AB 3090 Replacement | IIP Base | 5,000 | | | | | | 5,000 | | | | | | | | | | 5,000 | |
| 75 | LA | | 2023A | AB 3090 Replacement | IIP Change | -5,000 | | | | | | -5,000 | | | | | | | | | | -5,000 | |
| | | | | | Total | 0 | | | | | | 0 | | | | | | | | | | 0 | |
| 75 | MAD | | 2025 | Madera Amtrak Station Relocation | IIP Base | 705 | | | 35 | 670 | | | | | | | | | | | 35 | 670 | |
| | | | | | Total | 705 | | | 35 | 670 | | | | | | | | | | | | 35 | 670 |
| 75 | ORA | | 2026 | Fullerton Transportation Center parking expansion | IIP Base | 8,000 | | | 1,000 | 7,000 | | | | | | 1,000 | | | | | 4,250 | 2,750 | |
| | | | | | Total | 8,000 | | | 1,000 | 7,000 | | | | | | 1,000 | | | | | 4,250 | 2,750 | |
| 75 | PLA | | 9879 | Roseville Track and Signal Improvements | IIP Base | 3,530 | | | | | | 3,530 | | | | | | | | | | 3,530 | |
| | | | | | Total | 3,530 | | | | | | 3,530 | | | | | | | | | | 3,530 | |
| 75 | SAC | | 2027 | Elk Grove Intercity Rail Station | IIP Base | 800 | | | | 800 | | | | | | | | | | | | 800 | |
| | | | | | Total | 800 | | | | 800 | | | | | | | | | | | | 800 | |
| 75 | SCL | | 2008 | Capitol Corridor-San Jose-Santa Clara Fourth Main | IIP Base | 17,900 | | | | 17,900 | | | | | | | | | | | | 17,900 | |
| 75 | SCL | | 2008 | Capitol Corridor-San Jose-Santa Clara Fourth Main | IIP Change | 2,700 | | | | 2,700 | | | | | | | | | | | | 2,700 | |
| | | | | | Total | 20,600 | | | | 20,600 | | | | | | | | | | | | 20,600 | |



Appendix C – Comprehensive Statewide ITIP Intercity Rail and Grade Separations Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Fiscal Year | | | | | | | | Component | | | | | | |
|------|-----|-----|-------|--|--------------|---------------|-------------|-------|----------|---------------|--------------|---------------|-------|-------|------------|----------|---------|-----|---------|-----|---------------|
| | | | | | | | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PA&ED | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 75 | SD | | 2062 | Solana Beach Parking Structure | IIP Change | 6,000 | | | | 6,000 | | | | | | | | | | | 6,000 |
| | | | | | Total | 6,000 | | | | 6,000 | | | | | | | | | | | 6,000 |
| 75 | SD | | 7301 | Sorrento to Miramar Double Track/Realign | IIP Base | 5,300 | | | | 5,300 | | | | | | | | | | | 5,300 |
| | | | | | Total | 5,300 | | | | 5,300 | | | | | | | | | | | 5,300 |
| 75 | SD | | 9069A | Sorrento to Miramar Double Track | GFIIP Base | 21,390 | | | | 21,390 | | | | | | | | | | | 21,390 |
| | | | | | Total | 21,390 | | | | 21,390 | | | | | | | | | | | 21,390 |
| 75 | SD | | 9865 | San Dieguito River Bridge Replacement | IIP Base | 855 | | | | 855 | | | | | 855 | | | | | | |
| | | | | | Total | 855 | | | | 855 | | | | | 855 | | | | | | |
| 75 | SJ | | 2030 | Capacity Improvements | IIP Base | 24,200 | | | | | | 24,200 | | | | | | | | | 24,200 |
| | | | | | Total | 24,200 | | | | | | 24,200 | | | | | | | | | 24,200 |
| 75 | SJ | | 2031 | Stockton SP Depot Restoration | IIP Base | 3,400 | | | | 3,400 | | | | | | | | | | | 3,400 |
| | | | | | Total | 3,400 | | | | 3,400 | | | | | | | | | | | 3,400 |
| 75 | SOL | | 6045L | Bahia Viaduct Track Upgrade | IIP Base | 1,250 | | | 190 | 1,060 | | | | | 40 | 150 | | | | | 1,060 |
| 75 | SOL | | 6045L | Bahia Viaduct Track Upgrade | IIP Change | -1,250 | | | -190 | -1,060 | | | | | -40 | -150 | | | | | -1,060 |
| | | | | | Total | 0 | | | 0 | 0 | | | | | 0 | 0 | | | | | 0 |
| 75 | VAR | | 2061 | Oakland / Los Angeles Maintenance Facilities Security | IIP Change | 3,540 | | | | 3,540 | | | | | | | | | | | 3,540 |
| | | | | | Total | 3,540 | | | | 3,540 | | | | | | | | | | | 3,540 |
| 75 | VAR | | 2064 | San Jose - Oakland Capacity Increase | IIP Change | 1,060 | | | | 1,060 | | | | | | | | | | | 1,060 |
| | | | | | Total | 1,060 | | | | 1,060 | | | | | | | | | | | 1,060 |
| 75 | VAR | | 2065 | Capitalized Maint.(Cap. Corr., Surfliner, San Joaquin) | IIP Change | 6,000 | | | | 3,000 | 3,000 | | | | | | | | | | 6,000 |
| | | | | | Total | 6,000 | | | | 3,000 | 3,000 | | | | | | | | | | 6,000 |



Appendix C – Comprehensive Statewide ITIP Intercity Rail and Grade Separations Project List
 (\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Fiscal Year | | | | | | | | Component | | | | | | | |
|------|-----|-----|------|--|--------------|--------------|-------------|-------|-------|--------------|--------------|-------|-------|-------|-----------|--------------|--------------|-----|---------|-----|--------------|--------------|
| | | | | | | | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PA&ED | PS&E | R/W Sup | R/W | Con Sup | Con | | |
| 75 | VAR | | 2066 | Stockton ACE Northwest Track Connection | IIP Change | 5,000 | | | | 3,750 | 1,250 | | | | | 1,500 | 2,250 | | | | 1,250 | |
| | | | | | Total | 5,000 | | | | 3,750 | 1,250 | | | | | 1,500 | 2,250 | | | | 1,250 | |
| 75 | VAR | | 2067 | Santa Paula Branch Line | IIP Change | 6,750 | | | | 6,750 | | | | | | | | | | | 6,750 | |
| | | | | | Total | 6,750 | | | | 6,750 | | | | | | | | | | | | 6,750 |
| 75 | VEN | | 2034 | Replacement Rail Moorpark to Simi Valley | IIP Base | 4,000 | | | | 4,000 | | | | | | | | | | | 4,000 | |
| | | | | | Total | 4,000 | | | | 4,000 | | | | | | | | | | | | 4,000 |



Appendix D – Comprehensive Statewide TE Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Fiscal Year | | | | | | | Component | | | | | | |
|------|-----|-----|------|--------------------------------------|---|--------------|-------------|------------|------------|------------|--------------|-------|-----------|------------|------------|-----------|------------|------------|--------------|--------------|
| | | | | | | | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PA&ED | PS&E | R/W Sup | R/W | Con Sup | Con |
| 01 | HUM | 283 | 0301 | Eel River Bridge Decorative Lighting | IIP Base | 90 | | | 15 | 75 | | | | | 4 | 11 | 3 | | 10 | 62 |
| | | | | | IIP Change | 58 | | | 21 | 37 | | | | | 8 | 13 | 7 | | 30 | |
| | | | | | Total | 148 | | | 36 | 112 | | | | | 12 | 24 | 10 | | 40 | 62 |
| 01 | HUM | 169 | 1027 | Mareep Creek Wildlife Crossing | IIP Base | 795 | | 109 | 53 | 28 | 605 | | | 109 | 53 | 18 | 10 | 73 | 532 | |
| | | | | | <i>(Final expenditures)</i> | IIP Change | -772 | | -98 | -41 | -28 | -605 | | | -98 | -41 | -18 | -10 | -73 | -532 |
| | | | | | Total | 23 | | 11 | 12 | 0 | 0 | | | 11 | 12 | 0 | 0 | 0 | 0 | 0 |
| 01 | MEN | 1 | 4108 | Pacific Coast Bike Route | IIP Base | 902 | | 100 | 118 | 684 | | | | 56 | 44 | 42 | 76 | 90 | 594 | |
| | | | | | IIP Change | 329 | | 70 | 14 | 245 | | | | 44 | 26 | 14 | | | 245 | |
| | | | | | Total | 1,231 | | 170 | 132 | 929 | | | | 100 | 70 | 56 | 76 | 90 | 839 | |
| 01 | VAR | | 4106 | Archaeological Inventory | IIP Base | 1,280 | | | | 5 | 1,275 | | | 5 | | | | 25 | 1,250 | |
| | | | | | Total | 1,280 | | | | 5 | 1,275 | | | 5 | | | | 25 | 1,250 | |
| 02 | SIS | | 3198 | Mt. Shasta Discovery Center | IIP Base | 1,100 | | | | | 1,100 | | | | | | | | 1,100 | |
| | | | | | <i>(Change Implementing Agency to USFS)</i> | IIP Change | 33 | | | | | 33 | | | | | | | | 33 |
| | | | | | Total | 1,133 | | | | | 1,133 | | | | | | | | | 1,133 |
| 03 | ED | 89 | 3457 | Tree Planting | IIP Base | 710 | | | 100 | 610 | | | | 20 | 80 | 10 | | 100 | 500 | |
| | | | | | Total | 710 | | | 100 | 610 | | | 20 | 80 | 10 | | 100 | 500 | | |
| 03 | PLA | 267 | 5705 | Tree Planting | IIP Base | 710 | | | 100 | 610 | | | | 20 | 80 | 10 | | 100 | 500 | |
| | | | | | Total | 710 | | | 100 | 610 | | | 20 | 80 | 10 | | 100 | 500 | | |
| 03 | SAC | 50 | 6210 | Tree Planting | IIP Base | 710 | | | 100 | 610 | | | | 20 | 80 | 10 | | 100 | 500 | |
| | | | | | Total | 710 | | | 100 | 610 | | | 20 | 80 | 10 | | 100 | 500 | | |
| 03 | SIE | 89 | 8003 | Wildlife Crossing | IIP Base | 822 | | 70 | | 115 | 637 | | | 70 | 100 | 10 | 5 | 88 | 549 | |
| | | | | | Total | 822 | | 70 | | 115 | 637 | | | 70 | 100 | 10 | 5 | 88 | 549 | |
| 03 | YOL | 5 | 8557 | Tree Planting | IIP Base | 710 | | | | 100 | 610 | | | 20 | 80 | 10 | | 100 | 500 | |
| | | | | | Total | 710 | | | | 100 | 610 | | | 20 | 80 | 10 | | 100 | 500 | |



Appendix D – Comprehensive Statewide TE Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Fiscal Year | | | | | | | | Component | | | | | |
|------|-----|-----|-------|--|--------------|--------------|-------------|------------|--------------|------------|------------|------------|--------------|-------|------------|------------|-----------|-----------|--------------|--------------|
| | | | | | | | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PA&ED | PS&E | R/W Sup | R/W | Con Sup | Con |
| 04 | MRN | 1 | 1069 | Wildlife Crossing | IIP Base | 775 | | 150 | | | 625 | | | | 30 | 100 | 20 | | 100 | 525 |
| | | | | | IIP Change | 260 | | | | | 260 | | | | 220 | | 40 | | | |
| | | | | | Total | 1,035 | | 410 | | | 625 | | | | 250 | 100 | 60 | | 100 | 525 |
| 04 | SCL | 152 | 1062 | Runoff Pollution Control | IIP Base | 800 | | 105 | | | 695 | | | | 20 | 80 | 5 | | 50 | 645 |
| | | | | | IIP Change | 21 | | | | | 21 | | | | | | | | | |
| | | | | | Total | 821 | | 105 | | | 716 | | | | 20 | 80 | 5 | | 50 | 645 |
| 04 | SON | 101 | 0789E | Sonoma 101 at College Ave and 6th St. Improvements | IIP Base | 1,000 | | | 1,000 | | | | | | | | | | 1,000 | |
| | | | | <i>(Support only)</i> | Total | 1,000 | | | 1,000 | | | | | | | | | | 1,000 | |
| 75 | SB | | 1809 | Goleta Amtrak Station Enhancements | IIP Base | 710 | | | 180 | 530 | | | | | 60 | 120 | 20 | 60 | 60 | 390 |
| | | | | | Total | 710 | | | 180 | 530 | | | | | 60 | 120 | 20 | 60 | 60 | 390 |
| 06 | FRE | 41 | 1477 | Tree Planting | IIP Base | 1,311 | | | | | 30 | 123 | 1,158 | | 30 | 123 | | | 214 | 944 |
| | | | | | IIP Change | 222 | | | | | | | 222 | | | | | | | 222 |
| | | | | | Total | 1,533 | | | | | 30 | 123 | 1,380 | | 30 | 123 | | | 214 | 1,166 |
| 06 | KER | 395 | 0453 | Archeological Survey | IIP Base | 260 | | | | 35 | 225 | | | | | 10 | 25 | | 25 | 200 |
| | | | | | Total | 260 | | | | 35 | 225 | | | | | 10 | 25 | | 25 | 200 |
| 06 | KER | 99 | 3548 | Tree Planting | IIP Base | 594 | | | | 64 | 530 | | | | 14 | 50 | 1 | | 95 | 434 |
| | | | | | IIP Change | 86 | | | | | 86 | | | | | | | | | 86 |
| | | | | | Total | 680 | | | | 64 | 616 | | | | 14 | 50 | 1 | | 95 | 520 |
| 06 | TUL | 63 | 6231 | Pedestrian Facility | IIP Base | 911 | | | 101 | 810 | | | | | 21 | 80 | | | 150 | 660 |
| | | | | | IIP Change | 130 | | | | 130 | | | | | | | | | | 130 |
| | | | | | Total | 1,041 | | | 101 | 940 | | | | | 21 | 80 | | | 150 | 790 |



Appendix D – Comprehensive Statewide TE Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Fiscal Year | | | | | | | | Component | | | | | | | | |
|------|-----|-----|-------|--|--------------|-------|-------------|------------|--------------|--------------|-------|------------|------------|--------------|------------|-----------|------------|------------|---------|-------|------------|--------------|--------------|
| | | | | | | | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PA&ED | PS&E | R/W Sup | R/W | Con Sup | Con | | | |
| 07 | LA | 5 | 2808A | Aesthetic Enhancements (Carmenita) | IIP Base | 3,234 | | | 75 | 150 | 3,009 | | | | 75 | 150 | | | | 40 | 2,969 | | |
| | | | | (PPNO change from 3545 – add TE to parent project) | IIP Change | 646 | | | | 270 | 376 | | | | | | | | | | | 150 | 226 |
| | | | | Total | 3,880 | | | 75 | 420 | 3,385 | | | | 75 | 420 | | | | | | | 190 | 3,195 |
| 07 | LA | 110 | 3546 | Aesthetic Enhancements | IIP Base | 3,283 | | 540 | | | 2,743 | | | | | 540 | | | | 274 | 2,469 | | |
| | | | | | IIP Change | 1,059 | | 130 | | 929 | | | | 130 | | | | | | | | -74 | 1,003 |
| | | | | Total | 4,342 | | 670 | | 3,672 | | | | 130 | 540 | | | | | | | 200 | 3,472 | |
| 07 | LA | 5 | 3547 | Landscape Planting and Aesthetic Enhancements | IIP Base | 1,638 | | | | | | 180 | 1,458 | | 30 | 150 | | | | 87 | 1,371 | | |
| | | | | | IIP Change | 657 | | | | | | | 110 | 547 | | 50 | 60 | | | | | 23 | 524 |
| | | | | Total | 2,295 | | | | | | | | 290 | 2,005 | | 80 | 210 | | | | | 110 | 1,895 |
| 07 | LA | 10 | 3548 | Landscape and Aesthetic Enhancements | IIP Base | 1,690 | | | 190 | 1,500 | | | | 20 | 170 | | | | 250 | 1,250 | | | |
| | | | | Total | 1,690 | | | 190 | 1,500 | | | 20 | 170 | | | | | | | | 250 | 1,250 | |
| 07 | LA | 110 | 3550 | Aesthetic Enhancements | IIP Base | 1,291 | | 210 | | 1,081 | | | | | | 210 | | | | 108 | 973 | | |
| | | | | | IIP Change | 935 | | 250 | | 685 | | | 130 | 120 | | | | | | | | 72 | 613 |
| | | | | Total | 2,226 | | 460 | | 1,766 | | | 130 | 330 | | | | | | | | | 180 | 1,586 |
| 07 | VEN | 118 | 3552 | Wildlife Corridor Enhancements | IIP Base | 450 | | 53 | 397 | | | | | | 18 | 35 | | | | 52 | 345 | | |
| | | | | Total | 450 | | 53 | 397 | | | | | 18 | 35 | | | | | | | | 52 | 345 |
| 08 | RIV | 91 | 0072G | Green River Road Landscape Enhancement | IIP Base | 1,200 | | 100 | | 1,100 | | | | | | 100 | | | | 100 | 1,000 | | |
| | | | | Total | 1,200 | | 100 | | 1,100 | | | | | | | | | 100 | | | | 100 | 1,000 |
| 08 | SBD | 15 | 0175N | Landscape Enhancement | IIP Base | 1,419 | | 150 | | | 1,269 | | | | | 150 | | | | 150 | 1,119 | | |
| | | | | | IIP Change | 1,027 | | 150 | | 877 | | | | 150 | | | | | | | | 150 | 727 |
| | | | | Total | 2,446 | | 300 | | 2,146 | | | | 300 | | | | | | | | | 300 | 1,846 |
| 08 | SBD | 15 | 0176D | Desert Managers Group Visitor Center | IIP Base | 1,183 | | 125 | | 1,058 | | | | | 25 | 100 | | | | 125 | 933 | | |
| | | | | | IIP Change | 488 | | 235 | | 253 | | | 34 | 200 | | 1 | | | | | 225 | 28 | |
| | | | | Total | 1,671 | | 360 | | 1,311 | | | | 59 | 300 | | 1 | | | | | 350 | 961 | |



Appendix D – Comprehensive Statewide TE Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Fiscal Year | | | | | | | | Component | | | | | | | |
|------|-----|-----|-------|--|----------------------------|--------------|-------------|------------|------------|------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|--------------|--------------|--------------|-----|
| | | | | | | | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PA&ED | PS&E | R/W Sup | R/W | Con Sup | Con | | |
| 08 | SBD | 18 | 0180F | Rural Gateway Beautification and Modernization | IIP Base | 1,880 | | 120 | 366 | | | 1,394 | | | 120 | 366 | | | 366 | 1,028 | | |
| | | | | | IIP Change | 385 | | | | | | 385 | | | | | | | | | | 385 |
| | | | | | Total | 2,265 | | | 120 | 366 | | | 1,779 | | | 120 | 366 | | | 366 | 1,413 | |
| 08 | SBD | 71 | 0234P | Tree Planting | IIP Base | 1,505 | | | | 40 | 120 | 1,345 | | | 40 | 120 | | | 100 | 1,245 | | |
| | | | | | Total | 1,505 | | | 40 | 120 | 1,345 | | | 40 | 120 | | | 100 | 1,245 | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 09 | INY | 395 | 0454 | Independence Historic Lighting | IIP Base | 263 | | | | 22 | | 241 | | | | 22 | | | 22 | 219 | | |
| | | | | | Total | 263 | | | 22 | 241 | | | 22 | | | 22 | | | 22 | 219 | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| 09 | MNO | 395 | 0455 | Sonora Wildlife Crossing | IIP Base | 1,766 | | 100 | | 100 | | 1,566 | | | 20 | 80 | 20 | 80 | 174 | 1,392 | | |
| | | | | | <i>(Increase to scope)</i> | IIP Change | 1,747 | | 520 | | 100 | | 1,127 | | | 200 | 320 | 20 | 80 | 120 | 1,007 | |
| | | | | | Total | 3,513 | | 620 | | 200 | | 2,693 | | | 220 | 400 | 40 | 160 | 294 | 2,399 | | |
| 10 | MER | 99 | 0002 | Tree Planting | IIP Base | 800 | | | 39 | 81 | 680 | | | | 37 | 81 | 2 | | 65 | 615 | | |
| | | | | | IIP Change | 227 | | | 8 | 19 | 200 | | | | | 19 | 8 | | | 15 | 185 | |
| | | | | | Total | 1,027 | | | 47 | 100 | 880 | | | 37 | 100 | 10 | | 80 | 800 | | | |
| 10 | SJ | 205 | 0001 | Tree Planting | IIP Base | 1,317 | | | | 63 | 134 | 1,120 | | | 61 | 134 | 2 | | 106 | 1,014 | | |
| | | | | | IIP Change | 358 | | | | 8 | | 350 | | | | | | 8 | | | 350 | |
| | | | | | Total | 1,675 | | | 71 | 134 | 1,470 | | | 61 | 134 | 10 | | 106 | 1,364 | | | |
| 10 | STA | 99 | 0003 | Tree Planting | IIP Base | 1,100 | | | | 52 | 112 | 936 | | | 50 | 112 | 2 | | 88 | 848 | | |
| | | | | | IIP Change | 213 | | | | 8 | | 205 | | | | | | 8 | | 12 | 193 | |
| | | | | | Total | 1,313 | | | 60 | 112 | 1,141 | | | 50 | 112 | 10 | | 100 | 1,041 | | | |
| 10 | TUO | 108 | 0004 | Route 108 Bicycle Facility | IIP Base | 1,463 | | 147 | 188 | | 1,128 | | | | 147 | | 60 | 128 | 147 | 981 | | |
| | | | | | IIP Change | 519 | | 187 | 32 | 300 | | | | 187 | 300 | 11 | 21 | | | | | |
| | | | | | Total | 1,982 | | 334 | 220 | 300 | 1,128 | | | 334 | 300 | 71 | 149 | 147 | 981 | | | |
| 11 | SD | 163 | 0867 | Balboa Park Historic Landscape Preservation | IIP Base | 3,517 | | 70 | 300 | | 16 | 3,131 | | | 70 | 300 | 16 | | 370 | 2,761 | | |
| | | | | | IIP Change | 94 | | | | | | 94 | | | | | | | | | 94 | |
| | | | | | Total | 3,611 | | 70 | 300 | | 16 | 3,225 | | | 70 | 300 | 16 | | 370 | 2,855 | | |



Appendix D – Comprehensive Statewide TE Project List
(\$'s x 1000)

| DIST | CO | RTE | PPNO | PROJECT | FUND CAT | Total | Fiscal Year | | | | | | | | Component | | | | | | |
|------|-----|-----|-------|--|--------------|--------------|-------------|-----------|--------------|-------|--------------|------------|--------------|------------|------------|------------|------------|----------|------------|--------------|--------------|
| | | | | | | | Prior | 04/05 | 05/06 | 06/07 | 07/08 | 08/09 | 09/10 | 10/11 | PA&ED | PS&E | R/W Sup | R/W | Con Sup | Con | |
| 11 | SD | | 0990 | Caltrans Historic Building/Transportation Museum | IIP Base | 950 | | | 185 | | 765 | | | | | 40 | 145 | | | 110 | 655 |
| | | | | | Total | 950 | | | 185 | | 765 | | | | | 40 | 145 | | | 110 | 655 |
| 12 | ORA | 5 | 2592 | Scenic Enhancements | IIP Base | 1,766 | | 67 | 200 | | 1,499 | | | | 67 | 200 | | | 167 | 1,332 | |
| | | | | | Total | 1,766 | | 67 | 200 | | 1,499 | | | | 67 | 200 | | | 167 | 1,332 | |
| 3 | PLA | 89 | 5282 | Alice Richardson Water Pollution Abatement | IIP Change | 605 | | | | | | | 45 | 560 | 15 | 30 | 5 | | 55 | 500 | |
| | | | | | Total | 605 | | | | | | | 45 | 560 | 15 | 30 | 5 | | 55 | 500 | |
| 4 | SF | VAR | | Healthy Transportation Network | IIP Change | 885 | | | 885 | | | | | | | | | | | 885 | |
| | | | | | Total | 885 | | | 885 | | | | | | | | | | | | 885 |
| 4 | VAR | VAR | 0338G | Mission Bell Installation | IIP Change | 236 | | | | | | 55 | 181 | 22 | 28 | 5 | | | 20 | 161 | |
| | | | | | Total | 236 | | | | | | 55 | 181 | 22 | 28 | 5 | | | 20 | 161 | |
| 3 | NEV | | | Donner Memorial State Park Museum | IIP Change | 2,586 | | | | | | | 2,586 | | | | | | | 2,586 | |
| | | | | | Total | 2,586 | | | | | | | 2,586 | | | | | | | | 2,586 |
| 5 | SLO | 46 | 0226B | Route 46 Retaining Walls | IIP Change | 1,050 | | | 1,050 | | | | | | | | | | | 1,050 | |
| | | | | | Total | 1,050 | | | 1,050 | | | | | | | | | | | | 1,050 |
| 5 | SLO | 1 | 1845 | Estero Bluffs Pullouts | IIP Change | 1,818 | | | | | 123 | 197 | 1,498 | 123 | 192 | | | 5 | 123 | 1,375 | |
| | | | | | Total | 1,818 | | | | | 123 | 197 | 1,498 | 123 | 192 | | | 5 | 123 | 1,375 | |
| 7 | LA | 5 | 2808 | Route 5 Aesthetic Improvements (Pioneer & Valley View) | IIP Change | 4,800 | | | | | | 180 | 4,620 | 180 | 360 | | | | 640 | 3,620 | |
| | | | | | Total | 4,800 | | | | | | 180 | 4,620 | 180 | 360 | | | | 640 | 3,620 | |
| 1 | LAK | 20 | 4421 | Bloody Island Interpretive Center | IIP Change | 317 | | | | | 75 | 50 | 192 | 75 | 40 | 10 | | | 70 | 122 | |
| | | | | | Total | 317 | | | | | 75 | 50 | 192 | 75 | 40 | 10 | | | 70 | 122 | |
| 1 | VAR | VAR | 3041 | Collision Abatement Program | IIP Change | 336 | | | | | | | 336 | | | | | | | 100 | 236 |
| | | | | | Total | 336 | | | | | | | 336 | | | | | | | 100 | 236 |

Appendix E - Interregional Transportation Improvement Program Themes

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

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

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

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

Theme – Complete the ITSP Focus Routes

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

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

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

- Regions should be encouraged to fund improvements that link rural and smaller urban centers to the trunk system.

Theme - Reduce Congestion and Promote Livable Communities

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

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

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

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

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

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

- Coordinated planning between Regions must address the cumulative impacts of major employment generators, the location of affordable housing, capacity of transportation facilities and availability of cross jurisdiction transit/rail services needed to reduced traveler delay and environmental impact within and between regional areas.
- HOV lane addition project candidates must include a transit operation plan or other efforts for increasing high occupancy vehicle ridership.

- Funding partnerships for eligible work can be considered for rewarding Regions that coordinate integrated planning practices with adjoining regional areas and neighboring cities and counties.

Theme – Improve Goods Movement

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

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

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

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

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

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

- Statewide Global Gateway System improvements are incorporated into regional transportation plans to emphasize 'connectivity' to major intermodal transfer facilities, and include a commitment of Regional funding.



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- The Regional plans should include strategies for improved safety, and incorporation of new technology to improve trip tracking, reliability and reduce travel times.
 - Funding strategies should include public/private partnerships with major intermodal transfer facilities and goods movement operators and authorities.

Criterion 4: Proposed projects are compatible with community planning.

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

Theme – Encourage Rural Funding Partnerships

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

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

- The project must provide an interregional benefit.

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

Appendix F – ITIP Funding Formulas

The 25% interregional program is not constrained by county shares. However, by law, new funding to the program must comply with the following constraints:

- 60% of the program shall be programmed for improvements to State highways that are specified in statute as part of the interregional road system and are outside urbanized areas with over 50,000 population and for intercity rail improvements.

Of this amount, at least 15% (9% of the interregional program) shall be programmed for intercity rail improvements, including grade separation projects.

- 40% of the program may be programmed to transportation improvement projects to facilitate interregional movement of people and goods, including State highway, intercity passenger rail, mass transit guideway, or grade separation projects. These projects may be in either urbanized or non-urbanized areas.

Of this amount, 40% (16% of the interregional program) must be in the 13 counties of the South.

Of this amount, 60% (24% of the interregional program) must be in the North counties.