

# **ESTIMATED TIMED AGENDA**

## **CALIFORNIA TRANSPORTATION COMMISSION**

<http://www.catc.ca.gov>

**May 18-19, 2016**

**Stockton, California**

### **Wednesday, May 18, 2016**

- 1:00 PM**                      **Commission Meeting**  
**San Joaquin Council of Governments**  
**555 E Weber Ave**  
**Stockton, CA**
- 5:30 PM**                      **Reception**  
**University Plaza Waterfront Hotel**  
**Courtyard**  
**110 W Fremont Street**  
**Stockton, CA**
- 7:00 PM**                      **Commissioners' Dinner**  
**University Plaza Waterfront Hotel**  
**Delta Bistro**  
**110 W Fremont Street**  
**Stockton, CA**

### **Thursday, May 19, 2016**

- 9:00 AM**                      **Commission Meeting**  
**San Joaquin Council of Governments**  
**555 E Weber Ave**  
**Stockton, CA**

To view the live webcast of this meeting, please visit: <http://ctc.dot.ca.gov/webcast>

**NOTICE:** Times identified on the following agenda are estimates only. The Commission has the discretion to take up agenda items out of sequence and on either day of the two-day meeting, except for those agenda items bearing the notation "TIMED ITEM." TIMED ITEMS which may not be heard prior to the Time scheduled but may be heard at, or any time after the time scheduled. The Commission may adjourn earlier than estimated on either day.

A copy of this meeting notice and agenda will be posted 10 days prior to the meeting and related book items will be posted 5 days prior to the meeting on the California Transportation Commission Website: [www.catc.ca.gov](http://www.catc.ca.gov)

Questions or inquiries about this meeting may be directed to the Commission staff at (916) 654-4245, 1120 N Street (MS-52), Sacramento, CA 95814. If any special accommodations are needed for persons with disabilities, please contact Doug Remedios at (916) 654-4245. Requests for special accommodations should be made as soon as possible but at least five days prior to the scheduled meeting.

Persons attending the meeting who wish to address the California Transportation Commission on a subject to be considered at this meeting are asked to complete a Speaker Request Card and give it to the Executive Assistant prior to the discussion of the item. If you would like to present handouts/written material to the California Transportation Commission at the meeting, please provide a minimum of 25 copies labeled with the agenda item number.

\* "A" denotes an "Action" item; "I" denotes an "Information" item; "C" denotes a "Commission" item; "D" denotes a "Department" item; "F" denotes a "U.S. Department of Transportation" item; "R" denotes a Regional or other Agency item; and "T" denotes a California Transportation Agency (CalSTA) item.

**FREQUENTLY USED TERMS:** California Transportation Commission (Commission or CTC), California Department of Transportation (Department or Caltrans), Regional Improvement Program (RIP), Interregional Improvement Program (IIP), State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), Traffic Congestion Relief Program (TCRP), Public Transportation Account (PTA), Clean Air and Transportation Improvement Act of 1990 (Proposition 116), High Speed Passenger Train Bond Program (Proposition 1A), Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), Corridor Mobility Improvement Account (CMIA), State Route 99 Bond Program (RTE or SR 99), Local Bridge Seismic Retrofit Account (LBSRA), Trade Corridors Improvement Fund (TCIF), Highway-Railroad Crossing Safety Account (HRCSA), State-Local Partnership Program (SLPP), Traffic Light Synchronization Program (TLSP), Letter of No Prejudice (LONP), Environmental Phase (PA&ED), Design Phase (PS&E), Right of Way (R/W), Fiscal Year (FY), Active transportation Program (ATP), Intercity Rail(ICR)

**NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):**  
**CTC Meeting –June 29-30, 2016 in Sacramento, CA**

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>GENERAL BUSINESS</b>					
1	Roll Call	1.1	Bob Alvarado	I	C
2 8 Ayes	<u>Resolution of Necessity – Appearance:</u> --03-ED-50-PM 76.1 Knox Van Dyke Johnson, et al.	2.4a.(1)	Stephen Maller Michael Whiteside	A	D
3 8 Ayes	<u>Resolution of Necessity – Appearance:</u> --06-Tul-65-PM 16.20 Thomas B. Prescott and Deborah J. Prescott, Trustees of The Prescott Living Trust Est. January 18, 2011 <i>(Related Item under Tab 69.)</i>	2.4a.(2)	Stephen Maller Michael Whiteside	A	D
4 8 Ayes	<u>Resolution of Necessity – Appearance:</u> --11-SD-76-PM 32.6 Lynne V. Villalobos, a married woman	2.4a.(3)	Stephen Maller Michael Whiteside	A	D
5	Welcome to the Region	1.12	Mayor Anthony Silva Andrew Chesley	I	R
6	Approval of Minutes for March 16-17, 2016	1.2	Bob Alvarado	A	C
7	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
<b>REPORTS</b>					
8	Election of Commission Vice Chair	1.13	Bob Alvarado	A	C
9	Executive Director's Report	1.3	Susan Bransen	A	C
10	Commission Reports	1.4	Bob Alvarado	A	C
11	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
12	Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
13	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
14	Regional Agencies Moderator	1.8	Sarkes Khachek	I	R
15	Rural Counties Task Force Chair	1.9	Jerry Barton	I	R
16	Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R
<b>POLICY MATTERS</b>					
17	State and Federal Legislative Matters	4.1	Eric Thronson	A	C
18	Budget and Allocation Capacity	4.2	Eric Thronson Steven Keck	I	D
19	Federal Funding Issues Including Repurposing Grants and FAST Act Implementation	4.19	Eric Thronson Steven Keck	I	D
20	Presentation on the 2016 State Transportation Improvement Program	4.5	Laurel Janssen	I	C
21	2016 State Transportation Improvement Program Adoption	4.15	Laurel Janssen	A	C
22	2017 Active Transportation Program Fund Estimate Adoption	4.12	Eric Thronson Steven Keck	A	C/D
23	California Sustainable Freight Action Plan	4.21	Garth Hopkins Kome Ajise Doug Ito John Kato Frank Ramirez	A	C/D/R
24	I-405 Orange County Express Lanes Project Presentation	4.23	Eric Thronson Darrel Johnson Ryan Chamberlain	I	C
25	Toll Facility Approval Request – Interstate 405 Improvement Project in Orange County	4.8	Eric Thronson	A	C
26	Asset Management Plan – Extension Request to Approve Performance Measures and Goals	4.20	Stephen Maller Mike Johnson	A	D

Tab #	Item Description	Ref. #	Presenter	Status*
<b>INFORMATION CALENDAR</b>			Stephen Maller	
27	<b>Informational Reports on Allocations Under Delegated Authority</b> -- Emergency G-11 Allocations (2.5f.(1)): \$51,890,000 for 30 projects. -- SHOPP Safety Lump Sum Sub-Allocations (2.5f.(3)): \$23,428,000 for 11 projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$13,655,000 for 18 projects.	2.5f.		
<b>Monthly Reports on the Status of Contract Award for:</b>				
28	State Highway Projects, per Resolution G-06-08	3.2a.		
29	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		
30	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		
31	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		
<b>Quarterly Report: Third Quarter-FY 2015-16</b>				
32	Aeronautics – Acquisition & Development and Airport Improvement Program	3.5		
<b>Other Reports</b>				
33	Final Right of Way Estimate for the Route 10 HOV lane project (PPNO 0310B) in Los Angeles County.	3.6		
<b>BEGIN CONSENT CALENDAR</b>			Stephen Maller	
34	<b>STIP Amendment for Approval:</b> The City of Calexico proposes to program \$4,500,000 in Federal SAFETEA-LU Border Infrastructure Program (BIP) funds for the construction phase of the Cesar Chavez Boulevard Widening and Improvement – 2 <sup>nd</sup> Street to Route 98 project (PPNO 0606) in Imperial County.	2.1a.(3)		

Tab #	Item Description	Ref. #	Presenter	Status*
35	<p><u>Approval of Projects for Future Consideration of Funding:</u></p> <p>02-But/Plu-70, PM 35.9/47.9, 13.1 Feather River Drainage Project Repair culverts and install additional drainage facilities on a portion of State Route 70 in Plumas and Butte Counties. (MND) (EA 02-0H030)</p> <p>06-Kin-198, PM R15.5 Hanford-Armona Road Intersection Improvements Project Construct roadway improvements to an existing interchange on State Route 198 in Kings County. (MND) (PPNO 6651) (SHOPP)</p> <p>06-Ker-43/119, PM 0.1/0.4, 17.8/18.5 State Route 43/State Route 119 Intersection Improvements Project Construct roadway improvements to an existing interchange on State Route 43 and State Route 119 in Kern County. (MND) (PPNO 6698) (SHOPP)</p> <p>06-Kin-43/137, PM 1.3/1.7, 0.0/0.2 Whitley Avenue Intersection Improvements Project Construct roadway improvements to an existing intersection on State Route 43 and State Route 137 in Kings County. (ND) (PPNO 6619) (SHOPP) <i>(Related Item under Tab 74.)</i></p> <p>09-Mno-395, PM 93.4/95.7 Little Walker Shoulders Project Widen shoulders on a portion of United States Route 395 in Mono County. (MND) (PPNO 0615) (SHOPP)</p> <p>10-Ama-88, PM 21.6/24.6 State Route 88 Pine Grove Corridor Improvement Project Construct Roadway improvements on a portion of State Route 88 in Amador County. (MND) (PPNO 2454) (STIP) <i>(Related Item under Tab 70.)</i></p> <p>12-Ora-57, PM 20.1/21.8 State Route 57/Lambert Road Interchange Improvements Project Construct roadway improvements to an existing interchange on State Route 57 in Orange County. (MND) (PPNO 3834) (STIP)</p>	2.2c.(1)		
36	<p><u>Approval of Project for Future Consideration of Funding:</u></p> <p>07 – Los Angeles County Willowbrook/Rosa Parks Station Improvements Project Station improvements and acquisition of station area property. (ND) (ATP)</p>	2.2c.(2)		
37	<p><u>Approval of Project for Future Consideration of Funding:</u></p> <p>11 – San Diego County Live Oak Elementary and Potter Junior High – Reche Road Construction of a continuous left-turn lane and five-foot bike lanes. (ND) (PPNO 0688) (ATP)</p>	2.2c.(3)		
38	<p><u>Approval of Project for Future Consideration of Funding:</u></p> <p>07 – Los Angeles County Metro Blue Line Track Improvements Project Installation of four new sets of track crossovers and other upgrades. (MND) (TIRCP)</p>	2.2c.(4)		

Tab #	Item Description	Ref. #	Presenter	Status*	
39	Approval of Project for Future Consideration of Funding: 12 – Orange County Orange Transportation Center/Metrolink Parking Structure Construction of a 600 stall parking structure. (MND) (PPNO 9657) (STIP)	2.2c.(5)			
40	Approval of Project for Future Consideration of Funding: 02– Shasta County Placer Street Improvement Project Repave, restripe and widen Placer Street. (MND) (PPNO 2572) (ATP) <i>(Related Item under Tab 77.)</i>	2.2c.(6)			
41	Approval of Project for Future Consideration of Funding 03 – Sacramento County Laguna Creek Trail Construction of a new bicycle/pedestrian path. (MND) (PPNO 5990) (STIP)	2.2c.(7)			
42	Four Relinquishment Resolutions –  --08-Riv-86-PM R16.7 Right of way along Route 86 on Desert Cactus Drive, in the county of Riverside.  --11-SD-8-PM 6.7/9.6 Right of way along Route 8 on Alvarado Canyon Road, Alvarado Road and 70 <sup>th</sup> Street, in the city of San Diego.  --11-SD-8-PM 9.3/9.8 Right of way along Route 8 on Alvarado Road and 70 <sup>th</sup> Street, in the city of La Mesa.	2.3c.			
43	19 Resolutions of Necessity: Resolutions C-21453 through C-21471	2.4b.			
44	Director's Deeds: Items 1 through 41 Excess Lands - Return to State: \$18,895,724 Return to Others: \$0	2.4d.			
45	Reduction to the CAAP A&D Aeronautic Allocations for: • Brackett Field Airport (LA-25-10-1) in Los Angeles County • Montague/Yreka Field Airport (Sis-2-14-01) in Siskiyou County	2.7c.(1)- 2.7c.(2)			
46	Technical Correction for TIRCP projects: Correct the "Budget Item" and "Fund Type" from "302-0042R/SHA" to "301-0046R/PTA" for three previously approved Transit & Intercity Rail Capitol Program projects.	2.9			
<b>END OF CONSENT CALENDAR</b>					
<b>POLICY MATTERS</b>					
47	Innovations in Transportation • Peloton Technology	4.3	Garth Hopkins Jonny Morris	I	C
48	2015 Report on Caltrans' Review of Metropolitan Planning Organization's Regional Transportation Plans	4.6	Laura Pennebaker Coco Briseno	I	D
49	Development of Guidelines for Regional Transportation Plans and the California Transportation Plan Update	4.22	Laura Pennebaker	I	C
50	Capital Outlay Support Workload Forecast Methodology Report	4.9	Eric Thronson	I	C
51	Letter of No Prejudice Guidelines Adoption	4.16	Laurel Janssen	A	C
52	Road Charge Technical Advisory Committee and Pilot Program Update	4.4	Mitch Weiss	A	C
53	City of Los Angeles - Traffic Light Synchronization Projects	4.10	Dawn Cheser Dan Mitchell	I	C

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>ENVIRONMENTAL MATTERS</b>					
<b>Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)</b>					
54	Approval of Project for Future Consideration of Funding: 04 – Alameda County Lake Merritt to Bay Trail Bicycle/Pedestrian Bridge Construction of an elevated pedestrian and bicycle bridge. (FEIR) (PPNO 2190J) (ATP) <i>(Related Item under Tab 77.)</i>	2.2c.(8)	Jose Oseguera	A	C
<b>Airspace Leases</b>					
55	Request to authorize execution of new lease, including a 20-year term extension, with existing tenant Basin Street Properties in Mill Valley	2.4c.	Stephen Maller Jennifer S. Lowden	A	D
<b>PROGRAM UPDATES</b>					
<b>Active Transportation Program</b>					
56	Technical Adjustments to the 2015 Active Transportation Program	4.14	Laurie Waters	A	C
<b>Proposition 1B Program</b>					
57	Adoption of the 2016 Highway Railroad Crossing Safety Account Program Guidelines	4.11	Dawn Cheser	A	C
58	Proposition 1B Intercity Rail Program Amendment <i>(Related Items under Tabs 75 &amp; 76.)</i>	4.17	Laurel Janssen Bruce Roberts	A	D
<b>Proposition 1A Program</b>					
59	Proposition 1A High Speed Passenger Train Bond Program Amendment <i>(Related Item under Tab 80.)</i>	4.18	Laurel Janssen	A	C
<b>STIP Program</b>					
60	Update on the 2015-16 STIP Delivered List of Allocations Requested but not yet Approved	4.7	Laurel Janssen Bruce De Terra	A	D
61	STIP Amendment for Notice: The Metropolitan Transportation Commission, the San Mateo City/County Council of Governments (C/CAG) and the San Mateo County Transportation Authority are proposing to program an AB 3090 cash reimbursement project (PPNO 0690B) to use local funds for construction of the US 101/Willow Road Interchange project (0690A) in San Mateo County.	2.1b.	Laurel Janssen Bruce De Terra	I	D
<b>SUPPLEMENTAL FUNDS REQUEST</b>					
62	Request for \$320,000 in additional funds to complete the construction contract for a SHOPP project which will repair a damaged bridge on Route 163 in San Diego County (PPNO 4486). This results in an increase of 113.9 percent over the current allocation.	2.5e.	Stephen Maller Laurie Berman	A	D
<b>PROGRAM UPDATE</b>					
<b>SHOPP Program</b>					
63	Request to: --Add 28 new projects into the 2014 SHOPP. --Revise 15 projects currently programmed in the 2014 SHOPP.	2.1a.(1)	Rick Guevel Bruce De Terra	A	D
64	Request to: --Add six new projects into the 2016 SHOPP. --Revise 27 projects currently programmed in the 2016 SHOPP. --Develop two Long Lead projects.	2.1a.(2)	Rick Guevel Bruce De Terra	A	D
<b>ALLOCATIONS</b>					
<b>Minor Program Allocations</b>					
65	Request of \$2,425,000 for three Minor projects.	2.5a.	Rick Guevel Bruce De Terra	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
<b><u>SHOPP Allocations</u></b>					
66	Request of \$112,954,000 for 20 SHOPP projects as follows: 2.5b.(1a) --\$85,031,000 for 11 SHOPP projects. 2.5b.(1b) --\$27,923,000 for nine projects amended into the SHOPP.	2.5b.(1)	Rick Guevel Bruce De Terra	A	D
<b><u>SHOPP Allocations - Advancements</u></b>					
67	Request of \$240,000 for the SHOPP planting mitigation project near Gaviota Gorge Tunnel (PPNO 2292Y), in Santa Barbara County, on the State Highway System, programmed in FY 2016-17.	2.5b.(2)	Rick Guevel Bruce De Terra	A	D
<b><u>STIP Allocations</u></b>					
68	Request of \$4,736,000 for two State administered STIP projects, on the State Highway System. <i>(Related Item under Tab 3.)</i>	2.5c.(1)	Laurel Janssen Bruce De Terra	A	D
69	Request of \$2,410,000 for two locally administered STIP projects, on the State Highway System. <i>(Related Item under Tab 35.)</i>	2.5c.(2)	Laurel Janssen Bruce De Terra	A	D
70	Request of \$11,160,000 for 10 locally administered STIP projects, off the State Highway System. 2.5c.(3a) -- \$10,968,000 for eight STIP projects. 2.5c.(3b) -- \$ 192,000 for two STIP Planning, Programming, and Monitoring projects.	2.5c.(3)	Laurel Janssen Bruce De Terra	A	D
<b><u>Allocation of Project with Cost that Exceed 20 Percent of the Programmed Amount</u></b>					
71	Request of \$19,880,000 for one SHOPP project to repair slope damaged by storm along Route 101 in Mendocino County (PPNO 4550). This is an adjustment of 44.5 percent over the original programmed amount.	2.5d.(1)	Stephen Maller Charlie Fielder	A	D
72	Request of \$4,240,000 for one STIP environmental mitigation project for the Willits Bypass on Route 101 in Mendocino County (PPNO 0125Y). This is an adjustment of 92.7 percent over the original programmed amount.	2.5d.(2)	Stephen Maller Charlie Fielder	A	D
73	Request of \$3,188,000 for one SHOPP project to improve intersection on Route 43 in Kings County (PPNO 6619). This is an adjustment of 66.1 percent over the original programmed amount. <i>(Related Item under Tab 35.)</i>	2.5d.(3)	Stephen Maller Sharri Bender Ehlert	A	D
<b><u>Proposition 1B Intercity Rail (ICR) Project Allocation</u></b>					
74	Request of \$900,000 for the locally administered ICR Wayside Power Surge (PPNO 75-2118) in Placer County. <i>(Related Item under Tab 59.)</i>	2.5g.(8)	Laurel Janssen Bruce Roberts	A	D
<b><u>Passenger Equipment Acquisition Fund (PEAF) Project Allocation</u></b>					
75	Request of \$6,674,000 for the acquisition of one diesel electric locomotive, Locomotive #21 (PPNO PE001) Passenger Equipment Acquisition Fund funded project. <i>(Related Item under Tab 59.)</i>	2.6a.(4)	Laurel Janssen Bruce Roberts	A	D
<b><u>Active Transportation Program (ATP) Allocations</u></b>					
76	Request of \$39,801,000 for 42 Active Transportation Program projects. <i>(Related Item under Tab 40 &amp; 55)</i>	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
<b><u>Active Transportation Program (ATP) Allocation - Advancements</u></b>					
77	Request of \$637,000 for 10 locally administered ATP projects, programmed in FY 16-17.	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
<b><u>Waterborne Ferry Project Allocation</u></b>					
78	Request of \$3,244,000 for the Waterborne Ferry Program in the San Francisco Bay Area for FY 2016-17.	2.6d.	Teresa Favila Bruce Roberts	A	D
<b><u>Multi-Funded - Proposition 1A/Transit &amp; Intercity Rail Capital Program (TIRCP) Project Allocation</u></b>					
79	Request of \$14,800,000 for the multi-funded Proposition 1A/TIRCP Capitol Corridor Travel Time Reduction project (PPNO CP012), in various counties. <i>(Related Item under Tab 60.)</i>	2.6f.(1)	Laurel Janssen Bruce Roberts	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>Transit &amp; Intercity Rail Capital Program (TIRCP) Project Allocations</b>					
80	Request of \$10,200,000 for two Transit and Intercity Rail Capital Program projects.	2.6g.	Laurel Janssen Bruce Roberts	A	D
<b>TIME EXTENSION REQUESTS</b>					
<b>Project Allocation Time Extension</b>					
81	Request to extend the period of allocation for 38 Active Transportation Program projects, per ATP Guidelines.	2.8a.	Teresa Favila Rihui Zhang	A	D
<b>Contract Award Time Extension</b>					
82	Request to extend the period of contract award for the Water Quality Improvement SHOPP project (PPNO 1067B) in San Francisco County, per STIP Guidelines.	2.8b.(1)	Teresa Favila Bruce De Terra	A	D
83	Request to extend the period of contract award for two Aeronautic – A&D Program projects, per Aeronautics Guidelines Resolution G-14-03.	2.8b.(2)	Teresa Favila Gary Cathey	A	D
84	Request to Extend the period of contract award for two Active Transportation Projects, per ATP Guidelines.	2.8b.(3)	Teresa Favila Rihui Zhang	A	D
<b>Project Completion Time Extension</b>					
85	Request to extend the period of project completion for the locally administered STIP Rail Hercules Intercity Rail Station project (PPNO 2011F) in Contra Costa County, per STIP Guidelines.	2.8c.(1)	Teresa Favila Bruce Roberts	A	D
86	Request to extend the period of completion for the locally administered Hercules Bay Trail, Bio Rad Segment STIP project (PPNO 2025E), in Contra Costa County, per STIP Guidelines.	2.8c.(2)	Teresa Favila Rihui Zhang	A	D
<b>Project Development Time Extension</b>					
87	Request to extend the period of project development expenditures for the Downtown Hoopa Traffic Enhancement STIP project (PPNO 2262), in Humboldt County, per STIP Guidelines.	2.8d.	Teresa Favila Bruce De Terra	A	D
<b>OTHER MATTERS / PUBLIC COMMENT</b>		6.			
<b>ADJOURN</b>					

<b>Highway Financial Matters</b>	
\$ 142,927,000	Total SHOPP/Minor Requested for Allocation
\$ 15,896,000	Total STIP Requested for Allocation
\$ 39,801,000	Total ATP Requested for Allocation
\$ 40,438,000	Total ATP Advancement Requested for Allocation
\$ 900,000	Total Proposition 1B Bond Requested for Allocation
\$ 320,000	Total Supplemental Funds Requested for Allocation
\$ 240,282,000	Sub-Total Project Funds Requested for Allocation
\$ 88,973,000	Delegated Allocations
\$ 329,255,000	Sub-Total, Highway Project Allocations
\$ 30,787,115	Contributions from Other Sources
\$ 360,042,115	Total Value
Total Jobs Created: 6,481 (Includes Direct, Indirect, and Induced)	
(\$ 0) Total Proposition 1B Bond De-Allocations Requested.	
<b>Mass Transportation Financial Matters</b>	
\$ 34,918,000	Total Requested for Allocation (Includes PEA, Waterborne Ferry, Prop 1A and TIRCP)
\$ 34,918,000	Total State Allocations
Total Jobs Created: 629 (Includes Direct, Indirect, and Induced)	

**PUBLIC DISTRIBUTION**

CALIFORNIA TRANSPORTATION COMMISSION

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## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No: 2.4a.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Jennifer S. Lowden, Chief  
Division of Right of Way  
and Land Surveys

Subject: **RESOLUTION OF NECESSITY - APPEARANCE**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-21450 summarized on the following page. This Resolution is for a transportation project on Highway 50 in District 3 in El Dorado County.

### **ISSUE:**

Prior to initiating Eminent Domain proceedings to acquire needed right of way for a programmed project, the Commission must first adopt a Resolution, stipulating specific findings identified under Section 1245.230 of the Code of Civil Procedure, which are:

1. The public interest and necessity require the proposed project.
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
3. The property is necessary for the proposed project.
4. An offer to acquire the property in accordance with Government Code Section 7267.2 has been made to the owner of record.

In this case, the property owners and lessee are contesting the Resolution and have requested an appearance before the Commission. The primary concerns and objections expressed by the property owners and lessee are that the proposed project is not planned or located in a manner that will be most compatible with greatest public good and least private injury, that the property sought to be acquired is not necessary for the project, and that a valid offer has not been made pursuant to Government Code 7267.2. The objections of the property owners and lessee, and the Department's corresponding responses, are contained in Attachment B.

**BACKGROUND:**

Discussions have taken place with the property owners and lessee, who have been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which they may subsequently be entitled. Adoption of the Resolution will not interrupt the Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owners and lessee have been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

Extensive discussions have been ongoing between the property owners, lessee, and the Department to address and resolve all issues. Progress has been made, but based on an inability to reach an amicable negotiated settlement on all outstanding issues, and given the Department's need to meet project schedule, the Department is requesting that this appearance proceed to the May 18-19, 2016 Commission meeting. Legal possession will allow the construction activities on the identified parcel to commence, thereby avoiding and/or mitigating considerable right of way delay costs that will accrue if efforts to initiate the condemnation process are not taken immediately to secure legal possession of the subject property.

C-21450 - Knox Van Dyke Johnson, et al.

03-ED-50-PM 76.2 - Parcel 035823-1, 3, 10 - EA 3C3809.

Right of Way Certification Date: 06/01/16; Ready to List Date: 06/01/16.

Conventional highway - storm water drainage improvements. Authorizes condemnation of a permanent easement for highway purposes, a permanent easement for utility purposes, and a temporary easement for construction purposes. Located in the City of South Lake Tahoe at 2375 Lake Tahoe Boulevard. APN 031-290-39.

Attachments:

Attachment A - Project Information

Exhibit A1 and A2 - Project Maps

Attachment B - Parcel Panel Report

Exhibit B1 and B2- Parcel Maps

Attachment C - Letters of Objection from property owners and lessee dated  
October 28, 2015, October 30, 2015, and December 2, 2015

Attachment D - Resolution of Necessity

# **ATTACHMENT A**

## PROJECT INFORMATION

### PROJECT DATA

03-ED-50 PM 75.4/77.3  
Expenditure Authorization: 3C3809

Location: On Highway 50 in El Dorado County in the City of South Lake Tahoe.

Limits: From Highway 50/State Route 89 Junction to Trout Creek Bridge

Cost: Programmed Construction Cost: \$35,800,000  
Current Right of Way Cost Estimate: \$3,000,000

Funding Source: State Highway Operations Protection Program (SHOPP)

Number of Lanes: Existing: Four lane divided highway with continuous two way left turn lanes.  
Proposed: Four lane divided highway with continuous two way left turn lanes.

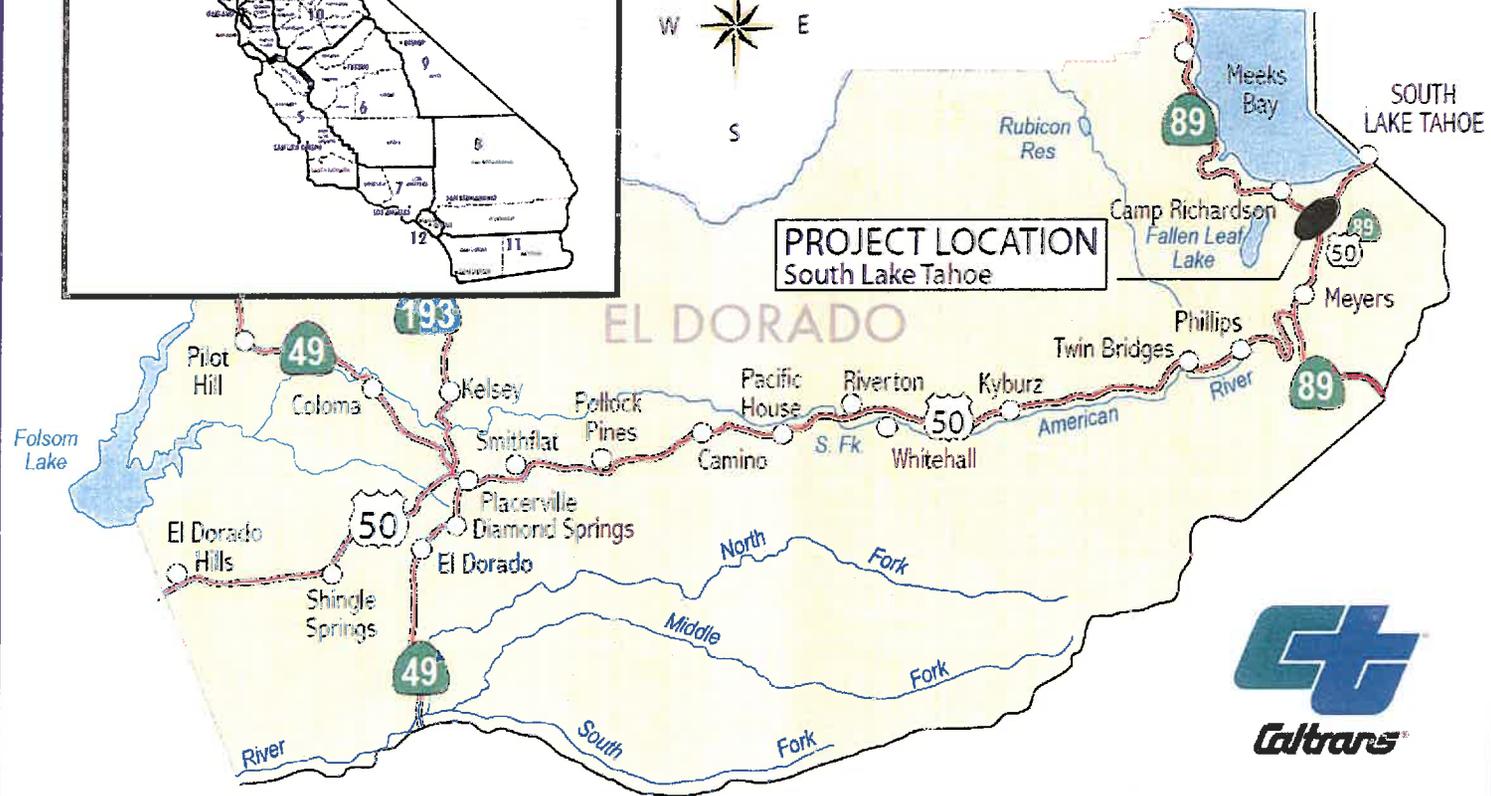
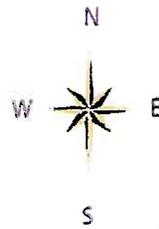
Proposed Major Features: Along Highway 50, in the City of South Lake Tahoe, this project specifically proposes to collect and treat storm water runoff and install water treatment Best Management Practices. The primary objective of this project is to collect and treat highway storm water runoff in order to comply with a National Pollution Discharge Elimination System Permit (Board Order Number 99-06-DWQA). Additionally, this project will improve the roadway pavement structural section and cross slope of Highway 50, widen existing shoulders to six feet to accommodate Class II bike lanes, improve curbs, gutters, sidewalks, and curb ramps in publically-owned right of way areas to comply with ADA standards, improve bus pullouts, improve traffic signals at four intersections (Third Street, Tahoe Keys Boulevard, Sierra Boulevard, and Rubicon/Carson intersection), add a new traffic signal at the Lodi Avenue intersection, add empty conduits for future street lighting, add a new right turn lane onto Tahoe Keys Boulevard, add dual left turn lanes at Sierra Boulevard, and install street lights.

Traffic: Existing (2011): 33,000 Annual Daily Traffic (ADT)  
Proposed (2038): 46,400 ADT

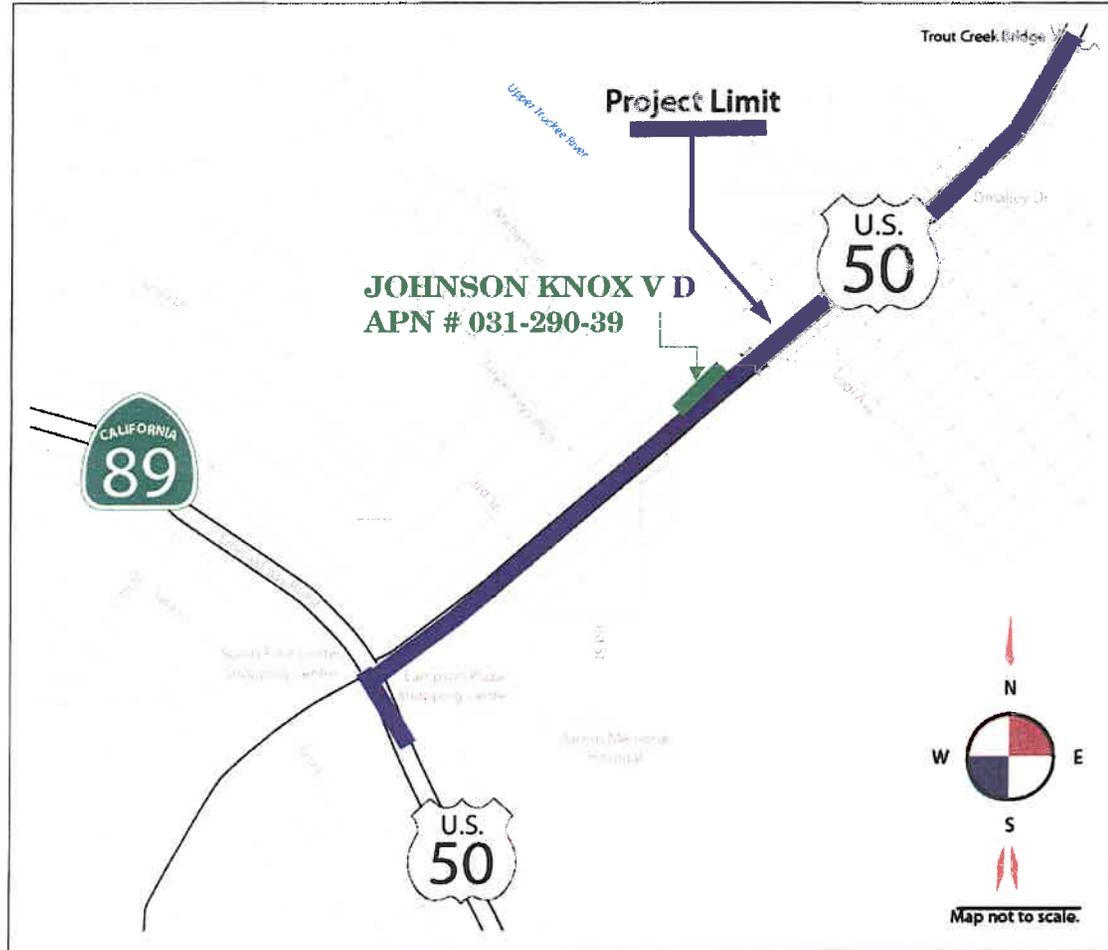
# EXHIBIT A1, A2

District	County	Route	Post Miles Total	Project
03	ED	50	75.4	773

# PROJECT LOCATION



# Project Location



# **ATTACHMENT B**

## **PARCEL PANEL REPORT**

### **PARCEL DATA**

**Property Owner:** Knox Van Dyke Johnson, et al. (Land Owners)

**Lessee:** G6 Hospitality Property LLC (Motel 6 & Restaurant Building Owner)

**Parcel Location:** 2375 Lake Tahoe Boulevard, South Lake Tahoe  
Assessor Parcel Number 031-290-39

**Present Use:** Tourist Accommodations - Operating Motel & Vacant Restaurant

**Zoning:** Tahoe Valley Area Plan

**Area of Property:** 176,184 Square Feet (SF)

**Areas Required:** Parcel 35823-1: 4,792 SF Temporary Construction Easement (TCE)  
Parcel 35823-3: 1,323 SF Permanent Highway Easement  
Parcel 35823-10: 15 SF Permanent Utility Easement

### **PARCEL DESCRIPTION**

The property is generally rectangular in shape and is 176,184 SF (approximately 4.04 acres) in size, and has 743 feet of frontage on existing Highway 50. The property's topography is flat and level, and is generally at-grade with Highway 50. The subject property is an interior lot, and is served by all public utilities. The property is currently improved with an operating Motel 6, which includes two (2), two-story buildings measuring 15,400 SF and 12,600 SF respectively, a 5,000 SF vacant restaurant building, a swimming pool, a parking lot with 170 existing parking spaces, privately-owned sidewalks & walkways, and two business signs. The aforementioned Motel 6 improvements were constructed by the current lessee in the 1970s.

### **NEED FOR THE SUBJECT PROPERTY**

The overall project will improve water quality, provide improved multi-modal mobility, include pavement rehabilitation, and improve traffic operations in El Dorado County on Highway 50 in South Lake Tahoe from Post Miles 75.4 to 77.3.

The primary objective of this project is to collect and treat highway storm water runoff in order to comply with a National Pollution Discharge Elimination System Permit (Board Order Number 99-06-DWQA). In addition, the project will achieve water quality, air

quality, and community design goals as described in the Lake Tahoe Basin Environmental Improvement Program adopted by the Tahoe Regional Planning Agency.

This project will also improve the roadway pavement structural section and cross slope of Highway 50, widen existing shoulders to six feet to accommodate Class II bike lanes, improve curbs, gutters, sidewalks, and curb ramps in publically-owned right of way areas to comply with ADA standards, improve bus pullouts, improve traffic signals at four intersections (Third Street, Tahoe Keys Boulevard, Sierra Boulevard, and Rubicon/Carson intersection), add a new traffic signal at the Lodi Avenue intersection, add empty conduits for future street lighting, add a new right turn lane onto Tahoe Keys Boulevard, add dual left turn lanes at Sierra Boulevard, and install street lights.

The Department has cooperatively worked with the Property Owners, Lessee, and their respective attorneys over the last several months in attempting to reduce right of way impacts on the subject property, and to negotiate amicable solutions to many other topics of importance to the Property Owners and Lessee.

Reductions in right of way areas have resulted from numerous suggestions and recommendations provided by the Property Owners and Lessee, while a recent reduction in the size of the TCE (35823-1) is a direct result of the Department lacking statutory authority to seek a Resolution of Necessity (Resolution) in this situation to condemn right of way areas beyond what is necessary to construct project facilities. Such issues are complicated by the fact that the Property Owners and Lessee have not consented to the voluntary conveyance of a larger TCE area to remove and reinstall privately-owned improvements, including an existing sidewalk and adjacent landscaping, located on the Property Owner's remainder parcel.

### **RESOLUTION OF NECESSITY REVIEW PANEL REPORT**

The Condemnation Review Panel (Panel) first met in South Lake Tahoe on March 11, 2016 with Property Owner representatives, Helen Johnson and Mary McCall. The Panel then convened a second Panel Review Meeting on March 30, 2016 (via teleconference) with G6 Hospitality Property LLC representatives Randy Lee and attorney Jennifer Dienhart. Based on the Department's inability to coordinate one date/time that was convenient for all interests, separate Condemnation Panel Review Meetings were convened with the above parties.

Panel members included René Fletcher, Panel Chair, Department of Transportation, Headquarters Division of Right of Way and Land Surveys; Linda Fong, Department of Transportation, Headquarters Division of Design, Joann Georgallis, Department of Transportation, Headquarters Legal Division, Robert W. Dauffenbach, Department of Transportation, Headquarters Division of Right of Way and Land Surveys, Panel Secretary, and Michael Whiteside, Assistant Chief Engineer.

This report summarizes the findings of the Panel with regard to the four criteria required for a Resolution and makes a recommendation to the Department's Chief Engineer. The primary concerns and objections expressed by the Property Owners and Lessee have consistently related to their contentions that the proposed project is not planned or located in a manner that will be most compatible with the greatest public good and the least private injury.

However, the Department has undertaken extensive negotiations with the Property Owners, the Lessee, and their respective attorneys over the last several months in the hopes of successfully addressing all their questions, concerns, objections, and recommendations related to the project and how best to minimize and mitigate impacts on the subject parcel. Below is a brief outline of all the issues that have been successfully resolved to the satisfaction of all involved parties up to this point in time:

- Construction activities on subject parcel will be completed in one season.
- Construction activities in TCE will only occur between the hours of 8 a.m. to 8 p.m.
- Continuous vehicle and pedestrian access will be perpetuated at all times.
- No driveway will be closed for more than 48 hours.
- No equipment or material storage in TCE.
- No blockage of on-site business sign(s).
- No disruption of on-site drainage and/or related drainage facilities.
- State's highway contractor will relocate one privately-owned fire hydrant impacted by the project.
- Confirmation regarding paving materials to be used in constructing new bus pad, and that Property Owners/Lessee will not be responsible for any maintenance activities associated with such facilities.
- New utility easements on subject property eliminated, while others reduced in size.
- Mid-block lighting and installation of pedestrian cross walk in front of subject parcel removed from current project.
- All requested design and drainage plans provided for review/analysis.
- Project construction activities will include re-conforming all existing driveways abutting improved Highway 50.

**The following is a current description of remaining concerns and objections expressed by the Property Owners, Lessee, and/or their respective attorneys, followed by the Department's responses:**

**Owner/Lessee:**

Property Owners and Lessee continue to question and challenge the necessity of all right of way requirements on the subject parcel, including the size and necessity of a TCE to facilitate construction activities, requesting that all such right of way requirements on the subject property be dropped, should this be possible.

**Department Response:**

The Department has engaged the Property Owners, the Lessee, and their respective attorneys in extensive negotiations and discussions regarding the necessity for all currently identified right of way requirements on the subject property, and in an effort to reduce all such right of way requirements to the maximum extent possible. These right of way areas have been reduced to minimum sizes necessary to construct project-related facilities. Two Permanent Utility Easements have been totally eliminated by relocating impacted utility facilities into the existing Highway 50 operating right of way corridor. A third Permanent Utility Easement has now been reduced to an area measuring approximately 2' x 7' in size (15 SF) to facilitate the installation of utility conduits between the existing Highway 50 Easement Corridor and an existing Sierra Pacific Utility Easement, which now runs along the subject property's frontage with Highway 50. A required Permanent Highway Easement has been reduced from 2,301 SF to 1,323 SF. The TCE area has also been reduced in size based on Property Owner and Lessee requests, in addition to a reduction in size recently initiated by the Department, as a basis for proceeding to condemnation. All current right of way requirements have been minimized to the maximum extent possible, and cannot be reduced further or completely eliminated.

**Owner/Lessee:**

The Property Owners and Lessee have requested that all construction activities on the subject parcel (and within the existing, operating Highway 50 right of way corridor in front to the subject parcel) be specifically limited to the hours of 8 a.m. to 8 p.m. only.

**Department Response:**

The Department has agreed to limit construction-related activities in the TCE area on the subject property to the hours of 8 a.m. to 8 p.m. only. However, the Department cannot limit construction activities within the existing Highway 50 operating right of way in a similar manner, based on a need for nighttime work and traffic control requirements to facilitate project construction activities.

**Owner/Lessee:**

Property Owners and Lessee challenged the necessity for installing a pedestrian cross walk and/or street lighting in front of the subject property as part of the current project.

**Department Response:**

The Department has now eliminated the installation of street lighting and a pedestrian cross walk in front of the subject property as part of the current project. The necessity and location of such facilities will be studied further in a separate project.

However, street lighting on the opposite side of Highway 50 across from the subject property will continue to be installed as part of the current project. Electrical service for this street lighting will traverse the existing operating Highway 50 easement corridor and then run through a new Permanent Utility Easement measuring approximately 2' x 7' located along the subject parcel's frontage with Highway 50, in order to connect into an existing Sierra Pacific Power Company Easement located along the subject property's Highway 50 frontage. The size of this new Permanent Utility Easement has been minimized to the maximum extent possible.

**Owner/Lessee:**

A valid offer of just compensation, as required by Government Code Section 7267.2, has not been provided to the Property Owners, Lessee, etc.

**Department Response:**

The Department has engaged in extensive negotiations with the Property Owners and Lessee to address all questions, concerns, and objections related to the Department's offer(s) of just compensation as required under Government Code Section 7267.2. The Department has provided copies of all of the Department's fair market value appraisals, memorandums of adjustment, and any appraisal revisions to the Property Owners and Lessee for their review and analysis. The Department understands that the Property Owners and/or Lessee have contracted for their own appraisal related to current project impacts, but information related to this completed appraisal has not yet been provided to the Department to facilitate specific discussions aimed at identifying, understanding, and working through any valuation differences in the hopes of reaching an amicable negotiated settlement.

Even while attempting to pursue a needed Resolution at this time, the Department's negotiations with the Property Owners and Lessee will continue in the hopes of reaching an amicable negotiated settlement. Such settlement discussions are now based on two different settlement scenarios, including a "primary offer" that includes a smaller temporary construction easement for only those areas required to construct project-related facilities.

The second settlement scenario, an “alternate offer”, now includes a larger temporary construction easement area (and the payment of just compensation for same) contingent on the Property Owners’ and Lessee’s voluntary consent/written agreement related to conveying use of an enlarged TCE area to facilitate the removal and replacement of privately-owned sidewalk facilities and adjacent landscaping located on the subject parcel remainder. However, absent this voluntary consent and written agreement from the Property Owner and Lessee, the Department must now proceed with requesting the current Resolution based on the smaller TCE required for construction of project-related facilities only (identified as the “primary offer” above).

At this point in time, there is no pending settlement with the Property Owners or Lessee regarding either of the above unsegregated settlement offers, and as such, the Department is now pursuing a Resolution (based on the “primary offer”) covering only those specific right of way requirements minimally necessary to construct project facilities.

Issues related to compensation do not fall under the purview of the Commission, and it is assumed that all such compensation-related matters will be appropriately addressed and resolved through continuing negotiations, or ensuing condemnation proceedings.

### **DEPARTMENT CONTACTS**

The following is a summary of contacts made with the Property Owners and Lessee:

<b>Type of Contact</b>	<b>Number of Contacts</b>
Mailing of information	31
E-Mail of information	80
Telephone contacts	55
Personal Meeting contacts	5

### **STATUTORY OFFER TO PURCHASE**

As addressed above, the Department has appraised the subject property and offered the full amount of the appraisal(s) to the Property Owners/Lessee of record as required by Government Code Section 7267.2. The Property Owners/Lessee have been notified that issues related to compensation are outside the purview of the Commission.

**PANEL RECOMMENDATION**

The Panel concludes that the Department's project complies with Section 1245.230 of the Code of Civil Procedure in that:

- The public interest and necessity require the proposed project.
- The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.
- The property rights to be condemned are necessary for the proposed project.
- An offer to purchase in compliance with Government Code Section 7267.2 has been made to the owners of record.

The Panel recommends submitting this Resolution of Necessity to the Commission.

---

RENÈ FLETCHER  
Assistant Division Chief  
Office of Project Delivery  
Division of Right of Way and Land Surveys  
Panel Chair

I concur with the Panel's recommendation:

---

KARLA SUTLIFF  
Chief Engineer

**PERSONS ATTENDING THE CONDEMNATION PANEL REVIEW  
MEETING (WITH PROPERTY OWNERS) ON MARCH 11, 2016**

René Fletcher, Headquarters Division of Right of Way and Land Surveys, Panel Chair  
Joann Georgallis, Headquarters Legal, Panel Member  
Linda Fong, Headquarters Division of Design, Panel Member  
Michael Whiteside, Assistant Chief Engineer  
Robert W. Dauffenbach, Headquarters Division of Right of Way and Land Surveys,  
Panel Secretary

Helen Johnson, Property Owner Representative  
Mary McCall, Property Owner Representative

Amarjeet Benipal, District Director, District 3  
John Ballantyne, Chief, North Region Right of Way  
Tarey Townsend, District 3 Right of Way  
Tsegereda Tefara, District 3 Design  
W. Keith Mack, District 3 Design  
Lynette Spadorcio, North Region Construction  
Clark Peri, District 3 Program Project Management  
Tom Brannon, District 3 Program Project Management

**PERSONS ATTENDING THE CONDEMNATION PANEL REVIEW  
MEETING (WITH LESSEE REPRESENTATIVES) ON MARCH 30, 2016**

René Fletcher, Headquarters Division of Right of Way and Land Surveys, Panel Chair  
Joann Georgallis, Headquarters Legal, Panel Member  
Linda Fong, Headquarters Division of Design, Panel Member  
Michael Whiteside, Assistant Chief Engineer  
Robert W. Dauffenbach, Headquarters Division of Right of Way and Land Surveys,  
Panel Secretary

Randy Lee, Principal, G6 Hospitality Property LLC, Lessee Representative  
Jennifer Dienhart, Murphy & Evertz, Attorney/Lessee Representative

John Ballantyne, Chief, North Region Right of Way  
Tsegereda Tefara, District 3 Design  
W. Keith Mack, District 3 Design  
John Rodrigues, District 3 Construction  
Clark Peri, District 3 Program Project Management  
Tom Brannon, District 3 Program Project Management  
Karl Dreher, North Region Design Deputy

# **EXHIBIT B1 and B2**

NEVADA

NEVADA COUNTY

PLACER COUNTY

EL DORADO COUNTY

To Reno

Floriston

Boca

Truckee

Norden

Soda Springs

Cisco

20

Emmigrant Gap

Hobart Mills

Tahoe Pines  
Homewood

Tahoe City

LAKE

Chambers Lodge

Tahoma  
Meeks Bay

TAHOE

SOUTH LAKE  
TAHOE

Camp Richardson

Meyers

Phillips

Twin  
Bridges

Riverton Kyburz

Pollock Pines  
Pacific House

Camino

50

**PARCEL  
LOCATION  
035823-1, 3, 10**



STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

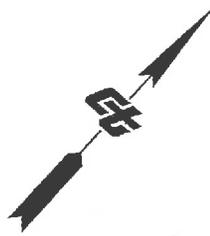
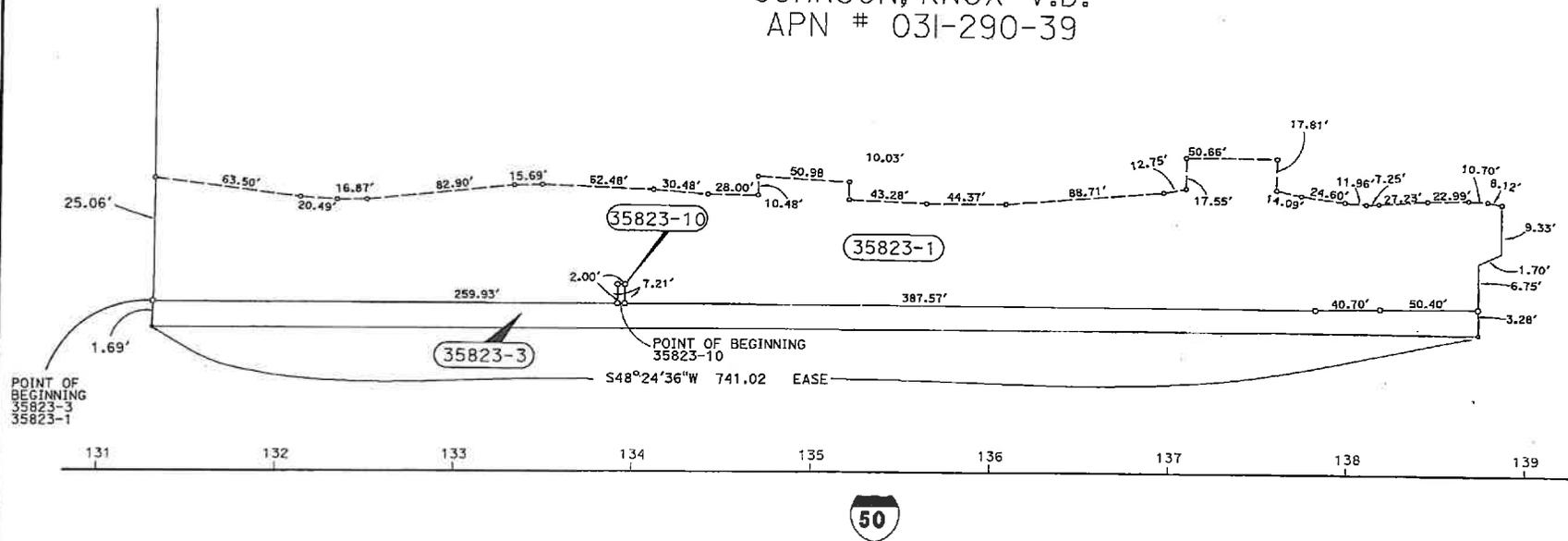
**RIGHT OF WAY  
RESOLUTION OF NECESSITY**

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	ED	50	76.2	1	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

JOHNSON, KNOX V.D.  
 APN # 031-290-39



T 12 N, R 18 E, M.D.M.  
 SECTION 4

STATE OF CALIFORNIA  
 CALIFORNIA STATE TRANSPORTATION AGENCY  
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
 RESOLUTION OF NECESSITY**

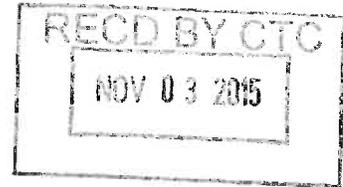
**NOT TO SCALE**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	ED	50	76.2	2	2

Exhibit B2

# **ATTACHMENT C**

October 28, 2015



Certified Mail/Return Receipt Requested

11/3/15  
Forwarded To:  
Right of way

Executor Director  
California Transportation Commission  
P. O. Box 942873  
Mail Station 52  
Sacramento, CA 94273-0001

Copied to:  
Stephen Mallett

Re: Project ID 03000004589  
Parcel 035823-1,3,4,5,9  
KNOX VAN DYKE JOHNSON

Dear Sir or Madam:

With reference to the above Project and Parcel, I, KNOX VAN DYKE JOHNSON, owner, by and through my representative by Power of Attorney Helen E. Johnson hereby request an appearance to voice my objection to the necessity of said Project as it affects my Parcel at the meeting of the California Transportation Commission January 20 and 21, 2015, in Sacramento, California.

Sincerely,

A handwritten signature in cursive script that reads "Helen E. Johnson".

KNOX VAN DYKE JOHNSON by  
Helen E. Johnson, Power of Attorney  
498 Mottsville Lane  
Gardnerville, NV 89460

## DEPARTMENT OF TRANSPORTATION

DISTRICT 3  
703 B Street  
Marysville, CA 95901  
PHONE (530) 741-7106  
FAX (530) 741-4490



*Flex your power!  
Be energy efficient!*

October 21, 2015

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

Knox Van Dyke Johnson, Et al.  
C/O Mr. Peter J Smith, Esq.  
755 No. Roop Street, #108  
Carson City, NV 89701

03-ED-50  
E.A. 3C380  
Project ID 03000004589  
Parcel 035823-1,3,4,5,9

Dear Mr. Smith:

The law provides procedures for public agencies to acquire private property for public use. It requires that every agency which intends to condemn property notify the owners of its intention to condemn. California Code of Civil Procedure (CCP) Section 1240.030 provides that the power of eminent domain may be exercised to acquire property for a proposed project if the following three conditions are established:

- (A) The public interest and necessity require the project
- (B) The project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
- (C) The property sought to be acquired is necessary for the project.

Also, CCP Section 1245.230 requires that the offer required by Section 7267.2 of the Government Code has been made to the owner of record.

You are hereby notified that the California Transportation Commission (the "Commission") at its meeting to be held on January 20<sup>th</sup> & 21<sup>st</sup>, 2016 in Sacramento, California, will be asked to decide if the above conditions have been met concerning your property and, if so, to adopt a Resolution of Necessity ("Resolution"). Questions regarding the amount of compensation to be paid or the value of the property to be acquired are not part of this proceeding and the Commission will not consider such in determining whether a Resolution should be adopted.

The Commission's adoption of the Resolution authorizes the California Department of Transportation (the "Department") to acquire the property by eminent domain. Within six months of the adoption of the Resolution, the Department will prepare and file a complaint in Superior Court commencing the eminent domain proceeding. All issues relating to the compensation to be awarded for the acquisition of your property will be resolved in this court proceeding. A description and map of the required property are attached to this Notice.

The law provides you an opportunity to appear before the Commission and raise questions concerning only the three conditions referred to in CCP 1240.030 as cited above. If you file a written request to appear (within 15 days from the mailing of this Notice), you are entitled to appear and object to the adoption of the Resolution.

Your written request to appear should include a statement indicating which of the three conditions listed in the first paragraph above you contend have not been met. By designating which of the conditions form the basis of your challenge and explaining why you believe they have not been met, you will enable the Commission to authorize a full and expeditious review of the project's effect on your property. The Department will conduct the review on behalf of the Commission and ask for your participation. Based on this review, the Department will then prepare a report to be presented to the Commission at the meeting which you intend to appear.

Your written request to appear must actually be on file with the Commission within the 15-day period set forth above. Failure to file a written request to appear will result in a waiver of your right to appear and be heard.

All requests to appear must be sent for filing to: Executive Director, California Transportation Commission, P.O. Box 942873, Mail Station 52, Sacramento, CA 94273-0001. If you request an appearance, you will be notified of the meeting date, time, and location at a later date.

For your convenience, if you are unable to personally appear or choose to submit written objections in place of a personal appearance, the Commission will consider any written objections so long as they are filed within the 15-day period set forth above. All written objections filed with the Commission within the 15-day period will become part of the official record of the meeting at which the Commission hears the Resolution. We recommend that if you intend to appear, or if you intend to submit written objections in place of an appearance, you mail your correspondence Certified Mail, Return Receipt Requested to confirm that your response was received within the 15-day period.

If you have any questions, please call Associate Right of Way Agent Tarey Townsend at (530) 741-7106.

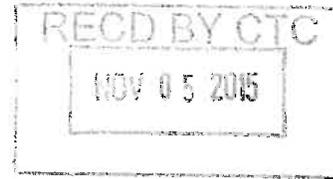
Sincerely,



TIMOTHY M. WEEKS  
Senior Right of Way Agent  
Acquisition and Condemnation Branch  
Marysville

Enclosures

October 30, 2015



Executive Director  
California Department of Transportation  
PO Box 942873 Mail Station 52  
Sacramento, CA 97273-0001

*11/5/15  
Forwarded to:  
Right of way  
Copied to:  
Stephanie Miller*

RE: Department of Transportation  
Project ID 03000004589  
Parcel 035823 - 1,3,4,5,9

Dear Executive Director:

Regarding the above project ID 03000004589 affecting the Motel 6 in South Lake Tahoe, CA we request the opportunity to appear before the commission, on our behalf as the tenant, Motel 6 as lessee of the owner Knox Van Dyke Johnson, Et al.

As requested, herewith is our statement regarding the three conditions as stated in the first paragraph of your letter.

- (A) The public interest and necessity require the project. It is our opinion that the Temporary Construction Easement does not serve the public interest and is damaging to the motel's image and business.
- (B) The project is planned or located in the manner that will be the most compatible with the greatest public good and the least private injury. It is our opinion that the Temporary Construction Easement does not create public good as it encumbers the motel business at the location and the damage and private injury to the operation of the business is significant and detrimental to the ongoing operation of the motel.
- (C) The property sought to be acquired is necessary for the project. It is our opinion that the Temporary Construction Easement is not necessary for the project further there is property in the area that could be used that would not be to the detriment of a local business.

Please advise and confirm dates and time we can be present for the meeting to be held in Sacramento between the dates of January 20 and 21, 2016.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Lee".

Randy Lee  
Real Estate Principal  
G6 Hospitality.

**MURPHY & EVERTZ**  
Attorneys at Law

650 Town Center Drive, Suite 550  
Costa Mesa, CA 92626  
714.277.1700  
714.277.1777 fax  
www.murphyevertz.com

JENNIFER W. DIENHART, PARTNER  
DIRECT DIAL NUMBER 714.277.1703  
EMAIL ADDRESS jdienhart@murphyevertz.com

December 2, 2015

**VIA E-MAIL AND U.S. MAIL**

Tarey A. Townsend  
Associate Right of Way Agent  
Caltrans  
703 B Street  
Marysville, CA 95901  
tarey.townsend@dot.ca.gov

*Re: Motel 6 Lake Tahoe/Caltrans US Highway 50 Project*

Dear Ms. Townsend:

This firm represents the operator of the Motel 6 and lessee of the property located at 2375 Lake Tahoe Boulevard, South Lake Tahoe, California 96150 ("Property"). We understand that Caltrans intends to acquire a portion of the Property for its U.S. Highway 50 Project. Please direct all future communication and correspondence regarding this matter to this office.

We further understand that a first level hearing has been set for December 11, 2015 at 11:00 a.m., at the Tahoe Regional Planning Agency ("T.R.P.A."), 128 Market Street, Stateline, NV. Please send us written confirmation of this hearing. Also, please treat this letter as a request to be heard at the December 11, 2015, first level hearing, and all subsequent hearings concerning or related to any resolution of necessity considered for acquisition of any portion of this Property.

Motel 6 objects to Caltrans' adoption of a resolution of necessity authorizing Caltrans to condemn a portion the Property. This letter itemizes some of the main legal and factual flaws in Caltrans' plan to condemn.

**The Project Is Not Planned In A Manner That Is The Most Compatible With  
The Greatest Public Good And The Least Private Injury**

Motel 6 objects to Caltrans' adoption of a resolution of necessity because Caltrans cannot determine that the Project is "planned or located in the manner that will be most compatible with the greatest public good and the least private injury." (Code Civ. Proc., § 1245.230, subd. (c)(2).)

Tarey A. Townsend  
December 2, 2015  
Page 2

Caltrans has not engaged in a real fair-minded balancing of the public benefit and private injury from the Project. For this reason, among others, Caltrans cannot determine that the Project is compatible with the "least private injury" to Motel 6.

**The Scope Of The Take Exceeds What Is Necessary For The Project**

The scope of Caltrans' proposed acquisition is overbroad. Caltrans cannot show that its proposed taking is necessary. Among other things, Caltrans seeks to condemn a 55-month temporary construction easement, but concedes that it only needs this easement for 180 days.

**Inadequate Offer**

"Prior to adopting a resolution of necessity pursuant to Section 1245.230 of the Code of Civil Procedure," a condemnor is required to make the owner an offer to purchase the property for the full amount of just compensation. (Govt. Code, § 7267.2; see also Code Civ. Proc., § 1245.230, subd. (c)(4).)

Caltrans failed to make an offer of any kind to Motel 6 for its damages.

**Other Objections**

Caltrans has also failed to honor its other obligations under the pertinent state and federal statutes and regulations. (Code Civ. Proc., §§ 1230.010-1273.050; Govt. Code, § 7260 *et seq.*; 42 U.S.C. § 4601 *et seq.*; Cal. Code Regs., tit. 25, § 6000 *et seq.*) These shortcomings include, but are not limited to:

- a) Caltrans has failed to engage in good faith negotiations (Govt. Code, § 7267.1, subd. (a); Cal. Code Regs., tit. 25, § 6182(a); 42 U.S.C. § 4651(1); 49 C.F.R. § 24.102(a)); and
- b) Caltrans has otherwise ignored its obligations under the pertinent statutes and regulations (Code Civ. Proc., §§ 1230.010-1273.040; Govt. Code, § 7260 *et seq.*; 42 U.S.C. § 4601 *et seq.*; Cal. Code Regs., tit. 25, § 6000 *et seq.*).

Very truly yours,



Jennifer W. Dienhart of  
MURPHY & EVERTZ LLP

JWD/jv

# **ATTACHMENT D**

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21450**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 03-ED-50-PM 76.2 PARCEL 035823-1, 3, 10  
OWNER: Knox Van Dyke Johnson, et al.

LESSEE: G6 Hospitality Property LLC, a Delaware Limited Liability Company

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102 and code of Civil Procedure Section 1240.510 in that property being acquired is for a compatible use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

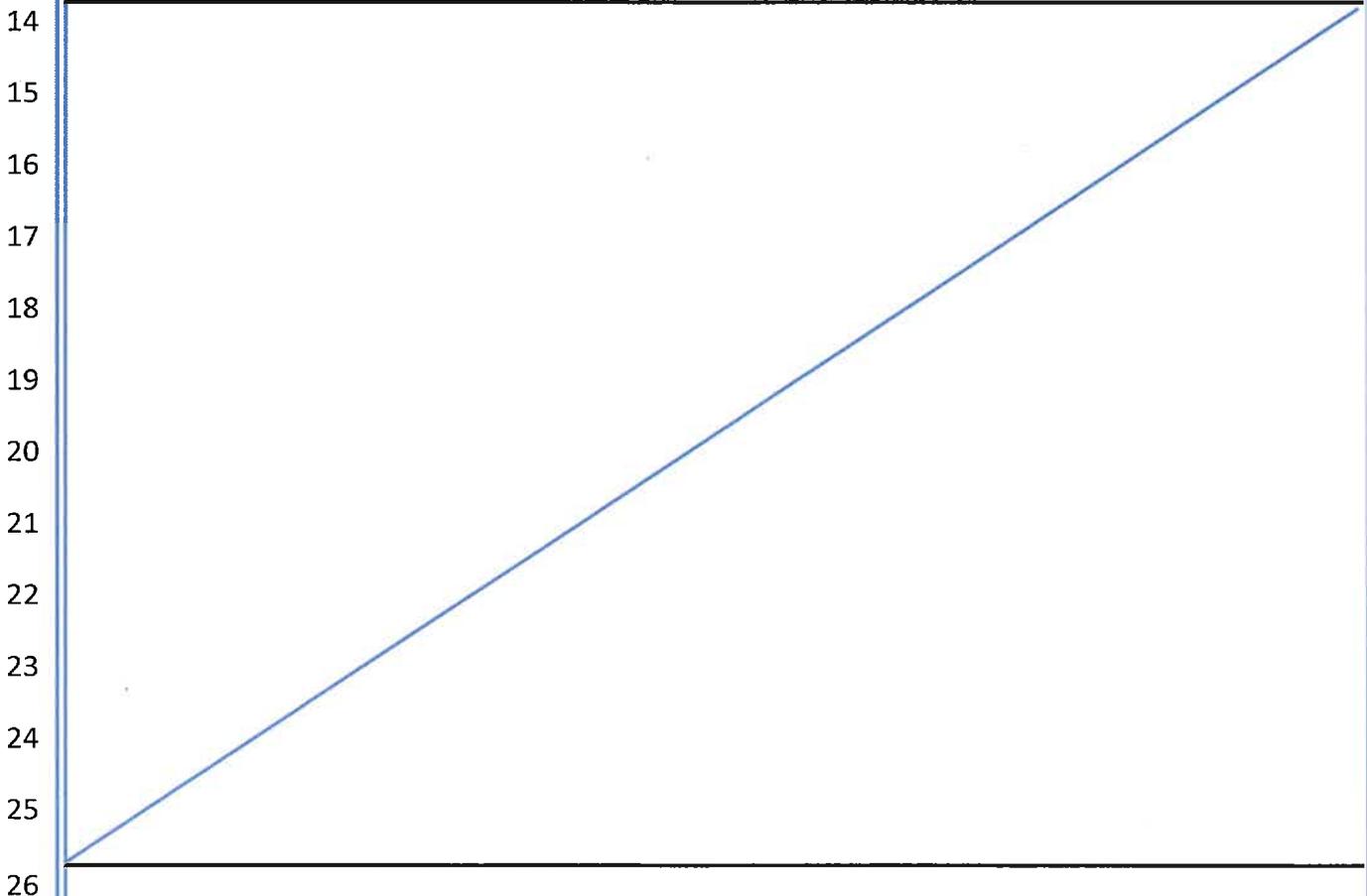
The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of  
**APPROVED AS TO FORM AND PROCEDURE** **APPROVAL RECOMMENDED**

1 Transportation be and said Department is hereby authorized and  
2 empowered;

3 To acquire, in the name of the People of the State of  
4 California, in fee simple absolute, unless a lesser estate is  
5 hereinafter expressly described, the said hereinafter described  
6 real property, or interests in real property, by condemnation  
7 proceeding or proceedings in accordance with the provisions of the  
8 Streets and Highways Code, Code of Civil Procedure and of the  
9 Constitution of California relating to eminent domain;

10 The real property or interests in real property, which the  
11 Department of Transportation is by this resolution authorized to  
12 acquire, is situated in the County of El Dorado, State of  
13 California, Highway 03-ED-50 and described as follows:



**RESOLUTION of NECESSITY**  
*Title Sheet*

District	County	Route	Postmile
03	ED	50	76.2

Project ID 03-  
0300000458

Legal Descriptions for the parcels listed below are attached.

This document consists of a total of 8 pages.

Parcels in Legal Description:					
35823-1					
35823-3					
35823-10					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature *Jacob Pace*  
Professional Land Surveyor

Date 3/28/2016



**PARCEL 35823-1**

An easement for temporary construction purposes being all that portion of Section 4, Township 12 North, Range 18 East, M.D.B. & M. and being a portion of the lands described in the Memorandum of Lease recorded March 13, 2003 as Document Number 2003-0024776-00, of Official Records, in the office of the Recorder of El Dorado County, City of South Lake Tahoe, County of El Dorado, State of California, being more particularly described as follows:

Commencing from a Point being a 1" Iron Pipe with a plastic cap stamped "CAL DOT" accepted as marking the Southwesterly terminus of the course described as "S 51°55'26" W, 60.05 feet" in the deed recorded in Book 4122, Page 583 recorded on October 08, 1993, Official Records of said county, said Point also being on the Northwesterly Right of Way of US Highway 50, said point of commencement bears North 31°17'22" East, 371.33 feet from a 1" Iron Pipe with a plastic cap stamped "CAL DOT" accepted as marking the Southeasterly terminus of the course described as "S 40°22'00" E, 27.00 feet" in the deed recorded in Book 4037, Page 724 recorded on June 10, 1993, Official Records of said county, said Point also being on the Southeasterly Right of Way of US Highway 50;

THENCE from said point of commencement, South 48°28'02" West, 1085.00 feet to a point on the southwesterly boundary of said Memorandum of Lease and the POINT OF BEGINNING;

THENCE along said southwesterly boundary, North 25°58'54" West, 25.06 feet;

THENCE leaving said southwesterly boundary, North 55°39'02" East, 63.50 feet;

THENCE North 52°17'48" East, 20.49 feet;

THENCE North 47°57'17" East, 16.87 feet;

THENCE North 42°31'53" East, 82.90 feet;

THENCE North 46°42'16" East, 15.69 feet;

THENCE North 50°51'32" East, 62.48 feet;

THENCE North 52°43'13" East, 30.48 feet;

THENCE North 48°56'21" East, 28.00 feet;

THENCE North 41°35'50" West, 10.48 feet;

THENCE North 51°22'44" East, 50.98 feet;

THENCE South 41°36'18" East, 10.03 feet;

THENCE North 50°47'10" East, 43.28 feet;

THENCE North 48°18'58" East, 44.37 feet;

THENCE North 43°33'57" East, 88.71 feet;

THENCE North 37°49'54" East, 12.75 feet;

THENCE North 41°37'41" West, 17.55 feet;

THENCE North 48°19'14" East, 50.66 feet;

THENCE South 41°36'34" East, 17.81 feet;

THENCE North 60°41'19" East, 14.09 feet;

THENCE North 56°16'16" East, 24.60 feet;

THENCE North 52°34'28" East, 11.96 feet;

THENCE North 46°23'50" East, 7.25 feet;

THENCE North 44°16'16" East, 27.23 feet;

THENCE North 46°54'12" East, 22.99 feet;

THENCE North 51°26'56" East, 10.70 feet;

THENCE North 58°56'29" East, 8.12 feet to a point on the northeasterly boundary of said Memorandum of Lease;

THENCE South 41°35'24" East, 9.33 feet along said northeasterly boundary to a point on that line shown as "N42°43'20"E 166.21' "on the southwesterly boundary of Parcel 30340-1 as shown on that record of survey filed on May 23, 2000 in Book 24 of Record of Survey at Page 48 in the records of the County of El Dorado;

THENCE along said southwesterly boundary, South 42°36'35" West, 1.70 feet to an iron pipe with plastic plug stamped "CA DOT" as shown on said record of survey marking the southeasterly terminus of said line;

THENCE South 41°32'31" East, 6.75 feet

THENCE leaving said southwesterly boundary South 48°23'45" West, 50.40 feet;

THENCE South 46°06'16" West, 40.70 feet;

THENCE South 48°24'36" West, 387.57 feet;

THENCE North  $41^{\circ}35'25''$  West, 7.21 feet;

THENCE South  $48^{\circ}24'36''$  West, 2.00 feet;

THENCE South  $41^{\circ}35'56''$  East, 7.21 feet;

THENCE South  $48^{\circ}24'36''$  West, 259.93 feet to the Point of Beginning also being on the southwesterly boundary of said Memorandum of Lease.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 1991.35. Distances are in feet unless otherwise noted. Divide distances by 0.99962 to obtain ground level distances.

The rights to the above-described temporary easement shall cease and terminate no later than November 30, 2018. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

**PARCEL 35823-3**

An easement for HIGHWAY PURPOSES being all that portion of Section 4, Township 12 North, Range 18 East, M.D.B. & M. and being a portion of the lands described in the Memorandum of Lease recorded March 13, 2003 as Document Number 2003-0024776-00, of Official Records, in the office of the Recorder of El Dorado County, City of South Lake Tahoe, County of El Dorado, State of California, lying Southeasterly of the following described line:

Commencing from a Point being a 1" Iron Pipe with a plastic cap stamped "CAL DOT" accepted as marking the Southwesterly terminus of the course described as "S 51°55'26" W, 60.05 feet" in the deed recorded in Book 4122, Page 583 recorded on October 08, 1993, Official Records of said county, said Point also being on the Northwesterly Right of Way of US Highway 50, said point of commencement bears North 31°17'22" East, 371.33 feet from a 1" Iron Pipe with a plastic cap stamped "CAL DOT" accepted as marking the Southeasterly terminus of the course described as "S 40°22'00" E, 27.00 feet" in the deed recorded in Book 4037, Page 724 recorded on June 10, 1993, Official Records of said county, said Point also being on the Southeasterly Right of Way of US Highway 50;

THENCE from said point of commencement, South 48°28'02" West, 1085.00 feet to a point on the southwesterly boundary of said Memorandum of Lease and the Point of Beginning;

THENCE from said Point of Beginning and leaving said southwesterly boundary, North 48°24'36" East, 649.50 feet;

THENCE North 46°06'16" East, 40.70 feet;

THENCE North 48°23'45" East, 50.40 feet to a point on that line having a bearing and distance of "N40°22'00"E 10.00' " on the southwesterly boundary of Parcel 30340-1 as shown on that record of survey filed on May 23, 2000 in Book 24 of Record of Survey at Page 48 in the records of the County of El Dorado and being the point of termination.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 1991.35. Distances are in feet unless otherwise noted. Divide distances by 0.99962 to obtain ground level distances.

**PARCEL 35823-10**

An EASEMENT for UTILITY PURPOSES being all that portion of Section 4, Township 12 North, Range 18 East, M.D.B. & M. and being a portion of the lands described in the Memorandum of Lease recorded March 13, 2003 as Document Number 2003-0024776-00, of Official Records, in the office of the Recorder of El Dorado County, City of South Lake Tahoe, County of El Dorado, State of California, more particularly described as a 2.0 foot wide strip of land, being 1.0 feet on each side of the following described centerline:

Commencing from a Point being a 1" Iron Pipe with a plastic cap stamped "CAL DOT" accepted as marking the Southwesterly terminus of the course described as "S 51°55'26" W, 60.05 feet" in the deed recorded in Book 4122, Page 583 recorded on October 08, 1993, Official Records of said county, said Point also being on the Northwesterly Right of Way of US Highway 50, said point of commencement bears North 31°17'22" East, 371.33 feet from a 1" Iron Pipe with a plastic cap stamped "CAL DOT" accepted as marking the Southeasterly terminus of the course described as "S 40°22'00" E, 27.00 feet" in the deed recorded in Book 4037, Page 724 recorded on June 10, 1993, Official Records of said county, said Point also being on the Southeasterly Right of Way of US Highway 50;

THENCE from said point of commencement, South 48°28'02" West, 1085.00 feet to a point on the southwesterly boundary of said Memorandum of Lease;

THENCE leaving said southwesterly boundary, North 48°24'36" East, 260.93 feet to the Point of Beginning of said centerline;

THENCE North 41°35'25" West, 7.21 feet to the existing electrical facility on said property also being the point of terminus for said centerline;

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 1991.35. Distances are in feet unless otherwise noted. Divide distances by 0.99962 to obtain ground level distances.

## Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18-19, 2016

**Reference No.:** 2.4a.(2)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Jennifer S. Lowden, Chief  
Division of Right of Way  
and Land Surveys

**Subject:** RESOLUTION OF NECESSITY - APPEARANCE

### RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt a Resolution of Necessity (Resolution) C- 21451 summarized on the following page. This Resolution is for a transportation project on State Route 65 in District 6, in Tulare County.

### ISSUE:

Prior to initiating Eminent Domain proceedings to acquire needed right of way for a programmed project, the Commission must first adopt a Resolution, stipulating specific findings identified under Section 1245.230 of the Code of Civil Procedure, which are:

1. The public interest and necessity require the proposed project.
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
3. The property is necessary for the proposed project.
4. An offer to acquire the property in accordance with Government Code Section 7267.2 has been made to the owner of record.

In this case, the property owner is contesting the Resolution and has requested an appearance before the Commission. The primary concern and objection expressed by the property owner is that the subject property is not necessary for completion of the proposed project. The owner's objections and the Department's responses are contained in Attachment B.

**BACKGROUND:**

Discussions have taken place with the owner, who has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which he may subsequently be entitled. Adoption of the Resolution will not interrupt the Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21451 - Thomas B. Prescott and Deborah J. Prescott, Trustees of The Prescott Living Trust Est. January 18, 2011

06-Tul-65-PM 16.20 - Parcel 86330-1, 2, 3 - EA 434019.

Right of Way Certification Date: 06/01/16; Ready To List Date: 06/15/16. Conventional highway - widen two-lane conventional highway to four-lane expressway. Authorizes condemnation of a permanent easement for public road purposes in favor of Tulare County, a permanent easement for utility purposes to be conveyed to Southern California Edison Company, and a temporary easement for construction purposes. Located in the unincorporated area of Porterville at State Route 65 and Avenue 128. Assessor Parcel Number 268-130-012.

Attachments

- Attachment A - Project Information, Project Maps
- Attachment B - Parcel Panel Report, parcel maps
- Attachment C - Resolution of Necessity
- Attachment D - Owner's letters to the Commission
- Attachment E - District's response to owner

# ATTACHMENT A

## PROJECT INFORMATION

### PROJECT DATA

06-Tul-65-PM R15.1/18.0  
Expenditure Authorization 434019

Location: State Route (SR) 65, Tulare County

Limits: From 1.0 mile north of Avenue 112 to 0.3 mile south of  
SR 65/190 Separation

Cost: Programmed construction cost: \$ 17,100,000  
Current Right of Way cost estimate: \$ 5,730,000

Funding Source: State Transportation Improvement Program

Number of Lanes: SR 65: Existing two lanes, proposed four lanes  
Avenue 128: Existing two lanes, proposed three lanes

Proposed Major Features: The project proposes to widen SR 65 from a two-lane to a four-lane expressway. Left-turn lanes will be constructed on SR 65 at all intersections. At the intersection of Avenue 128 and SR 65, left-turn and right-turn lanes will be constructed on Avenue 128, and the traffic signals will be upgraded.

Traffic: Existing (2017): 17,300 Advantage Daily Traffic (ADT)  
Proposed (2037): 32,000 (ADT)

### NEED FOR PROJECT

Existing SR 65 is a multi-functional highway in Kern and Tulare Counties. It consists of a two-lane conventional highway from SR 99 in Bakersfield to 0.6 miles north of Avenue 136 in Porterville and a four-lane freeway to Linda Vista Avenue. It converts to a four-lane expressway from Linda Vista Avenue to Road 206 and then continues as two-lane conventional highway to SR 198 in Tulare County. All intersections are at grade except for the freeway intersections in the City of Porterville.

Within the project limits, the existing lane widths are twelve feet with eight foot shoulder widths. The existing right of way widths vary from 166 feet to 280 feet from PM R 15.1 to PM 18.0.

This project is necessary to increase capacity and improve the safety and operation of SR 65. This segment is experiencing increased congestion from a mixture of commuter, slower moving farm equipment, trucks, and recreational traffic. Clusters of vehicles are common because there is little opportunity for drivers to pass slower moving vehicles safely due to oncoming traffic.

The desired Level of Service (LOS) for this highway is "C", because it is a Regionally Significant Route on the Interregional Road System and has a Federal functional classification as principal arterial (Transportation Concept Report, 2014). The overall current LOS of "D" is deficient for this highway. Based on the 20-year projected traffic volume, Segment 1 traffic volume indicated a LOS "C" in the initiation of design year (2007), and is anticipated to continue to deteriorate to a LOS "D" from 2017 through 2027.

The collision history for the intersection of SR 65 and Avenue 128 for the most recent three-year study period (09/01/2009 to 06/30/2012), indicates higher than statewide average collision rates for fatal plus injury and total accidents. However, the actual fatal collision rate is lower than the statewide average. There were 13 accidents (0-Fatal, five Injury, eight Property Damage Only) that occurred within the project limits.

The project is fully funded from the RIP and TCRP. Current project construction cost is \$17,100,000.

### **PROJECT PLANNING AND LOCATION**

The Project Report and Environmental Impact Report/Environmental Assessment were approved on 06/27/2005.

The ultimate transportation corridor, as identified in the Transportation Concept Report (June 2014), identifies SR 65 as part of the California Freeway and Expressway System and the National Highway System. The envisioned corridor for the year 2035 is a four-lane expressway in Tulare County, except for a four-lane freeway segment in Porterville.

The project schedule is as follows:

Environmental Document	06/27/2005
Project Report Approved	06/27/2005
Right of Way Certification	06/01/2016
Ready to List	06/15/2016
Advertise	08/01/2016
Begin Construction	10/18/2016

#### **Alternatives Considered:**

Two alternatives were considered. The build and the no-build alternatives were evaluated. The build alternative proposes to widen SR 65 from a two-lane highway to a four-lane expressway with a 64-foot wide median. The limits of the projects are from Avenue 120 to 0.3 mile south of the SR 65/190 separation. The project as planned consisted of one segment, however due to funding constraints, the project was divided into three segments.

# LOCATION MAP

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Tul	65	R15.1/18.0		

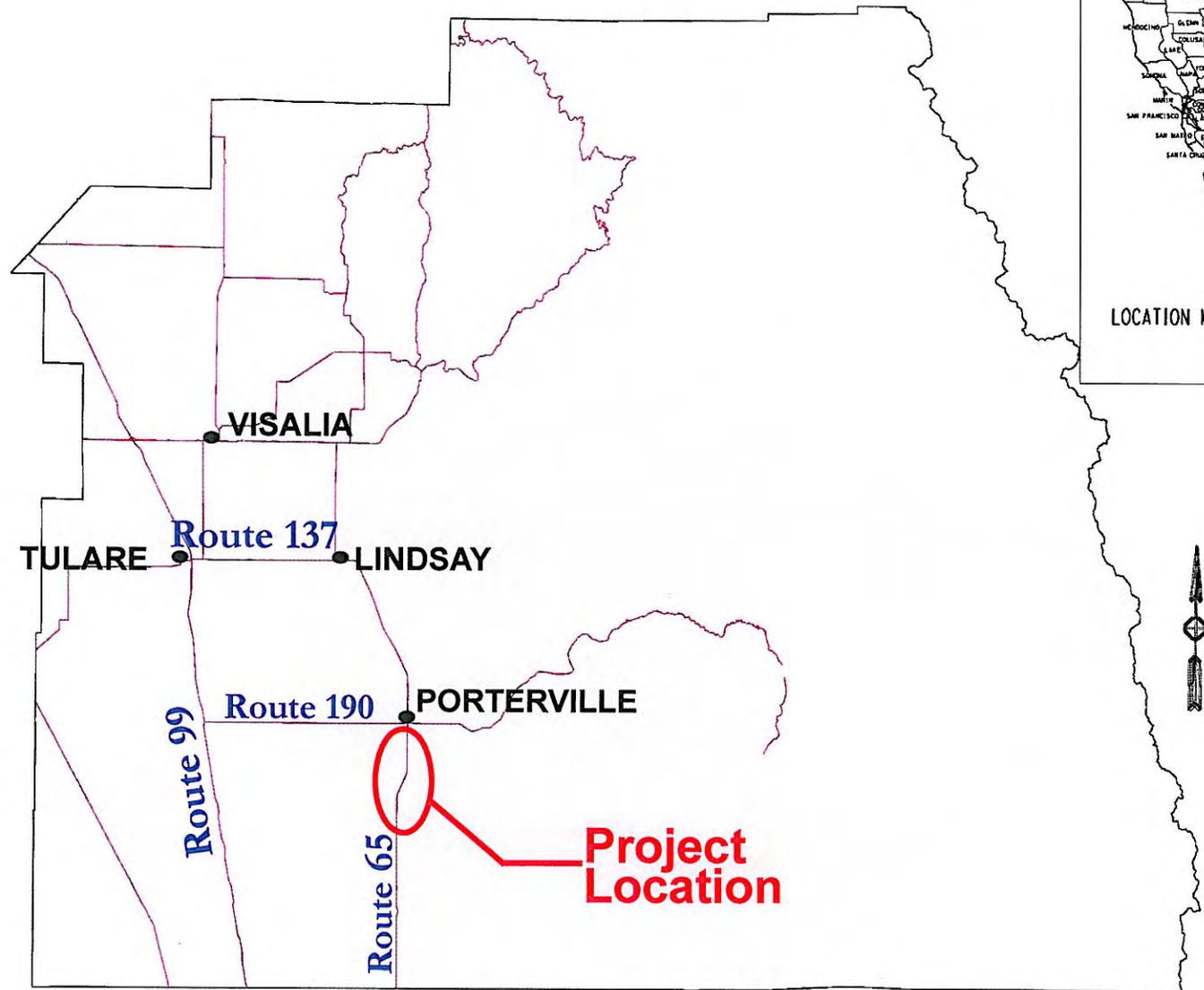


Exhibit A1

Exhibit A1

# Project Location

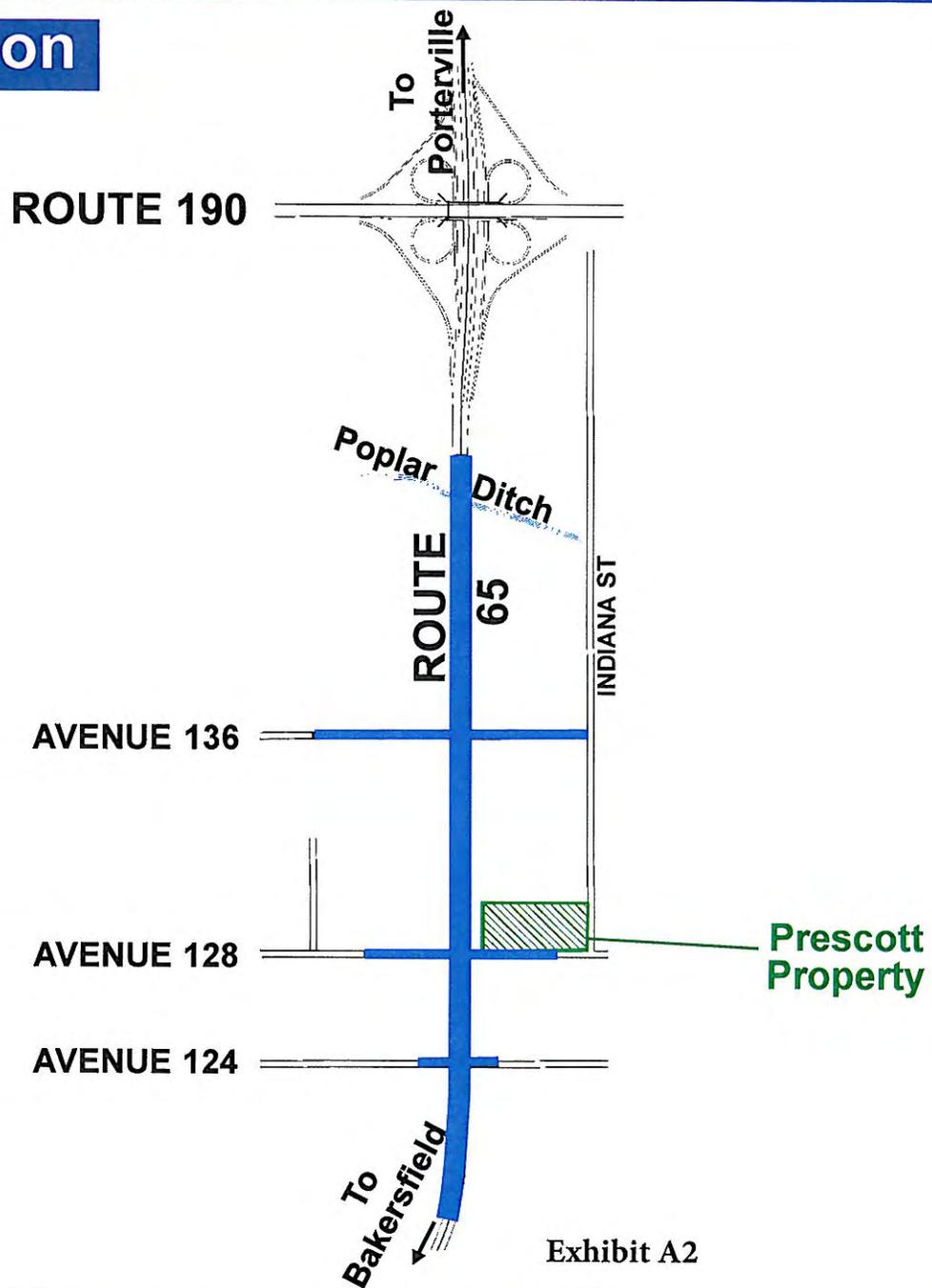


Exhibit A2

Exhibit A2

T. 22 S., R. 27 E., M.D.M.

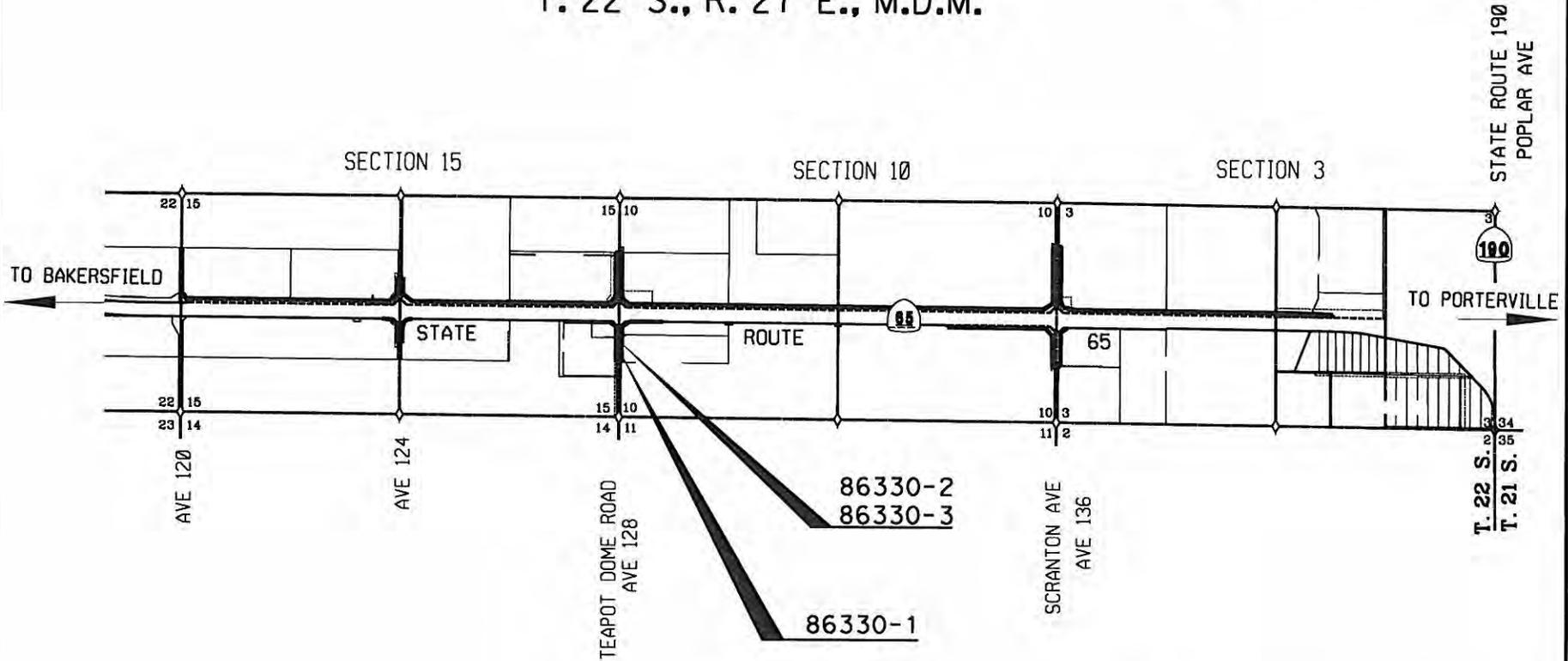
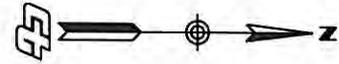


Exhibit A3

CALIFORNIA STATE TRANSPORTATION AGENCY

**RIGHT OF WAY  
RESOLUTION OF NECESSITY  
AREA MAP**

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	TUL	65	16.30	1	2

Exhibit A3

# ATTACHMENT B

## **PARCEL PANEL REPORT**

<u>Property Owner:</u>	Thomas B. Prescott and Deborah J. Prescott, Trustees of The Prescott Living Trust Est. January 18, 2011
<u>Parcel Location:</u>	At State Route (SR) 65 and Avenue 128 in the City of Porterville
<u>Present Use:</u>	Agriculture
<u>Area of Property:</u>	30.01 Acres
<u>Area Required</u>	Parcel 86330-1 - 0.01 Acre – Roadway Easement Parcel 86330-2 - 0.08 Acre – Utility Easement Parcel 86330-3 - 0.08 Acre – Temporary Construction Easement

The subject property is located in the unincorporated area of Porterville at SR 65 and Avenue 128 and is identified by APN: 268-130-012. The site is rectangular in shape and the topography is level at street grade.

### **NEED FOR SUBJECT PROPERTY**

A portion of the property is needed to widen Avenue 128 from the existing two lanes to three lanes with a left-turn lane and standard shoulders.

There are three parcels required for the project on the subject property. A permanent roadway easement (Parcel 86330-1) consisting of a strip of land approximately 330 feet long by 1.63 feet wide along the north side of existing Avenue 128 is required for widening the intersection including a left-turn lane and standard shoulders. A utility easement (Parcel 86330-2) consisting of a strip of L-shaped land approximately 330 feet long by 10 feet wide with a five foot long by 10 foot wide rectangle at the northeast end, which is required for relocating an existing pole line. A temporary construction easement (Parcel 86330-3), which encumbers the same area of the utility easement, is required for constructing the curb and gutter along the shoulder.

Based on the owner's initial concerns, the California Department of Transportation (Department) has tried to reduce or eliminate the area needed on this subject property. Three options were considered but were not feasible.

- The first option was to realign Avenue 128 by shifting the road farther south. This option would require more property on the south side of Avenue 128. Thus, it creates a disproportionate burden on the owners on the south side of Avenue 128.
- The second option considered was to reduce the shoulder width on Avenue 128. The County was consulted since this is a county road. This option was not feasible because the County did not support deviation from county standards.

- The third option was to eliminate the utility easement (Parcel 86330-2) and widen the roadway easement (Parcel 86330-1) slightly to make room to relocate the utility pole line, owned by Southern California Edison (SCE), within the county roadway easement. This option was accepted by Tulare county, but SCE did not agree to give up its existing easement rights.

The current project's design has minimized the impacts to the subject property to the extent possible, and any further reduction in the requirement will impair the project in meeting its objectives.

### **RESOLUTION OF NECESSITY REVIEW PANEL REPORT**

The Condemnation Panel (Panel) met in Fresno on February 26, 2016. The Panel members included René Fletcher, Panel Chair, Department Headquarters (HQ) Division of Right of Way and Land Surveys (RWLS), Jon Ordenburg, Department HQ Legal Division; Michael Whiteside, Department HQ Assistant Chief Engineer, Linda Fong, Department HQ Division of Design, and Paul Pham, Department HQ RWLS, Secretary of the Panel. The owner's representatives were Thomas B. Prescott and Deborah J. Prescott, Owners/Trustees, Renee Hendrick, daughter of Mr. and Mrs. Prescott, and Paul Prescott, son of Mr. and Mrs. Prescott.

This report summarizes the findings of the Panel with regard to the four criteria required for a Resolution of Necessity and makes a recommendation to the Department's Chief Engineer. The following is a description of the specific concerns expressed by Owners followed by the Department's response:

#### **Owners Contend:**

Department has not provided information on how Owners' property is needed for the project and how it would be used.

#### **Department's Response:**

The Department's Design and Right of Way staff provided project documents to the Owners on December 3, 2012. Subsequently, staff has met with the Owners to discuss issues on several occasions including meetings at the site.

The project proposes to widen State Route 65 from a two-lane highway to a four-lane expressway with left turn lanes constructed at all intersections. Left and right-turn lanes, new drainage ditches, and upgraded signals will be constructed on Avenue 128.

There are three parcels required for the project on the Owners' property. A permanent roadway easement (Parcel 86330-1) along the north side of existing Avenue 128, which is required to widen the intersection and includes a left-turn lane and standard shoulder. A utility easement (Parcel 86330-2) is required to relocate the existing pole line, and a temporary construction easement (Parcel 86330-3) is required to construct the curb and gutter along the shoulder.

**Owners Contend:**

Owners raised concerns that the location of utility poles in the proposed easement will impact their operation. Owners insisted the easement language be revised to restrict the two poles to specific locations.

**Department's Response:**

Department has worked with the Owners and utility company to revise the utility relocation plans and had a surveyor stake the locations of the proposed poles for the Owners to see during a field review conducted on March 26, 2015.

As part of an effort to reduce impacts on the property, Department proposed to reduce the utility easement width from 20 feet to 10 feet while lengthening it slightly. Department worked with the utility company to avoid impacts to any driveways, for which the Owners had obtained a permit.

**Owners Contend:**

A proposed utility pole just outside Owners' property at the easterly end of the parcel is too close to the pavement and creates a safety hazard.

**Department's Response:**

The Department worked with the utility company to revise the proposed utility relocation plans to reduce the easement width while slightly lengthening the utility easement allowing the relocation of the pole in question away from the roadside.

**Owners Contend:**

Clearance under the telephone line that is on the poles is a concern. Owners stated they need at least 14 feet of vertical clearance for their trucks.

**Department's Response:**

The Department has received confirmation from the telephone company that standard vertical clearance requirement is more than 14 feet under the General Order 95 of the California Public Utilities Commission.

**Owners Contend:**

The pole at the westerly end should be moved to the neighboring property.

**Department's Response:**

The Department redesigned the utility easement on subject property and added the L-shape at the westerly end to accommodate the relocation of the pole to the neighboring property.

**Owners Contend:**

Trucks parking close to Owners' property would cause damage to the road and create water ponding issues. Owners requested the installation of a curb to deter trucks from pulling out of the paved shoulder.

**Department's Response:**

The Department worked with the City of Porterville and Tulare County to have the shoulder widened to accommodate truck parking. This project will install approximately 330 feet of curb and gutter along the westerly end of the Owners' property.

**Owners Contend:**

A signal ahead sign is not shown on the plans.

**Department's Response:**

The District has provided the Owners updated plans that show the sign.

**Owners Contend:**

The proposed striping plan at the location was not clear.

**Department's Response:**

The District has provided the Owners with new plan with legend to explain the types of striping proposed.

**Owners Contend:**

At the Condemnation Panel Review Meeting, the Owners expressed interest in dedicating, to either Department or Tulare County, a four-foot strip of land in addition to the proposed Parcel 86330-1 in order to move the proposed curb and gutter to where it would be required under Tulare County's permit when the Owners develop this parcel.

**Department's Response:**

Contrary to the Owners' previous concerns about minimizing impacts on the property and objections on easement areas, the Owners' offer to dedicate additional area is unexpected. In the last year, Design has modified the plan at this location numerous times to minimize impacts by reducing required areas to the minimum necessary to complete the project.

The latest project design is based on the current County General Plan, and there is no requirement by the County for the additional four-foot shoulder at this location. This additional shoulder requirement would be imposed on the Owners under the condition of a future County Permit.

Tulare County has approved the Department's design plans on February 11, 2016. Extending the shoulder beyond the County's current requirement would now be outside of the project scope.

**Owners Contend:**

Owners informed the Department that they planned to proceed with the County's permit application and the proposed dedication. Owners wanted to extend the curb and gutter the entire length of the property, at their expense, and planned to coordinate with utility company on the relocation of the pole line to avoid a second move when they develop this property.

**Department's Response:**

Department will not interfere with Owners' plan to develop their property. However, Department will not make any changes to the latest design which would cause further delay to the project. Extending the curb and gutter the entire length of the Owners' property is not a project requirement.

**DEPARTMENT CONTACTS**

The following is a summary of contacts made with the property owners:

<b>Type of Contact:</b>	<b>Number of Contact</b>
Mailing of information	8
Email of information	16
Telephone contacts	10
Personal/meeting contacts	6

**STATUTORY OFFER TO PURCHASE**

The Department has appraised the subject property and offered the full amount of the appraisal to the owners of record as required by the Government Code Section 7267.2. The Owners have been notified that issues related to compensation are outside the purview of the Commission.

**PANEL RECOMMENDATION**

The Panel concludes that the Department's project complies with Section 1245.230 of the Code of Civil Procedure in that:

- The public interest and necessity require the proposed project.
- The proposed project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.
- The property rights to be condemned are necessary for the proposed project.
- An offer to purchase in accordance with Government Code Section 7267.2 has been made to the owners of record.

The Panel recommends submitting a Resolution of Necessity to the Commission.

*for*   
\_\_\_\_\_  
RENÉ FLETCHER  
Assistant Division Chief  
Division of Right of Way and Land Surveys  
Panel Chair

I concur with the Panel's recommendation:

  
*for* \_\_\_\_\_ *MEL-hiteside*  
KARLA SUTLIFF  
Chief Engineer

**PERSONS ATTENDING CONDEMNATION PANEL REVIEW  
MEETING ON FEBRUARY 26, 2016**

René Fletcher, HQ's Division of Right of Way and Land Surveys, Panel Chair  
Michael Whiteside, Assistant Chief Engineer, Division of Design  
Linda Fong, HQ's Division of Design, Panel Member  
Jon Oldenburg, HQ's Legal Division, Panel Member  
Paul Pham, HQ's Right of Way, Panel Secretary  
Thomas B. Prescott and Deborah J. Prescott, Trustees/Owners  
Renee Hendrick, Daughter of Mr. and Mrs. Prescott  
Paul Prescott, Son of Mr. and Mrs. Prescott  
Sharri Bender Ehlert, Department of Transportation, District 6, District Director  
Jamie Lupo, District 6, Central Region Chief, Right of Way  
Jim Bane, District 6, Project Management  
Abdul Baker, District 6 Design  
Nick Chan, District 6, Design

# Project Impact

## LEGEND

-  Proposed Avenue 128 Widening
-  Existing Avenue 128 Pavement
-  Prescott Property
-  Highway Right of Way

ROUTE 65

Prescott Property (30.01 Acres)

Project Impact Area (0.08 Acres)

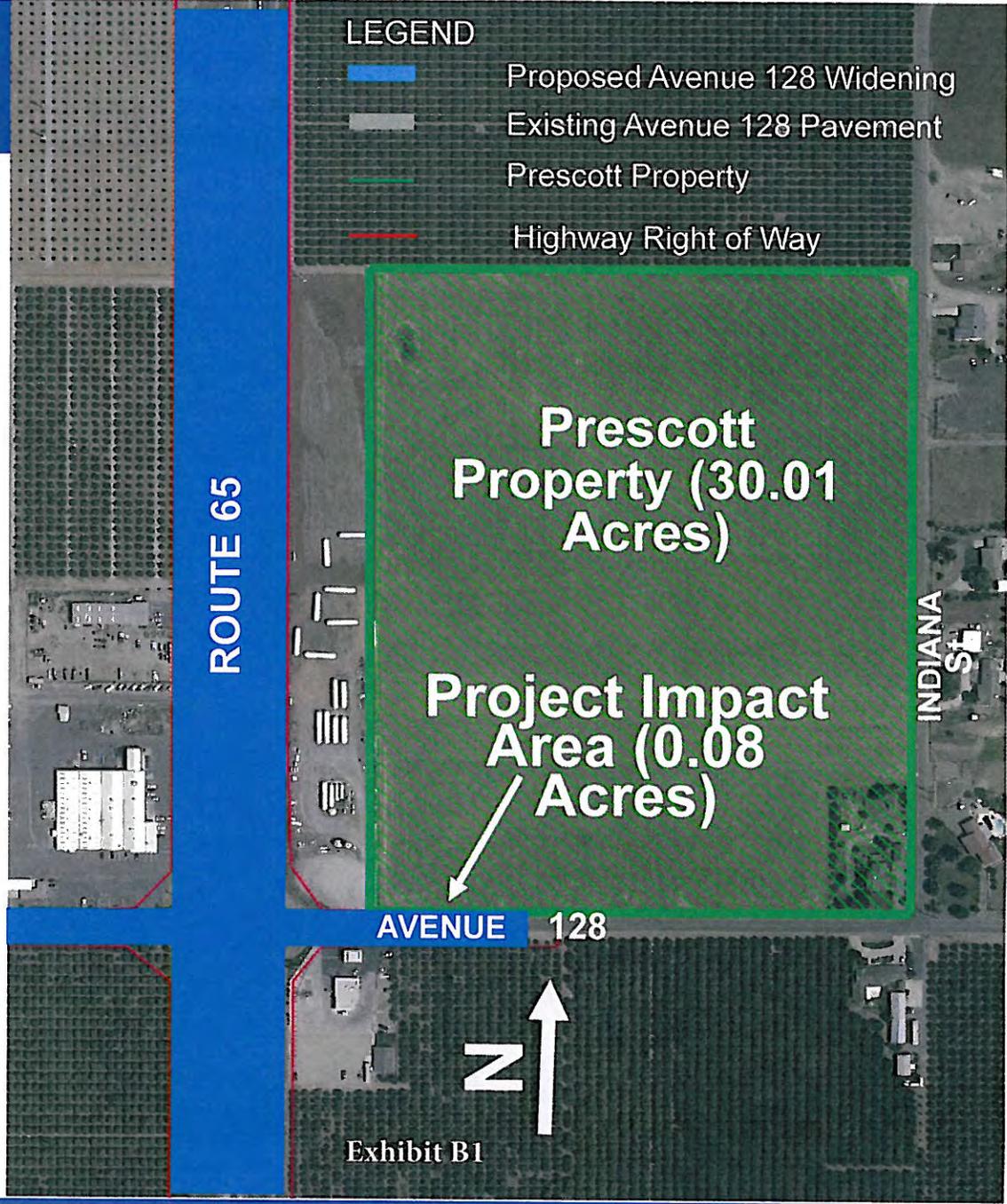
INDIANA St.

AVENUE 128



Exhibit B1

Exhibit B1





# ATTACHMENT C

1 **TRANSPORTATION COMMISSION**  
2 **RESOLUTION NO.**

3 **C-21451**  
4

5  
6 CALIFORNIA TRANSPORTATION COMMISSION  
7 RESOLUTION OF NECESSITY  
8 TO ACQUIRE CERTAIN REAL PROPERTY  
9 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
10 HIGHWAY 06-Tul-65-PM 16.20 PARCEL 86330-1, 2, 3  
11 OWNER: Thomas B. Prescott and Deborah J. Prescott, Trustees of The  
12 Prescott Living Trust Est. January 18, 2011  
13

14 Resolved by the California Transportation Commission after  
15 notice (and hearing) pursuant to Code of Civil Procedure Section  
16 1245.235 that it finds and determines and hereby declares that:

17 The hereinafter described real property is necessary for State  
18 Highway purposes and is to be acquired by eminent domain pursuant  
19 to Streets and Highways Code Section 102; and Code of Civil  
20 Procedure Section 1240.320 in that a portion of the property is  
21 being acquired for conveyance to Southern California Edison Company  
22 for utility purposes;

23 The public interest and necessity require the proposed public  
24 project, namely a State highway;

25 The proposed project is planned and located in the manner that  
26 will be most compatible with the greatest public good and the least  
27 private injury;

The property sought to be acquired and described by this  
resolution is necessary for the public project;

28 **APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

29 \_\_\_\_\_  
30 **Attorney, Department of Transportation**

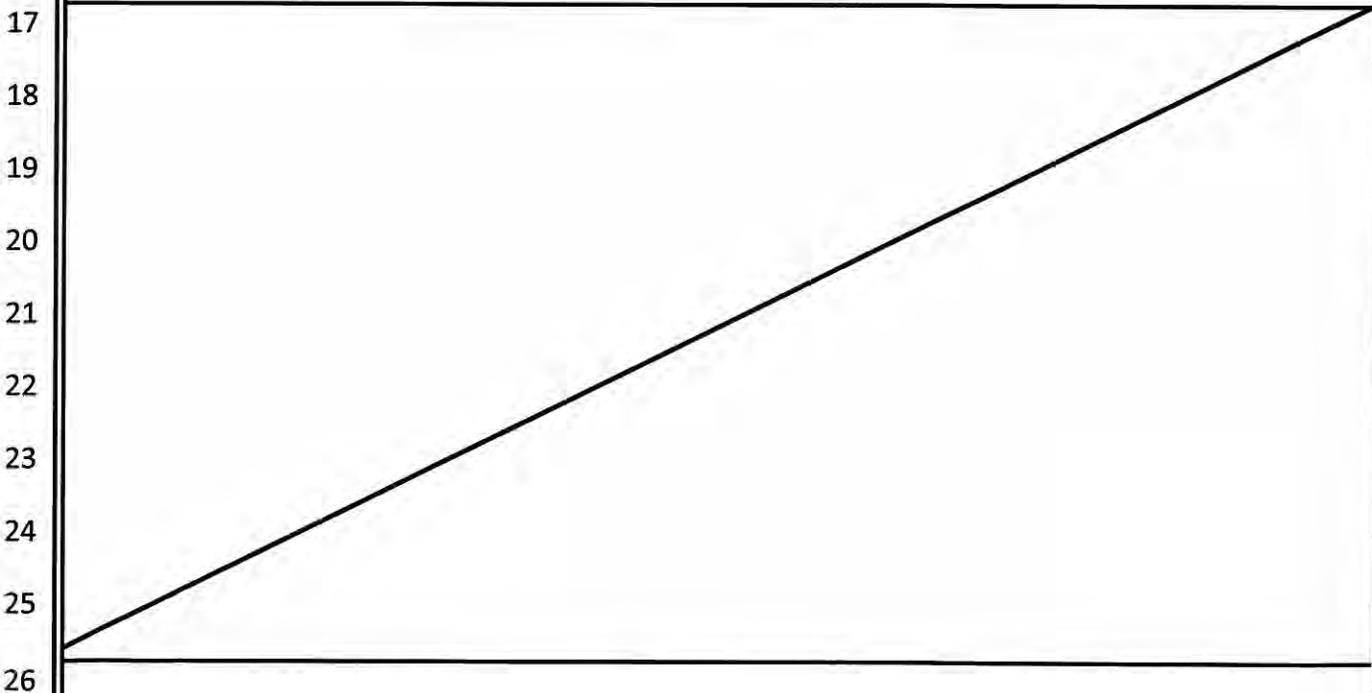
31 \_\_\_\_\_  
32 **DIVISION OF RIGHT OF WAY**

1 The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further

3 RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6 To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13 The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Tulare, State of California,  
16 Highway 06-Tul-65 and described as follows:



# Memorandum

District	County	Route	Postmile	Project ID
06	TUL	65	16.3	0600000967

**To:** Terre Esquivel  
Condemnation Unit

**From:** Mark D. Elower, PLS  
R/W Engineering, District 6

**Subject:** RESOLUTION OF NECESSITY TRANSMITTAL

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (4 page(s))
  - 86330-1
  - 86330-2
  - 86330-3

The electronic files for the above listed information have been transmitted by ROWMIS.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature

  
Professional Land Surveyor

Date

3-17-2016



**Parcel 86330-1**

An easement for State Highway purposes, in and to that portion of Section 10, Township 22 South, Range 27 East, Mount Diablo Meridian, according to the Official U.S. Government Township Plat thereof, lying easterly of the easterly right-of-way line of California State Highway 65, said portion more particularly described as follows:

(1) COMMENCING at the Southeast Corner of said Section 10, marked by a found 2 inch diameter Brass Cap Monument in well, with Brass Cap stamped "City of Porterville"; said corner bears South 89°51'42" East, a distance of 2639.44 feet from the South Quarter Corner of said Section 10, said corner marked by a found 2 inch diameter Brass Cap Monument in well, with Brass Cap stamped "City of Porterville"; THENCE (2) North 89°51'42" West, 659.79 feet along the south line of said Section 10; THENCE (3) Leaving said south line of Section 10, North 00°25'27" East, 25.00 feet to a point on the January 1895 northerly right of way line of Tulare County Road, "Teapot Dome Road" also known as, "Avenue 128", said point being the POINT OF BEGINNING; THENCE (4) North 00°25'27" East, 1.63 feet; THENCE (5) North 89°51'42" West, 329.97 feet to the easterly line of the 4.82 acre parcel surveyed by Charles W Roberts, RCE 15287, and recorded in a Record Of Survey in Book 18 of Licensed Surveys at Page 59 on May 10,1991; THENCE (6) South 00°25'27" West, 1.63 feet, along said easterly line of the 4.82 acre parcel to said January 1895 northerly right of way line of Tulare County Road; THENCE (7) South 89°51'42" East, 329.97 feet, along said January 1895 northerly right of way line of Tulare County Road to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 1991.35, Zone 4. Divide distances by 0.99995196 to convert to ground distances.

**Parcel 86330-2**

An easement for utility purposes in favor of Southern California Edison Company, in and to that portion of Section 10, Township 22 South, Range 27 East, Mount Diablo Meridian, according to the Official U.S. Government Township Plat thereof, lying easterly of the easterly right-of-way line of California State Highway 65, said portion more particularly described as follows:

((1) COMMENCING at the Southeast Corner of said Section 10, marked by a found 2 inch diameter Brass Cap Monument in well, with Brass Cap stamped "City of Porterville"; said corner bears South  $89^{\circ}51'42''$  East, a distance of 2639.44 feet from the South Quarter Corner of said Section 10, said corner marked by a found 2 inch diameter Brass Cap Monument in well, with Brass Cap stamped "City of Porterville"; THENCE (2) North  $89^{\circ}51'42''$  West, 659.79 feet along the south line of said Section 10; THENCE (3) Leaving said south line of Section 10, North  $00^{\circ}25'27''$  East, 25.00 feet to a point on the January 1895 northerly right of way line of Tulare County Road, "Teapot Dome Road" also known as, "Avenue 128"; THENCE (4) North  $00^{\circ}25'27''$  East, 1.63 feet to the POINT OF BEGINNING; THENCE (5) North  $00^{\circ}25'27''$  East, 10.00 feet; (6) THENCE North  $89^{\circ}51'42''$  West, 324.97 feet; THENCE (7) North  $00^{\circ}25'27''$  East, 9.38 feet; THENCE (8) North  $89^{\circ}51'42''$  West, 5.00 feet, to the easterly line of the 4.82 acre parcel surveyed by Charles W Roberts, RCE 15287, and recorded in a Record Of Survey in Book 18 of Licensed Surveys at Page 59 on May 10,1991; THENCE (9) South  $00^{\circ}25'27''$  West, 19.38 feet along said easterly line of the 4.82 acre parcel; THENCE (10) South  $89^{\circ}51'42''$  East, 329.97 feet to the **POINT OF BEGINNING**.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 1991.35, Zone 4. Divide distances by 0.99995196 to convert to ground distances.

**Parcel 86330-3**

A temporary easement for the construction of State highway facilities and appurtenances thereto upon, over and across that portion of Section 10, Township 22 South, Range 27 East, Mount Diablo Meridian, according to the Official U.S. Government Township Plat thereof, lying easterly of the easterly right-of-way line of California State Highway 65, said portion more particularly described as follows:

(1) COMMENCING at the Southeast Corner of said Section 10, marked by a found 2 inch diameter Brass Cap Monument in well, with Brass Cap stamped "City of Porterville"; said corner bears South  $89^{\circ}51'42''$  East, a distance of 2639.44 feet from the South Quarter Corner of said Section 10, said corner marked by a found 2 inch diameter Brass Cap Monument in well, with Brass Cap stamped "City of Porterville"; THENCE (2) North  $89^{\circ}51'42''$  West, 659.79 feet along the south line of said Section 10; THENCE (3) Leaving said south line of Section 10, North  $00^{\circ}25'27''$  East, 25.00 feet to a point on the January 1895 northerly right of way line of Tulare County Road, "Teapot Dome Road" also known as, "Avenue 128"; THENCE (4) North  $00^{\circ}25'27''$  East, 1.63 feet to the POINT OF BEGINNING; THENCE (5) North  $00^{\circ}25'27''$  East, 10.00 feet; (6) THENCE North  $89^{\circ}51'42''$  West, 329.97 feet to the easterly line of the 4.82 acre parcel surveyed by Charles W Roberts, RCE 15287, and recorded in a Record Of Survey in Book 18 of Licensed Surveys at Page 59 on May 10,1991; THENCE (7) South  $00^{\circ}25'27''$  West, 10.00 feet along said easterly line of the 4.82 acre parcel; THENCE (8) South  $89^{\circ}51'42''$  East, 329.97 feet to the **POINT OF BEGINNING**.

The bearings and distances used in this description are on the California Coordinate System of 1983, epoch 1991.35, Zone 4. Divide distances by 0.99995196 to convert to ground distances.

**Parcel 86330-3 (continued)**

Rights to the above described temporary easement shall cease and terminate on December 31, 2018. Said rights may also be terminated prior to the above date by State upon notice to Owner.

# ATTACHMENT D

Thomas B. Prescott and Deborah J. Prescott,  
Trustees of the Precott Living Trust Est January 18, 2011  
11020 Road 264  
Porterville, California 93257  
559.782.1903

February 16, 2015

Executive Director  
California Transportation Commission  
P.O. Box 942873, Mail Station 52  
Sacramento, California 94273-0001



To: Right of way  
2/20/15  
copied to:  
Stephen Mallick  
2/20/14

To Whom it May Concern;

As property owners of Parcel 86330-1, 2 of Project #0600000967 06-Tul-65-PM 16.20, we object to the adoption of the Resolution of Necessity. We oppose the fact that the property sought for acquisition is necessary for the project and feel that it does not meet the requirements set forth in CCP Section 1240.030.

As of the date of this written request to appear, we have not been provided information on how our property is needed for the project and how it will be put to use.

Please consider this letter our formal written request to appear before the Commission to raise questions on the necessity of our property for the project.

Sincerely,

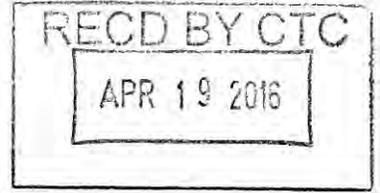
A handwritten signature in blue ink that reads "Thomas B. Prescott".

Thomas B. Prescott, Trustee

A handwritten signature in black ink that reads "Deborah J. Prescott".

Deborah J. Prescott, Trustee

Thomas B. Prescott and Deborah J. Prescott  
Trustees of the Prescott Living Trust Est. January 18, 2011  
11020 Road 264  
Porterville, California 93257  
559.782.1903



RON  
Forward: Right of Way  
Copy: Stephen Miller

Rec'd 4/25/16  
Punnett

April 12, 2016

Executive Director  
California Transportation Commission  
P.O. Box 942873, Mail Station 52  
Sacramento, California 94273-0001

To Whom it May Concern;

As property owners of Parcel 86330-1, 2, 3 of Project #0600000967, 06-Tul-65-PM 16.20, we object to the Adoption of the Resolution of Necessity. The project as planned or located will not be most compatible with the greatest public good or least private injury.

The proposed utility and design precludes us, the property owner, from installing curb, gutter, and drive approaches in front of our property at a distance equal to Tulare County standards of 30 feet from the centerline. The road width originally established in 1895 is no longer adequate for the rapidly changing environment facing Avenue 128 in Tulare County.

It should be noted that the property owners are not looking for compensation nor will they accept payment of any kind for the widening of Avenue 128 along their property from the State of California or the County of Tulare.

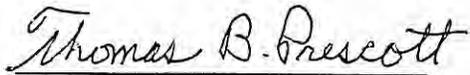
The property owners have proposed that as soon as elevations are set by the County of Tulare and or the State of California Department of Transportation, property owners, at their sole cost, will construct Type A2 curbs at a distance of 30' (thirty feet) north of Section Line 10, Township 22 South, Range 27 East. After which time curbing passes inspecting by the County, property owners will grant a road right-of-way easement for the use and purpose of a public roadway; and if, at any time thereafter said area of land shall cease to be used as a public roadway, then the same shall revert to said Grantors, their heirs or assignees at no cost.

Property owners will also grant a utility easement to Southern California Edison Company an additional strip of land 10' (ten feet) or if needed, 11' (eleven feet) north of their existing easement at no cost, provided poles are places north of curb that will be installed at 30' (thirty feet) north of Section Line 10.

If the project is allowed to proceed as planned, it would create a burden for us as property owners to remove and reinstall the planned improvements. Therefore, it is our desire to install the curb, gutter, and drive approaches on our property before the project starts, at no cost to the State or County as land owners have stated openly at all meetings and conversations with the State and the County.

It is for the above-mentioned reasons that we are requesting to appear before the Commission to contest that the project as planned will not provide the greatest public good and the least private injury.

Regretfully,



Thomas B. Prescott, Trustee



Deborah J. Prescott, Trustee

cc: Mike Ennis/Chairman  
Board of Supervisors County of Tulare

Benjamin Ruiz, Jr., SE  
Resource Management Agency County of Tulare

# ATTACHMENT E

**DEPARTMENT OF TRANSPORTATION**

DIVISION OF RIGHT OF WAY  
855 M STREET, SUITE 200  
FRESNO, CA 93721  
PHONE (559) 445-6237  
FAX (559) 445-6118



*Flex your power!  
Be energy efficient!*

April 27, 2016

Thomas and Deborah Prescott  
11020 Road 264  
Porterville CA 93257

TUL-65 PM Parcel 86330  
EA 06-43409

Dear Mr. and Mrs. Prescott:

I am in receipt of your letter to the Executive Director, California Transportation Commission (CTC) dated April 12, 2016, regarding the acquisition of a portion of your property for the Tulare 65 widening project, herein known as parcel 86330-1, -2, -3.

As you are aware, the State has conducted a District Condemnation Evaluation Meeting and Condemnation Panel Review Meeting regarding your concerns on this project. As a part of these two reviews, it was decided that you would provide the property needed for the project via the donation process. Per the donation guidelines, you as the grantor, will donate the property to the State of California, thus waiving any right to monetary compensation. The Right of Way contract, mapping and deeds were sent to you electronically by Jan Hamilton, Associate Right of Way Agent, on April 25, 2016.

Per your April 12, 2016, letter, the State of California Department of Transportation (Caltrans) and the County of Tulare have agreed to allow you to construct curb and gutter as shown on Exhibit A, as attached. The reversion clause, should the roadway cease to be used by the public, has been added to easement deeds for parcels 86330-1. Parcel 86330-3 is a temporary construction easement deed and will expire on December 31, 2018, therefore the reversion clause will not be included.

The easement for Southern California Edison (SCE), parcel 86330-2, is a strip of land 10 feet in width at 26.63' from the section line. SCE will erect the power poles at the centerline of the 10' easement.

I believe Caltrans has addressed all of your concerns as provided in your April 12, 2016 letter. Please review the information provided to you by Ms. Hamilton. Once you have reviewed these documents she will be happy to meet with you again to resolve any remaining concerns, and execute the contract and deeds necessary to convey the required right of way for the project.

Thomas and Deborah Prescott  
April 27, 2016  
Page 2

Should we be unable to reach an amicable negotiated settlement relating to the above issues, we will continue to prepare for your personal appearance at the May California Transpiration Commission Meeting. Your personal appearance has now been scheduled for May 18, 2016. Further information regarding the specific time and location for your appearance will be provided to you by May 5, 2016.

Should you have any questions please feel free to contact Ms. Hamilton at (559) 445-6174.

Sincerely,

  
CHANIN MCKEIGHEN  
Acquisition/Condemnation Branch Chief

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.4a.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Jennifer S. Lowden, Chief  
Division of Right of Way  
and Land Surveys

Subject: **RESOLUTION OF NECESSITY - APPEARANCE**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-21452 summarized on the following page. This Resolution is for a transportation project on Highway 76 in District 11 in San Diego County.

## **ISSUE:**

Prior to initiating Eminent Domain proceedings to acquire needed right of way for a programmed project, the Commission must first adopt a resolution, stipulating specific findings identified under Section 1245.230 of the Code of Civil Procedure, which are:

1. The public interest and necessity require the project.
2. The project is planned and located in a manner that will be most compatible with the greatest public good with the least private injury.
3. This property is necessary for the proposed project.
4. An offer to acquire the property in compliance with Government Code Section 7267.2 has been made to the owner of record.

In this case, the property owner submitted a Request to Appear Letter to the Commission dated December 16, 2015. The property owner then indicated that she did not plan on attending the May 18-19, 2016 Commission Meeting in person and sent a March 1, 2016 e-mail to the Department confirming this point. As such, this Appearance Package was prepared assuming all objections raised by the property owner would be conveyed to the Commission as a "written appearance" in lieu of a "personal appearance". Based on the above circumstances, a Department Response Letter (included herein as Attachment B) was prepared and transmitted to the owner on April 12, 2016, with the intent that this correspondence would be included as part of the written record of proceedings at the May 18-19 Commission Meeting.

After receipt of the April 12, 2016 Department Response Letter, the property owner changed her mind and sent a second letter to the Commission dated April 21, 2016 indicating that she would in fact personally attend the May Commission Meeting in order to convey her objections about the project directly to the Commissioners in attendance. The property owner's planned attendance at the May 18-19 Commission Meeting was confirmed via phone conversation on April 29, 2016.

**BACKGROUND:**

Discussions have taken place with the owner, who has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owner may subsequently be entitled. Adoption of the resolution will not interrupt the Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21452 – Lynne V. Villalobos, a married woman

11-SD-76-PM 32.6 - Parcel 35396-1 - EA 405709.

Right of Way Certification Date: 05/19/16; Ready to List Date: 05/20/16. Conventional highway-construct roundabout and realign curve. Authorizes condemnation of land in fee and underlying fee for a State highway. Located in the unincorporated area of San Diego County at State Route 76 near Valley Center Road. APN 133-050-23-00.

Attachments:

Attachment A - Owner's Correspondence dated December 16, 2015, March 1, 2016,  
& April 21, 2016

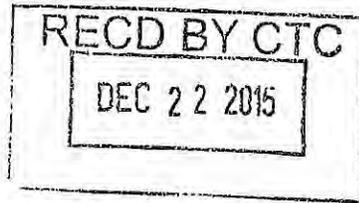
Attachment B - Department Response Letter dated April 12, 2016

Attachment C - Project Information

Exhibits C1 & C2 - Maps

Attachment D - Resolution of Necessity and Legal Description

# **ATTACHMENT A**



Dec. 16, 2015

Notice of Intent to Adopt Resolution of Necessity to Acquire  
Certain Real Property or interest in Real Property by Eminent  
Domain

Lynne V. Villalobos  
P. O. Box 333  
Valley Center, CA 92082  
760-855-5294 (cell)

California Transportation Commission  
4050 Taylor St.  
San Diego, CA 92110-2737  
619-688-2570

Dear Commission:

The Dept. of Transportation has informed me that they wish to "buy" my retirement property. Because I am opposed to what they are doing, and I feel you also will feel this way, I am requesting that I be heard on Jan. 20/21, 2016 at your convenience.

As a well-informed voter, I feel that this entire project has been blown way out of proportion. There is no need to disrupt all the people who live and work in the area to provide a very dangerous and useless round-about. What is needed is a good light. That is all.

DOTS is planning on building a \$2 million project. As a taxpayer, this project is not a good choice. It is on a major arterial highway, with a speed limit of 55. And the road to be intersected, Highway 6 or Valley Center Rd., has a speed limit of 50. DOTS claims it will lower the limit. No one out here will pay attention. For 50 years, Highway 76 has been a major highway, and it is stupid to suppose that the residents who have lived here all that time are going to suddenly reduce their speed to 35, or less. This road provides transportation from Oceanside to Lake Henshaw. It is used to get to major malls, work, hospitals, etc. for the locals.

The flavor of the month at DOTS is the roundabout. They say it is much safer. Perhaps it would be in a neighborhood, or a hospital area, but here it is just ridiculous. The large water trucks that come down 40 or 50 times daily from Mt. Palomar need better accommodation. Yes, there is a problem here. I have seen almost every major fatality on this road. But a roundabout for the big trucks that use this road is not it.

The project includes sidewalks, curbs, and much else useless to the locals. We spend most days walking around our 20 acre lands; we don't need sidewalks, etc. Yuima Water District is 97% agriculture.

DOTS told me that a light would cost about \$1 million. Normally they cost about \$400,000. So why so much? They want to realign the road to the tune of about \$600,000. That, to me, is a lot of money for very little benefit to the taxpayer.

What the valley would like is a nice light, with a little readjustment of the project if necessary. We don't need to spend \$2 million of the taxpayers' money. And they certainly don't need my piece of property. They could move the whole property a little to the west if they wish, and then they do practically no harm to anyone. Our citizens came to a "meeting" where DOTS used the divide and conquer technique. They didn't allow us to talk to anyone. Just to them. All the objections were hushed up. I suppose they think we are stupid. But every one (but one person who has only lived in the Valley for a short periods of time) thought the idea was awful. But because we were not allowed to hear others' objections,

12/22/15  
Forwarded to:  
Right of Way  
Copied to:  
Stephen Mallet

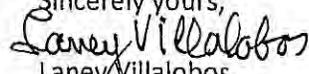
nothing came of the "meeting". All the objections were very cogent. But DOTS was not listening. They still aren't.

My piece of property is horrid. You would think I would be glad to get rid of it. But all the plans I have had for it have been squashed by the DOTS plan. They want to pay me about \$5,000/year for the last 3 years I have owned it. (I pay that in taxes.) I used my IRA to buy this land; every cent I have earned for the past 30 years is in that property. It is the perfect spot in Pauma Valley to place a nice store. But if you take it now, without any of the improvements I might have made, you get it at rock bottom. I stopped the development when I heard you were going to "improve" it. I did not want to stick the taxpayer. But the price they have offered me is an insult.

I understand that you don't discuss these prices. So I will stick to the point.

- (A) The public interest and necessity don't require this project. DOTS does. For the 36 years I have lived here, no one seemed the least bit interested in all the fatalities.
- (B) The plan is not planned or located in the manner that will be the most compatible with the greatest good and the least private injury. I think that it is suicidal for those coming down the Grade. DOTS claims the island they will build will prevent further injury. I think the first truck down will go right through the island. And the cost is negligible, said DOTS. After all, what's a million or two?
- (C) The property sought to be acquired is NOT NECESSARY for the project UNLESS you agree with all of DOTS assumptions. Which no one in Pauma does. The Tribes oppose it, the water district opposes it, the people who live there oppose it.

Please don't affirm this project as it is. A simple light (\$400,000) would do just fine.

Sincerely yours,  
  
Laney Villalobos

P.S. This would save the taxpayers about \$1,600,000.

---

From: Lynne Villalobos [laney3727@gmail.com]  
Sent: Tuesday, March 01, 2016 1:40 PM  
To: Aragon, Steve M@DOT  
Subject: Re: Today's 2nd Level Review Meeting

Dear Mr. Aragon, I will NOT be appearing at your mtg in Stockton. Thank you. Laney Villalobos

On Mon, Feb 29, 2016 at 4:32 PM, Aragon, Steve M@DOT  
<steve.aragon@dot.ca.gov<mailto:steve.aragon@dot.ca.gov>> wrote:  
Hello Mrs. Villalobos,

Thanks to you and your sons for appearing and sharing your thoughts at today's second level review hearing. At the conclusion of the meeting you indicated that while you were not happy with the State's acquisition, you were willing to waive your request to appear at the California Transportation Commission (CTC) hearing in Stockton. Please confirm to me and/or Alma before the end of this week that you do not wish to appear at the CTC hearing. Please understand that regardless of whether you choose to appear at the CTC hearing, the State will continue to consider your thoughts and suggestions, relating to signs, etc., in making its project one that is safer for the travelling public.

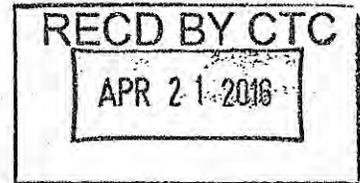
Thank you and please let me know if you have any questions or concerns as it relates to the ongoing process and next steps.

Best regards,

Steve Aragon, Chief  
Acquisition Branch/Condemnation  
Right of Way Division  
District 11 - San Diego  
619.688.6971<tel:619.688.6971>

April 14, 2016

Executive Director  
California Transportation Commission  
P. O. Box 942873, Mail Station 52  
Sacramento, CA 94273-0001



*J. Villalobos*  
P.O. Box 333  
Valley Center, CA 92082

Dear Sir:

Recently I became aware of your intent to condemn my property to place a roundabout on it. I live in Pauma Valley, San Diego, CA. I had decided not to contact you until I discovered that the local DOTS (#11) was planning to charge \$8.2 MILLION dollars to construct that roundabout. I was so incensed that the government would play so loosely with the taxpayers' money that I decided to request permission to speak to you today.

I never was contacted by you back in January when this was supposed to happen. At that time, I felt that there was no way to get DOTS Section 11 of San Diego County to listen to anything I said. They always have a "good" reason" why I should not protest this roundabout proposal. Mainly, eminent domain!

But from a monetary viewpoint, this project is outrageous. Therefore I am requesting to speak to you today on behalf of all the San Diego taxpayers that will be forced to accommodate this ridiculous project. I thank you for the privilege in advance. Please also read the enclosed letter.

Sincerely yours,

*Laney Villalobos*  
Laney Villalobos  
Taxpayer, 48 years

760-742-1471

To DOTS REGIONAL MEETING

May 18-19-20, 2016

Dear Sir:

I originally decided to simply let your local DOTS "WIN". But I can't swallow your decision. I have read the adulterated letter sent in my name to your committee. There is one HUGE correction to my complaints. This intersection modification is now going to cost the taxpayers of California some 8.2 MILLION dollars (according to your own engineers)! The people of Pauma Valley think you are being sold a bill of goods. All we really need here is a simple stoplight. According to them, that is about \$600,000-800,000. Why would Californians be interested in this "flavor of the month" (a roundabout) solution? Maybe DOTS wants more WORK.

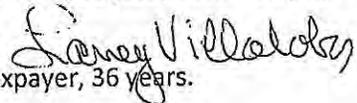
We don't want this project. We tried to tell you this at the "meeting" you held, but you did not want to listen. If San Diego DOTS has an answer to all of our questions, why did they not present them at our "meeting" in Pauma Valley? It was not a meeting; it was a chance for us to talk AT the people who are playing god with our district. But the gods were not listening.

If you reduced the speed limit on this road to 35 mph as you are proposing for the roundabout, STRAIGHTEN up S-6 (Valley Center Road) a bit so that the t-boning of this road is more visible, put in a warning light, your own stats show you that you would improve the safety on this road. Furthermore, I work with handicap children because my grandson is so afflicted. He does not require curbs, sidewalks, etc. This is another inflationary addition by DOTS because I see that the handicapped are routinely denied all kinds of things they actually need, but NOONE likes to oppose them out loud. Also if you did not have to buy out all the property owners whose property you are going to seize by eminent domain, you would save some million dollars more. DOTS is proposing a total regrade of this intersection. Why? I think it would make the intersection MORE dangerous. Less for people to slow down for. Also, another million dollar saving.

Perhaps because you deal with huge amounts of money on every project, you have forgotten HOW MUCH money this is. This whole project has been blown into a gigantic gobble for DOTS. I resent it. They are going to take my life earnings, my future retirement, and so much more. The government (ie., YOU) are acting as if we have unlimited funds to do this. The reason that the States' roads are in such bad shape is that we keep spending enormous amounts of money to fix a simple problem.

PAUMA Valley is a totally rural setting; this is a v~~er~~ysmall intersection. I don't think my solution will be any less safe. The problem in Pauma is not just THIS corner. There are 20 more problem curves right up the hill that are equally as bad, as someone pointed out to you at the meeting. During the 36 years I have lived here, no one seems too interested in fixing any of them. This problem is ongoing.

PUT IN A STOPLIGHT. If in ten years it hasn't worked, you can always come back to your "SOLUTION". And think of the money you will save on this relatively small project, and the common sense you would bring back to DOTS, if you just put in a stoplight.

Laney Villalobos   
Pauma Valley Taxpayer, 36 years.

# **ATTACHMENT B**

## DEPARTMENT OF TRANSPORTATION

DISTRICT 11  
4050 TAYLOR STREET, M.S. 310  
SAN DIEGO, CA 92110  
PHONE (619) 688-6915  
FAX (619) 688-2570  
TTY – 711  
www.dot.ca.gov



*Serious Drought!  
Help save water!*

## CERTIFIED MAIL AND FIRST CLASS MAIL

April 12, 2016

Lynne V. Villalobos  
P.O. Box 333  
Valley Center, CA 92082

Dear Lynne V. Villalobos:

This letter is in response to your letter dated December 16, 2015, addressed to the California Transportation Commission (the Commission) for property located at 34955 Valley Center Road, in Pauma Valley, CA.

Your letter addressed specific concerns and objections to the Commission's proposed action on several grounds regarding the above referenced parcel. As a result of your decision to not make a personal appearance at the upcoming CTC meeting, your letter will be submitted to the Commission in lieu of a personal appearance and will be part of the official record presented to the Commission at its May 18-19, 2016 meeting to be held in Stockton, California.

The following are the Department's responses to the concerns and objections set forth in your letter to the Commission:

**1. A roundabout is dangerous, useless, and wastes taxpayer money.**

A safety project was initiated for this intersection to reduce the frequency and severity of accidents occurring at this location. During the project programming phase, both a signal and a roundabout alternative were evaluated. The District staff determined that constructing a roundabout at this location would better meet the purpose and need of this project. Roundabouts reduce the frequency and severity of collisions, especially when compared to the performance of signalized intersections in high speed environments

**2. A signalized intersection is better than the roundabout as it would save taxpayers \$1,600,000.00 since a light only costs \$400,000 to build.**

The District staff studied the possibility of installing a signal at the intersection during the Planning and Project Report phases of this project. The Signal alternative also required a full acquisition of the subject property. The estimated cost for a signal at the time of the Project Report was \$6,883,300 and the estimated cost for the Roundabout was \$8,278,200.

**3. No one driving this highway will suddenly reduce their speed of 55mph to 35mph or less.**

Roundabout geometry forces vehicle slowing by requiring the navigation of curves to approach and enter the roundabout. Additionally the elimination of the shoulder and the introduction of curbs within the roundabout approach provides a funneling affect that encourages vehicle slowing. Further, the realignment of the curve to the east and relocation of the intersection provide greater sight distance to the intersection for vehicles approaching from the east, alerting drivers to the need for a reduction in speed. A signal installed at the existing intersection would require that vehicles not only slow, but come to a complete stop at a red light, but would provide fewer visual cues to alert the driver to the new intersection control.

**4. The large water trucks that use the road 40-50 times daily need better accommodation.**

The roundabout has been designed to accommodate a California Legal Load with a King-pin-to-rear-axel length of 38 feet. Roundabouts accommodate large trucks by providing a raised truck apron around the central island that can be used by the trailer of the truck for over-tracking.

**5. The sidewalks are not necessary.**

Sidewalks are required at this intersection to accommodate the North County Transit District and Valley Center-Pauma Unified School District bus stops and to meet American Disabilities Act (ADA) requirements.

**6. Realigning the road increases the project cost by \$600,000 and adds very little benefit to the taxpayer.**

Realigning the roadway is essential to reducing the frequency and severity of accidents at this intersection. The sight distance at the intersection to and from the east is approximately 400 feet, which does not meet the current design standards. Valley Center Road currently intersects SR-76 at a non-standard angle of 68 degrees. By realigning Valley Center Road, an angle of intersection greater than 75 degrees can be provided to increase sight distance from the intersection. Eliminating and increasing the non-standard curves on SR-76 to the east of the intersection provides both a more navigable roadway approach to the intersection and increases the non-standard sight distance to and from the intersection. The increase to over 800 feet of sight distance achieved by these realignments exceeds the minimum standard.

**7. Subject property is not necessary for this project. The District can move the project to the west with practically no harm to anyone.**

It remains the Department's responsibility to plan and locate our project in a manner that will be most compatible with the greatest public good and the least private injury while adhering to regulatory guidelines and restrictions. The Department cannot move the project any further west due to Yuima Creek, the Yuima Creek Bridge, and the Environmentally Sensitive Area just to the west of the intersection.

8. **During a public meeting the District used the “divide and conquer” technique where all objections were hushed up. The State did not allow anyone to talk to one another or hear each other’s objections at the meeting.**

The public meeting held on June 26, 2014 followed the standard Caltrans format for public meetings. Exhibits giving an overview of the project and highlighting key features were displayed and Caltrans staff involved with the project were available to discuss (individually or in groups), the public’s questions and concerns about the project. A formal presentation, and a formal question and answer period, are not part of this public meeting format.

9. **An IRA and every cent earned for the past 30 years was used to purchase the subject property. Plans for the property have been squashed by the District, and the amount of compensation offered is an insult.**

An offer for a full-acquisition of the subject property has been made to the owner of record in compliance with Government Code Section 7267.2. A copy of the Department’s approved appraisal has been provided to you. Issues as to the amount of compensation will not be considered by the Commission in the process of adopting a Resolution of Necessity. Once, and if, the Commission has decided that project requirements on the subject property are necessary, issues of compensation will be handled either through continuing negotiations or in the courts. We will continue to make every effort to reach an amicable, negotiated settlement with you.

**Subsequent to your December 16, 2015 Written Objection Letter sent to the Commission, you raised several other concerns. The following is a list of those concerns with the Department’s respective responses:**

**A request for Environmental documentation as it relates to environmental constraints of the project in the manner proposed.**

On February 25, 2016 you were e-mailed Pages 60-62 of the Final International Safety Equipment Association for this project. You were also sent links, as identified below, to the Standard Environmental Reference (SER) and the Final Environmental Document (FED) for the SR-76 Intersection Improvement and Curve Realignment Project, as requested.

<http://www.dot.ca.gov/ser/>

[http://www.dot.ca.gov/dist11/Env\\_docs/SR76VCRFinal\\_ISEA.pdf](http://www.dot.ca.gov/dist11/Env_docs/SR76VCRFinal_ISEA.pdf)

<http://www.dot.ca.gov/dist11/envir.htm>

Mrs. Lynne V. Villalobos  
April 12, 2016  
Page 4

**The roundabout symbol on the advanced warning signs is not familiar to most people.**

An optional sign W16-17p was provided to you from the California MUTCD 2014 Edition. It will be installed on the first roundabout advanced warning sign which includes flashing beacons on both the east leg and west leg approaches.

**Signing directing traffic to the casinos in the area should be included in the roundabout signing to eliminate confusion and keep traffic moving.**

Signing to casinos or tribal businesses is prohibited by the Comprehensive Highway Signing Plan developed by the Reservation Transportation Authority and Caltrans in 2003. However, signing to reservations is permitted. Currently there are signs located on both eastbound and westbound SR-76 directing traffic to Rincon and San Pasqual Indian Reservations and on northbound Valley Center Road directing traffic toward Pauma, Pala, and La Jolla Indian Reservations. These sign panels will be upgraded for enhanced visibility to help with the traffic flow of vehicles wishing to make the corresponding casinos their destination.

**Signing should be placed at I-15 and SR-76 as well as SR-78 and SR-79 to warn traffic of the construction/closures at SR-76 and Valley Center Road.**

A Traffic Handling Plan was provided to you which shows the proposed signing during construction closures for the project. Signing is included at all connecting junctions of I-15, SR-78, SR-76, and SR-79.

**The roundabout could be relocated to a location on Valley Center Road directly in front of Yuima Municipal Water District to avoid the subject parcel.**

Constructing the roundabout in this location would still require a partial-acquisition of approximately 65% of the subject parcel to provide appropriate approach angles needed to maintain access to the Yuima Municipal Water District site. Additionally, this alternative impacts one additional parcel to the south, and substantially increases right of way impacts on two other nearby parcels, resulting in a net increase to project right of way requirements of approximately 3 acres.

As stated previously, your written response objecting to the Resolution of Necessity will be submitted to the Commission at its May 18-19, 2016 meeting to be held in Stockton, California.

Sincerely,



for AMY LAMOTT VARGAS  
Deputy District Director  
Right of Way Division

# **ATTACHMENT C**

## PROJECT INFORMATION

**PROJECT DATA** 11-SD-76 PM 32.6/33.2  
Expenditure Authorization: 405709

Location: State Route 76 (SR-76) in Pauma Valley of San Diego County

Limits: In San Diego County from Rincon Springs Road to 0.3 mile east of Valley Center Road

Cost: Programmed construction cost: \$8,848,000  
Current right of way cost estimate: \$3,562,200

Funding Source: 2014 State Highway Operations Protection Program

Number of Lanes: Existing: Two  
Proposed: Two

Proposed Major Features: Construct roundabout and realign curve

Traffic: Existing SR-76 (West of Valley Center Road): 7,858 Annual Daily Traffic (ADT)  
Existing SR-76 (East of Valley Center Road): 5,635 ADT  
  
Proposed SR-76 (West of Valley Center Road): 13,207 ADT (year 2040)  
Proposed SR-76 (East of Valley Center Road): 12,896 ADT (year 2040)

## PARCEL DATA

Property Owner: Lynne V. Villalobos, a married woman

Parcel Location: 34955 Valley Center Road, Pauma Valley  
Assessor Parcel Number 133-050-23-00

Present Use: Commercial—Fruit Stand & Curio Shop

Area of Property: 31,977 Square Feet (SF)

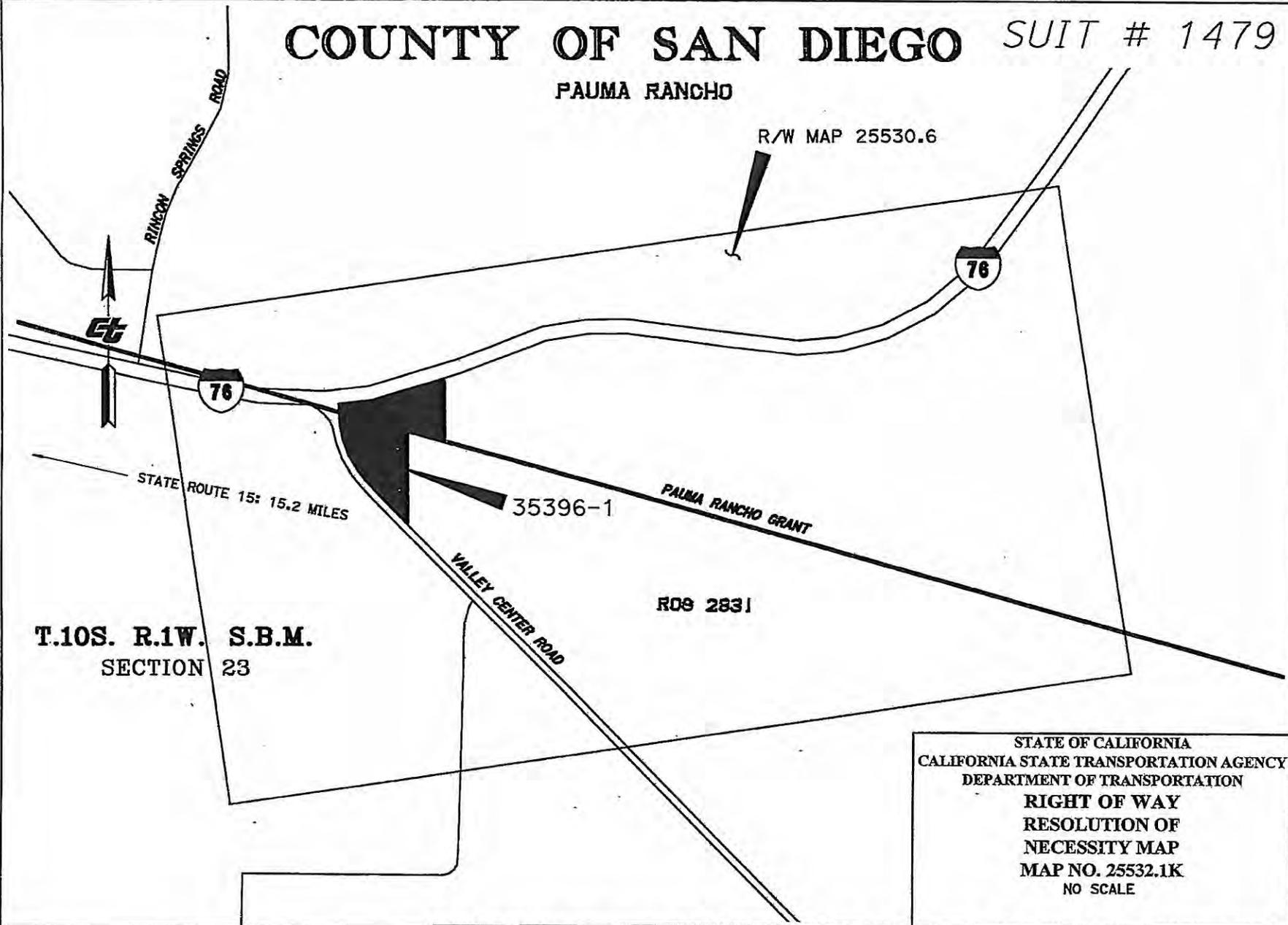
Area Required: Parcel 35396-1; 31,977 SF (Full-Acquisition)

# **EXHIBIT C1, C2 and C3**

# COUNTY OF SAN DIEGO

SUIT # 1479

PAUMA RANCHO



T.10S. R.1W. S.B.M.  
SECTION 23

STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
RESOLUTION OF  
NECESSITY MAP**  
MAP NO. 25532.1K  
NO SCALE

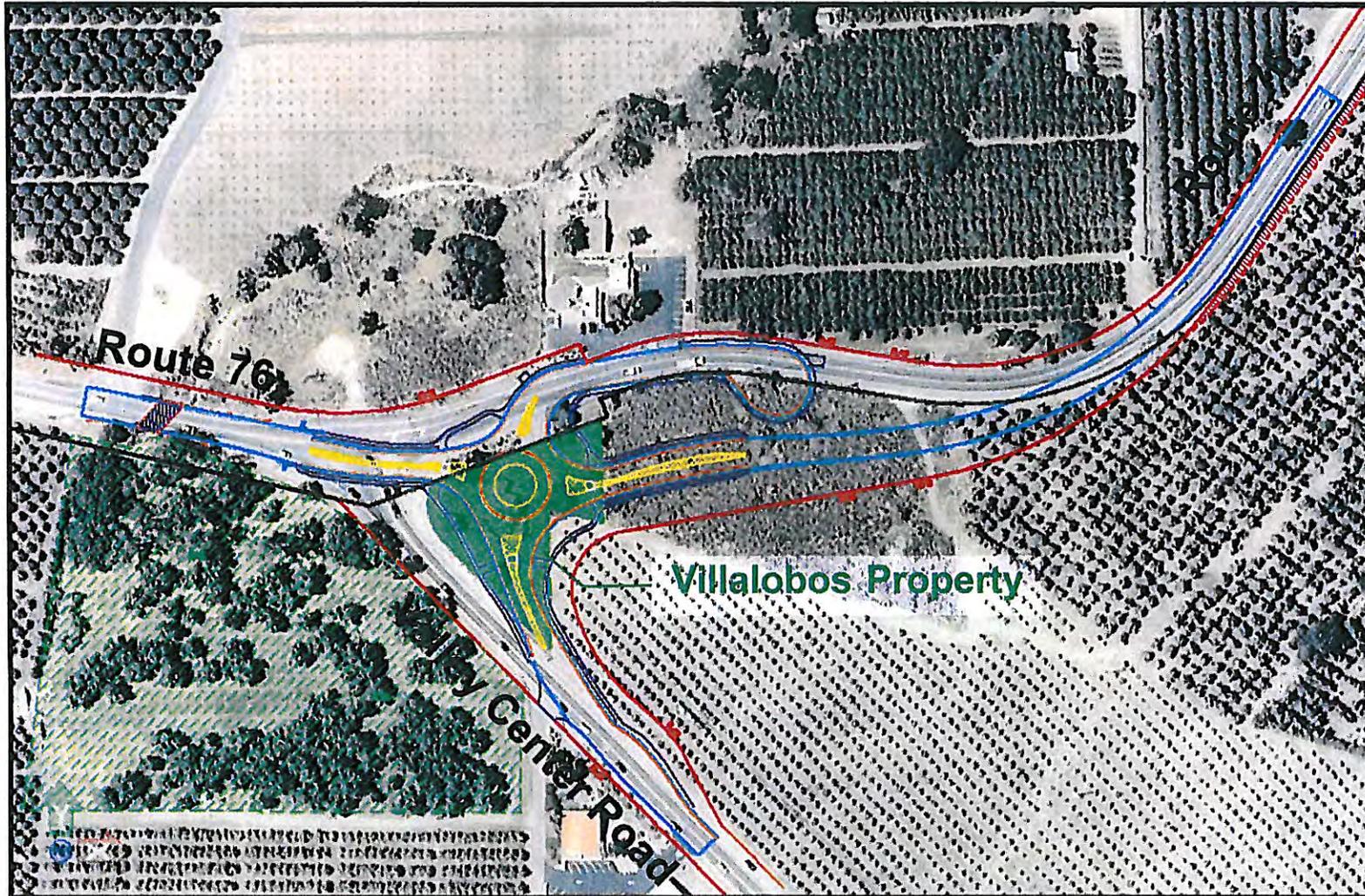
PROJECT ID	EA	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
1100020285	405709	11	SD	76	32.6	1	2

Exhibit C1



# Project Impact

Roundabout -



## LEGEND

	Proposed Right of Way		Proposed Works
	Existing Right of Way		Direction of Travel

# **ATTACHMENT D**

1 **TRANSPORTATION COMMISSION**  
2 **RESOLUTION NO.**

3 **C-21452**

4  
5 CALIFORNIA TRANSPORTATION COMMISSION  
6 RESOLUTION OF NECESSITY  
7 TO ACQUIRE CERTAIN REAL PROPERTY  
8 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
9 HIGHWAY 11-SD-76-PM 32.6 PARCEL 35396-1  
10 OWNER: Lynne V. Villalobos, a married woman

11 Resolved by the California Transportation Commission after  
12 notice (and hearing) pursuant to Code of Civil Procedure Section  
13 1245.235 that it finds and determines and hereby declares that:

14 The hereinafter described real property is necessary for State  
15 Highway purposes and is to be acquired by eminent domain pursuant  
16 to Streets and Highways Code Section 102 and Code of Civil  
17 Procedure Section 1240.510 in that the property being acquired is  
18 for a compatible use;

19 The public interest and necessity require the proposed public  
20 project, namely a State highway;

21 The proposed project is planned and located in the manner that  
22 will be most compatible with the greatest public good and the least  
23 private injury;

24 The property sought to be acquired and described by this  
25 resolution is necessary for the public project;

26 The offer required by Section 7267.2 of the Government Code  
27 has been made to the owner or owners of record; and be it further

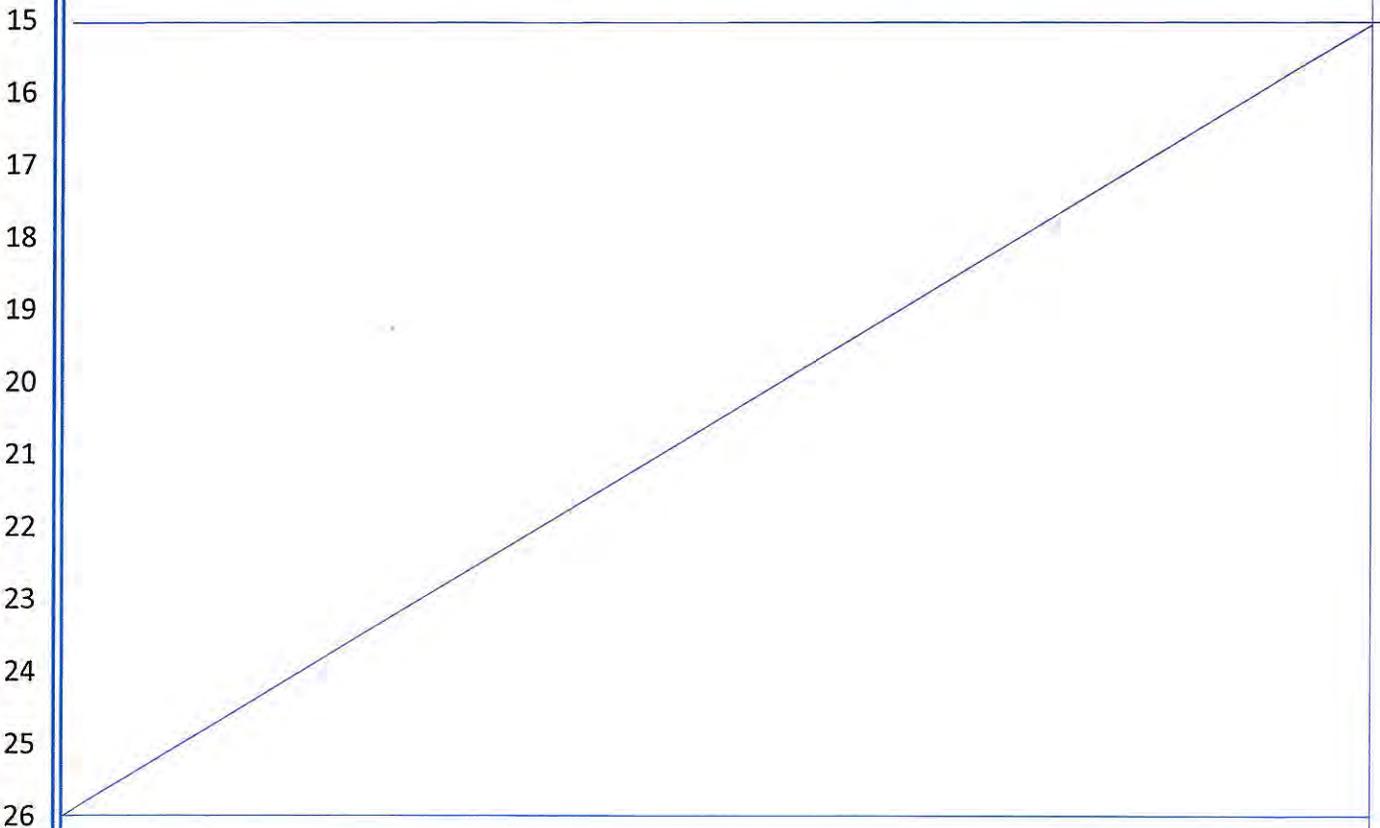
28 **APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

1           RESOLVED by this Commission that the Department of  
2 Transportation be and said Department is hereby authorized and  
3 empowered;

4           To acquire, in the name of the People of the State of  
5 California, in fee simple absolute, unless a lesser estate is  
6 hereinafter expressly described, the said hereinafter described  
7 real property, or interests in real property, by condemnation  
8 proceeding or proceedings in accordance with the provisions of the  
9 Streets and Highways Code, Code of Civil Procedure and of the  
10 Constitution of California relating to eminent domain;

11           The real property or interests in real property, which the  
12 Department of Transportation is by this resolution authorized to  
13 acquire, is situated in the County of San Diego, State of  
14 California, Highway 11-SD-76 and described as follows:



**RESOLUTION of NECESSITY**  
*Title Sheet*

District	County	Route	Postmile
11	SD	76	32.6

Project E.A. 405709

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 2 pages.

Parcels in Legal Description: <Insert parcel numbers>					
35396-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature *James Remele*  
*Professional Land Surveyor*

Date 10-22-15



ASSESSOR'S PARCEL NO. 133-050-23

SUIT NO. 1479

PARCEL 35396-1

FOR STATE HIGHWAY PURPOSES, THOSE PORTIONS OF GOVERNMENT LOT 1 IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER- OF FRACTIONAL SECTION 23, TOWNSHIP 10 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, IN THE COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, AND OF PAUMA RANCHO, ACCORDING TO MAP THEREOF ATTACHED TO THE RECORDS OF PATENT BOOK 1, PAGE 67 OF PATENTS, RECORDS OF SAID SAN DIEGO COUNTY, STATE OF CALIFORNIA, CONVEYED TO LYNNE V. VILLALOBOS IN DOC # 2011-0508087 OF OFFICIAL RECORDS IN THE COUNTY OF SAN DIEGO MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**"BEGINNING** AT A GRANITE STONE SET FOR THE NORTHEAST CORNER OF SAID LOT 1; THENCE SOUTH  $0^{\circ} 01'$  EAST ALONG THE EASTERLY LINE OF SAID LOT TO AN INTERSECTION WITH THE CENTER LINE OF THAT COUNTY ROAD DESCRIBED IN DEED TO THE COUNTY OF SAN DIEGO, RECORDED AUGUST 12, 1937, IN BOOK 684, PAGE 113 OF OFFICIAL RECORDS AND SHOWN ON MAP OF ROAD SURVEY NO. 604 ON FILE IN THE OFFICE OF COUNTY SURVEYOR OF SAN DIEGO COUNTY; THENCE NORTH  $44^{\circ} 37' 30''$  WEST ALONG SAID CENTER LINE TO AN INTERSECTION WITH THE SOUTHEASTERLY LINE OF THOSE PARCELS OF LAND DESCRIBED IN EASEMENT DEEDS TO THE STATE OF CALIFORNIA, RECORDED FEBRUARY 13, 1948, IN BOOK 2670, PAGE 41 OF OFFICIAL RECORDS AND RECORDED JANUARY 29, 1948, IN BOOK 2652, PAGE 147 OF OFFICIAL RECORDS, KNOWN AS STATE HIGHWAY XI-SD-195-C; THENCE NORTH  $68^{\circ} 50' 55''$  EAST ALONG SAID SOUTHEASTERLY LINE, 327.28 FEET TO THE SOUTHEASTERLY CORNER OF THAT PARCEL OF LAND DESCRIBED IN SAID OFFICIAL RECORDS; THENCE SOUTH TO THE NORTHERLY LINE OF LOT 2 IN SAID SECTION 23, BEING ALSO THE SOUTHERLY LINE OF SAID PAUMA RANCHO; THENCE NORTH  $73^{\circ} 15'$  WEST ALONG SAID BOUNDARY LINE TO THE POINT **OF BEGINNING.**

EXCEPTING THEREFROM THAT PORTION LYING WITHIN ROAD SURVEY NO. 604."

**TOGETHER WITH UNDERLYING FEE INTEREST, IF ANY, APPURTENANT TO THE ABOVE DESCRIBED PROPERTY IN AND TO THE ADJOINING PUBLIC WAYS.**

**WELCOME TO THE REGION**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

Minutes

**CALIFORNIA TRANSPORTATION COMMISSION**  
<http://www.catc.ca.gov>  
**March 16-17, 2016**  
**Irvine, California**

**Wednesday, March 16, 2016**

**1:00 PM**                      **Commission Meeting**  
**Transportation Corridors Agencies**  
**125 Pacifica, Suite 120**  
**Irvine, CA**

**Thursday, March 17, 2016**

**9:00 AM**                      **Commission Meeting**  
**Transportation Corridors Agencies**  
**125 Pacifica, Suite 120**  
**Irvine, CA**

\* "A" denotes an "Action" item; "I" denotes an "Information" item; "C" denotes a "Commission" item; "D" denotes a "Department" item; "F" denotes a "U.S. Department of Transportation" item; "R" denotes a Regional or other Agency item; and "T" denotes a California Transportation Agency (CalSTA) item.

**FREQUENTLY USED TERMS:** California Transportation Commission (Commission or CTC), California Department of Transportation (Department or Caltrans), Regional Improvement Program (RIP), Interregional Improvement Program (IIP), State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), Traffic Congestion Relief Program (TCRP), Public Transportation Account (PTA), Clean Air and Transportation Improvement Act of 1990 (Proposition 116), High Speed Passenger Train Bond Program (Proposition 1A), Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), Corridor Mobility Improvement Account (CMIA), State Route 99 Bond Program (RTE or SR 99), Local Bridge Seismic Retrofit Account (LBSRA), Trade Corridors Improvement Fund (TCIF), Highway-Railroad Crossing Safety Account (HRCSA), State-Local Partnership Program (SLPP), Traffic Light Synchronization Program (TLSP), Letter of No Prejudice (LONP), Environmental Phase (PA&ED), Design Phase (PS&E), Right of Way (RW), Fiscal Year (FY), Active transportation Program (ATP), Intercity Rail(ICR)

<b>GENERAL BUSINESS</b>				
1	Roll Call	1.1	Bob Alvarado	I C

Chair Bob Alvarado	Present	Commissioner Carl Guardino	Arrived 1:07pm
Commissioner Darius Assemi	Present	Commissioner Fran Inman	Present
Commissioner Yvonne Burke	Present	Commissioner Kehoe	Present
Commissioner Lucetta Dunn	Present	Commission Jim Madaffer	Present
Commissioner Jim Earp	Present	Commissioner Joe Tavaglione	Present
Commissioner Jim Ghielmetti	Present		
<b>TOTAL</b>		<b>Present:11</b>	
		<b>Absent: 0</b>	
Senator Jim Beall, Ex-Officio		Absent	
Assemblymember Jim Frazier, Ex-Officio		Absent	

2	Welcome to the Region <ul style="list-style-type: none"> <li>• Orange County Transportation Authority</li> <li>• Transportation Corridor Agencies</li> </ul>	1.12	Lori Donchak Darrell Johnson Craig Young Michael Kraman	I R
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Orange County Transportations Authority's Lori Donchak and Darrell Johnson and Transportation Corridors Agencies' Craig Young and Michael Kraman presented this informational item.

**NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):**  
**CTC Meeting – May 18-19, 2016 in Stockton, CA**

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>APPEARANCES</b>					
3 8 Ayes	<u>Resolution of Necessity – Appearance:</u> –06-Fre-99-PM 26.00 Nineda Limited Partnership, A California Limited Partnership	2.4a.(2)	Stephen Maller Michael Whiteside	A	D

Neither the property owner nor a representative appeared for the hearing.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Inman                      **Second:** Dunn                      **Recused:** None                      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

<b>GENERAL BUSINESS</b>					
4	Approval of Minutes for January 20-21, 2016	1.2	Bob Alvarado	A	C

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Dunn                      **Second:** Tavaglione                      **Recused:** None                      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

5	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Earp                      **Second:** Ghielmetti                      **Recused:** None                      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

<b>REPORTS</b>					
6	Executive Director's Report	1.3	Will Kempton	A	C

Chair Alvarado announced the appointment of Susan Bransen as the new Executive Director for the CTC. Commissioners recognized out-going Chair Dunn for all her work as Chair over the last year. Commissioners and Staff recognized out-going Executive Director Kempton for his service to the CTC and the State of California.

7	Commission Reports	1.4	Bob Alvarado	A	C
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Reports:

Commissioner Dunn - Ontario Airport has a new C.E.O. Kelly Fredericks

Commissioner Inman - Goods Movement Fast Lane NOFA deadline approaching.

Commissioner Burke - FAST ACT has an Amtrak Component.

8	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
---	--	-----	-------------	---	---

California State Transportation Undersecretary Brian Annis presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
9	Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D

California Department of Transportation Director Malcolm Dougherty presented this informational item.

10	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
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Federal Highways Administrator Vince Mammano presented this informational item.

11	Regional Agencies Moderator	1.8	Sarkes Khachek	I	R
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Regional Agencies Moderator Sarkes Khachek presented this informational item.

12	Rural Counties Task Force Chair	1.9	Jerry Barton	I	R
----	---------------------------------	-----	--------------	---	---

Rural Counties Task Force Vice-Chair Maura Twomey presented this informational item.

13	Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R
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Self Help Counties Coalition Chair Dianne Steinhauser presented this informational item.

<b>POLICY MATTERS</b>					
14	Consideration of State and Federal Legislative Matters	4.1	Eric Thronson	A	C

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Dunn

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Consideration of State and Federal Legislative Matters

**PINK MEETING HANDOUT**

15	Update on the Budget and Allocation Capacity	4.2	Laurel Janssen Steven Keck	I	D
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CTC Deputy Director Laurel Janssen presented this informational item.

16	Presentation of the Caltrans Transportation Asset Management Performance Report	4.17	Stephen Maller Mike Johnson	I	D
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CTC Deputy Director Stephen Maller and Caltrans State Asset Management Engineer Mike Johnson presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Caltrans Transportation Asset Management Performance Report

**YELLOW MEETING HANDOUT**

Tab #	Item Description	Ref. #	Presenter	Status*	
17	Adoption of the 2016 State Highway Operation and Protection Program (SHOPP)	4.18	Stephen Maller Bruce De Terra	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Madaffer

**Recused:** None

**Absent:** Burke, Dunn, Kehoe

**Vote result:** 8-0

**Ayes:** Alvarado, Assemi, Earp, Ghielmetti, Guardino, Inman, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Adoption of the 2016 State Highway Operation & Protection Program (SHOPP)

**YELLOW REPLACEMENT ITEM &  
YELLOW MEETING HANDOUT – Letter**

18	Update on the Capital Outlay Support Workload Forecasting Recommendation Development Process	4.9	Eric Thronson	I	C
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CTC Deputy Director Eric Thronson presented this informational item.

19	Adoption of the Toll Facility Guidelines	4.8	Eric Thronson	A	C
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Dunn

**Second:** Tavaglione

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Speakers:

Janet Dawson – Assemblymember Jim Frazier's Office

Darrell Johnson - Orange County Transportation Authority

20	Consideration of the Draft California Transportation Plan (CTP 2040)	4.20	Garth Hopkins Coco Briseno	A	C
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Earp

**Second:** Madaffer

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Speakers:

Ryan Snyder – Transpo

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Consideration of the Draft California Transportation Plan (CTP 2040)

**PINK MEETING HANDOUT**

Tab #	Item Description	Ref. #	Presenter	Status*	
21	Comments to the Governor's Office of Planning and Research Proposed Guidelines in Response to SB-743	4.21	Garth Hopkins	A	C

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Dunn                      **Second:** Burke                      **Recused:** None                      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*

Comments to the Governor's Office of Planning & Research Proposed Guidelines (SB 743)

**YELLOW MEETING HANDOUT**

22	Approval of State Route 108 Highway Alternative Projects (East Sonora Bypass) in Tuolumne County	4.22	Stephen Maller Dennis Agar	A	D
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Madaffer                      **Second:** Assemi                      **Recused:** None                      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

<b>PROGRAM UPDATES</b>					
<b>Proposition 1B Program</b>					
23	Presentation on the Draft 2016 Highway-Railroad Crossing Safety Account (HRCSA) Guidelines	4.10	Dawn Cheser	I	C

CTC Assistant Deputy Director Dawn Cheser presented this informational item.

<b>STIP Program</b>					
24	Update on the 2015-16 STIP Delivered List of Allocations Requested but not yet Approved.	4.7	Laurel Janssen Bruce De Terra	A	D

CTC Deputy Director Laurel Janssen presented this item. No action was taken on this item.

<b>INFORMATION CALENDAR</b>					
25	<u>STIP Amendment for Notice</u> The City of Calexico proposes to program \$4,500,000 in Federal SAFETEA-LU Border Infrastructure Program (BIP) funds for the construction phase of the Cesar Chavez Boulevard Widening and Improvement – 2 <sup>nd</sup> Street to Route 98 project (PPNO 0606) in Imperial County.	2.1b.	Stephen Maller	I	D

This item was presented as part of the Information Calendar.

26	<b>Reports on SHOPP Allocations Under Delegated Authority</b> -- Emergency G-11 Allocations (2.5f.(1)): \$24,215,000 for 19 projects. -- SHOPP Safety Lump Sum Sub-Allocations (2.5f.(3)): \$7,267,000 for four projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$2,924,000 for three projects.	2.5f.		I	D
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This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>Monthly Reports on the Status of Contract Award for:</b>					
27	State Highway Projects, per Resolution G-06-08	3.2a.		I	D

This item was presented as part of the Information Calendar.

28	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D
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This item was presented as part of the Information Calendar.

29	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D
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This item was presented as part of the Information Calendar.

<b>Other Reports:</b>					
30	Local Assistance Lump Sum Allocation for the period ending December 31, 2015	3.3		I	D

This item was presented as part of the Information Calendar.

31	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		I	C
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This item was presented as part of the Information Calendar.

32	Status of FFY 2014 Balance Report for Unobligated CMAQ and RSTP funds under the AB 1012 "Use it or Lose It" provision	3.5		I	D
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This item was presented as part of the Information Calendar.

<b>Quarterly Reports: Second Quarter-Fiscal Year 2015-16</b>					
33	Caltrans Finance	3.6		I	D

This item was presented as part of the Information Calendar.

34	Caltrans Rail Operations	3.7		I	D
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This item was presented as part of the Information Calendar.

35	Project Delivery	3.8		I	D
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This item was presented as part of the Information Calendar.

36	Proposition 1A – High Speed Passenger Train Bond Program	3.10		I	D
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This item was presented as part of the Information Calendar.

37	Toll Bridge Seismic Retrofit Program – 2015 4th Quarter Progress and Financials	3.11		I	C
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This item was presented as part of the Information Calendar.

38	Aeronautics – Acquisition and Development (A&D) and Airport Improvement Program (AIP)	3.12		I	D
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This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
	<b>BEGIN CONSENT CALENDAR</b>		Stephen Maller	

Resolution C-21345 from item 47 was removed from the consent calendar.

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Dunn

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

39	<p><u>Approval of Projects for Future Consideration of Funding:</u></p> <p>02-Plu-89, PM 19.8/20.8 Greenville Drainage and Streetscape Project Construct roadway improvements including streetscape features and drainage on a portion of State Route 89 in Plumas County. (ND) (PPNO 3355) (STIP) <i>(Related Item under Tab 82.)</i></p> <p>03-Yol-275, PM 13.07 Tower Bridge Fender Replacement Project Replace fender system on the Tower Bridge on State Route 275 in Yolo County. (MND) (PPNO 9427) (SHOPP)</p> <p>03-Yub-20, PM 20.1/21.7, 03-Nev-20, PM 0.0/0.1 State Route 20 Smartsville Safety Improvement Project Construct roadway improvements on a portion of State Route 20 in Yuba and Nevada Counties. (MND) (PPNO 9588) (SHOPP)</p> <p>05-Mon-68, PM 12.8/13.2 State Route 68/Corral de Terra Road Intersection Improvement Project Construct intersection improvements on State Route 68 at Corral de Terra Road in Monterey County. (MND) (PPNO 1813A) (STIP)</p>	2.2c.(1)		A	D
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This item was presented and approved as part of the Consent Calendar.

40	<p><u>Approval of Project for Future Consideration of Funding:</u></p> <p>03 – Sacramento County C Street Transition Transition C Street between Civic Drive and 6th Street. (MND) (PPNO 6576) (STIP)</p>	2.2c.(2)		A	C
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This item was presented and approved as part of the Consent Calendar.

41	<p><u>Approval of Project for Future Consideration of Funding:</u></p> <p>05 – Monterey County Castroville Bicycle/Pedestrian Path and Railroad Crossing Project (MND) (PPNO 2296) (STIP)</p>	2.2c.(3)		A	C
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
42	<u>Approval of Project for Future Consideration of Funding:</u> 07 – Los Angeles County North Atwater Crossing Project Multi-modal bridge over the Los Angeles River (MND) (PPNO 4917) (ATP)	2.2c.(4)		A	C

This item was presented and approved as part of the Consent Calendar.

43	<u>Approval of Project for Future Consideration of Funding:</u> 12-Orange County Tracks at Brea – Segment 6 Construction of a dual tread bicycle and walking trail. (MND) (ATP)	2.2c.(5)		A	C
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This item was presented and approved as part of the Consent Calendar.

44	<u>Approval of Project for Future Consideration of Funding:</u> 11 – San Diego Inland Rail Trail Construction of the Inland Rail Trail (MND) (STIP) (PPNO 7421W)	2.2c.(7)		A	C
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This item was presented and approved as part of the Consent Calendar.

45	<u>One Notice of Intent:</u> --Notice of Intent to Consider Rescinding Freeway Declaration in the county of San Diego. 11-SD-76 PM R9.0/R17.3	2.3a		A	D
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This item was presented and approved as part of the Consent Calendar.

46	<u>Three Relinquishment Resolutions:</u> --12-Ora-5-PM 43.1/43.7, Right of way along Route 5 from Western Avenue to Stanton Avenue, in the city of Buena Park.  --03-Sac-16-PM T1.78/4.08, Route 16 from the US 50/Howe Avenue Interchange to South Watt Avenue, in the city of Sacramento.  --03-Sac-16-PM 3.28/4.16, Route 16 from the city of Sacramento east boundary line to South Watt Avenue, in the county of Sacramento.	2.3c.		A	D
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
47 8 Ayes	<u>23 Resolutions of Necessity:</u> Resolutions C-21425 through C-21427, C-21429 through C-21435, and C-21437 through C-21449	2.4b.		A	D

This item was presented and approved as part of the Consent Calendar with the exception of resolution C-21345 which was removed at the request of Commissioner Assemi who recused himself due to having property ownership interests nearby.

**Recommendation:** Approval of Resolution C-21345 only

**Action Taken:** Approved

**Motion:** Ghielmetti      **Second:** Madaffer      **Recused:** Assemi      **Absent:** None

**Vote result:** 10-0

**Ayes:** Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

23 22 Resolutions of Necessity:

Resolutions C-21425 through C-21427, C-21429 through C-21435, and ~~C-21437~~ C-21438 through C-21449

> Resolution C-21437 (Salyer Land Company – 06-Kin-43-PM 1.46 - Parcel 87224-1, 2, 3 - EA 0M3709) - *Withdrawn prior to the CTC Meeting.*

--Revise Book Item and Resolution for C-21438 to read as: " 06-Tul-99-PM 40.86 – Parcel 86884-1, 2, 3, 4, 5, 2A"

48	<u>Director's Deeds:</u> Items 1 through 10 Excess Lands - Return to State: \$3,122,200 Return to Others: \$0	2.4d.		A	D
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This item was presented and approved as part of the Consent Calendar.

49	<u>Change to the SR 99 Construction Support allocation for:</u> Pelandale Avenue Interchange project (PPNO 9460)	2.5g.(2)		A	D
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This item was presented and approved as part of the Consent Calendar.

50	<u>Reduction to TCIF Construction Allocation for:</u> TCIF Project 63- ACE: Palm Avenue Grade Separation project (PPNO 1134)	2.5g.(5)		A	D
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This item was presented and approved as part of the Consent Calendar.

51	<u>Request to amend the project description for TIRCP:</u> Project 2 – Purchase Nine Fuel Efficient, Tier IV EMD Locomotives for the Antelope and Venture Lines (PPNO CP002) in Los Angeles County.	2.6g.(2)		A	D
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This item was presented and approved as part of the Consent Calendar.

52	<u>Supplemental Funds for a Locally Administered Aeronautic Project:</u> Request of \$49,000 in additional funds to award a construction contract for the Aeronautic – California Aid to Airport (CAAP) Chiriaco Summit Airport A&D project (Riv-4-14-1) in Riverside County. This results in an increase of 11 percent over the current allocation.	2.7b.		A	D
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
53	Reduction to CAAP A&D Aeronautic Program Project for: Calaveras County Airport (Cal-1-14-2) in Calaveras County	2.7c.		A	D

This item was presented and approved as part of the Consent Calendar.

54	<u>Technical Correction for an Aeronautics project:</u> Correct the Resolution numbers, approved on December 10, 2015, for Project 1 from "FDOA-2015-01" to "FDOA-2015-03" for Project 2 from "FDOA-2015-02" to "FDOA-2015-04" and for Project 3 from "FDOA-2015-03" to "FDOA-2015-05", in addition revise the Project ID from "Las-4-10-1" to "Las-4-14-1", and the project description from "Widen Runway, Taxiway Rehabilitation and Restripe Pavement" to "Overlay Runway and Tie-down Area".	2.9		A	D
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This item was presented and approved as part of the Consent Calendar.

55	Adoption of the FY 2014-15 Environmental Enhancement and Mitigation program <i>(Related Item under Tab 56.)</i>	4.12		A	C
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This item was presented and approved as part of the Consent Calendar.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Adoption of the FY 2014-15 Environmental Enhancement and Mitigation Program

**PINK REPLACEMENT ITEM**  
*(Book Item Memorandum only.)*

56	Request of \$8,260,871 for 21 Environmental Enhancement and Mitigation Program projects for FY 2014-15. <i>(Related Item under Tab 55.)</i>	2.5c.(7)		A	C
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This item was presented and approved as part of the Consent Calendar.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Environmental Enhancement and Mitigation Program Allocations

**PINK ATTACHMENT HANDOUT**

57	Annual Review of Rate for Local Government Matching of California Aid to Airport Program (CAAP) – Acquisition and Development (A&D) Program.	4.16		A	D
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This item was presented and approved as part of the Consent Calendar.

<b>END OF CONSENT CALENDAR</b>		Stephen Maller			
<b>Environmental Matters</b>					
58	<u>Approval of Project for Future Consideration of Funding:</u> 04 – San Francisco County San Francisco Bicycle Plan Near-term and long-term bicycle route network. (FEIR) (PPNO 2023D) (ATP) <i>(Related Item under Tab 86.)</i>	2.2c.(6)	Jose Oseguera	A	C

Action on this item was deferred.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Approval of Project for Future Consideration of Funding – 04 San Francisco County  
 San Francisco Bicycle Plan (PPNO 2023D)(ATP)

**PINK REPLACEMENT ITEM**  
*Item Deferred at the Meeting*

Tab #	Item Description	Ref. #	Presenter	Status*	
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PROGRAM UPDATES					
Proposition 1B Program					
59	Update to Trade Corridors Improvement Fund (TCIF) Program Policy to Utilize Program Savings	4.15	Dawn Cheser	A	C

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione      **Second:** Assemi      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

60	Trade Corridors Improvement Fund Program Amendment: Add Project 120 – Monte Vista Grade Separation Project in San Bernardino County.	4.13	Dawn Cheser	A	C
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Items 60 and 61 were taken together

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione      **Second:** Burke      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

61	Trade Corridors Improvement Fund Baseline Agreement: Approve the Baseline Agreement for Project 115 – Cool Port Oakland in Alameda County, Project 117 – Avenue 66/UP/ Railroad Grade Separation Bypass in Riverside County, Project 119 – Navy Drive Widening in San Joaquin County, and Project 120 – Monte Vista Grade Separation in San Bernardino County	4.14	Dawn Cheser	A	C
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Items 60 and 61 were taken together

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione      **Second:** Burke      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Transit & Intercity Rail Capital Program (TIRCP) Program					
62	Presentation on the Draft Letter of No Prejudice (LONP) Guidelines Amendment.	4.11	Laurel Janssen	I	C

CTC Deputy Director Laurel Janssen presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>SHOPP Program</b>					
63	SHOPP Program Amendment to: --Add 19 new projects into the 2014 SHOPP. --Revise 14 projects currently programmed in the 2014 SHOPP.	2.1a.(1)	Stephen Maller Bruce De Terra	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Ghielmetti

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*

SHOPP Program Amendment

--Revise Attachment 2 to delete PPNO 2356/EA 1C080 – San Luis Obispo from the list of projects. *Withdrawn prior to the CTC Meeting.*

<b>POLICY MATTERS</b>					
64	Innovations in Transportation: • Reason Foundation	4.3	Garth Hopkins Baruch Feigenbaum	I	C

The Reason Foundation's Jon Graff presented this informational item.

<b>PROGRAM UPDATES</b>					
<b>Active Transportation Program</b>					
65 9:05am	Hearing on the 2017 Active Transportation Program Guidelines	4.19	Laurie Waters	I	C

CTC Associate Deputy Director Laurie Waters presented this informational item.

Speakers:

Eric Bruins – Los Angeles County Bicycle Coalition

Stephen Patchan – Southern California Association of Governments

Patricia Chen- Los Angeles Metropolitan Transportation Organization

Kenneth Kao – Metropolitan Transportation Commission

Laura Cohen – Rails to Trails Conservancy

Wendy Alfsen – California Walks

Bill Sadler – Safe Routes to Schools National Partnership

Alan Abramson – Los Angeles County Engineers Association of California

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*

Hearing on the 2017 Active Transportation Program

*Pink Meeting Handout – Letter*

66	Adoption of the 2017 Active Transportation Program Guidelines	4.4	Laurie Waters	A	C
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**Recommendation:** Approval as revised

**Action Taken:** Approved

**Motion:** Madaffer

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Tab #	Item Description	Ref. #	Presenter	Status*	
67	Adoption of the 2017 Active Transportation Program Guidelines MPO Competitive Component – Metropolitan Transportation Commission	4.5	Laurie Waters	A	C

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione      **Second:** Assemi      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

68	Technical Adjustments to the 2015 Active Transportation Program	4.6	Laurie Waters	A	C
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione      **Second:** Assemi      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

<b>Quarterly Reports</b>					
69	<i>Proposition 1B</i> --Corridor Mobility Improvement Account (3.9a.) --Route 99 Corridor (3.9b.) --Local Bridge Seismic Retrofit Program (3.9c.) --State-Local Partnership Program (3.9d.) --Traffic Light Synchronization Program (3.9e.) --Highway-Rail Crossing Safety Account (3.9f.) --Intercity Rail Improvement Program (3.9g.) --Trade Corridor Improvement Fund (3.9h.)	3.9	Stephen Maller Bruce De Terra	I	D

CTC Deputy Director Stephen Maller presented this informational item. The Commissioners requested the City of Los Angeles provide a representative at the next CTC meeting to report on the progress of their Traffic Light Synchronization projects.

<b>ALLOCATIONS</b>					
<b>Supplemental Fund Allocations</b>					
70	Request of \$1,900,000 in additional funds to award the construction contract for the SHOPP Median Barrier project (PPNO 4486) on I-405 in Los Angeles County. This results in an increase of 16.9 percent over the current allocation.	2.5e.(1)	Stephen Maller Carrie Bowen	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione      **Second:** Earp      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Tab #	Item Description	Ref. #	Presenter	Status*	
71	Request of \$6,855,000 in additional funds to award the construction contract for the SHOPP Vincent Thomas Bridge Seismic Restoration project (PPNO 4497) on Route 47 in Los Angeles County. This results in an increase of 64.4 percent over the original allocation.	2.5e.(10)	Stephen Maller Carrie Bowen	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione

**Second:** Dunn

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

72	Request of \$520,000 in additional funds to award the construction contract for the SHOPP ramp widening (PPNO 4095H) project on Route 73 in Orange County. This results in an increase of 26.1 percent over the current allocation.	2.5e.(2)	Stephen Maller Ryan Chamberlain	A	D
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Dunn

**Second:** Ghielmetti

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

73	Request of \$2,332,000 in additional funds to complete construction for the multi-funded I-80/SR12 Interchange Improvement project (PPNO 5301L) in Solano County. This results in an increase of 27.6 percent over the current allocation.	2.5e.(3)	Stephen Maller Bijan Sartipi	A	D
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Earp

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

74	Request of \$4,600,000 in additional funds to complete construction for the SHOPP I-10/605 Interchange Improvement project (PPNO 3529) in Los Angeles County. This results in an increase of 8.9 percent over the current allocation.	2.5e.(5)	Stephen Maller Carrie Bowen	A	D
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Inman

**Second:** Dunn

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Tab #	Item Description	Ref. #	Presenter	Status*	
75	Request of \$1,000,000 in additional funds to complete construction for the SHOPP Bridge Rehabilitation project (PPNO 4147) on Route 18 in Los Angeles County. This results in an increase of 48.3 percent over the current allocation.	2.5e.(6)	Stephen Maller Carrie Bowen	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti      **Second:** Earp      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

76	Request of \$1,000,000 in additional funds to complete construction for the SHOPP Slope Repair project (PPNO 4619) on Route 39 in Los Angeles County. This results in an increase of 77.8 percent over the current allocation.	2.5e.(7)	Stephen Maller Carrie Bowen	A	D
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti      **Second:** Burke      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

77	Request of \$58,540,000 in additional funds to complete construction for the SHOPP Schuyler Heim Bridge Replacement project (PPNO 0444E) on Route 47 in Los Angeles County. This results in an increase of 27.8 percent over the current allocation.	2.5e.(8)	Stephen Maller Carrie Bowen	A	D
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**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti      **Second:** Madaffer      **Recused:** None      **Absent:** Ghielmetti (departed after making motion, before the vote)

**Vote result:** 9-1

**Ayes:** Alvarado, Burke, Dunn, Earp, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** Assemi

**Abstained:** None

Tab #	Item Description	Ref. #	Presenter	Status*	
78	Request of \$2,700,000 in additional funds to close-out the construction contract for the SHOPP/STIP Freeway Widening project (EA 0607U) on Route 101 in Los Angeles County. This results in an increase of 3.2 percent over the current allocation.	2.5e.(9)	Stephen Maller Carrie Bowen	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Burke                      **Second:** Tavaglione                      **Recused:** None                      **Absent:** Ghielmetti

**Vote result:** 10-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Supplemental Fund Allocation

Revise the agenda language to read as follows: "Request of \$2,700,000 in additional funds to close-out construction contract for the SHOPP/STIP Freeway Widening project (EA 0607U) on Route 101 in Los Angeles Ventura County. This results in an increase of 3.2 percent over the current allocation." *Book item is correct.*

Minor Program Allocations					
79	Request of \$4,361,000 for six Minor program projects.	2.5a.	Stephen Maller Bruce De Terra	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Dunn                      **Second:** Assemi                      **Recused:** None                      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

SHOPP Minor Program Project Allocations

--Project 2 (EA 4T710) -- Revise the Capital Outlay Support from "\$550,000" to "\$600,000"

--Project 3 (EA 2849U) -- Revise the Project ID from "0716000237" to "07-15000267"

SHOPP Allocations					
80	Request of \$114,476,000 for 24 SHOPP projects as follows: 2.5b.(1a) --\$46,125,000 for 15 SHOPP projects. 2.5b.(1b) --\$68,351,000 for-nine projects amended into the SHOPP. <i>(Related Items under Tab 82.)</i>	2.5b.(1)	Stephen Maller Bruce De Terra	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione                      **Second:** Dunn                      **Recused:** None                      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

SHOPP Allocations

--Project 5 (PPNO 5840) -- Sacramento County -- Revise as follows:

	Preliminary	Engineering	Programmed	Expended	
PA&ED		\$295,000	\$658,340	\$157,325	
PS&E		\$1,002,000	\$0	\$611,089	
R/W Supp		\$15,000	\$0	\$4,193	

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>Allocation of Project with Cost that Exceed 20 Percent of the Programmed Amount</b>					
81	Request of \$1,535,000 for one SHOPP project to replace Bridge Rail on Route 101 in San Luis Obispo County (PPNO 2606). This is an adjustment of 54.3 percent over the original programmed amount.	2.5d.	Stephen Maller Tim Gubbins	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

<b>STIP Allocations</b>					
82	Request of \$3,735,000 for the State administered Greenville SR89 Rehabilitation (PPNO 3355) STIP project, in Plumas County. <i>(Related Items under Tabs 39 &amp; 80.)</i>	2.5c.(1)	Laurel Janssen Bruce De Terra	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Earp

**Second:** Ghielmetti

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

83	Request of \$30,398,000 for 14 locally administered STIP projects, off the State Highway System. 2.5c.(3a) -- \$27,215,000 for 10 STIP projects. 2.5c.(3b) -- \$ 3,183,000 for four STIP Planning, Programming, and Monitoring project.	2.5c.(3)	Laurel Janssen Bruce De Terra	A	D
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Projects 4, 5, 7, and 10 to be moved to delivered list all others approved.

**Recommendation:** Approval of Staff Recommendations

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

STIP Program Allocations

--Add to the vote box for Project 10 (PPNO 7421W) – Inland Rail Trail Phases – IIA, IIB, IIIA, IIIB - the following:

"(Time Extension for FY 14-15 CON expires on February 28, 2017.)"

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>Eureka Non-Freeway Alternative Program Allocation</b>					
84	Request of \$1,200,000 for the Eureka Water Front Trail Phase A - Del Norte to Truesdale (PPNO 2069) Eureka Non-Freeway Alternative Program Project, in Humboldt County.	2.5c.(4)	Laurel Janssen Bruce De Terra	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione      **Second:** Assemi      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

<b>Transit &amp; Intercity Rail Capital Program (TIRCP) Project Allocations</b>					
85	Request of \$17,841,000 for two TIRCP projects.	2.6g.(1)	Laurel Janssen Bruce Roberts	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Assemi      **Second:** Tavaglione      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

<b>Active Transportation Program (ATP) Allocations</b>					
86	Request of \$15,445,000 for 19 ATP projects. <i>(Related Items under Tab 58.)</i>	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

**Recommendation:** Approval of projects 1-4 and 6-19, project 5 will be deferred to the May CTC meeting.

**Action Taken:** Approved

**Motion:** Ghielmetti      **Second:** Tavaglione      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Active Transportation Program Allocations

--Revise Project 17 (PPNO 1166) – SANBAG Metrolink Station Accessibility Improvement Project as follows:

"(CEQA – pending)" "(CEQA – letter, March 4, 2016.)"

"(NEPA – pending)" "(NEPA – letter, March 4, 2016.)"

<b>Active Transportation Program (ATP) Allocation - Advancements</b>					
87	Request of \$500,000 for two locally administered ATP projects, programmed in FY 2016-17.	2.5w.(2)	Laurie Waters Rihui Zhang	A	D

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Tavaglione      **Second:** Inman      **Recused:** None      **Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>TIME EXTENSION REQUESTS</b>					
<b>Project Allocation Time Extension</b>					
88	Request to extend the period of project allocation for five ATP projects, per ATP Guidelines.	2.8a.	Teresa Favila Rihui Zhang	A	D

Items 88-92 and 95 were taken together

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*

Project Allocation Time Extensions

--Project 2 (PPNO 2610) - Revise the recommendation by CTC staff from 6 months to 12 months.

Proj #	PPNO	County	Agency	Extension Request	Recommendations		Notes
					Cal-trans	CTC Staff	
1	01-3105	LAK	Clearlake	4 months	4 months	4 months	Delays with completion of environmental
2	05-2610	MON	Monterey	12 months	12 months	12 months	Delays with completion of environmental and RW
3	07-4892	VEN	Ventura	12 months	12 months	9 months	Delays in getting a consultant on board
4	07,08-1165	VAR	Omnitrans	12 months	12 months	12 months	Delays with completion of environmental
5	08-1019	RIV	CVAG	12 months	12 months	12 months	Delays with completion of environmental

<b>Contract Award Time Extension</b>					
89	Request to extend the period of contract award for the Eastern Sierra Scenic Byway Tourist Center STIP project (PPNO 2517C) in Inyo County, per STIP Guidelines.		2.8b.(1)	Teresa Favila Rihui Zhang	A D

Items 88-92 and 95 were taken together

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Proj #	PPNO	County	Agency	Extension Request	Recommendations		Notes
					Cal-trans	CTC Staff	
1	09-2517C	INYO	Inyo County	6 months	6 months	6 months	E76 process was delayed due to FHWA's Federal Aid Data System/ Financial Management Information System upgrade

Tab #	Item Description	Ref. #	Presenter	Status*
90	Request to extend the period of contract award for 24 SHOPP projects, per Resolution G-06-08.	2.8b.(2)	Teresa Favila Bruce De Terra	A D

Items 88-92 and 95 were taken together

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Request of the period of contract awrd for 24 **15** SHOPP Projects

- Project 2 (PPNO 03-5067/EA1F400) – Placer County – *Withdrawn prior to the CTC Meeting.*
- Project 3 (PPNO 0488H/EA 1J320) – Sonoma County – *Withdrawn prior to the CTC Meeting.*
- Project 4 (PPNO 1480S/EA 1J630) – Santa Clara County – *Withdrawn prior to the CTC Meeting.*
- Project 5 (PPNO 0277F/EA 2G452) – Contra Costa County - *Withdrawn prior to the CTC Meeting.*
- Project 8 (PPNO 4157/EA 2750U) – Ventura County – *Withdrawn prior to the CTC Meeting.*
- Project 15 (PPNO 0252Q/EA OG780) – Riverside County – *Withdrawn prior to the CTC Meeting.*
- Project 21 (PPNO 4928B/EA 0H226) – Orange County – *Withdrawn prior to the CTC Meeting.*
- Project 23 (PPNO 2530G/EA 0N780) – Orange County – *Withdrawn prior to the CTC Meeting.*
- Project 24 (PPNO 2846B/EA 0N800) – Orange County – *Withdrawn prior to the CTC Meeting.*

Proj #	PPNO	County	Agency	Extension	Recommendations		Notes
				Request	Caltrans	CTC Staff	
1	01-1082	DN	Caltrans-SHOPP	6 months	6 months	6 months	Low bid did not meet DBE goals, subsequent low bidders are above Engineer's Estimate, Caltrans doing bid analysis
2	03-5067	PLA	Caltrans-SHOPP	6 months	6 months	6 months	Low bid did not meet DBE goal, a reconsideration hearing was held
3	04-0488H	SON	Caltrans-SHOPP	6 months	6 months		Low bid did not meet DBE goal and failed to confirm attendance for a reconsideration hearing, second and fourth bidders extended their bid WITHDRAWN
4	04-1480S	SCL	Caltrans-SHOPP	9 months	9 months		Bid opening extended due to 5 addendums prepared to address bidder inquiries. Low bid did not meet DBE goals WITHDRAWN
5	04-0277F	CC	Caltrans-SHOPP	6 months	6 months		Environmental permit restricts construction activity to certain months WITHDRAWN
6	04-1480S	ALA	Caltrans-SHOPP	9 months	9 months	6 months	Bid opening delayed due to four addendums, a bid protests was also received and evaluated
7	04-0133T	ALA	Caltrans-SHOPP	9 months	9 months	9 months	Low bid 52% over Engineer's Estimate, supplemental funds request denied in January and contract will be re-packaged and re-advertised
8	07-4157	VEN	Caltrans-SHOPP	6 months	6 months	6 months	Low bid did not meet DBE goal
9	07-4293	LA	Caltrans-SHOPP	6 months	6 months	6 months	Scope of work not consistent with FTIP, an FTIP Amendment to correct needed to be processed
10	07-4486	LA	Caltrans-SHOPP	3 months	3 months	3 months	Lowest bid is 14.7% over Engineer's Estimate, evaluating options
11	07-4497	LA	Caltrans-SHOPP	6 months	6 months	3 months	Lowest bid is 69% over Engineer's Estimate, supplemental vote request on the March agenda and can proceed to award upon approval.
12	07-4584	LA	Caltrans-SHOPP	6 months	6 months	6 months	Scope of work not consistent with FTIP, an FTIP Amendment to correct needed to be processed
13	07-4656	VEN	Caltrans-SHOPP	6 months	6 months	6 months	Environmental permit restricts construction activity to certain months
14	07-4384	LA	Caltrans-SHOPP	3 months	3 months	3 months	FTIP Amendment is necessary to reflect cost increase
15	08-0252Q	RIV	Caltrans-SHOPP	4 months	4 months		Unable to efficiently process the E76 on FHWA's updated system.WITHDRAWN
16	08-0253F	SBd	Caltrans-SHOPP	4 months	4 months	4 months	Unable to efficiently process the E76 on FHWA's updated system.

Tab #	Item Description			Ref. #	Presenter	Status*	
17	08-0187G	SBd	Caltrans-SHOPP	4 months	4 months	4 months	Unable to efficiently process the E76 on FHWA's updated system.
18	08-0206T	SBd	Caltrans-SHOPP	2 months	2 months	2 months	Unable to efficiently process the E76 on FHWA's updated system.
19	08-0040M	RIV	Caltrans-SHOPP	4 months	4 months	4 months	Unable to efficiently process the E76 on FHWA's updated system.
20	08-0111C	RIV	Caltrans-SHOPP	4 months	4 months	4 months	Unable to efficiently process the E76 on FHWA's updated system.
21	12-4928B	ORA	Caltrans-SHOPP	4 months	4 months		Large number of bidder inquiries through the addenda process, low bid did not meet DBE goal WITHDRAWN
22	12-2769D	ORA	Caltrans-SHOPP	8 months	8 months	8 months	All bidders were ineligible and the project will need to be re-advertised
23	12-2530G	ORA	Caltrans-SHOPP	4 months	4 months		Large number of bidder inquiries through the addenda process, low bid did not meet DBE goal WITHDRAWN
24	12-2864B	ORA	Caltrans-SHOPP	4 months	4 months		Large number of bidder inquiries through the addenda process, low bid did not meet DBE goal WITHDRAWN

91	Request to extend the period of contract award for the San Joaquin Regional Rail Commission/Altamont Corridor Express Stockton Passenger Track Extension project, per HSPTB Guidelines.			2.8b.(3)	Teresa Favila Bruce Roberts	A	D
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Items 88-92 and 95 were taken together

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Proj #	PPNO	County	Agency	Extension Request	Recommendations		Notes
					Caltrans	CTC Staff	
1	10-HR001	SJ	SJRRRC	12 months	12 months	12 months	Prolonged negotiations with the Union Pacific Railroad Company (UPRR)

92	Request to extend the period of contract award for two Aeronautic – A&D Program projects, per Aeronautics Guidelines Resolution G-14-03.			2.8b.(4)	Teresa Favila Gary Cathey	A	D
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Items 88-92 and 95 were taken together

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Proj #	PPNO	County	Agency	Extension Request	Recommendations		Notes
					Caltrans	CTC Staff	
1	Tri-7-14-1	TRI	Trinity County	6 months	6 months	6 months	Delays in completing PS&E
2	Tri-8-14-1	TRI	Trinity County	6 months	6 months	6 months	Delays in completing PS&E

Tab #	Item Description	Ref. #	Presenter	Status*	
<b>Post Fact Project Expenditure Time Extensions</b>					
93	Post fact request to extend the period of project development expenditure for the Sir Francis Drake Boulevard Westbound Class II Bike Lane STIP project (PPNO 2127Q) in Marin County, per STIP Guidelines.	2.8d.(1)	Teresa Favila Rihui Zhang	A	D

This item was withdrawn prior to the meeting.

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*

Post Fact Project Expenditure Time Extension – Sir Francis Drake Boulevard Westbound Class II Bike Lane STIP project (PPNO 2127Q) – *Withdrawn prior to the CTC Meeting.*

Proj #	PPNO	County	Agency	Extension Request	Recommendations	Notes
					Cal-trans CTC Staff	
1	04-2127Q	MAR	Marin County	7 months	Neutral	Expenditure deadline for PS&E was June 30, 2013 WITHDRAWN

94	Post fact request to extend the period of project expenditure for the Marin County Planning, Programming and Monitoring STIP project (PPNO 2127C), per STIP Guidelines.	2.8d.(2)	Teresa Favila Rihui Zhang	A	D
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This item was withdrawn prior to the meeting.

*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*

Post Fact Project Expenditure Time Extension – Marin County Planning, Programming and Monitoring project (PPNO 2127C) – *Withdrawn prior to the CTC Meeting.*

Proj #	PPNO	County	Agency	Extension Request	Recommendations	Notes
					Cal-trans CTC Staff	
1	04-2127C	Marin	TAM	12 months	Neutral	Expenditure deadline for PPM was June 30, 2014 WITHDRAWN

<b>Proposition 116 Projects Time Extension</b>					
95	Request to extend the period of project reimbursement for the Orange County Transportation Authority Sand Canyon Grade Separation project, per Proposition 116 Guidelines.	2.8e.	Teresa Favila Bruce Roberts	A	D

Items 88-92 and 95 were taken together

**Recommendation:** Approval

**Action Taken:** Approved

**Motion:** Ghielmetti

**Second:** Assemi

**Recused:** None

**Absent:** None

**Vote result:** 11-0

**Ayes:** Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione

**Nays:** None

**Abstained:** None

Proj #	PPNO	County	Agency	Extension Request	Recommendations	Notes
					Cal-trans CTC Staff	
1		ORA	OCTA	17 months	17 months 17 months	Need to resolve stop notices filed by Subcontractor

Tab #	Item Description	Ref. #	Presenter	Status*
	<b>OTHER MATTERS / PUBLIC COMMENT</b>	6.		
	<b>ADJOURNMENT IN MEMORY OF NANCY DOUGHERTY AND ELSIE JANE JANSSEN</b>			

*Susan Bransen*

Susan Bransen, Executive Director

*April 26, 2016*

Date

# Memorandum

**To:** CHAIR AND COMMISSIONERS

**Date:** May 18, 2016

**From:** Susan Bransen  
Executive Director

**File:** 1.5  
Action

**Subject:** Meeting for Compensation for March 2016 (March 2 – March 30)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars (\$100) per day, but not to exceed eight hundred dollars (\$800) for any Commission business authorized by the Commission during any month, when a majority of the Commission approves the compensation by a recorded vote, plus the necessary expenses incurred by the member in the performance of the member's duties. The need for up to eight days per diem per month is unique to the Commission in that its members must evaluate projects and issues throughout the state in order to prioritize projects for the State Transportation Improvement Program. These responsibilities require greater time, attention, and travel than local or regional transportation entities which have responsibility only for individual portions of the program.

The following list of meetings is submitted for Commission approval:

**Regular Commission Meeting Activities:**

- March 16 - CTC meeting in Irvine (All Commissioners attended all or part of the meeting)
- March 17 - CTC meeting in Irvine (All Commissioners attended all or part of the meeting)

**Additional Meetings:**

**Bob Alvarado**

- March 14 – Teleconference with CTC Staff Re: Chair Briefing. Oakland
- March 16 – Attended CTC Retreat. Irvine

**Darius Assemi**

- March 11 – Teleconference with Shirley Choate and Gary Slater Re: Supplemental Funds Request. Fresno
- March 14 - Teleconference with CTC Staff Re: Chair Briefing. Fresno
- March 14 – Meeting with Ted Smalley and Patricia Taylor Re: STIP Funding and SR-99 Widening Projects. Fresno

March 15 – Teleconference with Tony Boren Re: Active Transportation Program. Fresno  
March 15 – Teleconference with CTC Staff Re: Project Delivery Briefing. Fresno  
March 16 – Attended CTC Retreat. Irvine  
March 23 – Attended Press Conference Re: Need for More Transportation Funding. Fresno

### **Yvonne Burke**

March 11 – Teleconference with Shirley Choate and Gary Slater Re: Supplemental Funds Request. Los Angeles  
March 14 – Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles  
March 14 – Meeting with Patricia Chen and Robert Naylor Re: Active Transportation Guidelines. Los Angeles  
March 16 – Attended CTC Retreat. Irvine

### **Lucetta Dunn**

March 2 – Speaker at TCA Mobility Ad Hoc Event. Irvine  
March 9 – Meeting with Lori Donchak Re: SR-241, Ortega Highway. Mission Viego  
March 14 - Teleconference with CTC Staff Re: Chair Briefing. Irvine  
March 14 – Meeting with OCTA Re: CTC Agenda Items. Irvine  
March 16 – Attended CTC Retreat. Irvine  
March 17 – Attended STIP Southern California Hearing. Irvine  
March 18 – Attended Mobility 21 Board Meeting. Irvine  
March 19 - Meeting with Shirley Choate Re: District 7 Projects. Irvine  
March 21 – Meeting with Dan Kelly and Richard Broming Re: South County Mobility. Mission Viego  
March 22 – Meeting with Disney Re: Eastern Gateway. Irvine

### **Jim Earp**

March 8 – Teleconference with CTC Staff Re: 2016 STIP Reductions. Sacramento  
March 14 - Teleconference with CTC Staff Re: Agenda Briefing. Sacramento  
March 15 - Teleconference with CTC Staff Re: Project Delivery Briefing. Sacramento  
March 16 – Attended CTC Retreat. Irvine  
March 24 - Attended STIP Northern California Hearing. Sacramento

### **James Ghielmetti**

March 8 - Teleconference with CTC Staff Re: 2016 STIP Reductions. Pleasanton  
March 14 - Teleconference with CTC Staff Re: Agenda Briefing. Pleasanton  
March 15 - Teleconference with CTC Staff Re: Project Delivery Briefing. Pleasanton  
March 16 – Attended CTC Retreat. Irvine  
March 28 – Meeting with Susan Bransen Re: CTC Business. Sacramento

## **Carl Guardino**

- March 1 – Meeting with SPUR Re: Future of Caltrain Commuter Rail. Palo Alto
- March 14 – Teleconference with CTC Staff Re: Agenda Briefing. San Jose
- March 15 – Meeting with Business Stakeholders Re: Regional Transportation Funding. San Jose
- March 16 – Attended CTC Retreat. Irvine
- March 18 – Teleconference with Brian Annis Re: Cap and Trade Funds. San Jose
- March 20 – Meeting with Joe Simitian and Local Mayors Re: Regional Transportation Funding. Palo Alto
- March 24 – Speaker at San Jose Chamber Board Meeting Re: Regional Transportation Funding. San Jose
- March 30 – Meeting with Nuria Fernandez Sam Liccardo and Cindy Chavez Re: BART Funding. San Jose.

## **Fran Inman**

- March 4 – Teleconference with Will Ridder Re: METRO and TCIF. City of Industry
- March 5 – Attended METRO Gold Line Extension Grand Opening. Duarte
- March 9 – Attended Freight Efficiency Workshop. Sacramento.
- March 11 - Meeting with Patricia Chen and Robert Naylor Re: METRO. City of Industry
- March 14 - Teleconference with CTC Staff Re: Agenda Briefing. Washington D.C.
- March 15 – Meeting with METRO Re: March CTC Agenda Items. Washington D.C.
- March 16 – Attended CTC Retreat. Irvine
- March 17 – Attended STIP Southern California Hearing. Irvine
- March 22 – Teleconference with Port of Long Beach Re: Pulse of Port Panel. City of Industry
- March 22 – Attended Freight Roundtable with Administrator Nadeau. Los Angeles
- March 23 – Attended Freight Roundtable with Administrator Nadeau. Oakland

## **Christine Kehoe**

- March 10 – Attended SANDAG Board of Directors Retreat. Barona
- March 14 – Teleconference with Susan Bransen Re: Ethics Training and CTC Forms. San Diego
- March 15 - Teleconference with CTC Staff Re: Agenda Briefing. San Diego
- March 16 - Attended CTC Retreat. Irvine

## **Jim Madaffer**

- March 4 – Teleconference with Road Charge Workgroup. San Diego
- March 7 – Attended FAST Act Discussion. San Diego
- March 9 – Teleconference with IBTTA Re: Road Charge Panel. San Diego
- March 9 – Attended SANDAG Retreat. Lakeside
- March 10 - Attended SANDAG Retreat. Lakeside
- March 12 – Attended IBTTA Transportation and Policy Summit. Washington D.C.
- March 13 - Attended IBTTA Transportation and Policy Summit. Washington D.C.
- March 14 - Attended IBTTA Transportation and Policy Summit. Washington D.C.

March 15 - Teleconference with CTC Staff Re: Agenda Briefing. San Diego

March 16 – Attended CTC Retreat. Irvine

March 17 – Attended STIP Southern California Hearing. Irvine

March 18 – Chairman for Road Charge TAC Meeting. Irvine

March 23 – Teleconference with CTC Staff Re: Road Charge TAC De-Brief. San Diego

**Joseph Tavaglione**

No Additional Meetings Reported

# Memorandum

**To:** CHAIR AND COMMISSIONERS

**Date:** May 18, 2016

**From:** Susan Bransen  
Executive Director

**File:** 1.5  
Action

**Subject:** Meeting for Compensation for February 2016 (February 1 – March 1)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars (\$100) per day, but not to exceed eight hundred dollars (\$800) for any Commission business authorized by the Commission during any month, when a majority of the Commission approves the compensation by a recorded vote, plus the necessary expenses incurred by the member in the performance of the member's duties. The need for up to eight days per diem per month is unique to the Commission in that its members must evaluate projects and issues throughout the state in order to prioritize projects for the State Transportation Improvement Program. These responsibilities require greater time, attention, and travel than local or regional transportation entities which have responsibility only for individual portions of the program.

The following list of meetings is submitted for Commission approval:

**Regular Commission Meeting Activities:**

No Regular Commission Meeting Activities

**Additional Meetings:**

**Bob Alvarado**

February 12 – Teleconference CTC Commissioners Re: Executive Director Search Committee.  
Oakland

February 16 – Testified at the Senate Transportation Committee Hearing. Sacramento

March 1 – Meeting with CTC Commissioners Re: Executive Director Search Committee.  
Sacramento

**Darius Assemi**

February 1 – Teleconference with Congressman Jeff Denham, Bob Rucker, Karen McLaughlin and Steve De Brum Re: STIP Funding for McKinley Avenue SR-120 Interchange Project. Fresno

## **Yvonne Burke**

No Meetings to Report

## **Lucetta Dunn**

February 1 – Teleconference with CTC Staff Re: Weekly Chair Briefing. Irvine  
February 5 – Teleconference with Commissioner Kehoe Re: CTC Orientation. Irvine  
February 8 - Teleconference with CTC Staff Re: Weekly Chair Briefing. Irvine  
February 12 – Teleconference CTC Commissioners Re: Executive Director Search Committee.  
Irvine  
February 17 – Teleconference with Fix Our Roads Coalition. Irvine  
February 19 – Teleconference with Dan Richards Re: High Speed Rail Business Plan. Irvine  
February 22 - Teleconference with CTC Staff Re: Weekly Chair Briefing. Irvine  
February 23 – Teleconference with CTC Staff Re: OPR’s Draft CEQA Guidelines. Irvine  
February 25 - Teleconference with Ryan Chamberlain Re: Orange County Projects. Irvine  
February 26 – Speaker at Chamber Alliance of Ventura and Santa Barbara Counties. Ventura  
February 29 - Teleconference with CTC Staff Re: Weekly Chair Briefing. Irvine  
March 1 – Meeting with CTC Commissioners Re: Executive Director Search Committee.  
Sacramento

## **Jim Earp**

February 10 – Speaker at CTF Forum. Sacramento  
February 12 - Teleconference CTC Commissioners Re: Executive Director Search Committee.  
Sacramento  
February 23 - Teleconference with CTC Staff Re: OPR’s Draft CEQA Guidelines. Sacramento  
March 1 – Meeting with CTC Commissioners Re: Executive Director Search Committee.  
Sacramento

## **James Ghielmetti**

February 12 - Teleconference CTC Commissioners Re: Executive Director Search Committee.  
Oakland  
February 29 – Meeting with Rachel Flynn Re: Oakland Transportation Issues. Oakland  
March 1 – Meeting with CTC Commissioners Re: Executive Director Search Committee.  
Sacramento

## **Carl Guardino**

February 2 – Meeting with Pat Burt and Greg Scharff Re: North County Transportation Needs.  
Palo Alto  
February 4 – Meeting with Scott Haggerty Re: BART to Livermore and ACE Train. Pleasanton  
February 5 – Teleconference with Malcolm Dougherty and Regina Hopper Re: ITS Annual  
Conference. San Jose  
February 6 – Meeting with Glenn Hendricks Re: West Valley Transportation Needs. Sunnyvale

- February 7 – Meeting with Jeannie Bruins Re: North County Transportation Priorities. Los Altos
- February 9 – Meeting with Leos Novotny Re: Dumbarton Bridge Rail Improvements. San Jose
- February 10 – Meeting with City of Monte Sereno Senior Staff Re: Highway 85 Improvements. Los Gatos
- February 11 – Meeting with Various Santa Clara County Mayors Re: Regional Transportation Needs. Sunnyvale
- February 17 – Meeting with Congresswoman Zoe Lofgren and Dan Richards Re: High Speed Rail 2016 Business Plan. San Jose
- February 18 – Meeting with Tilly Chang Re: San Francisco Transportation Priorities. San Francisco

**Fran Inman**

- February 1 – Attended the Sustainable Freight Workshop. Wilmington
- February 3 – Attended the Freight Efficiency Strategies Development Group Meeting. Sacramento
- February 4 – Teleconference with Ray Wolfe and Steve Smith Re: SANDBAG Freight Issues. City of Industry
- February 5 – Participated in an Interview for Gateway Cities Strategic Transportation Plan. City of Industry
- February 8 – Attended Southern California National Freight Gateway Collaboration Working Group Meeting. Los Angeles
- February 10 – Attended the California Freight Advisory Committee Meeting. Oakland
- February 23 - Teleconference with CTC Staff Re: OPR’s Draft CEQA Guidelines. Sacramento
- February 25 – Attended National Research Peer Exchange Smart Growth and Goods Movement Event. Irvine

**Christine Kehoe**

- February 5 – Teleconference with CTC Chair Dunn Re: CTC Orientation. San Diego
- February 16 – Teleconference with CTC Staff Re: New Commissioner Orientation. San Diego

**Jim Madaffer**

- February 2 – Meeting with HTNB. San Diego
- February 3 – Speaker at LCC City Manager Meeting. Indian Wells
- February 4 – Speaker at SCAG Re: Road Charge. Los Angeles
- February 8 – Attended SCAG General Assembly Planning Teleconference. San Diego
- February 10 – Speaker at CTF Event. Sacramento
- February 12 - Teleconference CTC Commissioners Re: Executive Director Search Committee. Irvine
- February 22 – Attended MBUFA Conference. Washington D.C.
- February 23 – Attended MBUFA Conference. Washington D.C.
- February 26 – Teleconference with IBTTA Road Charge Panel Members. San Diego
- March 1 – Meeting with CTC Commissioners Re: Executive Director Search Committee. Sacramento

**Joseph Tavaglione**

No Meetings to Report

# Memorandum

## Addendum

To: CHAIR AND COMMISSIONERS

Date: May 18, 2016

From: Susan Bransen  
Executive Director

File: 1.5  
Action

**Subject:** Meeting for Compensation for January 2016 (January 1- January 30)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars (\$100) per day, but not to exceed eight hundred dollars (\$800) for any Commission business authorized by the Commission during any month, when a majority of the Commission approves the compensation by a recorded vote, plus the necessary expenses incurred by the member in the performance of the member's duties. The need for up to eight days per diem per month is unique to the Commission in that its members must evaluate projects and issues throughout the state in order to prioritize projects for the State Transportation Improvement Program. These responsibilities require greater time, attention, and travel than local or regional transportation entities which have responsibility only for individual portions of the program.

The following list of meetings is submitted for Commission approval:

### Additional Meetings:

#### **Darius Assemi**

- January 6 – Teleconference with Assemblymember Jim Frazier Re: AB1591. Fresno
- January 7 – Teleconference with Transportation Policy Makers Re: Governor Brown's Proposed Transportation Budget. Fresno
- January 15 – Teleconference with Melissa Garza and Tony Boren Re: 2016 Revised STIP Fund Estimate. Fresno
- January 19 – Teleconference with CTC Staff Re: Agenda Briefing. Fresno
- January 20 – Attended CTC Retreat. Sacramento
- January 20 – Meeting with Senators Tom Berryhill and Steve Glazer and Assemblymember Jim Frazier Re: AB1591. Sacramento
- January 25 – Teleconference with Senator Steve Glazer Re: Transportation Funding. Fresno

## **James Earp**

- January 19 – Teleconference with CTC Staff Re: Agenda Briefing. Sacramento
- January 19 – Teleconference with CTC. Re: Project Delivery Briefing. Sacramento

## **Carl Guardino**

- January 5 – Meeting with Nuria Fernandez and Sam Liccardo Re: Regional Transportation Priorities. San Jose
- January 11 – Teleconference with Senator Canella Re: CTC Appointment. San Jose
- January 13 – Meeting with London Breed Re: Regional Transportation Issues. San Francisco
- January 14 – Meeting with Savita Vaidhyanathan Re: Highway 85 Transit Alternatives. San Jose
- January 15 – Teleconference with CTC Staff Re: Chair Briefing. San Jose
- January 17 - Meeting with Joe Simitian Re: North County Transportation Priorities. Palo Alto
- January 18 – Meeting with Cindy Chavez and Sam Liccardo Re: Regional Transportation Priorities. San Jose
- January 25 – Meeting with Walter Huff Re: Highway 85 Corridor Issues. Monte Sereno

## **Jim Madaffer**

- January 5 – Road Charge Media Outreach with Eric Thronson. San Diego
- January 10 - Attended the Transportation Research Board Annual Meeting. Washington D.C.
- January 11 - Attended the Transportation Research Board Annual Meeting. Washington D.C.
- January 12 - Attended the Transportation Research Board Annual Meeting. Washington D.C.
- January 13 - Conducted Road Charge Media Outreach with Eric Thronson. San Diego
- January 19 – Teleconference with CTC Staff Re: Agenda Briefing. San Diego
- January 26 – Teleconference with Saul Gonzales Re: Tri-State Commission Meeting. San Diego
- January 29 – Teleconference Re: IBTTA Panel Coordination. San Diego
- January 31 – Speaker at California Trucking Association Meeting. Newport Beach

# Memorandum

## Addendum

To: CHAIR AND COMMISSIONERS

Date: May 18, 2016

From: Susan Bransen  
Executive Director

File: 1.5  
Action

**Subject:** Meeting for Compensation for December 2015 (December 1- December 31)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars (\$100) per day, but not to exceed eight hundred dollars (\$800) for any Commission business authorized by the Commission during any month, when a majority of the Commission approves the compensation by a recorded vote, plus the necessary expenses incurred by the member in the performance of the member's duties. The need for up to eight days per diem per month is unique to the Commission in that its members must evaluate projects and issues throughout the state in order to prioritize projects for the State Transportation Improvement Program. These responsibilities require greater time, attention, and travel than local or regional transportation entities which have responsibility only for individual portions of the program.

The following list of meetings is submitted for Commission approval:

**Additional Meetings:**

**James Earp**

December 7 - Teleconference with CTC Staff Re: Agenda Briefing. Sacramento

December 8 - Teleconference with CTC Staff Re: Project Delivery Briefing. Sacramento

December 17 - Meeting with Active transportation Coalition Members Re: Active Transportation Funding Guidelines. Sacramento

# Memorandum

## Addendum

To: CHAIR AND COMMISSIONERS

Date: May 18, 2016

From: Susan Bransen  
Executive Director

File: 1.5  
Action

**Subject:** Meeting for Compensation for November 2015 (October 31- November 30)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars (\$100) per day, but not to exceed eight hundred dollars (\$800) for any Commission business authorized by the Commission during any month, when a majority of the Commission approves the compensation by a recorded vote, plus the necessary expenses incurred by the member in the performance of the member's duties. The need for up to eight days per diem per month is unique to the Commission in that its members must evaluate projects and issues throughout the state in order to prioritize projects for the State Transportation Improvement Program. These responsibilities require greater time, attention, and travel than local or regional transportation entities which have responsibility only for individual portions of the program.

The following list of meetings is submitted for Commission approval:

### Additional Meetings:

#### **James Earp**

- November 2 - Meeting with Senate Rules Committee Staff Re: CTC Confirmation. Sacramento
- November 5 - Meeting with Active Transportation Representative Re: CTC Active Transportation Funding Guidelines. Sacramento
- November 12 - Meeting with Caltrans District 3 Director Re: I-80 Jackson Highway Projects. Sacramento
- November 14 - Attended Focus on the Future Conference. Newport Beach
- November 15 - Attended Focus on the Future Conference. Newport Beach
- November 16 - Attended Focus on the Future Conference. Newport Beach

# Memorandum

## Addendum

To: CHAIR AND COMMISSIONERS

Date: May 18, 2016

From: Susan Bransen  
Executive Director

File: 1.5  
Action

**Subject:** Meeting for Compensation for October 2015 (October 1- October 30)

Per Government Code Section 14509, each member of the California Transportation Commission (Commission) shall receive compensation of one hundred dollars (\$100) per day, but not to exceed eight hundred dollars (\$800) for any Commission business authorized by the Commission during any month, when a majority of the Commission approves the compensation by a recorded vote, plus the necessary expenses incurred by the member in the performance of the member's duties. The need for up to eight days per diem per month is unique to the Commission in that its members must evaluate projects and issues throughout the state in order to prioritize projects for the State Transportation Improvement Program. These responsibilities require greater time, attention, and travel than local or regional transportation entities which have responsibility only for individual portions of the program.

The following list of meetings is submitted for Commission approval:

### **Additional Meetings:**

#### **Darius Assemi**

October 14 – Speaker at FresnoCOG Transportation Forum. Fresno

October 19 – Teleconference with Caltrans District 10 Director Re: October CTC Agenda Items.  
Fresno

October 19 – Teleconference with CTC Staff Re: Agenda Briefing. Fresno

**ELECTION OF COMMISSION VICE CHAIR**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

**EXECUTIVE DIRECTOR'S REPORT**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

**COMMISSION REPORTS**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

1.6

**REPORT BY THE STATE TRANSPORTATION**  
**AGENCY SECRETARY**  
**AND/OR UNDERSECRETARY**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

1.7

**REPORT BY CALTRANS' DIRECTOR**  
**AND/OR DEPUTY DIRECTOR**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

1.11

**REPORT BY UNITED STATES**  
**DEPARTMENT OF TRANSPORTATION**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

**1.8**

**REPORT BY REGIONAL AGENCIES MODERATOR**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

**REPORT BY RURAL COUNTIES TASK FORCE CHAIR**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

**REPORT BY SELF-HELP COUNTIES COALITION**  
**MODERATOR**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

**STATE AND FEDERAL LEGISLATIVE MATTERS**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

**BUDGET AND ALLOCATION CAPACITY UPDATE**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE MAY 18-19, 2016  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

# Memorandum

Tab 19

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 4.19  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **FAST ACT – IMPLEMENTATION AND FEDERAL FUNDING ISSUES INCLUDING  
REPURPOSING GRANTS**

## **SUMMARY:**

On December 4, 2015, President Obama signed the “Fixing America’s Surface Transportation (FAST) Act” into law. The FAST Act is largely consistent with the prior Act, known as the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), in terms of policies and funded programs. One notable difference between the two acts is a new apportioned program called the National Highway Freight Performance Program, intended to focus on efficient movement of freight.

## **BACKGROUND:**

The FAST Act is a five-year act that was signed into law on December 4, 2015, making it the first new transportation act in more than a decade that provides true long-term funding commitments and policy direction. MAP-21 was a two-year act, and while new policy direction was set forth in MAP-21, long-term funding was lacking. Nation-wide, the FAST Act provides more than \$300 billion for transportation priorities through 2020. Funding levels for California in the Fast Act are consistent with the adopted 2016 State Transportation Improvement Program Fund Estimate.

### *Funding Splits*

Since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law in 2005, the approximate split of federal funding between the State and local transportation agencies has been approximately 60 percent/40 percent for apportioned programs. The 60 percent/40 percent split of funding was a natural outcome of a combination of state and federal laws, and commitments to fund important activities such as local bridge safety.

Certain federal fund apportionment categories are designated in part, or wholly for local control by federal law. This includes Congestion Mitigation and Air Quality (CMAQ) funding, Metropolitan Planning funding, and a portion of Surface Transportation Block Grant Program (STBGP). Other funds, such as Highway Safety Improvement Program (HSIP) funding is split between state and local agencies by state law.

When MAP-21 effectively combined a number of apportionment categories into larger, more broadly-based categories, some apportionment categories that were shared between the state and local agencies were rolled into other categories. The California Department of Transportation (Department) and local agencies worked together to reach agreement on funding splits that followed the same 60 percent/40 percent ratio from prior federal acts.

#### *National Highway Freight Program*

Perhaps the most significant change in apportionment categories inherent in the FAST Act is the addition of the National Highway Freight Program (NHFP), and the creation of the National Highway Freight Network (NHFN). Generally, NHFP funds must be used to contribute to the efficient movement of freight on the NHFN, and be identified in a freight investment plan included as part of the State's freight plan. The FAST Act provides about \$582 million in NHFP apportionments to California over the five-year period of the act. Eligible projects are on Federal Highway Administration's (FHWA) designated Primary Highway Freight System, Critical Rural Freight Corridors, and Critical Urban Freight Corridors.

States will be able to obligate up to 10 percent of their freight program funds for improvements to freight rail or ports, statutorily breaking a long-standing practice against using the Highway Trust Fund (HTF) resources for modes of transportation other than highways and public transportation. This is especially notable in light of the fact that neither ports nor rail companies contribute to the HTF.

#### *Fast Lane Grants*

The NSFHP program provides financial assistance of approximately \$900 million per year in the form of national-competitive grants known as Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grants, to nationally and regionally significant freight and highway projects. The FASTLANE grants provide dedicated funding for projects that address major issues facing our nation's freight infrastructure, including highways, bridges and including intermodal projects.

The FASTLANE grants may not exceed 60 percent of the total eligible project costs for qualifying NSFHP projects. An additional 20 percent may come from other federal sources bringing federal participation up to an 80 percent maximum. The remaining project costs must come from non-federal sources such as state funds, local funds, and private funds.

#### *Repurposing of Earmarks*

The 2016 Consolidated Appropriations Act appropriated funds for a multitude of federal programs, including transportation. The Consolidated Appropriations Act also included a provision allowing for the repurposing of certain federal earmark funds. On March 8, 2016, FHWA issued guidance on the implementation of earmark repurposing. FHWA also released lists of earmark projects that are potentially eligible for the repurposing.

To be eligible for repurposing, an earmark project must have been earmarked more than 10 years ago, and:

- Have less than 10 percent funding obligated, or
- If more than 10 percent of funding is obligated, the project has been completed and closed with savings to the earmark.

The Department's Division of Local Assistance has determined that a range of \$110 to \$200 million in earmarks may be eligible for repurposing. A letter from the Division of Local Assistance to appropriate local entities was sent April 18, 2016, detailing the process for repurposing as well as laying out important deadlines. Repurpose requests are ultimately due to the Federal Highway Administration by September 12, 2016. Repurposed earmarks must be used on projects within 50 miles of the original earmark project.

#### *Transportation Funding Alternatives*

The FAST Act directs the United States Secretary of Transportation to make grants to states in order to demonstrate alternative, user-based revenue mechanisms that could maintain the long-term solvency of the HTF. The goal is to test at least two alternative user-based revenue mechanisms and provide recommendations for adoption and implementation at the federal level. Funding will be up to \$95 million with the federal share limited to 50 percent of eligible project costs.

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.5  
Information

From: SUSAN BRANSEN  
Executive Director

Subject: **PRESENTATION OF THE 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) STAFF RECOMMENDATIONS**

## **ISSUE:**

Based on the amended 2016 Fund Estimate, the STIP is over programmed in the first three years of the 2016 STIP period (fiscal years 2016-17 through 2018-19) by \$1.5 billion, and there is no capacity to add new projects. As a result, project funding carried forward from the 2014 STIP for fiscal years 2016-17 through 2018-19 totaling \$754 million must be deleted, and an additional \$755 million must be delayed to the last two years of the 2016 STIP (fiscal years 2019-20 and 2020-21).

The 2016 STIP Staff Recommendations, based on the amended 2016 Fund Estimate, include (1) no new projects, (2) project deletions and delays proposed by Regional Transportation Planning Agencies and the State Department of Transportation, and (3) additional project deletions and delays. The adopted 2016 STIP Guidelines included a one-time allowance for agencies to delay current year (fiscal year 2015-16) projects into the 2016 STIP period.

The 2016 STIP Staff Recommendations were released to Regional Transportation Planning Agencies and the State Department of Transportation on April 22, 2016. Several letters were received regarding project recommendations, and those letters are attached.

## **BACKGROUND:**

Under state law, the Commission adopts the biennial five-year State Transportation Improvement Program. The 2016 STIP will cover the five-year period from fiscal year 2016-17 through fiscal year 2020-21. Under law, the Commission may allocate STIP funds only in accordance with the adopted STIP. When the Commission adopted the amended fund estimate for the 2016 STIP on January 21, 2016, it scheduled the STIP adoption for May 18-19, 2016. State law requires that, at least 20 days prior to the adoption of the STIP, the Executive Director make available the Staff Recommendations for program adoption.

Adoption of the 2016 STIP is scheduled following this review and discussion at the May 18-19, 2016 Commission meeting.

Attachments

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae •  
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

April 19, 2016

Chair Bob Alvarado  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

RE: Request for funding \$9.399 million in STIP funds for US 101 HOV/Express Lanes Project

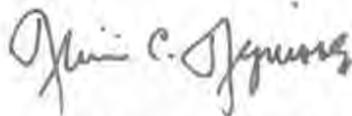
Dear Chair Alvarado:

We strongly urge the CTC to program \$9.399 million in STIP funding for the next phase of the "US 101 HOV/Express Lanes" project. The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County. In response to the CTC direction of a \$754 statewide reduction in programming, C/CAG cooperated with the Metropolitan Transportation Commission (MTC) in proposing a \$71 million postponement package from the Bay Area region. The MTC's recommended \$71 million package included \$18 million from San Mateo County, which is much larger than San Mateo County's fair share of the statewide reduction. We cooperated, with the understanding that the "US 101 HOV/Express Lanes" project will be programmed in the 2016 STIP

The "US 101 HOV/Express Lanes" project is the highest priority project in San Mateo County in that it has the largest countywide and regional impacts. This segment of the US 101 corridor connects the Silicon Valley and San Francisco, with SFO and two bridges connecting to the East Bay in between. It is arguably the backbone corridor for the most economically productive area in the State. In recent years, this corridor has experienced a drastic increase in congestion. If it is not fixed in a timely manner, it will result in severe negative impacts to our local community as well as enormous negative regional and statewide economic impacts.

While this project may be considered a new project from STIP standpoint, C/CAG, the San Mateo County Transportation Authority, the Metropolitan Transportation Commission, and California Department of Transportation (Caltrans) have been collaborating on this project for several years to-date. Moreover, San Mateo county spent its own local funds to pay for the Project Initiation Document and the Environmental phases of this project. Thus far, a total of \$14 million has been spent and/or committed to the early phases of this project. This project also has garnered true public-private partnership.

We strongly urge you to program \$9.399 million in the 2016 STIP for this project.  
Sincerely,



Alicia C. Aguirre, Chair of C/CAG

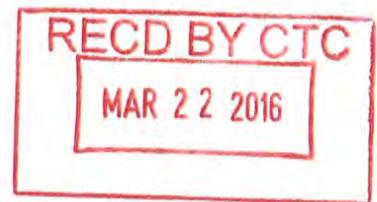
cc: Susan Bransen, Executive Director of CTC  
Adrienne Tissier, MTC Commissioner  
Steve Heminger, MTC  
Bijan Sartipi, Caltrans  
Jim Hartnett, San Mateo County Transportation Authority  
Sandy Wong, Executive Director of C/CAG



OFFICE OF THE CITY MANAGER

CITY OF  
**PALO  
ALTO**

250 Hamilton Avenue, 7th Floor  
Palo Alto, CA 94301  
650.329.2392



March 22, 2016

Mr. Bob Alvarado, Chair  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

**Re: City of Palo Alto US-101/Adobe Creek Bicycle and Pedestrian Bridge – STIP Funding**

Dear Mr. Alvarado:

In anticipation of the 2016 State Transportation Improvement Program (STIP) hearing this month, we humbly request that the allocation of \$4,350,000 in construction funding for the City of Palo Alto US-101/Adobe Creek Bicycle and Pedestrian Bridge be programmed in STIP Fiscal Year 17-18. This project is a model for effective state, local and private partnerships, as the \$4,350,000 in STIP funds will be used to match \$4,000,000 in previously authorized county funds and \$4,650,000 in city funds. Google Inc. has also been working very closely to support this project. To date, Google has partnered with the city in planning efforts for the project and committed to provide the needed right-of-way, and Google is considering additional efforts.

This project has already absorbed substantial cost increases, due to delays in preparing environmental studies and an extensive public involvement process. We cannot afford to postpone this project any longer. The City of Palo Alto has been working diligently to begin construction on this project in early 2018, and the current schedule is necessary for the following reasons:

- The \$4,000,000 in county funds may be reprogrammed if this project is not completed as currently scheduled.
- Several locally-funded bicycle boulevards and enhanced bikeways, which will link cyclists directly to the US-101/Adobe Creek Bicycle and Pedestrian Bridge, will be constructed in 2017.
- The seasonal undercrossing at this location already sees over 43,000 annual bicycle and pedestrian trips, and it is only open for about six months per year. This project will help the state, region and city meet their aggressive vehicle miles traveled and greenhouse gas emissions goals by increasing the active transportation mode share significantly.

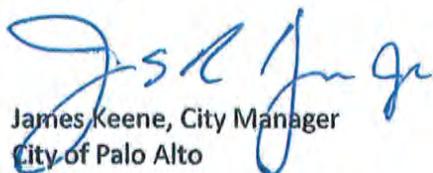
The goal of this project is to provide year-round bicycle and pedestrian access between Palo Alto, Stanford University, San Francisco Bay Trail, Baylands recreational areas, and large job centers east of US 101. An existing bicycle and pedestrian overcrossing at Oregon Expressway is approximately 1.4 miles north and is inconvenient for active transportation users who live in south Palo Alto and commuters to the Google and Facebook campuses.



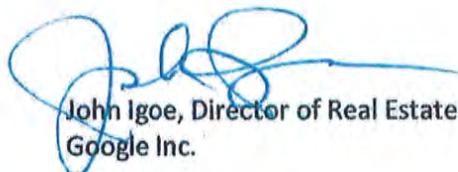
[CityOfPaloAlto.org](http://CityOfPaloAlto.org)

We support the continued funding of this project through the STIP, and request that the construction funding be programmed in STIP Fiscal Year 17-18.

Sincerely,



James Keene, City Manager  
City of Palo Alto



John Igoe, Director of Real Estate  
Google Inc.

cc: Carl Guardino, California Transportation Commission  
John Ristow, Santa Clara Valley Transportation Authority  
Members of the California Transportation Commission  
Members of the local legislative delegation  
Members of the Palo Alto City Council

# CALIFORNIA LEGISLATURE

STATE CAPITOL  
SACRAMENTO, CALIFORNIA  
95814

RECD BY CTC

MAR 29 2016

March 21, 2016

California Transportation Commission  
Attention: Chair Bob Alvarado  
1120 N Street, MS-52  
Sacramento, CA 95814

**SUBJECT: Support for Calaveras Council of Governments (CCOG) Regional Transportation Improvement Program (RTIP) and State Route 4 (Wagon Trail) Project.**

Dear Chair Alvarado and Commissioners:

We are writing to express our support for fully funding the regionally significant project in Calaveras County on State Route 4, identified in the Calaveras Council of Governments' Regional Transportation Improvement Program (RTIP).

We understand there is a statewide funding crisis which necessitates cuts to the State Transportation Improvement Program (STIP) due to lower forecasted state gas tax revenues and the Commission will be funding only those STIP projects which meet prioritized criteria, which leaves only hard decisions when defunding STIP projects statewide. We believe that in considering the potential deletion of \$754 million in statewide funding, it is important to make the distinction that a reduction in state transportation funding will disproportionately impact rural areas versus urban areas because of limited, alternative financial resources in rural regions.

We strongly believe the State Route 4 (Wagon Trail) project meets several of the top criteria identified by the Commission staff as funding priorities, in fact, four of the criteria at the top of CTC's list, apply to the SR 4 project. However, the CTC has directed CCOG to delete \$1.5 million from the Regional Improvement Program (RIP) and any deletion of these funds eliminates the chance of constructing a meaningful project on SR 4.

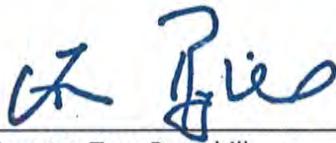
Calaveras Council of Governments, Caltrans District 10, Calaveras County, and City of Angels Camp has worked collaboratively on this project for many years. SR 4 is a 150 year old wagon trail whose very alignment was the result of terrain suitable for horse drawn wagons and does not meet today's transportation engineering standards for motorized vehicles. The "Wagon Trail" on SR 4 earned its name when this stretch of state highway was merely paved over with asphalt to accommodate vehicles. Its ongoing deteriorating roadway conditions, sight distance, sharp curves, and lack of shoulders are merely some of the many challenges on a state highway that serves as an artery for commerce and recreation.

After decades of community planning and input, project partners and residents have been able to craft a design option that results in constructible segments offering safety and operational improvements to this major state highway. What makes the project even more unique is the fact that the State Transportation Improvement Program funding on the project leverages \$10.3 million from the competitive State Highway Operation and Protection Program (SHOPP). CTC will be considering approval of these competitive funds as part of the 2018 SHOPP.

Finally, we cannot emphasize enough how rural regions rely on STIP funding—arguably even more than urban areas. In many urban regions, reductions in STIP revenue means fewer projects for the urban area are completed, or backfilling from local sales tax measures keeps projects moving. Rural Calaveras County does not have this option. A reduction in STIP revenue to SR 4 Wagon Trail will decimate the region's only RTIP project and nullifies the region's ability to make any meaningful improvements.

Again, we urge the California Transportation Commission to approve the full amount of STIP funding identified in CCOG's RTIP. We stand ready to work with the CTC and the Calaveras Council of Governments in their efforts to complete this project. If there are additional questions, we will be happy to discuss these issues in more detail.

Sincerely,

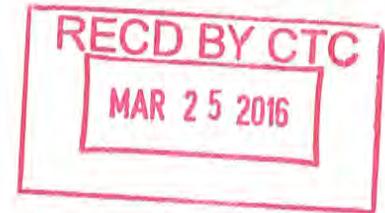


Senator Tom Berryhill  
8th Senate District



Assembly member Frank Bigelow  
5th Assembly District

Cc: Mr. Brian Kelly, Secretary, California State Transportation Agency  
Mr. Will Kempton, Executive Director, California Transportation Commission  
Mr. Malcom Dougherty, Director, California Department of Transportation  
Mr. Bill Higgins, Executive Director, California Council of Governments  
Mr. Paul Smith, Senior Policy Advisor, Rural County Representative of California  
Ms. Melissa Eads, Executive Director, Calaveras Council of Governments



March 15, 2016

Chair Lucy Dunn  
1120 N Street, MS-52  
Sacramento, CA 95814

RE: Support for funding \$31M in STIP funds for Highway 101 in the Marin/Sonoma Narrows

Dear Chair Dunn:

In anticipation of the 2016 State Transportation Improvement Program (STIP) hearing this month we request the CTC consider keeping the next phase of the Highway 101 Marin/Sonoma Narrows project – MSN B2, Phase 2 – in the 2016 STIP as proposed by the Sonoma County Transportation Authority (SCTA) and the Metropolitan Transportation Commission (MTC).

As you may know, SCTA has used local funds to complete the design package for this project that will add 2 HOV lane miles in the Narrows. While a short segment, it will enable Caltrans to open 9 HOV lane miles to the travelling public – providing congestion relief and improved safety across the county line. The SCTA and CTC have partnered to get the Narrows project this far with local tax dollars and State bond funds but it still needs support from the STIP. The need for construction is \$31M and the project can start construction as early as FY16/17 should the funds be available.

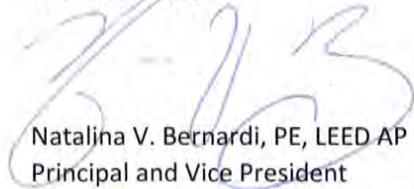
The Highway 101 projects are coupled with new rail service that is slated to start in the same north/south corridor in late 2016. This corridor approach addressing car, bus and rail components has long been the vision of local and regional transportation planning – which my organization supports. If the Narrows project and passenger rail service can open in parallel there will be significant congestion relief, improvement to the movement of goods and people, benefit to air quality and true options for travel in the corridor.

We are well aware of the difficulties the CTC must face in cutting projects in the 2016 STIP and we do not envy that position. However, with the funding you do have available in the 2016 STIP we feel strongly the Highway 101 project sponsored by SCTA is the highest and best use of a portion of the funds available to the Bay Area.

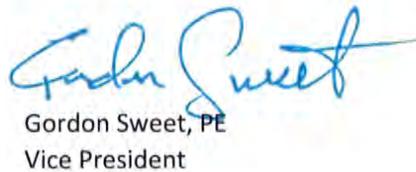
At the same time, we commit that we will inform our Legislative delegation how critical it is to act as part of the Special Session or as part of the FY16/17 budget process to approve a reliable funding proposal that will keep California moving.

Thank you for your consideration.

Sincerely,  
**BKF ENGINEERS**



Natalina V. Bernardi, PE, LEED AP  
Principal and Vice President



Gordon Sweet, PE  
Vice President

Cc: **Will Kempton, Executive Director, CTC**  
Bijan Sartipi, Caltrans District 4, Director  
Senator Lois Wolk  
Senator Mike McGuire  
Assembly Member Marc Levine  
Assembly Member Jim Wood  
Assembly Member Bill Dodd

March 7, 2016

Chair Lucy Dunn  
Company  
1120 N Street, MS-52  
Sacramento, CA 95814

RE:        Support for funding \$31M in STIP funds for Highway 101 in the Marin/Sonoma Narrows

Dear Chair Dunn:

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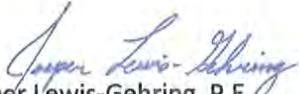
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The Highway 101 projects are coupled with new rail service that is slated to start in the same north/south corridor in late 2016. This corridor approach addressing car, bus and rail components has long been the vision of local and regional transportation planning – which my organization supports. If the Narrows project and passenger rail service can open in parallel there will be significant congestion relief, improvement to the movement of goods and people, benefit to air quality and true options for travel in the corridor.

We are well aware of the difficulties the CTC must face in cutting projects in the 2016 STIP and we do not envy that position. However, with the funding you do have available in the 2016 STIP we feel strongly that the Highway 101 project, sponsored by SCTA, is the highest and best use of a portion of the funds available to the Bay Area.

Thank you for your consideration.

Sincerely,



Jasper Lewis-Gehring, P.E.

Principal

Cc: Will Kempton, Executive Director, CTC  
Bijan Sartipi, Caltrans District 4, Director  
Senator Lois Wolk  
Senator Mike McGuire  
Assembly Member Marc Levine  
Assembly Member Jim Wood  
Assembly Member Bill Dodd

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.15  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **ADOPTION OF 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
RESOLUTION G-16-19**

## **ISSUE:**

Under state law, the Commission adopts the biennial five-year State Transportation Improvement Program. Under law, the Commission may allocate STIP funds only in accordance with the adopted STIP. When the Commission adopted the amended fund estimate for the 2016 STIP on January 21, 2016, it scheduled the STIP adoption for May 18-19, 2016. State law requires that, at least 20 days prior to the adoption of the STIP, the Executive Director make available the Staff Recommendations for program adoption. The 2016 STIP will cover the five-year period from fiscal year 2016-17 through fiscal year 2020-21.

## **RECOMMENDATION:**

Commission staff recommends that the Commission adopt the 2016 STIP in accordance with the Staff Recommendations made available to the Commission, the Department, and regional agencies on April 22, 2016. Staff recommends that the Commission adopt the STIP consistent with the attached adoption resolution, G-16-19, noting any specific changes, corrections, or exceptions to the April 22, 2016 Staff Recommendations.

## **BACKGROUND:**

As background, the Staff Recommendations text and summary table are provided as Attachment II. The spreadsheet tables and descriptions that comprise the remainder of the Staff Recommendations are available at <http://www.catc.ca.gov/>. The Commission staff has made the full Staff Recommendations available by e-mail to Commissioners, the Department, and regional agencies, and has posted all information since April 22, 2016 on the Commission's website. The staff has also provided each Commissioner with a hard copy.

Commission staff will present the 2016 STIP Staff Recommendations for review and discussion at the May 18-19, 2016 Commission meeting. Adoption of the 2016 STIP is scheduled following the review and discussion at the May 18-19, 2016 Commission meeting.

Attachments

May 18-19, 2016

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Adoption of 2016 State Transportation Improvement Program**

**Resolution No. G-16-19**

- 1.1 WHEREAS Government Code Section 14529 requires the California Transportation Commission (Commission) biennially to adopt and submit to the Legislature and Governor a State Transportation Improvement Program (STIP), and
- 1.2 WHEREAS, pursuant to Section 14529, the 2016 STIP is a five-year STIP, adding two new program years, fiscal years 2019-20, and 2020-21, and
- 1.3 WHEREAS, pursuant to Section 14525, the Commission adopted the 2016 STIP Fund Estimate on August 27, 2015, with an amendment adopted on January 21, 2016, and
- 1.4 WHEREAS, pursuant to Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2016 STIP development process, on August 27, 2015, with an amendment adopted on January 21, 2016, and
- 1.5 WHEREAS the 2016 amended STIP fund estimate provided no new STIP programming capacity but rather a capacity of minus \$754 million, and
- 1.6 WHEREAS the negative capacity includes minus \$587 million from the State Highway Account, and minus \$166 million capacity from the Public Transportation Account, and
- 1.7 WHEREAS, based on the fund estimate, \$754 million for projects programmed in the first three years of the STIP period (fiscal years 2016-17 through 2018-19) must be deleted, and \$755 million for projects programmed in the first three years of the STIP period must be delayed (reprogrammed) to the last two years of the five-year period, and
- 1.8 WHEREAS the projected \$1.5 billion shortfall in funds available in the first three years of the 2016 STIP required currently programmed projects to be fully deleted, partially deleted, and/or delayed, and
- 1.9 WHEREAS, lack of funding for new priority projects causes hardship to Regions and the Department of Transportation (Department), including meeting goals of regional and statewide plans and sustainable communities strategies, and
- 1.10 WHEREAS prior programming decisions and funding commitments remain a priority for the Commission, and
- 1.11 WHEREAS the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner, and
- 1.12 WHEREAS the statutes make 75% of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.13 WHEREAS the statutes make the remaining 25% of all new STIP funds available for the interregional improvement program, with projects to be nominated by the Department in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.14 WHEREAS the Commission has received and reviewed the 2016 RTIPs and the 2016 ITIP submitted on or about December 15, 2015, amended RTIPs and ITIP submitted on or about February 26, 2016, and various amendments and corrections submitted subsequently, and

- 1.15 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in Irvine on March 17, 2016, and the other in Sacramento on March 24, 2016, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the Department's objections to any RTIP, and has considered the testimony heard at those hearings along with further written and oral comments, and
- 1.16 WHEREAS the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.17 WHEREAS the Commission staff recommendations for the 2016 STIP were published and made available to the Commission, the Department, regional transportation agencies, and county transportation commissions on April 22, 2016, and
- 1.18 WHEREAS the staff recommendations conform to the fund estimate and other requirements of statute for the STIP.
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2016 State Transportation Improvement Program to include the program described in the staff recommendations, including the attachments to this resolution, and
- 2.2 BE IT FURTHER RESOLVED that, except as otherwise noted in the staff recommendations or this resolution, the 2016 STIP includes all projects remaining from the 2014 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 BE IT FURTHER RESOLVED that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the 2014 STIP is included in the 2016 STIP, subject to verification by the Department at the time of allocation by the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.4 BE IT FURTHER RESOLVED that each project identified in the staff recommendations as a bicycle and pedestrian project is included in the 2016 STIP subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for SHA or Federal non-TE funding, and
- 2.6 BE IT FURTHER RESOLVED that the Commission intends that STIP rail and transit projects, including grade separations on passenger rail lines, be eligible for, and funded from the Public Transportation Account, if available, or, if eligible, from the state's Federal Surface Transportation apportionment, and
- 2.7 BE IT FURTHER RESOLVED that if available funding is less than assumed in the fund estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed, and
- 2.8 BE IT FURTHER RESOLVED that the Commission's priority for programming in the first three years of the 2018 STIP will be for those projects carried over from the 2016 STIP that were delayed to years later than requested, and
- 2.9 BE IT FURTHER RESOLVED that the Commission's priority for new programming when sufficient program capacity becomes available, likely in the 2018 STIP or later, will be directed as outlined in future guidelines and based on regional and interregional priorities and share balances, to (1) project cost increases requested in the 2016 RTIPs and ITIP but not programmed in the 2016 STIP, (2) projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP, and (3) new projects, and

- 2.10 BE IT FURTHER RESOLVED that changes to or the addition of the STIP funding of projects also funded from competitive Proposition 1B programs does not constitute approval of non-STIP Proposition 1B programming actions, and
- 2.11 BE IT FURTHER RESOLVED that the approval of such actions requires the approval of a baseline or program amendment, or inclusion in a new programming action in the appropriate Proposition 1B program, with subsequent conforming STIP amendments as needed based on the Proposition 1B programming action, and
- 2.12 BE IT FURTHER RESOLVED that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2016 STIP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the June 29-30, 2016 meeting.

**ATTACHMENT A**  
**2016 STIP STAFF RECOMMENDATIONS**  
**ERRATA**

(All costs listed in \$1,000's)

**County Share Summaries:**

- Orange: For I-5 Widening, Segment 1 (Rt 73-Oso Parkway) Project (PPNO 2655), **increase** construction support amount to **\$4,943** from \$4,843.
- San Bernardino: For I-10 Express Lanes, Phase 1 Project (PPNO 134K), **change name** to I-10 Express Lanes **Phase II**.
- Santa Cruz: For Rt 1 Harkins Slough Rd Interchange Project (PPNO 413), **decrease** R/W amount to **\$600** from \$700.
- Interregional Program: For the Rt 29, Widen to 4 lanes, Segment 2C Project (PPNO 3100), delay construction (\$11,160) and construction support (\$1,000) from 2017-18 to 2018-19 (to match change in the RIP funds).

**ATTACHMENT B**  
**2016 STIP STAFF RECOMMENDATIONS**  
**LATE CHANGES AND CLARIFICATIONS**  
(All costs listed in \$1,000's)

**County Share Summaries:**

- Amador: For Planning, Programming, and Monitoring (PPNO B1950), increase construction amounts to **\$59** from \$36 in 2016-17, to **\$59** from \$35 in 2017-18, to **\$58** from \$35 in 2018-19, and decrease to **\$0** from \$35 in 2019-20.
- Contra Costa: For Rt 680/4 Interchange, Widen Rt 4 Project (PPNO 298E), **advance** R/W (\$5,100) to 2017-18 from 2018-19.
  - For Walnut Creek BART TOD Intermodal Project (PPNO 2010B), **delay** construction (\$5,300) from 2016-17 to 2017-18.
- Colusa: For Norman Rd, Willow Creek-Argo St. Rehab Project (PPNO 2853), **delay** construction (\$1,267) from Prior to 2016-17.
  - For Citywide, various locations, Rehab and Ped Safety Project (PPNO 2852), **delay** E&P (\$15) and PS&E (\$70) from Prior to 2016-17.
- Fresno: For Rt 180 West Freeway, Landscaping Project (PPNO 6489), **decrease** R/W amount to **\$0** from \$462 and construction support amount to **\$462** from \$3,560, and **increase** construction amount to **\$3,560** from \$0.
- Mono: For Countywide Preventative Maintenance Program Project (PPNO 2605), **delay** E&P (\$50) from Prior to 2017-18.
- Monterey: For Planning, Programming, and Monitoring (PPNO 1165), **increase** construction amounts to **\$231** from \$185 in 2016-17, to **\$231** from \$185 in 2017-18, to **\$231** from \$185 in 2018-19, and to **\$234** from \$185 in 2019-20.
- Yolo: For I-5/Rt 113 connector, Phase 2 Project (PPNO 301X), **decrease** and **close** the following components: E&P amount to **\$1** from \$50; PS&E amount to **\$4,706** from \$4,750; R/W Sup to **\$907** from \$1,000; and R/W to **\$1,150** from \$2,926.
- Interregional Program: For the Rail Capitalized Maintenance in Support of Service Expansion Project (PPNO 2065), **add \$1,000** to construction in 2016-17.
  - For the Seacliff Siding Upgrade and Extension Project (PPNO 2089), **delete** all funding and remove from the ITIP (project will be delivered with other funds).
  - For the Raymer to Bernson Double Track Project (PPNO 2098), **increase** construction to **\$60,820** from \$40,500 in 2020-21.

# **2016 STIP STAFF RECOMMENDATIONS**

## **California Transportation Commission**

### **April 22, 2016**

This document presents the recommendations of the staff of the California Transportation Commission (Commission) for the 2016 State Transportation Improvement Program (STIP). Government Code Section 14529.3 requires that the Executive Director of the Commission make these recommendations available to the Commission, the Department of Transportation (Caltrans), the Regional Transportation Planning Agencies, and the County Transportation Commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission will receive comments on these recommendations and adopt the STIP at its May 18-19, 2016 meeting.

The STIP is a key planning document for funding future state highway, intercity rail and transit improvements throughout California. State law requires the Commission to update the STIP biennially, in even-numbered years, with each new STIP adding two new years to prior programming commitments. The 2016 STIP covers the five-year period from fiscal year 2016-17 through fiscal year 2020-21.

Prior to adopting the STIP, the Commission is required by law (Government Code Section 14525), to estimate the amount of funding expected to be available for the five year STIP period. The 2016 STIP Fund Estimate, adopted by the Commission in August 2015, estimated no new programming capacity based on an assumed price-based excise tax rate for fiscal year 2016-17 of 14.1 cents per gallon, increasing to 18 cents prior to the end of the fund estimate period. In response to declining gasoline prices, Caltrans presented amended revenue assumptions at the Commission's January 2016 meeting. These assumptions projected that the price-based excise tax would drop further than originally anticipated on July 1, 2016. At that time, based on the revised assumptions, the Commission adopted an amended 2016 STIP Fund Estimate reflecting a price-based excise tax assumption of 10 cents effective July 1, 2016, increasing to 18 cents by the last year of the fund estimate.

Based on the amended 2016 Fund Estimate, the STIP is over programmed in the first three years of the STIP period (fiscal years 2016-17 through 2018-19) by \$1.5 billion, and there is no capacity to add new projects. This over programming affects both the Public Transportation Account (PTA) and the State Highway Account (SHA). As a result, project funding carried forward from the 2014 STIP for fiscal years 2016-17 through 2018-19 totaling \$754 million must be deleted and an additional \$755 million must be delayed to the last two years of the 2016 STIP period (fiscal years 2019-20 and 2020-21).

Staff recommendations are based on the combined programming capacity for the PTA and SHA as identified in the amended Fund Estimate adopted by the Commission on January 21, 2016 (state law only allows amendments to the Fund Estimate prior to March 1). If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves

to be greater than assumed, it may be possible to allocate funding to projects earlier than the year programmed.

Staff recommendations reflect (1) no new projects, (2) project deletions and delays proposed by regional agencies and Caltrans, and (3) additional project deletions and delays. Although STIP regional shares are split 60/40 (South/North), geographic programming equity of approximately 56.4 percent in the South and 43.6 percent in the North is recommended. This funding ratio is proportionate to programming in the three early years of the 2016 STIP period (fiscal years 2016-17, 2017-18 and 2018-19) carried forward from the 2014 STIP.

The adopted 2016 STIP Guidelines included a one-time allowance for agencies to delay current year (fiscal year 2015-16) projects into the 2016 STIP period. This allowance was determined to be necessary since not all projects programmed in fiscal year 2015-16 could receive allocations due to insufficient funds. To fully allocate fiscal year 2015-16 projects, including projects with extensions in the STIP period, staff recommendations include the delay of projects programmed in fiscal year 2016-17 of at least one year.

Since PTA funding is more limited than SHA funding, staff recommendations for all projects are based on the combined, total fund capacity identified in the amended Fund Estimate for highway, local road, rail, transit, bicycle, and pedestrian projects. Through fiscal year 2020-21, the recommended programming is about equal to the identified capacity.

The Commission's adopted STIP may include only projects nominated by a regional agency in its Regional Transportation Improvement Program (RTIP) or by Caltrans in its Interregional Transportation Improvement Program (ITIP). Accordingly, the staff recommendations for the 2016 STIP include the following:

- Highways and Local Roads. Staff recommendations include (1) no new projects, (2) project deletions and delays proposed by regional agencies and Caltrans, (3) additional project deletions and delays, and (4) no project cost increases later than fiscal year 2017-18, and (5) no Planning, Programming and Monitoring (PPM) increases.
- Rail and Transit. Staff recommendations include (1) no new projects, (2) project deletions and delays proposed by regional agencies and Caltrans, (3) additional project deletions and delays, and (4) no project cost increases later than fiscal year 2017-18.
- Bicycle and Pedestrian. Staff recommendations include (1) no new projects, (2) project deletions and delays proposed by regional agencies and Caltrans, (3) additional project delays, and (4) no project cost increases later than fiscal year 2017-18.

The staff recommendations by project for each county and interregional share are listed on the pages that follow. The recommendations are based primarily on:

- Adopted amended 2016 Fund Estimate identifying the need to delete and delay projects currently programmed in the first three years of the STIP period (fiscal years 2016-17 through 2018-19); and
- Commission policies as expressed in the STIP Guidelines, 2016 STIP programming proposals, geographic equity, and priorities identified for fiscal year 2015-16 allocations.

## FUND ESTIMATE AND GUIDELINES FOR THE 2016 STIP

The development of the 2016 State Transportation Improvement Program (STIP) began with the California Transportation Commission’s (Commission) adoption of the initial 2016 STIP Fund Estimate, together with the adoption of amendments to the STIP Guidelines, on August 27, 2015, and adoption of an amended Fund Estimate (including a change to the assumption regarding the future price-based excise tax rate and a resultant decrease in projected STIP revenues) on January 21, 2016.

STIP proposals were made through the Regional Transportation Improvement Programs (RTIPs) and the Interregional Transportation Improvement Program (ITIP), which were due to the Commission by December 15, 2015. Subsequent to the adoption of the amended Fund Estimate, revised RTIPs and the ITIP were due by February 29, 2016. The Commission subsequently held two public hearings on the revised proposals, one on March 17, 2016 in Irvine and the other on March 24, 2016 in Sacramento.

### **2016 Amended STIP Fund Estimate**

The 2016 Amended STIP Fund Estimate covered the five-year period of the 2016 STIP, fiscal years 2016-17 through 2020-21, and estimated total statewide new programming capacity of negative \$754 million. As a result, there is insufficient funding to program new highway, rail and transit, and bicycle and pedestrian projects and existing programmed projects must be deleted or delayed.

The programming of the 2016 STIP includes a base of \$554 million programmed in fiscal year 2015-16 (base year included because of a \$176 million shortfall that carries into the 2016 STIP period) and \$2.153 billion in fiscal years 2016-17 through 2018-19 to projects carried forward from the 2014 STIP. Funding capacity is insufficient to cover the existing programmed amount, resulting in the need to delete \$754 million in programming, for a new 2016 STIP program total of \$1.953 billion.

### **SUMMARY OF 2014 STIP CAPACITY** (\$ in millions)

	Carryover Capacity	New Capacity	Total
Federal Transportation Enhancement (TE) (eliminated)	\$ 0	\$ 0	\$ 0
Public Transportation Account (PTA)	417	-167	250
State Highway Account (SHA)	2,290	-587	1,703
<b>Total</b> (may not match FE due to rounding)	<b>\$2,707</b>	<b>\$ -754</b>	<b>\$1,953</b>

The following table is a breakdown of the \$1.953 billion total STIP capacity by fiscal year:

**SUMMARY OF 2016 STIP CAPACITY BY YEAR**

(\$ in millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Total
	(base)						
Transportation Enhancement (TE)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Transit (PTA)	50	40	40	40	40	40	250
Roads (SHA)	328	200	225	275	320	355	1,703
<b>Total</b>	<b>\$ 378</b>	<b>\$ 240</b>	<b>\$ 265</b>	<b>\$ 315</b>	<b>\$ 360</b>	<b>\$ 395</b>	<b>\$1,953</b>

Programming capacity was determined in the amended Fund Estimate by estimating available revenues and deducting current commitments against those revenues. Programming capacity does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The Fund Estimate methodology uses a “cash flow allocation basis,” which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of funding for capital projects.

**STIP Guidelines**  
**Policies and Procedures Specific to the 2016 STIP**

The following specific policies and procedures address the particular circumstances of the 2016 STIP:

- **Schedule.** The following schedule lists the major milestones for the development and adoption of the 2016 STIP (**as amended at the January 20-21, 2016 Commission meeting**):

Caltrans presents draft Fund Estimate	June 25, 2015
STIP Guidelines & Fund Estimate Workshop	July 23, 2015
CTC adopts Fund Estimate & Guidelines	August 27, 2015
Caltrans identifies State highway needs	September 15, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP hearing, North	October 28, 2015
CTC ITIP hearing, South	November 4, 2015
Regions submit RTIPs	December 15, 2015
Caltrans submits final ITIP	December 15, 2015
<del>CTC STIP hearing, North</del>	<del>January 21, 2016</del>
<del>CTC STIP hearing, South</del>	<del>January 26, 2016</del>
<del>CTC publishes staff recommendations</del>	<del>February 19, 2016</del>
<del>CTC adopts STIP</del>	<del>March 16-17, 2016</del>
<b>CTC adopts amended Fund Estimate</b>	<b>January 21, 2016</b>
<b>Regions submit revised RTIPs</b>	<b>February 26, 2016</b>
<b>Caltrans submits revised ITIP</b>	<b>February 26, 2016</b>
<b>CTC STIP Hearing, South</b>	<b>March 17, 2016</b>
<b>CTC STIP Hearing, North</b>	<b>March 24, 2016</b>
<b>CTC publishes staff recommendations</b>	<b>April 22, 2016</b>
<b>CTC adopts STIP</b>	<b>May 18-19, 2016</b>

- **Statewide Fund Estimate.** The statewide capacity for the 2016 STIP Fund Estimate identifies net new capacity only in the two years added to the STIP, 2019-20 and 2020-21, with decreases in capacity in earlier years. The decreases in capacity are due mainly to the decrease in the price based excise tax. The estimate incorporates the 2015-16 Budget Act and other 2015 legislation enacted prior to the Fund Estimate adoption. Programming in the 2016 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2019-20 and 2020-21.
- **County shares and targets.** The 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP (there is about \$46 million of capacity available in the last year of the STIP period). This is due primarily to the decrease in the price based excise tax. Projects currently programmed in the STIP will need to be reprogrammed into later years.
- **Reprogramming of current year projects.** In a departure from the general rule in the STIP Guidelines, projects programmed in 2015-16, including projects from prior years

that have allocation extensions, may be reprogrammed to a later fiscal year if they are on the list of delivered projects or if they have been granted, prior to adoption of the Fund Estimate, an extension of the allocation period that expires after the adoption of the 2016 STIP. In addition, projects programmed in 2015-16 may be proposed for delay in the RTIP or ITIP submitted by December 15, 2015.

- Submittal of RTIPS. The Regional Transportation Planning Agency (RTPA) Group has voluntarily developed a template for submittal of RTIPs, and encourages its use by regions for the 2016 STIP. The purpose of the template is to make RTIP submittals more consistent statewide and to present a visualization tool that provides information in an organized and transparent manner. The RTIP template includes, but is not limited to, the following: contact information, a summary of previously completed RTIP projects, information on how regions are delivering projects and meeting state and federal goals, a public participation summary, a description of the relationship between the RTIP and the adopted RTP/SCS, and a description of the performance and effectiveness of the RTIP.
- Transit and Rail Projects. A region may nominate transit and rail projects in its RTIP within State Highway Account (SHA) and Federal funding constraints (rolling stock may only be funded with Federal funds). As indicated in the fund estimate, a small amount of PTA funds is available to fund transit and rail projects. A region nominating a project that requires PTA funding because it does not meet SHA or Federal requirements must clearly explain this requirement in its RTIP.
- Bicycle and Pedestrian projects. Existing bicycle and pedestrian projects may remain in the STIP so long as they are eligible for State Highway Account or Federal funds.
- Limitations on planning, programming, and monitoring (PPM). The fund estimate includes a table of PPM limitations that identifies the 5% limit for county shares for 2016-17 through 2020-21, based upon the 2012, 2014, and 2016 Fund Estimates. These are the amounts against which the 5% is applied. The PPM limitation is a limit to the amount that can be programmed in any region and is not in addition to amounts already programmed.
- Advance Project Development Element (APDE). There is no APDE identified for the 2016 STIP.
- GARVEE bonding and AB 3090 commitments. The Commission will not consider proposals for either GARVEE bonding or new AB 3090 commitments as part of the 2016 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption. Commission staff will maintain an “AB 3090 Plan” which will include projects for which regions intend to request an AB 3090 reimbursement in order to advance the project into 2016-17, 2017-18, or 2018-19. The inclusion of a project on the list is not a commitment by the regional agency to request an AB 3090 reimbursement, an endorsement or recommendation by Commission staff, or an approval by the Commission.

- Caltrans Benefit/Cost Model. The 2016 STIP Guidelines continue the requirement for project-level evaluations including use of Caltrans' Benefit/Cost Model. Caltrans has developed a model for bicycle and pedestrian projects in order to improve information available to decision makers at the regional and state level.
- Commission expectations and priorities. The 2016 Fund Estimate indicates that the 2014 STIP is over-programmed in the early years. Some of this over-programming will likely be resolved through the schedule updates which occur each STIP cycle. However, some projects currently programmed in the STIP may need to be delayed (reprogrammed into a later year).

For the 2016 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2014 STIP, as amended.

The selection of projects for additional programming will be consistent with the standards and criteria in section 61 of the STIP guidelines. In particular, the Commission intends to focus on RTIP proposals that meet State highway improvement and intercity rail needs as described in section 20 of the guidelines. The Department should provide a list of the identified state highway and intercity rail needs to regional agencies and to the Commission by September 15, 2015. Should the Department fail to provide a region and the Commission with this information, the Commission intends to assume there are no unmet state highway or intercity rail needs in that region.

California has been in a historic drought and Governor Brown proclaimed a state of emergency on January 17, 2014. In addition, the Governor issued statewide mandatory water reductions on April 1, 2015. Therefore, it is the intent of the Commission that any landscape projects currently programmed but not yet allocated and awarded, or any new landscape projects, will include drought tolerant plants and irrigation consistent with the Governor's actions.

Governor Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The order states that State agencies shall take climate change into account in their planning and investment decisions, and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. In addition, State agencies' planning and investment shall be guided by the following principles:

- Priority should be given to actions that both build climate preparedness and reduce greenhouse gas emissions;
- Where possible, flexible and adaptive approaches should be taken to prepare for uncertain climate impacts;
- Actions should protect the state's most vulnerable populations; and
- Natural infrastructure solutions should be prioritized.

Executive Order B-30-15 must be considered by the Department and Regional Agencies when proposing new programming for the 2016 STIP. The Commission intends to consider Executive Order B-30-15 when approving programming

recommendations in the event that programming requests exceed programming capacity.

**Note: Subsequent to adoption of the 2016 STIP Guidelines and Fund Estimate, the Commission adopted an amended 2016 Fund Estimate at the January 20-21, 2016 Commission meeting. Due to the estimated decrease in the price-based excise tax, the 2016 amended STIP Fund Estimate identified over programming of \$1.5 billion in the first three years of the 2016 STIP period and a negative programming capacity of \$754 million.**

## **STIP PROPOSALS**

The Commission may include in the STIP only projects that have been nominated by a regional agency in its RTIP or by Caltrans in its ITIP. For the 2016 STIP, amended RTIPs and the ITIP were due to the Commission by February 26, 2016.

Regions and Caltrans were asked to identify projects that could be deleted and delayed to meet the (1) \$754 million deletion target and (2) the \$755 million delay target to the last two years of the STIP. The revised RTIPs and ITIP together proposed \$515 million in deletions, short of the \$754 million target by \$239 million. Also, insufficient project delays to the last two years of the STIP period were proposed. Therefore, staff recommendations include delays to and deletions of funding for many existing programmed projects, beyond those proposed by the regions or Caltrans. In addition, requests for new projects and increased programming are not recommended for inclusion in the 2016 STIP.

The spreadsheets showing project programming recommendations reflect revisions since the preparation of the Commission Briefing Book for the STIP hearings, including updated information provided by regions and Caltrans.

## **RECOMMENDED STIP ACTIONS**

Staff recommends the adoption of the 2016 STIP to include the specific projects and schedules shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs for each year of the 2016 STIP, with separate groupings for highway, rail and transit, and bicycle and pedestrian projects.

The table on page 1 identifies the total amounts recommended from each county and the interregional share for highway, rail and transit, and bicycle and pedestrian projects. The table sums the amounts recommended for each county and the interregional program by fiscal year and compares the amounts recommended to the total targets for each county and interregional share. It also compares the statewide total recommended by fiscal year to the statewide capacity by fiscal year.

The tables on pages 2, 3 and 4 sum the recommendations for highway and local road projects, rail and transit projects, and bicycle and pedestrian projects.

The project recommendations are based primarily on the 2016 amended STIP Fund Estimate adopted by the Commission on January 21, 2016 identifying a \$754 million shortfall in programming capacity over the next five years. Funding for projects currently programmed in the first three years of the 2016 STIP period (fiscal years 2016-17 through 2018-19) totaling \$754 million must be deleted and another \$755 million must be delayed to fiscal years 2019-20 and 2020-21. Project funding was deleted and delayed to meet the targets identified based on the following methodology:

- Project deletions, delays and priorities recommended by regional agencies in their RTIPs and by Caltrans in its ITIP;
- Addition of no new projects;
- Retention of existing programming for Planning, Programming and Monitoring;
- Geographic equity;
- Commission policies and priorities.

### **Project Recommendations**

The staff recommendations identify programming for specific projects and project components including project deletions and delays to reduce program levels in fiscal years 2016-17 through 2018-19 to the capacity identified in the amended Fund Estimate.

The staff recommendations provide priority to reprogramming projects from the 2014 STIP, as amended, and retention of programming for PPM within the statutory limits. The recommended schedule reflects the limits of Fund Estimate program capacity.

## **UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS**

The 2016 STIP staff recommendations are consistent with the adopted amended 2016 Fund Estimate, as required by statute. Funding conditions may, and usually do, continue to change from the assumptions made in the Fund Estimate. The Commission and Caltrans will continue to monitor those conditions to determine ability to allocate funding to STIP projects. If available funding is less than was assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations through the use of allocation plans. On the other hand, if available funding proves to be greater than was assumed in the Fund Estimate, it may be possible to allocate funding to some projects sooner than the year programmed.

## APPENDIX TO 2016 STIP STAFF RECOMMENDATIONS

### SUMMARY TABLES

The tables on the following pages are included with these recommendations for information and reference. Four statewide summary tables and separate project listings for each of the 59 county shares and the interregional share are provided.

The four statewide summary tables are:

- **Staff Recommendation, All Projects**. Includes, for each county share and the interregional program, the net new programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new programming.
- **Staff Recommendation, Highway and Local Road Projects**. Includes, for each county share and the interregional program, the net new programming recommended for highway and local road projects by fiscal year.
- **Staff Recommendation, Rail and Transit Projects**. Includes, for each county share and the interregional program, the net new programming recommended for rail and transit projects by fiscal year.
- **Staff Recommendation, Bicycle and Pedestrian Projects**. Includes, for each county share and the interregional share, the net new bicycle and pedestrian programming recommended by fiscal year.

### COUNTY AND INTERREGIONAL TABLES

The separate tables for each of the county shares and the interregional share include:

- **STIP Projects at initial Fund Estimate (August 2015)**. These are the projects and amounts programmed in the STIP when the Fund Estimate was adopted. These projects constitute the base against which Fund Estimate estimated capacity and the base against which programming was proposed and is recommended.
- **Recommended 2016 STIP Programming**. This section includes all recommended changes to existing programming, by component and fiscal year. In most cases, changes to an existing project are displayed by listing the existing programming as a deduction (negative), followed by the programming as now proposed (positive). This section first lists highway and local road projects and their subtotal, then the rail and transit (PTA-eligible) projects and their subtotal, then the bicycle and pedestrian projects and their subtotal, followed by the Total Programming Recommended. Where the recommendation is for a different fiscal year from the year proposed in the RTIP or ITIP, the color or shading in a cell indicates the fiscal year for which the project was originally proposed.

- **Notes/Projects Not Included in Staff Recommendation.** The box at the bottom of each table identifies projects proposed by the regional agency or Caltrans that are not included in the staff recommendation, together with various notes and comments on the proposed projects and the staff recommendation.
- **Balance of STIP County Share.** The box at the bottom of the page identifies the share balance and the total recommended new programming.

**SUMMARY OF 2016 STIP STAFF RECOMMENDATIONS BY COUNTY**  
(\$1,000's)

County	Program Total	Totals Proposed by Year					
		Prior	2016-17	2017-18	2018-19	2019-20	2020-21
Alameda	(8,789)	0	(5,063)	0	(15,726)	0	12,000
Alpine	(1,400)	0	(276)	(1,745)	261	360	0
Amador	(911)	0	(23)	(3,975)	(23)	3,110	0
Butte	(1,500)	(1,900)	(499)	(10,301)	0	11,200	0
Calaveras	(1,500)	(1,390)	(1,327)	(1,476)	(17)	1,361	1,349
Colusa	0	0	(700)	700	0	0	0
Contra Costa	(53,700)	(1,007)	(44,793)	(24,757)	(9,900)	24,757	2,000
Del Norte	0	0	0	0	0	0	0
El Dorado CTC	(70)	0	(5,584)	5,500	(56)	70	0
Fresno	(10,486)	227	(49,400)	0	34,665	462	3,560
Glenn	(1,392)	(624)	(126)	(1,413)	(266)	1,032	5
Humboldt	(800)	(740)	(610)	550	(15,300)	3,000	12,300
Imperial	(60)	2,178	0	(33,650)	0	31,412	0
Inyo	(19,240)	(1,934)	(7,392)	0	(33,400)	23,486	0
Kern	(22,604)	(1,319)	(17,035)	(28,901)	24,651	0	0
Kings	0	0	(1,376)	0	0	1,376	0
Lake	(194)	(164)	(5,225)	(6,836)	11,902	0	129
Lassen	(2,340)	(120)	(9,821)	5,920	(1,209)	0	2,890
Los Angeles	(55,600)	0	(55,600)	(28,300)	(36,520)	37,020	27,800
Madera	(1,500)	0	(3,044)	0	(1)	1,545	0
Marin	(571)	0	(826)	255	0	0	0
Mariposa	(1,090)	(821)	283	(325)	(1,157)	25	905
Mendocino	(2,656)	(565)	(5,448)	1,226	(2,503)	3,155	1,479
Merced	(3,083)	(3,083)	0	0	0	0	0
Modoc	(1,712)	0	(1,914)	1,434	(2,339)	797	310
Mono	(9,391)	(2,621)	(6,638)	(422)	(8,554)	7,654	1,190
Monterey	(16,287)	(4,500)	(9,874)	(23,424)	1,526	19,985	0
Napa	(3,373)	0	(1,596)	(1,427)	(1,904)	400	1,154
Nevada	0	0	0	(3,000)	0	3,000	0
Orange	(39,083)	0	(40,415)	0	(85,598)	9,000	77,930
Placer TPA	(3,000)	(3,000)	(55)	(55)	(55)	165	0
Plumas	(4,162)	0	(340)	(356)	(4,212)	390	356
Riverside	(35,174)	(550)	(31,015)	(20,955)	0	17,346	0
Sacramento	(31,731)	0	(17,900)	(2,007)	(25,144)	2,312	11,008
San Benito	0	0	(9,639)	0	0	9,639	0
San Bernardino	(63,771)	(2,637)	(22,611)	(39,745)	(38,523)	0	39,745
San Diego	(41,000)	0	(36,000)	(49,000)	0	0	44,000
San Francisco	(3,458)	0	(3,458)	0	0	0	0
San Joaquin	(12,914)	(3,194)	2,194	(3,061)	(21,153)	12,300	0
San Luis Obispo	(1,100)	0	(7,881)	157	0	0	6,624
San Mateo	(29,208)	0	(16,709)	(10,314)	(7,813)	2,411	3,217
Santa Barbara	(1,962)	0	(11,372)	138	(2,037)	11,309	0
Santa Clara	(7,982)	0	(8,390)	637	(3,504)	3,275	0
Santa Cruz	(6,640)	(1,470)	(9,681)	(3,733)	2,255	5,989	0
Shasta	(275)	0	(12,797)	0	0	12,522	0
Sierra	0	0	(850)	(50)	900	0	0
Siskiyou	(3,523)	(150)	(1,292)	(4,032)	(3,195)	3,002	2,144
Solano	(7,009)	0	(945)	0	(6,064)	0	0
Sonoma	(1,177)	0	(1,177)	0	0	0	0
Stanislaus	(4,100)	(18,914)	(4,336)	236	18,914	0	0
Sutter	0	0	0	(3,970)	0	3,970	0
Tahoe RPA	0	0	0	0	0	0	0
Tehama	(6,393)	(4,752)	(430)	1,836	(6,665)	2,318	1,300
Trinity	(1,581)	0	(40)	(880)	(811)	90	60
Tulare	(6,557)	0	(1,557)	(9,688)	1,688	0	3,000
Tuolumne	(1,955)	0	(192)	(9,463)	7,700	0	0
Ventura	(17,000)	0	(137)	(17,137)	(138)	412	0
Yolo	(3,134)	(500)	0	(3,547)	(3,677)	4,590	0
Yuba	(500)	0	(500)	(10,633)	0	10,633	0
Statewide Regional	(554,638)	(53,550)	(471,432)	(339,989)	(233,002)	286,880	256,455
Interregional	(199,410)	(71,852)	(229,124)	14,947	(125,138)	73,037	138,720
<b>TOTAL</b>	<b>(754,048)</b>	<b>(125,402)</b>	<b>(700,556)</b>	<b>(325,042)</b>	<b>(358,140)</b>	<b>359,917</b>	<b>395,175</b>
<b>Cumulative Programmed</b>		(125,402)	(825,958)	(1,151,000)	(1,509,140)	(1,149,223)	(754,048)
<b>Cumulative Capacity</b>		(176,000)	(734,000)	(1,151,000)	(1,509,000)	(1,149,000)	(754,000)
<b>Cumulative Under (Over) Fund Est</b>			91,958	0	140	223	48

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 4.12  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of Budgets

Subject: **2017 ACTIVE TRANSPORTATION PROGRAM FUND ESTIMATE**  
**RESOLUTION G-16-17**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the proposed 2017 Active Transportation Program (ATP) Fund Estimate.

## **ISSUE:**

The 2017 ATP Fund Estimate's program capacities are based on Senate Bill (SB) 99 and Assembly Bill (AB) 101, along with the Federal Highway Administration (FHWA), Commission, and California State Transportation Agency guidance.

Federal Surface Transportation Block Grant (STBG) set-asides for Transportation Alternatives reflect preliminary FHWA estimates pursuant to Fixing America's Surface Transportation (FAST) Act. This was formally the Transportation Alternatives Program (TAP) included in Moving Ahead for Progress in the 21<sup>st</sup> Century Act. In addition, the following assumptions were used to calculate the 2017 ATP Fund Estimate program capacities:

- Distribution to Metropolitan Planning Organizations is based upon total population.
- Recreational Trails is not subject to STBG distribution guidelines.
- Federal Highway Safety Improvement Program funds will not be used in the ATP.
- 95 percent obligation authority for all federal funding apportionments.
- Population based on 2010 census data.
- State and federal resources will remain stable throughout the fund estimate period.
- Fiscal year 2020-21 extends beyond current FAST Act authorization, but will receive Federal funding consistent with previous years.

The Department has consulted with Commission staff during the development of the 2017 ATP Fund Estimate.

**BACKGROUND:**

The ATP, as articulated in SB 99 and AB 101, was signed into law on September 26, 2013. It replaced the existing system of small, dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and Recreational Trails. The Program divides approximately \$123 million annually over the Fund Estimate period for active transportation projects between the state and regions, subject to the adopted 2017 guidelines. The intent of combining this funding is to improve flexibility and reduce the administrative burden of having several small independent grant programs.

**RESOLUTION G-16-17:**

- 1.1. WHEREAS, the Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking; and
- 1.2. WHEREAS, the Department consulted with Commission staff regarding adjustments to the 2017 ATP Fund Estimate.
- 2.1. NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the proposed 2017 ATP Fund Estimate, as presented by the Department on May 18-19 2016, with programming in the 2017 ATP to be based on the adopted 2017 guidelines and the statutory funding identified.

Attachment

**PROPOSED**

**ACTIVE TRANSPORTATION PROGRAM (ATP)  
FUND ESTIMATE  
(\$ in thousands)**

	2016-17	2017-18	2018-19	2019-20	2020-21	4-Year Total	5-Year Total
<b>RESOURCES</b>							
<b>STATE RESOURCES</b>							
Beginning Balance	\$0						\$0
State Highway Account	34,200	34,200	34,200	34,200	34,200	136,800	171,000
<b>State Resources Subtotal</b>	<b>\$34,200</b>	<b>\$34,200</b>	<b>\$34,200</b>	<b>\$34,200</b>	<b>\$34,200</b>	<b>\$136,800</b>	<b>\$171,000</b>
<b>FEDERAL RESOURCES</b>							
STBG Set-Aside for Transportation Alternatives <sup>[1]</sup>	\$65,455	\$66,730	\$66,730	\$66,730	\$66,730	\$266,920	\$332,375
Recreational Trails	1,900	1,900	1,900	1,900	1,900	7,600	9,500
Other Federal	19,950	19,950	19,950	19,950	19,950	79,800	99,750
<b>Federal Resources Subtotal</b>	<b>\$87,305</b>	<b>\$88,580</b>	<b>\$88,580</b>	<b>\$88,580</b>	<b>\$88,580</b>	<b>\$354,320</b>	<b>\$441,625</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$121,505</b>	<b>\$122,780</b>	<b>\$122,780</b>	<b>\$122,780</b>	<b>\$122,780</b>	<b>\$491,120</b>	<b>\$612,625</b>
<b>DISTRIBUTION</b>							
<b>URBAN REGIONS (MPO Administered)</b>							
State	(\$13,221)	(\$13,221)	(\$13,221)	(\$13,221)	(\$13,221)	(\$52,884)	(\$66,105)
Federal	(35,384)	(35,896)	(35,896)	(35,896)	(35,896)	(143,583)	(178,967)
<b>Urban Regions Subtotal</b>	<b>(\$48,605)</b>	<b>(\$49,117)</b>	<b>(\$49,117)</b>	<b>(\$49,117)</b>	<b>(\$49,117)</b>	<b>(\$196,467)</b>	<b>(\$245,072)</b>
<b>SMALL URBAN &amp; RURAL REGIONS (State Administered)</b>							
State	(\$4,829)	(\$4,829)	(\$4,829)	(\$4,829)	(\$4,829)	(\$19,316)	(\$24,145)
Federal	(7,319)	(7,444)	(7,444)	(7,444)	(7,444)	(29,777)	(37,095)
<b>Small Urban &amp; Rural Regions Subtotal</b>	<b>(\$12,148)</b>	<b>(\$12,273)</b>	<b>(\$12,273)</b>	<b>(\$12,273)</b>	<b>(\$12,273)</b>	<b>(\$49,093)</b>	<b>(\$61,240)</b>
<b>STATEWIDE COMPETITION (State Administered)</b>							
State	(\$16,150)	(\$16,150)	(\$16,150)	(\$16,150)	(\$16,150)	(\$64,600)	(\$80,750)
Federal	(44,603)	(45,240)	(45,240)	(45,240)	(45,240)	(180,960)	(225,562)
<b>Statewide Competition Subtotal</b>	<b>(\$60,753)</b>	<b>(\$61,390)</b>	<b>(\$61,390)</b>	<b>(\$61,390)</b>	<b>(\$61,390)</b>	<b>(\$245,560)</b>	<b>(\$306,312)</b>
<b>TOTAL DISBURSEMENTS</b>	<b>(\$121,505)</b>	<b>(\$122,780)</b>	<b>(\$122,780)</b>	<b>(\$122,780)</b>	<b>(\$122,780)</b>	<b>(\$491,120)</b>	<b>(\$612,625)</b>

<sup>[1]</sup> Surface Transportation Block Grant (STBG) Set-Aside for Transportation Alternatives (TA) was formally the Transportation Alternatives Program (TAP) included in MAP-21.

Note: Individual numbers may not add to total due to independent rounding.

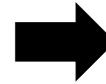
STBG Set-Aside for TA reflects preliminary FHWA estimates pursuant to Fixing America's Surface Transportation (FAST) Act.

Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

Fiscal Year 2020-21 extends beyond FAST Act authorization, but is assumed to be funded at the same level as in prior years.

**ANNUAL DISTRIBUTION IN FY 2017-18 THROUGH FY 2020-21**

URBAN REGIONS	FEDERAL STBG	FEDERAL OTHER	STATE	TOTAL	
MTC Region	\$ 5,506	\$ 1,915	\$ 2,908	\$ 10,329	\$ 2,582
SACOG Region	1,544	609	1,123	3,276	819
SCAG Region	15,194	4,833	6,106	26,134	6,533
Fresno COG (Fresno UZA)	586	249	503	1,338	334
Kern COG (Bakersfield)	469	225	510	1,205	301
SANDAG (San Diego UZA)	2,648	829	1,006	4,483	1,121
San Joaquin COG (Stockton)	332	183	465	981	245
Stanislaus COG (Modesto)	321	138	281	740	185
Tulare CAG (Visalia)	197	118	317	632	158
<b>Total</b>	<b>\$ 26,796</b>	<b>\$ 9,100</b>	<b>\$ 13,221</b>	<b>\$ 49,117</b>	<b>\$ 12,279</b>



Note: Individual numbers may not add to total due to independent rounding.

Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

\* Per Senate Bill 99, guidelines shall include a process to ensure no less than 25 percent of overall program funds benefit disadvantaged communities.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 4.21  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Chris Schmidt, Project Manager  
Division of Transportation  
Planning

Subject: **CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN**

## **SUMMARY:**

In July 2015, Governor Brown issued Executive Order B-32-15, which identifies accelerating the transition to a more efficient and less polluting freight transport system as an important policy objective for the State of California. The Executive Order directs the Agency Secretaries of Transportation, Environmental Protection, and Natural Resources to lead staff from the California Department of Transportation (Department), the California Air Resources Board (ARB), the California Energy Commission (Energy Commission), and the Governor's Office of Business and Economic Development (GO-Biz) in development of an integrated action plan, the California Sustainable Freight Action Plan (Action Plan), by July 2016. The draft California Sustainable Freight Action Plan has been release for public comment through July 1, 2016.

## **BACKGROUND:**

While California's freight transport system has already undergone extensive changes over the last several years, the State must take further action in partnership with a broad spectrum of stakeholders from the freight, environmental justice, federal and local agency sectors to address a number of opportunities and challenges. California's freight system is under pressure to serve our growing population and satisfy consumer demand for an increasing variety of goods, with ever-faster delivery times. It must also supply the materials needed for manufacturing and move California agricultural, electronic, and other products to market. The State's logistics providers must reliably transport goods to, from, and within California, on a shared network with passenger transportation. This complex system of systems is not only a major economic engine for our State, but also a substantial contributor to the State's air quality and climate emissions. Freight-dependent industries account for over \$700 billion of California's economy in 2013, and over 5 million California jobs.

At the same time, government partners are working together to meet more protective air quality requirements and climate change goals. Meeting these goals will require system-wide changes in terms of broad deployment of new freight vehicles and equipment, use of low-carbon renewable fuels, supporting infrastructure, and incorporating information technologies. Coordinating these actions will optimize results for California.

The Action Plan provides recommendations for the Governor to consider that align the efforts of multiple agencies to realize a singular vision for freight policy in California that is in the State's transportation, environmental, and economic interests. In this draft Action Plan, the State agencies set forth an initial implementation framework to guide, track, and coordinate the State's actions related to the freight transport system. Recommendations include:

- A long-term 2050 Vision and Guiding Principles for California's future freight transport system.
- Targets for 2030 to guide the State toward meeting the 2050 Vision.
- Actions to initiate over the next five years to make progress towards the 2030 Targets and the 2050 Vision.
- Pilot projects to achieve on-the-ground actions that advance the freight transport system in the near-term.
- Transformational concepts the State agencies will explore.
- Approach to ongoing freight investments.

TO VIEW THE DRAFT CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN,  
PLEASE GO TO: [www.casustainablefreight.org](http://www.casustainablefreight.org)

**I-405 ORANGE COUNTY EXPRESS LANES PROJECT**  
**PRESENTATION**

A PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE MAY 18-19, 2016 CALIFORNIA  
TRANSPORTATION COMMISSION MEETING.

# Memorandum

Tab 25

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18, 2016

Reference No.: 4.8  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **TOLL FACILITY APPROVAL REQUEST – INTERSTATE 405 IMPROVEMENT PROJECT  
IN ORANGE COUNTY**

## **ISSUE:**

The Orange County Transportation Authority (OCTA) requested the Commission's approval to develop and operate a high-occupancy toll facility on Interstate (I) 405 between State Route (SR) 73 and I-605 in Orange County. Should the Commission, pursuant to Assembly Bill 194 (Frazier, 2015), approve OCTA's request?

## **RECOMMENDATION:**

Staff finds that the application meets the eligibility criteria required by AB 194 and recommends that the Commission approve OCTA's request to develop and operate a high occupancy toll facility on I-405 between SR 73 and I-605 in conjunction with its proposed I-405 Improvement Project as specified in the application received on April 1, 2016. This recommendation is based on information provided by OCTA and consideration of testimony provided at the public hearing held on April 28, 2016.

The proposed project will improve the corridor's performance by increasing passenger throughput and reducing delays. In addition, the proposed project capital cost expense estimate is \$1.7 billion, and will be funded with local sales tax M2 funding, state and federal funding, and the proceeds of non-recourse toll revenue-backed obligations using a direct TIFIA loan and/or toll revenue bonds. Should the project suffer financial setbacks, the application states that OCTA will use additional toll revenue bonds or local sales tax funding.

## **BACKGROUND:**

On October 9, 2015, Governor Brown signed into law Chapter 687, statutes of 2015 (AB 194), delegating to the Commission the legislative responsibility to approve the tolling of transportation facilities in California. Section 149.7 of the California Streets and Highways Code, as amended by AB 194, authorizes regional transportation agencies or the California Department of Transportation (Caltrans) to apply to the Commission to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight.

Applications for the development and operation of toll facilities are subject to review and approval by the Commission pursuant to criteria set forth in guidelines established by the Commission. At its March 2016 meeting, the Commission adopted Toll Facility Guidelines (guidelines) giving direction to applicants for the development and operation of toll facilities.

The Commission's adopted guidelines state that, after the Commission has approved a project, it will have no further role in reviewing or approving changes to the project except at the request of the sponsor agency. If OCTA finds it necessary or appropriate to make changes to the toll facility project after approval, the Commission expects that the agency will request approval of the change by submitting a supplement to the project application setting forth a description of the change and the reasons for it.

### **OCTA Toll Facility Application – I-405 Improvement Project**

On April 1, 2016, OCTA submitted an application pursuant to AB 194 to develop and operate a high-occupancy toll facility between SR 73 and I-605 in conjunction with its proposed I-405 Improvement Project (project). The \$1.7 billion project will add one general purpose lane in each direction on the I-405 from Euclid Street to the I-605 interchange. The proposed project will also add a lane in each direction of I-405 from SR-73 to SR-22 to be managed jointly with the existing high occupancy vehicle (HOV) lanes as the 405 Express Lanes with two lanes in each direction between SR-73 and I-605. The project also includes replacement of 18 bridges over the freeway, as well as interchange and arterial improvements in the vicinity of the freeway.

According to OCTA, a design-build procurement approach will be utilized to deliver the proposed project. Procurement of a design-build contractor is currently underway with contract award anticipated in November 2016 and construction completion in 2022. The \$1.7 billion project is planned to be funded as follows:

<b>Source</b>	<b>Funding Amount (In Thousands)</b>
Orange County M2 Sales Tax	\$1,011,352
Various Federal Funds	\$45,648
TIFIA Loan/Toll Revenue Bonds	\$561,000
SHOPP*	\$82,000
<b>Total</b>	<b>\$1,700,000</b>

\* Caltrans has committed \$82 million from the State Highway Operation and Protection Program (SHOPP).

OCTA states that it anticipates receiving up to \$561 million from a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, to be repaid with toll revenues. For any amount less than \$561 million the project receives from the TIFIA loan, OCTA will seek toll revenue bonds secured by the net revenues from the Express Lanes.

## **COMMISSION APPROVAL CONSIDERATIONS**

### **Minimum Criteria**

For the Commission to approve a proposed toll facility, AB 194 requires the Commission to find, at a minimum, that the application meets the following criteria:

*(1) A demonstration that the proposed toll facility will improve the corridor's performance by, for example, increasing passenger throughput or reducing delays for freight shipments and travelers, especially those traveling by carpool, vanpool, and transit.*

The application includes a copy of the project's Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) which provides substantial information regarding increases in throughput and reduction in delay for freight, travelers, and those ride sharing. The application summarizes many of the benefits included in the Final EIR/EIS that demonstrate the proposed project will improve the corridor's performance, including:

- Reducing general purpose lane travel times from 133 minutes to 29 minutes (2040 No-Build vs Project scenario);
- Reducing Express Lane travel time from 121 minutes to 13 minutes (2040 No-Build vs Project scenario);
- Increasing throughput in the corridor by 23 to 50 percent;
- Reducing annual vehicle hours of delay in the corridor by 2 million hours in the opening year and 78 million hours in 2040;
- Improving safety by addressing operational and geometric deficiencies, reducing congestion and reducing emergency vehicle access time to freeway incidents;
- Generating excess toll revenues that will be reinvested in the corridor.

*(2) A requirement that the proposed toll facility is contained in the constrained portion of a conforming regional transportation plan prepared pursuant to Section 65080 of the Government Code.*

The application states that the I-405 Improvement Project is included in the 2012 Regional Transportation Plan adopted by the Southern California Association of Governments.

*(3) For projects involving the state highway system, evidence of cooperation between the applicable regional transportation agency and Caltrans.*

The application states that OCTA and Caltrans are developing and implementing in partnership the I-405 Improvement Project. The Caltrans District 12 Director approved the Final EIR/EIS (dated March 26, 2015) and the Final Project Report (dated June 15, 2015). Further, Caltrans has approved, signed, and published the Record of Decision (signed May 15, 2015) and signed the Notice of Determination (signed June 17, 2015). OCTA and Caltrans jointly developed and agreed to the "I-405 Project Implementation Preliminary Agreement in Terms and Conditions as of April 16, 2015." This agreement specifies roles in project delivery, identifies project funding and financing, provides conditions for Express Lane operations, and presents a framework for use

of net excess revenues. Finally, OCTA and Caltrans executed a Cooperative Agreement establishing roles and responsibilities for implementation of the project.

*(4) A discussion of how the proposed toll facility meets the requirements of Streets and Highways Code Section 149.7.*

According to OCTA, the I-405 Improvement Project meets the minimum and additional requirements of Section 149.7 of the Streets and Highways Code. For example, the application describes the following actions to ensure compliance:

- OCTA and the California Highway Patrol (CHP) have met on several occasions to discuss an agreement for enforcement services related to the toll facility and reimbursement to CHP for its costs. The application states that an agreement will be reached before the proposed Express Lanes are open to traffic;
- OCTA and Caltrans have an initial agreement addressing “all matters related to design, construction, maintenance, and operation of the toll facility, including, but not limited to, liability, financing, repair, rehabilitation, and reconstruction” and reimbursement of Caltrans expenses;
- OCTA is committed to managing the revenue generated by the tolls to cover debt obligations of the toll facility and “development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facility” with all remaining funds used in the corridor pursuant to an expenditure plan for net excess revenues;
- OCTA will include required language in the necessary documents when it issues bonds to finance construction and construction-related expenditures that the bond must not pledge the full faith and credit of the State of California;
- OCTA has met and coordinated on numerous occasions with all jurisdictions through which the proposed Express Lanes will pass and will continue to do so, as needed, for the life of the Project.

*(5) A complete project initiation document for the proposed toll facility.*

The application includes a copy of the complete project initiation document.

*(6) A complete funding plan for development and operation of the toll facility.*

The Commission interprets this minimum criterion to mean that all funding sources are identified and the applicant has a plan for securing these funds. A complete funding plan does not mean that all financing has been secured, as it is possible some financing sources may not be available until the project sponsor has authority to develop and operate the toll facility, which is granted only upon approval by the Commission. The application contains a significant discussion of the funding plan for the project, including cost estimates, identified funding sources, and alternative options if either the costs increase or the funding sources are less than anticipated.

### **Additional Considerations**

The Commission's guidelines specify that the Commission will consider all provided information to determine whether to approve the proposed toll facility. Accordingly, in conjunction with responding to the statutorily-defined minimum criteria, the guidelines encourage applicants to provide more information than that necessary to meet the minimum criteria. The guidelines request that, whenever applicable and possible, applicants provide supplemental information for the Commission to consider. The OCTA Toll Facility Application includes a significant amount of supplemental information in support of the I-405 Express Lanes.

Compliance with State Law: The application states that the proposed project is consistent with established standards, requirements, and limitations that apply to toll facilities in state law, such as eminent domain law, state highway design standards, and statutory design-build procurement requirements.

System Compatibility: The application states that the proposed project is consistent and compatible with the present and planned transportation system and specifies the regional planning documents within which the project is included.

Corridor Improvement: AB 194 specified the Legislature's intent that highway tolling should be employed for the purpose of optimizing the performance of the transportation system on a transportation corridor and should not be employed strictly as a revenue generating facility. With that in mind, the application includes a discussion that demonstrates that the proposed toll facility will significantly improve the corridor's performance.

OCTA cites a 2013 report prepared by FHWA which notes that the I-405 had the highest average annual daily traffic of any freeway in the nation. The purpose of the proposed project is to address the current deficiencies on the I-405 corridor, such as:

- The general purpose and HOV lanes peak-period traffic demand exceeds available capacity;
- The general purpose traffic lanes and interchanges have geometric, storage, and operational capacity deficiencies;
- The freeway has limitations in detecting traffic incidents and providing rapid response and clearance due to lack of capacity and technological infrastructure.

The application states that, once complete, the proposed project will reduce commute time, encourage shared rides and public transit, increase safety and economic productivity, and enhance the quality of life for Southern California residents and visitors.

Technical Feasibility: The application describes the type, size, and location of the proposed project, all proposed interconnections with other transportation facilities, and the communities that may be affected. In addition, as noted above, the application outlines the time frame for project completion and presents a reasonable discussion on operation plans for the proposed facility, given the point at which the project is in its development. Finally, the application states

that there is a process in place to develop a maintenance plan with Caltrans and define assumptions and responsibilities during the operation of the project.

Financial Feasibility: As noted above, the application describes the funding sources OCTA expects to use for the proposed project. According to OCTA, they will control cost increases through utilization of design-build procurement. Against the event of cost increases during construction, higher than anticipated interest rates, or lower proceeds from the TIFIA loan/toll revenue bonds, OCTA states that an additional \$243 million in M2 county sales tax funding is available. Should there be a revenue shortfall during operations of the Express Lanes, OCTA intends to fund a debt service reserve fund, operations and maintenance reserve fund, and major maintenance reserve fund. These reserve funds will also enhance the credit for the toll revenue obligations.

Community Support: The application states that there is widespread support for the proposed project as evidenced by the OCTA board approval of the project. There is some opposition to tolling and increasing the HOV occupancy requirement for free use of the Express Lanes, as well as some localized opposition to specific aspects of the project. The Cities of Long Beach and Seal Beach have filed suit against Caltrans over the adequacy of the Final EIR. The application states that OCTA and Caltrans are working to resolve this litigation. According to OCTA, a stay or injunction prohibiting the project from moving forward has not been issued.

## **PUBLIC HEARING**

AB 194 requires that, prior to approving an application, the Commission conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment. The Commission held a public hearing to receive public comment on the proposed Express Lanes related to this application on April 28, 2016. The hearing was held in the Neighborhood Community Center located at 1845 Park Avenue, Costa Mesa, California.

Following a presentation by Caltrans and OCTA on the project, the Commission received public comment from three individuals. One presenter spoke in support of the project. One presenter raised concerns that the preliminary traffic and revenue study did not include an analysis of diverted trips and impacts to local streets adjacent to the proposed project. The final presenter described the risk of moving forward with a project that is still involved in CEQA litigation, suggesting that OCTA and Caltrans are headed down an expensive and risky path because they may have to perform additional work, delaying the start of the project and increasing costs should the City of Long Beach prevail.

OCTA's Toll Facility Application can be found at:  
[http://www.catc.ca.gov/Hearings/AB\\_194\\_Hot\\_Lanes/OCTA\\_Toll\\_Facility\\_Application.pdf](http://www.catc.ca.gov/Hearings/AB_194_Hot_Lanes/OCTA_Toll_Facility_Application.pdf)

Attachment A – CTC Resolution G-16-16

Attachment B – Comments from April 28, 2016 Public Hearing

Attachment C – Assembly Bill 194 (Frazier, 2015)

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Application Approval**

**Orange County Proposed Toll Facility**

**May 18, 2016**

**RESOLUTION G-16-16**

- 1.1 WHEREAS Assembly Bill 194 (Frazier, 2015) amended Section 149.7 of the Streets and Highways Code authorizing regional transportation agencies or the California Department of Transportation (Caltrans) to apply to the Commission to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight, and
- 1.2 WHEREAS Assembly Bill 194 specifies that applications for the development and operation of toll facilities are subject to review and approval by the Commission pursuant to criteria set forth in guidelines established by the Commission, and
- 1.3 WHEREAS Assembly Bill 194 requires that for each eligible application the Commission shall conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment, and
- 1.4 WHEREAS the Commission adopted guidelines at its March 16, 2016, meeting to set forth the Commission's policy for carrying out its role in implementing Assembly Bill 194 and to assist the regional transportation agencies and Caltrans when contemplating an application to the Commission for approval to develop and operate high-occupancy toll lanes or other toll facilities, and
- 1.5 WHEREAS the Orange County Transportation Authority (OCTA) submitted on April 1, 2016, an *Application for Toll Facility: Interstate 405 Improvement Project* to the Commission for review and approval in accordance with Assembly Bill 194 and the Commission's Toll Facility Guidelines, and
- 1.6 WHEREAS the Commission held a hearing to receive public comment on the proposed toll facility related to this application on April 28, 2016, in Costa Mesa, California, and
- 1.7 WHEREAS Commission staff reviewed OCTA's application for compliance with Assembly Bill 194 and the Commission's Toll Facility Guidelines, and
- 1.8 WHEREAS this review found that the application meets the minimum criteria identified in Assembly Bill 194, and
- 1.9 WHEREAS, in addition, the application states OCTA and the California Highway Patrol (CHP) have met on several occasions to discuss an agreement for enforcement services related to the

toll facility and reimbursement to CHP for its costs, and an agreement will be reached before the proposed Express Lanes are open to traffic, and

- 1.10 WHEREAS, the application states OCTA and Caltrans have an initial agreement addressing all matters related to design, construction, maintenance, and operation of the toll facility, including, but not limited to, liability, financing, repair, rehabilitation, and reconstruction as well as reimbursement of Caltrans expenses, and
  - 1.11 WHEREAS, the application states OCTA is committed to managing the revenue generated by the tolls to cover debt obligations of the toll facility and development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facility, with all remaining funds used in the corridor pursuant to an expenditure plan for net excess revenues, and
  - 1.12 WHEREAS, the application states that OCTA and Caltrans will develop the expenditure plan for net excess revenues in partnership, and
  - 1.13 WHEREAS, the application states OCTA will include required language in the necessary documents when it issues bonds to finance construction and construction-related expenditures that the bond must not pledge the full faith and credit of the State of California, and
  - 1.14 WHEREAS, the application states OCTA has met and coordinated on numerous occasions with all of the jurisdictions through which the proposed Express Lanes will pass and will continue to do so, as needed, for the life of the Project, and
  - 1.15 WHEREAS, based on its review of the application, and considering the testimony provided at the public hearing, Commission staff recommended that the Commission approve the proposed toll facility in accordance with Assembly Bill 194 and the Commission's adopted guidelines,
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission finds OCTA's *Application for Toll Facility: Interstate 405 Improvement Project* consistent with Assembly Bill 194 and the Commission's Toll Facility Guidelines, and
  - 2.2 BE IT FURTHER RESOLVED that the Commission approves OCTA's application to develop and operate high-occupancy toll lanes in conjunction with its I-405 Improvement Project as described, and
  - 2.3 BE IT FURTHER RESOLVED that if OCTA finds it necessary or appropriate to make changes to the toll facility project after approval, the Commission expects that the agency will request approval of the change by submitting a supplement to the project application setting forth a description of the change and the reasons for it.

Diana Carey  
I-405 Corridor Cities  
4-28-16

Thank you Commissioners,

Stantec completed the 'Toll Revenue Study' and recently presented at various OCTA meetings. A great deal of attention was paid to the travel demand forecasts of the I-405 mainline and the HOT lanes. Several tolling scenarios were presented and each was modelled and the result was vetted to ensure consistency.

However, the corridor cities are extremely disappointed that the analyses failed to extract available data related to potential impacts on adjacent local streets due to diverted freeway trips. This is a regional freeway project; therefore, the same level of attention needs to be given to adjacent local traffic in the region.

We seem to be ready to make major decisions related to funding the project based on revenue potential of the project, however, the lack of the local circulation effect of each alternative will affect the financial revenue projections.

You do not have all the information to be able to make a sound decision on this project. An operational summary of impacts must be presented for each of these modelling alternatives that identifies the effect on local circulations.

Thank you.

Brian Starr  
Orange County Business Council  
4-28-16

Thank you Commissioners,

OCBC has been involved with the development of the project for years, and are in support of the proposal because of the economic benefits it will provide.

The mobility of the region is critical; this will be the second public highway in the county with tolls, and the county has benefited from the first.

We want to encourage OCTA to think about the connectivity of the entire region including other counties.

We encourage the commission to move forward with the approval of the project.

Thank you.

April 28, 2016

**VIA PERSONAL DELIVERY**

Commissioner Lucy Dunn  
Executive Director Susan Bransen  
California Transportation Commission  
Neighborhood Community Center  
1845 Park Avenue  
Costa Mesa, CA 92627-2711

Re: Comments on Proposed OCTA I-405 Improvement Project

Dear Commissioner Dunn and Ms. Bransen:

This letter is submitted on behalf of the City of Long Beach ("Long Beach"). Long Beach wishes to reiterate its objection to the I-405 Improvement Project ("Project") due to the failure of both the State of California Department of Transportation ("Caltrans") and the Orange County Transportation Authority ("OCTA") to comply with the California Environmental Quality Act ("CEQA"). As a reminder, both Long Beach and the City of Seal Beach ("Seal Beach") have filed legal challenges to the actions of Caltrans and OCTA with regard to the approval of the Project and the preparation of a fatally defective Environmental Impact Report ("EIR"). Those lawsuits are entitled *City of Long Beach v. State of California Department of Transportation, etc. et al*, Orange County Superior Court Case Number 30-2016-00835402-CU-WM-CXC and *City of Seal Beach v. State of California Department of Transportation, etc. et al*, Orange County Superior Court Case Number 30-2015-00799223-CU-WM-CXC. These cases are collectively referred to as the "CEQA Litigation." The CEQA Litigation identifies countless fundamental flaws in the CEQA proceedings conducted by Caltrans and OCTA. They are too numerous to outline here. For ease of reference, the Petition for Writ of Mandate filed in the Long Beach action is attached as Exhibit "A," and is incorporated herein by this reference.

Long Beach takes issue with OCTA's Application for Toll Facility and the representations made therein.

In Section 6.D. Environmental Considerations, OCTA represents that the Project is consistent with CEQA. That is flatly wrong. The EIR is fatally flawed and the processing of the Project violated numerous of CEQA's procedural requirements.

In Section 6.E. Community/Stakeholder Support, OCTA references the CEQA Litigation and then states: "OCTA and Caltrans are working to resolve this litigation." Long Beach does not feel this is an accurate representation. OCTA and Caltrans have caused the litigation to be needlessly prolonged by filing motions to transfer the cases to different courts. The litigation has

Commissioner Lucy Dunn

April 28, 2016

Page 2

been pending for nine months and should have already been decided by the trial court. The Long Beach case does not even have a judge assigned to it yet as a direct result of motions filed by OCTA and Caltrans to prevent the case from being heard in Los Angeles County, where it was properly commenced. After charging Long Beach over \$50,000 for the preparation of the Administrative Record, Caltrans and OCTA have failed to provide Long Beach with any Administrative Record. Neither Caltrans nor OCTA has shown any genuine interest in trying to settle the case.

The remedy provided by CEQA when violations are found is to go back to square one. Project approvals are set aside and not reconsidered until the violations are corrected. OCTA and Caltrans are proceeding with the Project in advance of the court decision at their own risk. *Kribel v. City Council* (1980) 112 Cal.App.3d 693; *Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4<sup>th</sup> 1184.

In short, Long Beach submits that OCTA and Caltrans are headed down an expensive and risky path. Long Beach respectfully requests that Commission not condone these actions.

Very truly yours,

RUTAN & TUCKER, LLP



M. Katherine Jenson

Special Counsel to the City of Long Beach

MKJ:lr

Exhibit "A" - Long Beach Petition for Writ of Mandate



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12 Attorneys for Petitioner  
CITY OF LONG BEACH

14 SUPERIOR COURT OF THE STATE OF CALIFORNIA  
15 FOR THE COUNTY OF LOS ANGELES

16 CITY OF LONG BEACH, a municipal  
corporation,  
17  
18 Petitioner,  
19  
20 v.  
21 STATE OF CALIFORNIA DEPARTMENT  
OF TRANSPORTATION; ORANGE  
COUNTY TRANSPORTATION  
AUTHORITY; and DOES 1-10, inclusive  
22 Respondents.  
23 ORANGE COUNTY TRANSPORTATION  
AUTHORITY; and ROES 11-20, inclusive  
24  
25 Real Parties In Interest

Case No. **BS156931**  
PETITION FOR WRIT OF MANDATE  
[California Environmental Quality Act  
("CEQA"), Pub. Res. Code §§ 21168,  
21168.5]; Code of Civ. Proc., §§ 1085, 1094.5]

*85*  
*Chalfant*

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ORIGINAL FILED  
Superior Court of California  
County of Los Angeles

JUL 16 2015

Sherri R. Carter, Executive Officer/Clerk  
By Shaunya Bolden, Deputy

1 Petitioner City of Long Beach ("Long Beach") respectfully petitions this Court for issuance  
2 of a writ of mandate pursuant to Code of Civil Procedure ("CCP") section 1085 and Public  
3 Resources Code ("PRC") § 21168.5, or in the alternative pursuant to CCP section 1094.5 and PRC  
4 section 21168, directed at the State of California Department of Transportation ("Caltrans"), to  
5 require Caltrans to rescind its approval of the I-405 Improvement Project ("Project"), and to take no  
6 further action with regard to the Project until such time as it complies with the California  
7 Environmental Quality Act ("CEQA") (Pub. Res. Code §§ 21000 *et seq.*). Long Beach further  
8 petitions this Court for the issuance of a writ of mandate pursuant to CCP section 1085 and PRC  
9 section 21168.5, or in the alternative pursuant to CCP section 1094.5 and PRC section 21168,  
10 directed at Orange County Transportation Authority ("OCTA"), to require OCTA to rescind its  
11 approval of its actions implementing the Project, and to take no further action with regard to the  
12 Project until such time as it complies with CEQA.

### 13 INTRODUCTION

14 1. This action challenges Caltrans' decision to approve a \$1.7 billion dollar project to  
15 widen an approximately 16-mile stretch of the I-405 between State Route 73 ("SR-73") and  
16 Interstate 605 ("I-605") (the "Project"), and OCTA's actions in implementing the Project. The  
17 Project would consist of the construction and operation of a total of four (4) new lanes (consisting  
18 of a tolled express lane in each direction and a new general purpose lane in each direction), as well  
19 as various on-ramp, off-ramp and other ancillary improvements.

20 2. While Long Beach does not oppose improvements to the I-405 *per se*, it is essential  
21 that the potential environmental impacts of any such project be fully and properly evaluated, and  
22 that appropriate and enforceable mitigation measures be imposed to mitigate such impacts to the  
23 extent feasible, as required by CEQA.

24 3. In approving the Project, Caltrans failed to comply with CEQA's procedural and  
25 substantive requirements in numerous respects. In fact, Caltrans apparently formally approved the  
26 Project - behind closed doors and in secret - before it even released the Final Environmental  
27 Impact Report/Environmental Impact Statement ("EIR") for the Project, and months before it  
28 adopted the Findings, Statement of Overriding Considerations, and Mitigation and Monitoring

1 Reporting Plan required by CEQA.

2 4. Caltrans' repeated disregard of CEQA's requirements resulted in an incomplete and  
3 inaccurate EIR that fails as an informational document. The EIR fails to identify and disclose the  
4 Project's true environmental impacts, and, as a result, fails to identify mitigation measures and/or  
5 project alternatives that could avoid those impacts.

6 5. Long Beach, as well as numerous other public agencies and other community  
7 groups and individuals, made numerous attempts (both informally and through formal comment  
8 letters) to bring the CEQA deficiencies raised in this Petition to Caltrans' attention and to  
9 convince Caltrans to correct such deficiencies. Caltrans, however, rejected or ignored the  
10 concerns expressed by Long Beach and others, and approved the Project without compliance with  
11 CEQA.

12 6. Caltrans prejudicially abused its discretion in certifying the EIR and approving the  
13 Project. Accordingly, Caltrans' approval of the Project and certification of the Final EIR must be  
14 set aside.

15 7. Likewise, Respondent and Real Party in Interest OCTA, a co-sponsor and/or  
16 proponent of the Project and a responsible agency under CEQA, has prejudicially abused its  
17 discretion in approving and beginning to implement the Project without complying with CEQA.

18 PARTIES

19 8. Long Beach is a charter city organized and existing under the laws of the State of  
20 California and the Long Beach City Charter. Long Beach and its residents have a beneficial  
21 interest in Caltrans' and OCTA's lawful performance of their duties, particularly with respect to  
22 certification of an EIR for a project that is directly located, in part, within Long Beach's  
23 boundaries, and which has environmental effects within Long Beach. Among other adverse  
24 impacts of the Project, residents of Long Beach will experience a dramatic increase in traffic on  
25 Long Beach streets due to bottlenecks that will be created when the additional Project general  
26 purpose lanes and toll lanes terminate at the I-405 and I-605 Freeways near the Long Beach border  
27 and drivers either sit and idle in traffic on the freeway or attempt to use Long Beach streets as a  
28 shortcut around the new traffic the bottlenecks will create. This massive increase in local street

1 traffic will cause higher repair and resurfacing costs in the future for damage to Long Beach  
2 streets, and will increase adverse air quality, traffic, noise and health impacts on Long Beach  
3 residents due to increased traffic. In addition, Long Beach and its residents will be adversely  
4 affected by the environmental impacts of the construction, operation, and maintenance of the  
5 Project. Thus, Long Beach is beneficially interested in Caltrans' and OCTA's lawful performance  
6 of their duties.

7 9. Caltrans is a state agency and was the lead agency responsible for approving the  
8 Project under CEQA.

9 10. OCTA is a governmental entity that serves as Orange County's primary  
10 transportation agency. OCTA is referred to in some of the Project documents as the "Project  
11 Proponent," and will apparently take the lead in the construction and implementation of the  
12 Project. As such, OCTA is a "responsible agency" under CEQA and is also a real party in interest.

13 11. Long Beach is ignorant of the true names of Respondents DOES 1-10 ("Doe  
14 Respondents"), inclusive, and therefore sues said Doe Respondents by such fictitious names.  
15 Long Beach is informed and believes and thereon alleges that each of the fictitiously named Doe  
16 Respondents has or may have an interest in the subject matter of this action. Long Beach will  
17 amend this Petition to set forth the true names and capacities of such Doe Respondents if and  
18 when the same have been ascertained.

19 12. Long Beach is ignorant of the true names of Real Parties in Interest ROES 11-20  
20 ("Roe Real Parties In Interest"), inclusive, and therefore sues said Roe Real Parties in Interest by  
21 such fictitious names. Long Beach is informed and believes and thereon alleges that each of the  
22 fictitiously named Roe Real Parties in Interest has or may have an interest or stake in the subject  
23 matter of this action. Long Beach will amend this Petition to set forth the true names and  
24 capacities of such Roe Real Parties in Interest if and when the same have been ascertained.

### 25 JURISDICTION AND VENUE

26 13. This Court has jurisdiction over this proceeding pursuant to CCP section 1085 and  
27 PRC section 21168.5, or alternatively, CCP section 1094.5 and PRC sections 21168.

28 14. Venue in this Court is proper pursuant to CCP section 393 and/or section 395, in

1 that the Project will involve construction in Los Angeles County and will create significant  
2 environmental impacts in Los Angeles County.

### 3 EXHAUSTION OF ADMINISTRATIVE REMEDIES

4 15. All facts and issues raised in this Petition were presented to Caltrans and OCTA  
5 prior to the approval of the Project. Long Beach has exhausted all available administrative  
6 remedies, and submitted timely objections to Caltrans' approval of the Project. In addition, on  
7 July 15, 2015, Long Beach sent written notice to Caltrans and OCTA pursuant to PRC section  
8 21167.5 of its intent to file this Petition. The notice was sent to Respondents electronically, and  
9 was also sent by mail. A true and correct copy of the notice is attached hereto as Exhibit A.

### 10 BACKGROUND AND GENERAL ALLEGATIONS

11 16. The Project contemplates widening the I-405 between SR-73 and I-605. This  
12 approximately 16-mile-long Project corridor is primarily located in Orange County on the I-405  
13 and traverses the cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, Garden  
14 Grove, Seal Beach, Los Alamitos, Long Beach, and the community of Rossmoor. Estimated to  
15 cost \$1.7 billion dollars, per Caltrans' own calculations, the daily vehicle miles travelled ("VMT")  
16 for the improved segment of freeway will increase by 39% (over 1.5 million VMT) over the  
17 baseline condition, and by 22% (over 1 million VMT) compared to the "future without project"  
18 condition.

19 17. In fall of 2009, Caltrans issued a Notice of Preparation ("NOP") for an EIR for the  
20 Project and invited input on the scope of the EIR. In response, on October 22, 2009, Long Beach  
21 submitted comments requesting that the EIR evaluate various potential traffic impacts, including  
22 impacts to specific traffic facilities within and around Long Beach.

23 18. Caltrans released the Draft EIR ("DEIR") in May of 2012. The DEIR presented  
24 four (4) alternative projects, including a No Build Alternative. Alternative 1 involved adding a  
25 new general purpose lane in each direction. Alternative 2 would have added two general purpose  
26 lanes in each direction. Alternative 3 (the "Project") included adding one general purpose lane  
27 and one tolled express lane in each direction.

28 19. In June and July 2012, Long Beach submitted comments on the DEIR, and

1 expressed its disappointment that the issues raised in its comments on the NOP had not been  
2 addressed. For example, the DEIR failed to evaluate potential traffic impacts within Long Beach.

3 20. Thereafter, Caltrans prepared a Supplemental Traffic Study to analyze traffic  
4 impacts in portions of Los Angeles County, including Long Beach, and a Supplemental DEIR  
5 (“SDEIR”) was circulated for public review beginning June 2013.

6 21. On August 12, 2013, Long Beach submitted comments on the SDEIR, including a  
7 traffic analysis prepared by Iteris. Long Beach again expressed disappointment that Caltrans had  
8 failed to adequately respond to Long Beach’s concerns and comments. In particular, Long Beach  
9 noted serious deficiencies in the impact analysis and the mitigation measures proposed to address  
10 traffic impacts within Los Angeles County. To remedy those deficiencies, Long Beach proposed  
11 alternative mitigation measures developed by its traffic engineers.

12 22. Many other agencies and other parties also submitted extensive comments on the  
13 DEIR and SEIR, pointing out numerous flaws in Caltrans’ analysis, as well as its failure to follow  
14 CEQA’s procedural mandates.

15 23. Despite the extensive comments submitted on the Project, Caltrans and OCTA  
16 moved full speed ahead, repeatedly demonstrating a pre-commitment to proceed with the Project -  
17 and specifically, Alternative 3 - before completing the environmental review process required by  
18 CEQA. For example:

19 a. OCTA began pursuing revisions to the Southern California Association of  
20 Governments (“SCAG”) Regional Transportation Plan (“RTP”)/Sustainable  
21 Communities Strategy (“SCS”) to incorporate the Project (Alternative 3) even  
22 before the DEIR/EIS was circulated.

23 b. On July 25, 2014, Caltrans issued a press release indicating it had already  
24 determined and informed OCTA that Alternative 3 was the “Preferred Alternative.”

25 c. As far back as July 2010, Caltrans began the process of seeking approval  
26 from the Federal Highway Administration of the toll lanes contemplated by  
27 Alternative 3.

28 d. OCTA co-sponsored a bill allowing it to use design-build procurement for

1 the "I-405 Improvement Project," which was introduced to the State Legislature on  
2 February 15, 2003.

3 e. On or about October 22, 2014, OCTA initiated solicitations for design-build  
4 construction services for the Project on its website. The description of the  
5 proposed Project included "dual tolled express lanes in each direction on the I-405  
6 from SR-73 to I-605."

7 f. At its April 28, 2015 meeting, OCTA made clear that Alternative 3 was  
8 preordained, by approving a term sheet with Caltrans for the construction and  
9 operation of Alternative 3. OCTA's Chair also confirmed that the decision was  
10 already made, remarking to the press: "at this point, it is not a discussion about tolls  
11 or no tolls. ... If we don't do it, Caltrans is going to do it."

12 g. On May 4, 2015, OCTA's Regional Planning and Highway Committee  
13 authorized the CEO of OCTA to initiate discussions with property owners for the  
14 acquisition of property necessary for the Project and approved the selection of a  
15 construction management firm for the Project.

16 24. In the meantime, Caltrans rotely continued the environmental review process to  
17 justify the decision it had already made. It completed the Final EIR ("FEIR") for the Project on  
18 or about March 26, 2015, and thereafter, on April 3, 2015 issued a notice of availability indicating  
19 it was available for public review until May 4, 2015.

20 25. On May 4, 2015, Long Beach submitted comments on the FEIR, expressing dismay  
21 that Caltrans had already effectively approved the Project and begun implementing it, without  
22 completing the CEQA process. Long Beach pointed out a number of specific CEQA violations,  
23 including, but not limited to: (1) Caltrans' and OCTA's approval of the Project in advance of the  
24 certification of the FEIR and adoption of CEQA Findings and/or a Statement of Overriding  
25 Considerations; (2) the FEIR's use of an improper baseline in analyzing the Project's  
26 environmental impacts; (3) the FEIR's failure to identify the "thresholds of significance" by which  
27 environmental impacts were measured; (4) the FEIR's improper compression of "the analysis of  
28 impacts and mitigation measures into a single issue;" (5) the FEIR's failure to adequately analyze

1 air quality impacts; (6) the FEIR's failure to adequately analyze or disclose impacts related to  
2 GHG emissions; (7) the FEIR's failure to adequately analyze traffic impacts, or to respond to  
3 Long Beach's prior traffic concerns; (8) the FEIR's failure to adequately analyze noise impacts;  
4 (9) the FEIR's failure to require clear and enforceable measures to mitigate impacts to Long  
5 Beach; (10) the FEIR's failure to acknowledge the Project's growth inducing effects; (11) the  
6 FEIR's failure to address water quality impacts to Long Beach; and (12) Caltrans' failure to  
7 adequately respond to comments on the DEIR. Long Beach also warned Caltrans that, because of  
8 the significant new information added to the FEIR after the circulation of the DEIR, recirculation  
9 of the EIR was required. Long Beach also expressed its concern that Caltrans was deleting  
10 e-mails related to the Project, thus jeopardizing the ability to produce a complete administrative  
11 record relating to its decision to approve the Project. Numerous other parties also submitted  
12 comments on the FEIR. Long Beach also submitted a supplemental comment letter regarding a  
13 recent court ruling.

14         26.     Unbeknownst to Long Beach, at the time the above-described comments were  
15 submitted, Caltrans had apparently not only effectively approved the Project, but had already  
16 formally done so. According to the Notice of Determination ("NOD") filed for the Project, the  
17 Project was approved on March 26, 2015.

18         27.     Caltrans' secret approval of the Project was not disclosed until months later,  
19 however, because Caltrans failed to comply with the CEQA Guidelines' requirement that a NOD  
20 is required to be filed within five (5) working days after a decision to approve a project.  
21 (Guidelines, § 15094.) Instead, the NOD was not filed until June 17, 2015, 83 days after the  
22 Project was approved.

23         28.     Caltrans' approval of the Project further violated CEQA because it preceded - by  
24 more than a month - its adoption of CEQA Findings, a Statement of Overriding Considerations,  
25 and/or a Mitigation Monitoring and Reporting Program, all of which are required to be adopted by  
26 CEQA before a Project is approved. (Guidelines, §§ 15091 [specifying findings required before  
27 approval of project], 15093 [statement of overriding considerations], 15097 [mitigation  
28 monitoring and reporting].) Although due to the lack of transparency in Caltrans' process, it is not

1 clear exactly when those documents were approved, as all are dated "June 2015."

2 **FIRST CAUSE OF ACTION**

3 **(Petition for Writ of Mandate for Violations of CEQA Against All Respondents and Real**  
4 **Parties in Interest)**

5 29. Long Beach hereby incorporates the allegations of the foregoing paragraphs as  
6 though set forth in full herein by this reference.

7 30. Pursuant to CEQA, before a public agency approves any discretionary project, it  
8 must first assess and publicly disclose the project's potential environmental effects. An agency  
9 may not approve a project that has the potential to have significant environmental impacts if there  
10 are feasible alternatives or mitigation measures that would avoid or substantially lessen the  
11 adverse environmental impacts.

12 31. In doing the things herein alleged, Respondents failed to comply with their  
13 mandatory duties under CEQA in several substantial and prejudicial respects, including without  
14 limitation, the violations outlined in the following paragraphs.

15 32. Caltrans and OCTA pre-committed to and approved the Project, and specifically  
16 "Alternative 3," long before they completed the environmental review process, certified the FEIR,  
17 and made all required findings.

18 33. Caltrans approved the Project before adopting the required CEQA Findings,  
19 Statement of Overriding Considerations, and Mitigation and Monitoring Reporting Program.  
20 OCTA also took actions to implement the Project prior to the certification of the EIR and also  
21 without making the findings required of a responsible agency under CEQA.

22 34. The EIR's entire analysis is based upon the wrong baseline comparison. Instead of  
23 evaluating the Project against existing physical conditions, as required by CEQA (*see* Guidelines §  
24 15125), Caltrans improperly used a speculative "future" baseline. As a result, the EIR failed to  
25 disclose the Project's true impacts, and failed to require adequate mitigation to address those true  
26 impacts.

27 35. The EIR failed to identify the "thresholds of significance" by which environmental  
28 impacts were measured to determine their significance. In fact, Caltrans' response to comments

1 reveals that it intentionally avoided identifying clear standards for determining the significance of  
2 potential impacts, as required by CEQA (*see* Guidelines § 15064.7), and instead left conclusions  
3 regarding significance to the subjective determination of an unidentified “Project Development  
4 Team,” which apparently included OCTA and Caltrans staff, as well as their consultants.

5         36. The EIR improperly compressed its assessment of the Project’s potential  
6 environmental impacts by blurring the distinction between Project impacts and the effect of  
7 mitigation measures on those impacts. (*See Lotus v. Department of Transportation* (2014) 223  
8 Cal. App. 4th 645, 656 [Caltrans violated CEQA by “compressing the analysis of impacts and  
9 mitigation measures into a single issue”].)

10         37. The EIR failed to adequately analyze or disclose the Project’s significant air quality  
11 impacts. Among other problems, the air quality analysis failed to utilize thresholds of significance  
12 developed by the Southern California Air Quality Management District (“SCAQMD”), or any  
13 other objective and meaningful threshold of significance. Instead, despite the fact that the Project  
14 will dramatically increase the amount of vehicle trips on the I-405, the single page of the EIR  
15 devoted to CEQA analysis of air quality impacts arbitrarily concluded that all of the Project’s air  
16 quality impacts are less than significant, and that no mitigation is necessary. Further, Caltrans  
17 ignored the SCAQMD’s request for a Health Risk Assessment, despite the fact that the Project  
18 will cause large numbers of persons living in close proximity to this segment of the freeway to be  
19 subjected to significant increases in traffic and the related air quality impacts.

20         38. The EIR’s greenhouse gas (“GHG”) analysis is flawed in that it failed to determine  
21 and disclose whether GHG emissions are significant. The analysis completely ignored CEQA  
22 Guidelines section 15064.4 - which was adopted in 2010 and provides specific direction regarding  
23 the process to be followed in assessing the significance of impacts from GHG emissions - and did  
24 not even attempt to identify any threshold of significance by which to evaluate the Project’s GHG  
25 impacts. Instead, Caltrans shirked its duty by insisting that it was “too speculative” to make a  
26 determination regarding the significance of the Project’s GHG impacts. This refusal to make a  
27 determination is particularly egregious, because it is clear that no reasonable analysis could  
28 conclude the Project’s GHG emissions will be insignificant. The EIR discloses that GHG

1 emissions will substantially increase with the Project, thus impeding the achievement of state  
2 goals requiring a dramatic reduction in GHG emissions. Moreover, the GHG calculations  
3 included in the EIR are not supported by substantial evidence, and understate the Project's true  
4 GHG emissions.

5 39. The EIR's traffic analysis contains numerous serious flaws in methodology that  
6 result in a failure to identify, disclose, and/or mitigate the Project's traffic impacts. For example,  
7 but without limitation, the traffic analysis: (1) made unsupported and illogical assumptions  
8 regarding traffic flow at the Orange County/Los Angeles County line; (2) improperly relied upon a  
9 "single demand forecast" to evaluate different alternatives, without accounting for how those  
10 alternatives would influence demand; (3) failed to evaluate all affected routes, or to present an  
11 accurate representation of Project impacts along affected routes; (4) failed to adequately address  
12 how and to what extent the Project would shift traffic between the I-405 and arterial streets;  
13 (5) relied upon unfounded assumptions regarding the extent to which traffic would increase  
14 without the Project, while improperly discounting the Project's contribution to future traffic  
15 increases; (6) utilized an incorrect "fair share" funding formula; (7) failed to use the correct model  
16 (*i.e.*, the Gateway Cities Travel Demand Model) in evaluating traffic impacts in Long Beach and  
17 Los Angeles County; (8) failed to use appropriate thresholds of significance; and (9) failed to  
18 require adequate mitigation of traffic impacts.

19 40. The EIR's noise analysis is flawed in that it: (1) failed to analyze impacts north of  
20 the County border, despite the fact that the Project will significantly increase traffic north of the  
21 border; (2) failed to use an appropriate baseline; improperly compressed the analysis of impacts  
22 and mitigation measures into a single issue; and (3) relied on an arbitrary decibel level to screen  
23 out locations for its analysis.

24 41. The EIR failed to require clear and enforceable measures to mitigate impacts.  
25 Among other problems, the EIR relied on agreements that have yet to be negotiated to mitigate  
26 traffic impacts within Los Angeles County, and failed to make any provision for the event that an  
27 agreement could not be reached. This is particularly troubling because one of the contemplated  
28 agreements is between Long Beach and Caltrans/OCTA, and is very unlikely to materialize given

1 the significant dispute between Long Beach and Caltrans regarding the scope of the improvements  
2 necessary to mitigate the Project's impacts within Long Beach, as well as what the Project's fair  
3 share contribution to those improvements is. The EIR also takes the untenable position that the  
4 implementation of T-11, which relates to "improvements at intersections owned by the State of  
5 California" that are to "be implemented by Caltrans" (FEIR, p. 4-107) cannot be guaranteed,  
6 because those improvements are "outside the control of the project proponent" (OCTA). Caltrans  
7 thus improperly disavows responsibility for ensuring that traffic improvements to its own facilities  
8 are implemented.

9 42. The EIR fails to acknowledge the growth inducing effects of the \$1.7 billion  
10 Project and instead relied on a flawed - and internally inconsistent - idea that because the Project  
11 area is built out, the Project will not induce growth. Increasing the capacity of a public facility  
12 such as the I-405 falls squarely within the definition of growth-inducing in CEQA Guideline  
13 15126.2(d). Further, the premise that the area served by the Project is already "built-out" to the  
14 extent that the Project cannot induce growth is contradicted by the EIR's own projection that daily  
15 trips in the vicinity of Long Beach will increase by 37% because of new development.

16 43. The EIR completely failed to address potential water quality impacts in Long  
17 Beach. The water quality discussion in the EIR was limited to the Orange County portion of the  
18 Project, and failed even to mention the Los Angeles Basin Plan, Los Angeles NPDES MS4  
19 Permit, and/or Long Beach NPDES MS4 Permit, let alone consider whether the Project would  
20 impact compliance with their requirements.

21 44. The EIR failed to disclose that the Project is part of a plan to develop a regional  
22 express toll lane network, and/or to describe or analyze the extent to which the Project is related to  
23 other toll lane projects. In so doing, Caltrans violated CEQA by engaging in unlawful  
24 "piecemealing," i.e. the process of "chopping a large project into many little ones - each with a  
25 minimal potential impact on the environment - which cumulatively may have disastrous  
26 consequences," in order to avoid meaningful environmental review. (*Bozung v. Local Agency  
27 Formation Commission* (1975) 13 Cal.3d 263, 283-284.)

28 45. The EIR fails to provide a complete, accurate, finite, and stable description of the

1 Project. For example, the EIR fails to include complete information regarding the demolition and  
2 construction activities the Project will require. The FEIR contradicts statements in the SDEIR  
3 regarding how the express lanes will be operated, and includes inconsistent information regarding  
4 the Project's GHG emissions and traffic.

5 46. Caltrans failed to adequately respond to public comments on the DEIR and SDEIR,  
6 in violation of Public Resources Code section 21091(d)(2)(A). Caltrans repeatedly dismissed,  
7 ignored, and otherwise disregarded valuable public comments from Long Beach, other affected  
8 cities, and prominent state regulatory agencies commenting within their respective fields of  
9 specialty.

10 47. Caltrans also failed to provide public agencies that commented on the Project with  
11 "a written proposed response" at least 10 days prior to certifying the Final EIR, as expressly  
12 required by CEQA. (*See* PRC § 21092.5(a); Guidelines, § 15088(b).)

13 48. Caltrans failed to recirculate the Final EIR for public review and comment, despite  
14 the fact that the Final EIR included "significant new information" that was not included in the  
15 DEIR and/or SDEIR. Among that significant new information was the disclosure that traffic  
16 impacts within Los Angeles County (i.e., Long Beach) may be significant and unavoidable. The  
17 FEIR also included dramatically different data regarding GHG emissions and traffic than was  
18 provided in the DEIR and SDEIR.

19 49. Caltrans improperly failed to evaluate the cumulative impacts of the Project and  
20 other reasonably anticipated and interrelated projects.

21 50. Caltrans failed to consider feasible alternatives to the Project, or to consider  
22 feasible mitigation measures for the Project's environmental impacts.

23 51. Caltrans destroyed e-mails relating to the Project, precluding the preparation of an  
24 adequate administrative record for the Project, particularly in light of the fact that the approval  
25 process occurred behind closed doors, without a public hearing.

26 52. Caltrans and OCTA failed to make required findings when approving the Project.  
27 The purported findings made by Caltrans were not supported by substantial evidence in light of  
28 the whole record.

1           53.     As a result of the foregoing defects, Caltrans' actions in approving the Project were  
2 not in compliance with procedures required by law, were not supported by substantial evidence in  
3 the public record, were not reflected in legally adequate findings, and were arbitrary, capricious,  
4 and reflected a prejudicial abuse of discretion.

5           54.     OCTA approved and began implementing the Project without considering the EIR  
6 and/or making the findings required to be made by a responsible agency. (*See* Guidelines, §  
7 15096.)

8           55.     Long Beach has no plain, adequate and speedy remedy at law to redress the wrongs  
9 described in this Petition.

10          56.     Long Beach has performed any and all conditions precedent to filing this action and  
11 has exhausted any and all available administrative remedies to the extent required by law by, *inter*  
12 *alia*, submitting written and oral comments objecting to the Project and Respondents' failure to  
13 comply with CEQA at each stage of the administrative process. All matters raised in this Petition  
14 were raised in Long Beach's comments and/or comments submitted by other persons or entities  
15 who objected to the Project.

16          57.     Pursuant to Public Resources Code section 21167.5, Long Beach has provided  
17 written notice of the commencement of this action to Caltrans and OCTA.

18          58.     Pursuant to Public Resources Code section 21167.7, and CCP section 388, Long  
19 Beach has or will provide written notice of this action, including a copy of this Petition and  
20 Complaint, to the State Attorney General.

21          59.     Long Beach brings this action pursuant to Public Resources Code sections 21168  
22 and 21168.5 and CCP sections 1085, 1088.5 and 1094.5, which require that an agency's approval  
23 of a project be set aside if the agency has prejudicially abused its discretion. Prejudicial abuse of  
24 discretion occurred where Caltrans has failed to proceed in the manner required by law, its  
25 decision is not supported by the findings, or the findings are not supported by the evidence.

26          60.     Pursuant to CCP sections 1085 and/or 1094.5, a writ of mandate should issue  
27 directing Respondents to rescind their approvals of the Project and prohibiting Respondents from  
28 taking any subsequent action to approve the Project until they have complied with CEQA.

1 PRAYER FOR RELIEF

2 WHEREFORE, Petitioner City of Long Beach prays for relief as follows:

3 1. For a writ of mandate:

4 a. Directing Respondents to rescind, vacate and set aside Respondents'  
5 certification of the EIR and approval of the Project and any actions implementing the Project;

6 b. Commanding Respondents to immediately suspend all activities in  
7 furtherance or implementation of the Project;

8 c. Commanding Respondents to prepare a revised draft environmental impact  
9 report and circulate it for public review and comment, consistent with the requirements of CEQA,  
10 and to comply with all other requirements of CEQA, prior to taking any subsequent action to  
11 approve the Project; and

12 d. Commanding Respondents to make all required CEQA findings prior to  
13 taking any subsequent action to approve the Project.

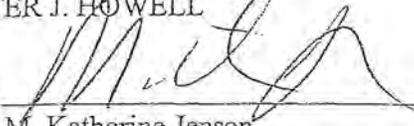
14 2. For an interim order granting a stay of the Project's implementation, a temporary  
15 restraining order, and/or a preliminary injunction pending the entry of judgment.

16 3. For an award of attorneys' fees, litigation expenses and costs as permitted or  
17 required by law, including but not limited to CCP section 1021.5 and other statutory and common  
18 law provisions.

19 4. For such other and further relief as the Court deems just and proper.

20 Dated: July 16, 2015

RUTAN & TUCKER, LLP  
M. KATHERINE JENSON  
PETER J. HOWELL

21  
22 By: 

23 M. Katherine Jenson  
24 Attorneys for Petitioner CITY OF LONG  
25 BEACH

26 Deemed verified pursuant to Code of Civil Procedure § 446(a), par. 2.  
27  
28

Exhibit A

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12 Attorneys for Petitioner  
CITY OF LONG BEACH

13 SUPERIOR COURT OF THE STATE OF CALIFORNIA

14 FOR THE COUNTY OF LOS ANGELES

15  
16 CITY OF LONG BEACH, a municipal  
corporation,

17 Petitioner,

18 v.

19 STATE OF CALIFORNIA DEPARTMENT  
20 OF TRANSPORTATION; ORANGE  
COUNTY TRANSPORTATION  
21 AUTHORITY; and DOES 1-10, inclusive

22 Respondents.

23 ORANGE COUNTY TRANSPORTATION  
24 AUTHORITY; and DOES 11-20, inclusive

25 Real Parties In Interest

Case No.

NOTICE OF INTENT TO COMMENCE  
CEQA ACTION

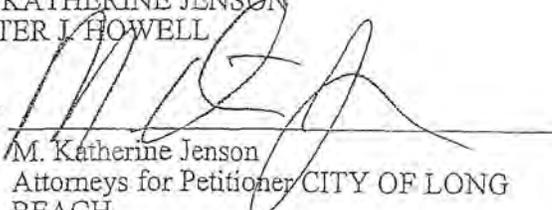
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**EXHIBIT A, PAGE 15**

1 TO THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION AND TO  
2 THE ORANGE COUNTY TRANSPORTATION AUTHORITY:

3 Please take notice that the City of Long Beach plans to commence an action under the  
4 California Environmental Quality Act, Public Resources Code Section 21000 *et seq.*, against the  
5 State of California Department of Transportation ("Caltrans") and the Orange County  
6 Transportation Authority challenging the approval of the San Diego Freeway (I-405) Improvement  
7 Project and the Environmental Impact Report and findings relating thereto. Caltrans provided the  
8 Notice of Determination for the project to the undersigned on June 22, 2015.

9 Dated: July 15, 2015

RUTAN & TUCKER, LLP  
M. KATHERINE JENSON  
PETER J. HOWELL

11 By: 

12 M. Katherine Jenson  
13 Attorneys for Petitioner CITY OF LONG  
14 BEACH

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28 EXHIBIT A, PAGE 16

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PROOF OF SERVICE

*(City of Long Beach v. State of California Department of Transportation; Orange County Transportation Authority)*

STATE OF CALIFORNIA, COUNTY OF ORANGE

I am employed by the law office of Rutan & Tucker, LLP in the County of Orange, State of California. I am over the age of 18 and not a party to the within action. My business address is 611 Anton Boulevard, Suite 1400, Costa Mesa, California 92626-1931.

On July 15, 2015, I served on the interested parties in said action the within:

NOTICE OF INTENT TO COMMENCE CEQA ACTION

as stated below:

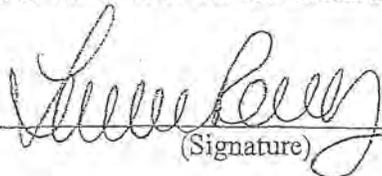
(BY MAIL) by placing a true copy thereof in sealed envelope(s) addressed as shown on the attached mailing list.

In the course of my employment with Rutan & Tucker, LLP, I have, through first-hand personal observation, become readily familiar with Rutan & Tucker, LLP's practice of collection and processing correspondence for mailing with the United States Postal Service. Under that practice, I deposited such envelope(s) in an out-box for collection by other personnel of Rutan & Tucker, LLP, and for ultimate posting and placement with the U.S. Postal Service on that same day in the ordinary course of business. If the customary business practices of Rutan & Tucker, LLP with regard to collection and processing of correspondence and mailing were followed, and I am confident that they were, such envelope(s) were posted and placed in the United States mail at Costa Mesa, California, that same date. I am aware that on motion of party served, service is presumed invalid if postal cancellation date or postage meter date is more than one day after date of deposit for mailing in affidavit.

Executed on July 15, 2015, at Costa Mesa, California.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Lauren Ramey  
(Type or print name)

  
(Signature)

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SERVICE LIST

Dave Richardson Environmental Branch Chief State of California Department of Transportation 3347 Michelson Drive Suite 100 Irvine, CA 92612	Respondent, State of California Department of Transportation  Telephone: (949) 724-2000
Malcolm Dougherty, Director State of California Department of Transportation P.O. Box 942873 Sacramento, CA 94273-0001	Respondent, State of California Department of Transportation  Telephone: (916) 654-5266
Darrell Johnson Chief Executive Officer Orange County Transportation Authority 550 S. Main Street Orange, California 92868	Respondent, Orange County Transportation Authority  Telephone: (714) 560-6282
Laurena Weinert Clerk of the Board Orange County Transportation Authority 550 S. Main Street Orange, California 92868	Respondent, Orange County Transportation Authority  Telephone: (714) 560-5676

EXHIBIT A, PAGE 18

**Ramey, Lauren**

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**From:** Ramey, Lauren  
**Sent:** Wednesday, July 15, 2015 3:58 PM  
**To:** david.richardson@dot.ca.gov; Caltrans.Director@dot.ca.gov; djohnson@octa.net; boardofdirectors@octa.net  
**Cc:** Jenson, Kathy; jdonich@wss-law.com; glenn.b.mueller@dot.ca.gov  
**Subject:** Notice of Intent to Commence CEQA Action (405 Project)  
**Attachments:** Notice of Intent to Commence CEQA Action.PDF

Please see the attached courtesy copy of the City of Long Beach's Notice of Intent to Commence CEQA Action. A hard copy will follow by mail. Please direct any questions to Kathy Jenson ([kjenson@rutan.com](mailto:kjenson@rutan.com); 714-641-3413) or Peter Howell ([phowell@rutan.com](mailto:phowell@rutan.com); (714) 662-4661).

Thank you,

**Lauren Ramey**

Assistant to M. Katherine Jenson  
Rutan & Tucker, LLP  
611 Anton Boulevard, 14th Floor  
Costa Mesa, CA 92626  
(714) 641-5100 x1313

[lramey@rutan.com](mailto:lramey@rutan.com)  
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**RUTAN**

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This electronic transmission, and any documents attached hereto, (a) are protected by the Electronic Communications Privacy Act (18 USC §§ 2510-2521), (b) may contain confidential and/or legally privileged information, and (c) are for the sole use of the intended recipient named above. If you have received this electronic message in error, please notify the sender and delete the electronic message. Any disclosure, copying, distribution, or use of the contents of the information received in error is strictly prohibited.

EXHIBIT A, PAGE 19

## AB 194 of 2015

### SECTION 1.

The Legislature finds and declares all of the following:

- (a) The development, improvement, expansion, and maintenance of an efficient, safe, and well-maintained system of roads, highways, and other transportation facilities is essential to the economic well-being and high quality of life of the people of this state.
- (b) High-occupancy toll lanes, express lanes, and toll roads provide an opportunity to more effectively manage state highways in order to increase passenger throughput and to reduce delays for freight shipments and travelers, especially those traveling by carpool, vanpool, or bus.
- (c) Highway tolling should be employed for the purpose of optimizing the performance of the transportation system on a transportation corridor and should not be employed strictly as a revenue generating facility.

### SEC. 2.

Section 149.7 of the Streets and Highways Code is amended to read:

#### 149.7.

- (a) Notwithstanding Sections 149 and 30800, a regional transportation agency, as defined in subdivision (k), or the department may apply to the commission to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight.
- (b) Each application for the development and operation of the toll facilities described in subdivision (a) shall be subject to review and approval by the commission pursuant to eligibility criteria set forth in guidelines established by the commission. Prior to approving an application, the commission shall conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment. Upon approval of an application, the regional transportation agency or the department may develop and operate the toll facility proposed in the application.
- (c) The eligibility criteria set forth in the guidelines established by the commission pursuant to subdivision (b) shall include, at a minimum, all of the following:
  - (1) A demonstration that the proposed toll facility will improve the corridor's performance by, for example, increasing passenger throughput or reducing delays for freight shipments and travelers, especially those traveling by carpool, vanpool, and transit.
  - (2) A requirement that the proposed toll facility is contained in the constrained portion of a conforming regional transportation plan prepared pursuant to Section 65080 of the Government Code.
  - (3) Evidence of cooperation between the applicable regional transportation agency and the department.
  - (4) A discussion of how the proposed toll facility meets the requirements of this section.
  - (5) A requirement that a project initiation document has been completed for the proposed toll facility.
  - (6) A demonstration that a complete funding plan has been prepared.

(d) A regional transportation agency that applies to the commission to develop and operate toll facilities pursuant to this section shall reimburse the commission for all of the commission's costs and expenses incurred in processing the application.

(e) Toll facilities approved by the commission on or after January 1, 2016, pursuant to this section, shall be subject to the following minimum requirements:

(1) A regional transportation agency sponsoring a toll facility shall enter into an agreement with the Department of the California Highway Patrol that addresses all law enforcement matters related to the toll facility and an agreement with the department that addresses all matters related to design, construction, maintenance, and operation of the toll facility, including, but not limited to, liability, financing, repair, rehabilitation, and reconstruction.

(2) A regional transportation agency sponsoring a toll facility shall be responsible for reimbursing the department and the Department of the California Highway Patrol for their costs related to the toll facility pursuant to an agreement between the agency and the department and an agreement between the agency and the Department of the California Highway Patrol.

(3) The sponsoring agency shall be responsible for establishing, collecting, and administering tolls, and may include discounts and premiums for the use of the toll facility.

(4) The revenue generated from the operation of the toll facility shall be available to the sponsoring agency for the direct expenses related to the following:

(A) Debt issued to construct, repair, rehabilitate, or reconstruct any portion of the toll facility, payment of debt service, and satisfaction of other covenants and obligations related to indebtedness of the toll facility.

(B) The development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facility, including toll collection and enforcement.

(C) Reserves for the purposes specified in subparagraphs (A) and (B).

(5) All remaining revenue generated by the toll facility shall be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as follows:

(A) (i) For a toll facility sponsored by a regional transportation agency, the regional transportation agency shall develop the expenditure plan in consultation with the department.

(ii) For a toll facility sponsored by the department, the department shall develop the expenditure plan in consultation with the applicable regional transportation agency.

(B) (i) For a toll facility sponsored by a regional transportation agency, the governing board of the regional transportation agency shall review and approve the expenditure plan and any updates.

(ii) For a toll facility sponsored by the department, the commission shall review and approve the expenditure plan and any updates.

(6) The sponsoring agency's administrative expenses related to operation of a toll facility shall not exceed 3 percent of the toll revenues.

(f) For any project under this section involving the conversion of an existing high-occupancy vehicle lane to a high-occupancy toll lane, the sponsoring agency shall demonstrate that the project will, at a minimum, result in expanded efficiency of the corridor in terms of travel time reliability, passenger throughput, or other efficiency benefit.

(g) This section shall not prevent the construction of facilities that compete with a toll facility approved by the commission pursuant to this section, and the sponsoring agency shall not be entitled to compensation for the adverse effects on toll revenue due to those competing facilities.

(h) A sponsoring agency that develops or operates a toll facility pursuant to this section shall provide any information or data requested by the commission or the Legislative Analyst. The commission, in cooperation with the Legislative Analyst, shall annually prepare a summary report on the progress of the development and operation of any toll facilities authorized pursuant to this section. The commission may submit this report as a section in its annual report to the Legislature required pursuant to Section 14535 of the Government Code.

(i) (1) A regional transportation agency may issue bonds, refunding bonds, or bond anticipation notes, at any time, to finance construction of, and construction-related expenditures for, a toll facility approved pursuant to this section, and construction and construction-related expenditures that are included in the expenditure plan adopted pursuant to paragraph (5) of subdivision (e), payable from the revenues generated from the toll facility. The bonds, refunding bonds, and bond anticipation notes shall bear such interest rates and other features and terms as the regional transportation agency shall approve and may be sold by the regional transportation agency at public or private sale.

(2) A bond, refunding bond, or bond anticipation note issued pursuant to this subdivision shall contain on its face a statement to the following effect:

“Neither the full faith and credit nor the taxing power of the State of California is pledged to the payment of principal of, or the interest on, this instrument.”

(3) Bonds, refunding bonds, and bond anticipation notes issued pursuant to this subdivision are legal investments for all trust funds, the funds of all insurance companies, banks, trust companies, executors, administrators, trustees, and other fiduciaries.

(4) Interest earned on any bonds, refunding bonds, and bond anticipation notes issued pursuant to this subdivision shall at all times be free from state personal income tax and corporate income tax.

(5) (A) For a toll facility operated by the department, the California Infrastructure and Economic Development Bank or the Treasurer may issue bonds, refunding bonds, or bond anticipation notes, at any time, to finance development, construction, or reconstruction of, and construction-related expenditures for, a toll facility approved pursuant to this section and construction and construction-related expenditures that are included in the expenditure plan adopted pursuant to paragraph (5) of subdivision (e), payable solely from the toll revenue and ancillary revenues generated from the toll facility.

(B) This subdivision shall be deemed to provide all necessary state law authority for purposes of Section 63024.5 of the Government Code.

(j) (1) Before submitting an application pursuant to subdivision (a), a regional transportation agency shall consult with every local transportation authority designated pursuant to Division 12.5 (commencing with Section 131000) or Division 19 (commencing with Section 180000) of the Public Utilities Code and every congestion management agency whose jurisdiction includes the toll facility that the regional transportation agency proposes to develop and operate.

(2) A regional transportation agency shall give a local transportation authority or congestion management agency described in paragraph (1) the option to enter into agreements, as needed, for project development, engineering, financial studies, and environmental documentation for each construction project or segment

that is part of the toll facility. The local transportation authority or congestion management agency may be the lead agency for these construction projects or segments.

(k) Notwithstanding Section 143, for purposes of this section, “regional transportation agency” means any of the following:

(1) A transportation planning agency described in Section 29532 or 29532.1 of the Government Code.

(2) A county transportation commission established under Section 130050, 130050.1, or 130050.2 of the Public Utilities Code.

(3) Any other local or regional transportation entity that is designated by statute as a regional transportation agency.

(4) A joint exercise of powers authority established pursuant to Chapter 5 (commencing with Section 6500) of Division 7 of Title 1 of the Government Code, with the consent of a transportation planning agency or a county transportation commission for the jurisdiction in which the transportation project will be developed.

(5) The Santa Clara Valley Transportation Authority established pursuant to Part 12 (commencing with Section 100000) of Division 10 of the Public Utilities Code.

(l) A regional transportation agency or the department may require any vehicle accessing a toll facility authorized under this section to have an electronic toll collection transponder or other electronic device for enforcement or tolling purposes.

(m) Nothing in this section shall authorize or prohibit the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane.

(n) Nothing in this section shall apply to, modify, limit, or otherwise restrict the authority of any joint powers authority described in Section 66484.3 of the Government Code to establish or collect tolls or otherwise operate any toll facility or modify or expand a toll facility.

### **SEC. 3.**

Section 149.12 is added to the Streets and Highways Code, to read:

#### **149.12.**

The Highway Toll Account is hereby created in the State Transportation Fund for the management of funds received by the department for toll facilities authorized pursuant to Section 149.7 and operated by the department. Notwithstanding Section 13340 of the Government Code, moneys in the Highway Toll Account designated and necessary for the payment of any debt service associated with a toll facility project shall be continuously appropriated, without regard to fiscal year, to the department for the purposes described in subparagraph (A) of paragraph (4) of subdivision (e) of Section 149.7. All other moneys deposited in the Highway Toll Account that are derived from premium and accrued interest on bonds sold pursuant to Section 149.7 shall be reserved in the account and shall be available for expenditure, upon appropriation by the Legislature, as specified in subdivision (e) of Section 149.7. Pursuant to Chapter 4 (commencing with Section 16720) of Part 3 of Division 4 of Title 2 of the Government Code, the cost of bond issuance shall be paid out of the bond proceeds, including premium, if any.

### **SEC. 4.**

This act shall become operative only if Assembly Bill 914 of the 2015–16 Regular Session is enacted and takes effect on or before January 1, 2016.



**ASSET MANAGEMENT PLAN –  
EXTENSION REQUEST TO APPROVE  
PERFORMANCE MEASURES AND GOALS**

MEETING MATERIALS FOR THIS ITEM  
WILL BE PROVIDED PRIOR TO THE MAY 18-19, 2016  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5f.  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS**  
**EMERGENCY G-11, SHOPP SAFETY, AND MINOR G-05-05**

## **SUMMARY:**

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- \$51,890,000 for 30 emergency construction projects, pursuant to the authority granted under Resolution G-11 (2.5f.(1)).
- \$23,428,000 for 11 SHOPP Safety Lump Sum projects Sub-Allocations (2.5f.(3)).
- \$13,655,000 for 18 State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-05 (2.5f.(4)).

As of April 16, 2016, the Department has allocated or sub-allocated the following for Fiscal Year 2015-16:

- \$257,363,000 for 147 emergency construction projects.
- \$72,283,000 for 33 SHOPP Safety Lump Sum projects.
- \$23,074,000 for 28 SHOPP Minor A projects.

## **BACKGROUND:**

The Commission, by Resolution G-11, as amended by Resolution G-00-11, delegated to the Department authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slip outs, unusual accidents or other similar events.

This authority is operative whenever such an event:

1. Places people or property in jeopardy.
2. Causes or threatens to cause closure of transportation access necessary for:
  - a. Emergency assistance efforts.
  - b. The effective functioning of an area's services, commerce, manufacture or agriculture.
  - c. Persons in the area to reach their homes or employment.

3. Causes either an excessive increase in transportation congestion or delay, or an excessive increase in the necessary distances traveled.

Resolution G-11 authorizes the Department to allocate funds for follow-up restoration projects associated with, and that immediately follow an emergency condition response project. Resolution G-11 also requires the Department to notify the Commission, at their next meeting, whenever such an emergency allocation has been made.

On March 30, 1994, the Commission delegated to the Department authority to allocate funds under Resolution G-11, as amended by Resolution G-00-11, for seismic retrofit projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

On March 28, 2001, the Commission approved Resolution G-01-10, as amended by Resolution G-03-10, as amended by Resolution G-06-13, delegating to the Department authority under lump sum FM-15-03, to allocate funds for SHOPP safety and pavement rehabilitation projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

Resolution G-05-05 authorizes the Department to sub-allocate funds for Minor projects. At the June 2015 meeting, the funding and project listing for the FY 2015-16 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-14-05.

The SHOPP, as approved by the Commission, is a four-year program of projects with the total annual proposed expenditures limited to the biennial Commission-approved Fund Estimate. The Commission, subject to monthly reporting and briefings, has delegated to the Department the authority to amend programmed projects, the authority to allocate funds for safety projects, and the authority to allocate funds to emergency projects. The Department uses prudent business practices to manage the combination of individual project cost increases and savings to meet Commission policies.

In all cases, the delegated authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
1 \$4,000,000  Del Norte 01-DN-101 12.5/15.5	Near Klamath, from Wilson Creek Road to 1.7 miles north of Rudisill Road. On December 21, 2015 a large sudden movement of the historic Last Chance Grade landslide complex occurred. The movement caused voids under the roadway producing roadway cracking and vertical settlement and partial failure of existing retaining walls. In early February sudden slide activity worsened existing damage as a Department multidisciplinary response team convened to develop repair strategies. The repairs are needed to preserve traveler safety and prevent road failure. This project is to repair retaining walls, reconstruct roadway and shoulders, repair slide monitoring devices, install camera monitoring and warning devices including nighttime lighting, and to grade the area for acceptable site distance and stopping sight distance.  (Construction Support: \$1,500,000)  Initial G-11 Allocation 02/25/16: \$4,000,000 (Additional \$25,000 was allocated for right of way purposes).	01-1120 SHOPP/15-16 0116000125 4 0G100 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$4,000,000
2 \$1,650,000  Humboldt 01-Hum-96 7.8/8.0	Near Hoopa, from 0.3 to 0.1 mile west of Tish Tang Campground. Following heavy rainfall, a landslide occurred on January 26, 2016 damaging an existing rockfall fence and spilling onto the roadway. Slide activity continued to accelerate as Department forces attempted to clear the slide. The route and schools were forced closed due to the difficulty in keeping the roadway clear. A contractor was enlisted to assume responsibility for slide repair and traffic control. Geotechnical investigations determined the slide to be extremely active with potential for large sudden debris movement. With continuing rains and potential for accelerated movement, repairs are necessary to protect traveler safety and keep the road open. The project removes slide debris, removes loose slide materials and repairs and extends rockfall fencing. A supplemental is necessary to address additional slide expansion, clear continuing slide debris and to complete the planned work.  (Construction Support: \$325,000)  Initial G-11 Allocation 02/08/16: \$1,150,000 Supplemental G-11 Allocation 03/16/16: \$500,000 Revised Allocation: \$1,650,000 (Additional \$10,000 was allocated for right of way purposes).	01-2448 SHOPP/15-16 0116000122 4 0G080 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$1,650,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
3 \$1,250,000 Humboldt 01-Hum-299 R24.0	Near Willow Creek, at 0.6 mile west of Chezem Road. Due to storm events starting in December 2015, saturation of the adjacent slope has resulted in landslide movement that has pushed a localized section of roadway surface upward. Heavy March, 2016 rains have accelerated this roadway displacement in the eastbound lane and shoulder. The resulting hump has created traveler safety concerns for trailers and high-profile vehicles that are more prone to overturning as these vehicle types are exhibiting difficulty crossing over the push-up area. Maintenance forces attempted to grind the worst road surface distortions, but had to cease when soil was encountered. A prior emergency contract was completed in early 2015 to place a rock buttress and reconstruct the roadway immediately adjacent to this location. This was effective in preventing further displacement, but the new distortion is immediately beyond the western limit of that work. This project will remove the landslide mass, extend the rock buttress, install horizontal drains, and reconstruct the roadway.  (Construction Support: \$250,000)  Initial G-11 Allocation 03/29/16: \$1,250,000 (Additional \$15,000 was allocated for right of way purposes).	01-2450 SHOPP/15-16 0116000140 4 0G230 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$1,250,000
4 \$750,000 Humboldt 01-Hum-299 R26.3	Near Willow Creek, at 1.7 miles east of Chezem Road. Due to rainfall continuing into late February and March, 2016, a severe slipout occurred as a result of a failed culvert and downdrain system. With continuing wet weather the erosion is intensifying and expanding towards the eastbound lanes. Immediate repair is necessary to stop further damage of the roadway embankment and prevent catastrophic loss of the slope and roadway. This project will repair the drainage system and restore the damaged slope.  (Construction Support: \$225,000)  Initial G-11 Allocation 03/29/16: \$750,000 (Additional \$10,000 was allocated for right of way purposes).	01-2451 SHOPP/15-16 0116000141 4 0G240 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$750,000
5 \$900,000 Mendocino 01-Men-1 31.4	Near Elk, at Elk Creek Bridge No. 10-0120. Due to extremely high flows from January/February storms, the bridge supports sustained major scour damage including concrete slope protection failure and exposed concrete pile cap supports. Department staff has determined that the scour damage requires immediate repair. At risk are the embankment soils supporting the bridge abutment being washed away and bridge supports being undermined by continued erosion conditions. This project will place rock slope protection (RSP) around the exposed abutment embankment and bridge supports, repair concrete scour holes and grade channel to reduce scour potential.  (Construction Support: \$250,000)  Initial G-11 Allocation 03/17/16: \$900,000 (Additional \$25,000 was allocated for right of way purposes).	01-4642 SHOPP/15-16 0116000133 4 0G180 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$900,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
6 \$1,000,000 Mendocino 01-Men-1 82.1	Near Westport, at Union Landing Sidehill Viaduct No. 10-0295. On March 11, 2016 during a period of heavy rainfall, Maintenance forces were in the process of clearing a small landslide when a large separate slide occurred, pushing a Caltrans 10-yard dump truck onto the sidehill viaduct guardrail and forcing the full closure of the route. Contractor assistance is required to clear the slide and reopen the route. Continued slope movement and wet weather requires ongoing monitoring to ensure traveler safety and prevent further roadway damage. The project will clear the slide, repair the viaduct structure, repair and reconfigure the slope and provide erosion control.  (Construction Support: \$280,000)  Initial G-11 Allocation 03/24/16: \$1,000,000 (Additional \$10,000 was allocated for right of way purposes).	01-4643 SHOPP/15-16 0116000134 4 0G190 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$1,000,000
7 \$820,000 Mendocino 01-Men-20 33.6/R38.5	Near Ukiah, from Russian River Bridge and Overhead to 0.2 mile east of Cold Creek Bridge. Over the past few months, a series of heavy rainfall events has lead to severe delaminated asphalt. Deterioration has created potential for potholes and loose gravel material impacting travelers, especially motorcyclists. The extent and severity of the deterioration requires immediate action to restore normal driving conditions. Grinding the failing asphalt will alleviate immediate needs while the Department accelerates an existing programmed project for permanent overlay repairs.  (Construction Support: \$200,000)  Initial G-11 Allocation 02/08/16: \$820,000 (Additional \$10,000 was allocated for right of way purposes).	01-4640 SHOPP/15-16 0116000121 4 0G070 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$820,000
8 \$700,000 Mendocino 01-Men-101 93.5	Near Piercy, 0.4 mile north of Jitney Gulch Bridge. During a period of heavy rainfall from March 11 through 13, 2016 numerous slides at this location caused temporary road closure on six occasions. This site has failures both above and below the roadway surface. The slipout on the the steep slope below resulted in failure of the guardrail posts and undermining of the pavement up to the edge of travel way. Further rainfall could result in further erosion and possible roadway loss. One way traffic control is in effect. The project will restore the slopes and allow the route to fully open to traffic. The project contract will provide traffic control, remove slide material, stabilize the slope and provide erosion control.  (Construction Support: \$225,000)  Initial G-11 Allocation 03/24/16: \$700,000 (Additional \$20,000 was allocated for right of way purposes).	01-4644 SHOPP/15-16 0116000138 4 0G220 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$700,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
9 \$1,600,000  Siskiyou 02-Sis-96 65.6/65.8	Near Seiad Valley, from 4.5 to 4.7 miles east of Klamath River Bridge. On January 29, 2016 a slipout undermined the existing roadway and slide material is discharging into the Klamath River. Geotechnical investigations determined this an historic slide area. The repairs are needed to restore safe operation of the highway and deter further damage by continued rain. The restoration of the roadway and embankment includes temporary sheet pile shoring of the embankment, place new drainage, construct retaining wall, place rock slope protection (RSP) and reconstruct the roadway.  (Construction Support: \$700,000)  Initial G-11 Allocation 02/08/16: \$1,600,000 (Additional \$5,000 was allocated for right of way purposes).	02-3656 SHOPP/15-16 0216000103 4 2H120 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$1,600,000
10 \$10,000,000  Trinity 02-Tri-3 40.0/41.5	Near Weaverville, from 1.4 miles south to 0.2 mile north of Slate Creek Road. On March 14, 2016, and after a period of heavy consecutive storm events, a major slipout caused total loss of the roadway with complete closure. The slipout occurred in a heavily forested area and is approximately 600 feet in length and has impacted approximately 1000 feet of roadway and embankment. The nearby creek drainage has been inundated with slide material, debris and trees. This project will establish an existing single lane dirt road detour by grading, clearing brush, and spreading base rock to provide access for local and emergency traffic. The project will also reconstruct the roadway on the original alignment, clear and reestablish the creek stream bed, and install drainage and culvert facilities.  (Construction Support: \$3,000,000)  Initial G-11 Allocation 03/29/16: \$10,000,000 (Additional \$75,000 was allocated for right of way purposes).	02-3659 SHOPP/15-16 0216000110 4 2H560 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$10,000,000
11 \$1,500,000  Trinity 02-Tri-299 23.3	Near Del Loma, at Big French Creek Road. A series of rock slides continue to occur at this location since January 16, 2016. Geotechnical investigations determined that the slope is likely to continue to shed rocks and soil. The highway is now fully open, but with a continued threat of slides during rain events. The project provides slope monitoring during rain events, traffic control, site lighting, rock scaling as required, and debris removal as necessary to keep the route clear the remainder of the winter months. This supplemental is necessary to implement a new strategy to curtail the continued shedding of rock and soil and ongoing road closures as a result of a Geotechnical reassessment. New work will place a wire mesh rock drapery system over the slide area.  (Construction Support: \$400,000)  Initial G-11 Allocation 02/01/16: \$975,000 Supplemental G-11 Allocation 02/29/16: \$1,500,000 Revised Allocation: \$2,475,000	02-3654 SHOPP/15-16 0216000092 4 2H090 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$1,500,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
12 \$550,000 Trinity 02-Tri-299 49.9	Near Weaverville, at 1.3 miles east of Glennison Gap Road. In February 2016 a slipout occurred caused by a series of early January storms and failed under-drain system that had saturated the embankment. The slipout poses a threat of roadway failure requiring immediate repairs. This project will implement Geotechnical recommendation to construct a rock buttress, reconstruct the roadway shoulder, reconstruct the existing under-drain system, and place new horizontal drains to provide roadway support and positive drainage.  (Construction Support: \$300,000)  Initial G-11 Allocation 03/09/16: \$550,000 (Additional \$5,000 was allocated for right of way purposes).	02-3658 SHOPP/15-16 0216000113 4 2H530 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$550,000
13 \$400,000 Butte 03-But-32 30.9/31.0	Near Chico, 2.8 miles east of Platt Mountain Road. On March 16, 2016, after a period of heavy rains, a slipout occurred on the slope below the roadway extending to the centerline and affecting approximately 200 feet of roadway. The eastbound lane is closed and traffic is restricted to one-way control. Additional heavy rains are expected to increase the undercutting. Repairs are necessary to halt the progress of the failure, repair the roadway fill, and reopen the route. This project will remove and replace the failed roadway section, shoulder, embankment, and reconstruct the guardrail.  (Construction Support: \$50,000)  Initial G-11 Allocation 03/24/16: \$400,000	03-2113 SHOPP/15-16 0316000175 4 1H510 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$400,000
14 \$2,000,000 El Dorado 03-ED-193 23.4	Near Placerville, at 2.0 miles north of South Fork American River Bridge. On January 30, 2016 a slipout occurred causing partial failure of an existing gabion-style retaining wall and extensive damage to the southbound lane. The damage and resulting lane closure requires 24-hr one-way traffic control for the remaining lane. Further roadway failure and traveler safety is at risk if repairs are not completed. The project will repair the failed wall and pavement. This supplemental is necessary to implement updated recommendations of multi-disciplined Department staff to replace the failed gabion wall with a soldier pile retaining wall in addition to reconstructing the roadway and barrier.  (Construction Support: \$500,000)  Initial G-11 Allocation 02/29/16: \$ 750,000 Supplemental G-11 allocation: 03/07/16: \$1,250,000 Revised Allocation: \$2,000,000	03-3630 SHOPP/15-16 0316000165 4 1H480 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$2,000,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
15 \$310,000  Placer 03-Pla-80 54.7	Near Emigrant Gap, at Putts Lake Undercrossing. On January 27, 2016 severe localized pavement failure at the westbound onramp was investigated. It was determined that the failure was caused by a culvert joint separation, heavy truck traffic, and freeze thaw cycles. With continued water saturation, accelerated pavement degradation will lead to complete ramp closure. This project will reconstruct the roadway and replace the failed culvert.  (Construction Support: \$40,000)  Initial G-11 Allocation 02/11/16: \$310,000	03-5127 SHOPP/15-16 0316000168 4 1H490  Emergency	2014-15 302-0042 SHA 20.20.201.130	\$310,000
16 \$550,000  Sacramento 03-Sac-5 15.8/16.9	In the city of Sacramento, from 0.2 miles north of Freeport Boulevard to 0.3 miles south of Florin Road. During a series of January rain events, it was noted that excessive runoff is accumulating along the paved median at the edge of travel way and then becoming a concentrated flow crossing all lanes of traffic. This condition presents a driving hazard during and after rain events due to the most recent open graded pavement layer damming water at the median low points. This project will pave the inside median eliminating the unleveled pavement layer and promote sheet flow across all lanes of traffic to the outside shoulder.  (Construction Support: \$60,000)  Initial G-11 Allocation 02/11/16: \$550,000	03-5862 SHOPP/15-16 0316000152 4 1H430  Emergency	2014-15 302-0042 SHA 20.20.201.130	\$550,000
17 \$1,200,000  Sierra 03-Sie-49 2.7	Near Camptonville, at 1 mile south of North Yuba River Bridge. After recent rains, on January 19, 2016 a large slipout was discovered which consisted of a large vertical edge (107 foot by 100 foot scarp) in the embankment downhill from the roadway. A portion of shoulder and guard rail are gone. With anticipated heavy rains, continuing undermining and further loss of the roadway embankment is likely. Geotechnical and structural investigations have determined a shoring mechanism is needed. This project is to construct a new retaining wall, reconstruct railing, reconstruct the roadway and provide traffic control for all construction activity.  (Construction Support: \$200,000)  Initial G-11 Allocation 02/08/16: \$1,200,000	03-7797 SHOPP/15-16 0316000163 4 1H470  Emergency	2014-15 302-0042 SHA 20.20.201.130	\$1,200,000
18 \$5,500,000  Napa 04-Nap-121 16.7/16.9	Near the city of Napa, at 0.6 to 0.8 mile north of Wooden Valley Road. During heavy storms from March 10 through 14, 2016, the adjoining slope at this location became saturated and activated a slipout that damaged the northbound lane and caused complete roadway closure. Repair work is necessary to prevent expansion of the damage and total highway loss. The project will install one-way traffic control, construct a soldier pile retaining wall, replace a separated culvert and install rock slope protection in order to fully reopen the route.  (Construction Support: \$1,400,000)  Initial G-11 Allocation 03/24/16: \$5,500,000 (Additional \$160,000 was allocated for right of way purposes).	04-1499K SHOPP/15-16 0416000316 4 1K800  Emergency	2015-16 302-0042 SHA 20.20.201.130	\$5,500,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
19 \$1,900,000 San Francisco 04-SF-101 1.8	In the city of San Francisco, at Silver Avenue Overcrossing Bridge No. 34-0032. On December 1, 2015 a truck on the local street overcrossing collided with the structure railing and partially overturned. The railing was damaged beyond repair and the spilled truck load closed the congested Route 101 roadway below for several hours. The bridge sidewalk remains closed, but pedestrians are observed to ignore the sidewalk detour and are walking in the busy local street traffic lanes. Furthermore, temporary k-rail currently in place does not provide adequate long-term protection for traffic below. This project will place a new integrated sidewalk and railing that meet current standards and the City's requirements for standard sidewalk width. Abatement is being sought.  (Construction Support: \$480,000)  Initial G-11 Allocation 03/17/16: \$1,900,000	04-1498B SHOPP/15-16 0416000238 4 1K330 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$1,900,000
20 \$510,000 San Mateo 04-SM-1 15.9	Near Pescadero State Beach, at 2.3 miles south of Route 84. On January 6, 2016 a washout occurred which is undermining the roadway. Washout conditions are worsening with continued rain resulting in a shoulder closure and slope loss at the edge of pavement. The loss of the roadway and traveler safety is threatened. This project will place rock slope protection (RSP) to stabilize the embankment and roadway.  (Construction Support: \$155,000)  Initial G-11 Allocation 03/17/16: \$510,000 (Additional \$10,000 was allocated for right of way purposes).	04-1499C SHOPP/15-16 0416000294 4 1K660 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$510,000
21 \$1,000,000 San Mateo 04-SM-1 36.2	Near Montara, at Tenth Street. During December 2014 storms, a washout occurred that expanded during continued early January rains. The washout has undermined a drainage system and is in close proximity to the edge of pavement. With continuing storms the washout is anticipated to expand and undermine the roadway, threatening traveler safety and lane loss. This project will make temporary repairs by placing rock slope protection (RSP) and providing the necessary traffic control to complete the work. The Department is implementing a permanent restoration project to address the long term needs at this location.  (Construction Support: \$250,000)  Initial G-11 Allocation 03/09/16: \$1,000,000 (Additional \$20,000 was allocated for right of way purposes).	04-1499B SHOPP/15-16 0416000279 4 1K650 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$1,000,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
22 \$0 Monterey 05-Mon-1 31.5	North of Lucia, at 0.3 miles north of Dolan Creek Bridge. A sag in the shoulder allowed roadway surface drainage to erode the existing embankment. Tropical rain storms in July 2015 increased the damage such that a near vertical slope now next to the edge of pavement has lead to pavement cracking in the wheel track of the southbound lane. Work is required to avoid loss of the shoulder and roadway and ensure motorist safety. The project constructed a rock buttress, reconstructed the roadway embankment slope, repaired the pavement, placed drainage dike, and placed erosion control measures. This supplemental compensates the property owners for the temporary construction easements necessary to build the project.  (Construction Support: \$0)  Initial G-11 Allocation 10/21/15: \$300,000 Supplemental G-11 Allocation 03/30/16: \$0 Revised Allocation: \$300,000 (Additional \$20,000 was allocated for right of way purposes).	05-2621 SHOPP/15-16 0515000112 4 1G850 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$0
23 \$500,000 Santa Barbara 05-SB-101 R15.0/R15.2	In Santa Barbara, from 0.2 to 0.4 mile north of Carrillo Street. On January 21, 2016 a city waterline break caused a sinkhole under the median and northbound inside lane. Pavement is damaged in two adjacent lanes and erosion occurred at the outside shoulders. State maintenance forces repaved a portion of the affected lanes and applied slurry backfill to the sinkhole. There is a dip in the inside northbound lane with unknown damage under the remaining lanes. The project is to excavate the inside northbound lane to determine the extent of damage and proceed with rebuilding the structural section. This supplemental is necessary to reconstruct the roadway and repair roadway surfaces throughout the full extent of damages that are now realized. Abatement from the City is being determined as repairs complete.  (Construction Support: \$30,000)  Initial G-11 Allocation 01/29/16: \$500,000 Supplemental G-11 Allocation 02/25/16: \$500,000 Revised Allocation: \$1,000,000	05-2643 SHOPP/15-16 0516000034 4 1H180 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$500,000
24 \$700,000 Santa Barbara 05-SB-101 47.1/48.1	Near Gaviota, from the Gaviota Gorge Tunnel to 1 mile north of Gaviota Gorge Tunnel; also on Route 154 at Route 101, from PM R0.12 to R0.36. In response to several recent traffic incidents, the Department conducted a coefficient of friction test in this area. The pavement on these sections has become polished and slick. The low pavement friction is amplified during wet weather conditions. In order to improve traveler safety and pavement friction, this project will grind and replace the existing roadway surface with an open graded asphalt overlay. The concrete surface within the Gaviota Tunnel will be improved by grinding to accomplish the increase in friction.  (Construction Support: \$100,000)  Initial G-11 Allocation 03/30/16: \$700,000	05-2659 SHOPP/15-16 0516000089 4 1H530 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$700,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
25 \$500,000  Kern 06-Ker-58 R99.9/R107.7	Near Tehachapi, from 9.1 miles east of Route 202 to 3.5 miles west of Route 14. On October 15, 2015 a severe weather event resulted in flash flooding and multiple mudslides severely impacting the roadway. The resulting water, mud, and rocks trapped nearly 200 vehicles in up to 12 feet of earth, closing the roadway in both directions. The project will remove mud and debris from the roadway, clean drainage systems, repair slopes, implement erosion control and slope stabilization measures, and perform traffic control. This supplemental is necessary to change the scope of work to include constructing a new containment dike, extend the project limits and extend the contract term for rapid response to new mud flows during winter months.  (Construction Support: \$10,000)  Initial G-11 Allocation 10/22/15: \$2,000,000 Supplemental G-11 Allocation 02/08/16: \$500,000 Revised Allocation: \$2,500,000	06-6785 SHOPP/15-16 0616000083 4 0U910 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$500,000
26 \$3,500,000  Riverside 08-Riv-10 R130.9	Near Blythe, at Calada Ditch Bridge No. 56-0020R/L. In late January field inspection revealed extensive scour damage to the channel including the abutment slopes and bridge supports. Rain events have eroded much of the rock slope protection (RSP) creating voids and reducing the cover over the spread footings. Continued rain and scour can lead to undermining of the spread footings resulting in bridge failure. This project will place rock slope protection (RSP) at the bridge supports and the abutment embankments including the full width of the channel bed upstream and downstream of the bridge.  (Construction Support: \$702,000)  Initial G-11 Allocation 03/03/16: \$3,500,000 (Additional \$10,000 was allocated for right of way purposes).	08-3005J SHOPP/15-16 0816000111 4 1G950 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$3,500,000
27 \$600,000  San Joaquin 10-SJ-5 R14.8	Near Lathrop, at Route 5/120 Separation and Overhead Bridge No. 29-0251L. On February 17, 2016 a vehicle struck and damaged the bridge railing and bridge mounted overhead sign structure. Department forces mobilized to protect the traveling public by placing temporary k-rail on the bridge. The bridge railing and sign structure are damaged beyond repair. This project will replace 200 feet of railing and one steel sign post. Abatement is being sought from the responsible identified party.  (Construction Support: \$280,000)  Initial G-11 Allocation 03/17/16: \$600,000	10-3168 SHOPP/15-16 1016000150 4 1F900 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$600,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(1) Informational Report - Emergency G-11 Allocations</b>				
28 \$1,500,000 San Diego 11-SD-8 7.8	In the city of San Diego, at 0.5 mile west of College Avenue Overcrossing. On January 21, 2016 a large sinkhole was reported in the right shoulder of eastbound Route 8 that extended under the travel way. Department forces mobilized and closed the shoulder and two adjacent lanes of traffic. Investigations revealed the sinkhole was caused by a collapsed large culvert 40 feet deep under the pavement. The damage compromises the roadway and further damage is imminent. Stop gap measures performed included backfilling the sinkhole with slurry and repaving the shoulder. This project will replace the drainage system including a temporary drainage bypass and pressure grout remaining voids to restore the drainage system and roadway embankment.  (Construction Support: \$200,000)  Initial G-11 Allocation 03/09/16: \$1,500,000 (Additional \$40,000 was allocated for right of way purposes).	11-1215 SHOPP/15-16 1116000103 4 42580 Emergency	2014-15 302-0042 SHA 20.20.201.130	\$1,500,000
29 \$5,000,000 San Diego 11-SD-8 28.2/28.5	Near Alpine, from 0.3 mile west of Tavern Road to Tavern Road. Reports of a dip across the eastbound lanes led to investigation of the existing large culvert pipe approximately 40 feet below the roadway surface. The inspection revealed the pipe invert to be rusted and the pipe has separated in several locations causing loss of surrounding soils. The connecting lateral culverts also show severe rusting. There is evidence of soil material loss below the culvert inverts. Further loss of material through culvert gaps will result in further subsidence of the roadway above leading to reduced ride quality, safety concerns and roadway damage. This project will replace the large culvert and connecting lateral culverts, pave in areas of settlement to correct roadway profiles, and pressure grout voids.  (Construction Support: \$500,000)  Initial G-11 Allocation 03/23/16: \$5,000,000	11-1214 SHOPP/15-16 1116000126 4 42660 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$5,000,000
30 \$1,500,000 San Diego 11-SD-52 5.7	In the city of San Diego, at 0.2 mile east of Convoy Street. Reports of severe pavement dips and area flooding led to the investigation of this existing double culvert traversing the route. This section of the route is built on a former landfill and settlement of the area is causing sections of the pipe to separate at joints. The culvert is unable to pass water flows adequately and is compromising the structural integrity of the roadway surface above. Repairs are necessary to avoid further roadway damage and potential threat of future closures. Work includes culvert replacement, soil stabilization, and paving to restore the roadway profile.  (Construction Support: \$100,000)  Initial G-11 Allocation 03/23/16: \$1,500,000	11-1213 SHOPP/15-16 1116000127 4 42670 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$1,500,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations</b>				
1 \$1,035,000  Sacramento 03-Sac-51 4.1/4.4	In the city of Sacramento, from Arden Way Ramp Undercrossing to 0.3 mile west of El Camino Avenue. <u>Outcome/Output:</u> Install concrete median barrier to close existing gap, widen shoulder and remove median trees to improve safety and reduce the severity of collisions.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$160,000        \$154,148 PS&E             \$320,000        \$182,290 R/W Supp         \$40,000         \$8,399  (Construction Support: \$500,000)  (CEQA - CE, 8/26/2015.) (NEPA - CE, 8/26/2015.)  Allocation Date: 04/05/16	03-6407 SHOPP/15-16 \$1,700,000 0315000019 4 4F980	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$21,000   \$1,014,000
2 \$3,291,000  Santa Clara 04-SCI-152 11.9	Near Gilroy at the Frazier Lake Road intersection. <u>Outcome/Output:</u> Construct right turn lane and install traffic signal to improve safety and reduce the number and severity of collisions.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$468,000        \$539,935 PS&E             \$432,000        \$512,207 R/W Supp         \$144,000        \$82,218  (Construction Support: \$600,000)  (CEQA - CE, 12/8/2014.) (NEPA - CE, 12/8/2014.)  Allocation Date: 03/07/16	04-0552 SHOPP/15-16 \$3,340,000 0400001989 4 0G720	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	\$66,000   \$3,225,000
3 \$5,106,000  Fresno 06-Fre-5 Var.	In Kings and Fresno Counties near Kettleman City, from 2.6 miles north of Milham Avenue Overcrossing to 3.2 miles south of Jayne Avenue Overcrossing; also from El Dorado Avenue Overcrossing to Route 198. <u>Outcome/Output:</u> Install approximately 11.4 miles of high tension cable median barrier to improve safety and reduce the number and severity of collisions.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$12,000         \$0 PS&E             \$814,000        \$779,914 R/W Supp         \$23,000         \$13,808  (Construction Support: \$910,000)  (CEQA - CE, 6/9/2014.) (NEPA - CE, 6/9/2014.)  Allocation Date: 04/12/16	06-3033 SHOPP/15-16 \$6,367,000 0614000115 4 0S350	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$102,000   \$5,004,000



2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f.(3) Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations</b>				
7 \$270,000  San Bernardino 08-SBd-18 75.5/87.6	Near Apple Valley and Lucerne Valley, from Custer Avenue to Pauhaska Road. <u>Outcome/Output:</u> Construct inside and outside shoulder rumble strips to improve safety and reduce the number and severity of collisions.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$216,000        \$199,811 PS&E             \$309,000        \$189,629 R/W Supp         \$3,000            \$422	08-0190H SHOPP/16-17 \$290,000 0813000118 4 1E020	2015-16 302-0042 SHA 20.20.201.010	\$270,000
(Construction Support: \$155,000)				
(CEQA - CE, 3/16/2016.) (NEPA - CE, 3/16/2016.)				
Allocation Date: 04/04/16				
8 \$2,968,000  Merced 10-Mer-99 23.7/R30.4	In and near Livingston, from 0.2 mile north of West Atwater Overhead to Winton Parkway Overcrossing. <u>Outcome/Output:</u> Install double thrie beam median barrier to improve safety and reduce the number and severity of collisions.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$254,000        \$240,385 PS&E             \$686,000        \$390,104 R/W Supp         \$29,000            \$4,737	10-3069 SHOPP/15-16 \$3,441,000 1013000269 4 0Y630	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	\$59,000 \$2,909,000
(Construction Support: \$633,000)				
(CEQA - CE, 8/8/2014.) (NEPA - CE, 8/8/2014.)				
Allocation Date: 02/11/16				
9 \$4,371,000  San Diego 11-SD-94 59.6/60.2	Near Manzanita, from Church Road to 0.1 mile west of Kumeyaay Road. <u>Outcome/Output:</u> Realign curve, widen shoulders, construct inside and outside shoulder rumble strips, and apply high friction surface treatment to improve safety and reduce the number and severity of collisions.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$790,000        \$806,406 PS&E             \$948,000        \$818,278 R/W Supp         \$199,000        \$176,354	11-0919 SHOPP/15-16 \$6,171,000 1100000392 4 29520	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$87,000 \$4,284,000
(Construction Support: \$1,633,000)				
(CEQA - CE, 3/21/2013.) (NEPA - CE, 3/21/16.)				
Allocation Date: 04/07/16				



## 2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA1	Program Code	Original Est. FM-09-05	Allocations
<b>2.5f.(4) Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations</b>									
1	02	Plu	147	0.0/1.0	Roadway rehabilitation.	4G260	201.120	\$1,000,000	\$1,000,000
2	03	Nev	80	19.3	Rehabilitate the Donner Pass California Highway Patrol (CHP) Truck Inspection Facility.	0H180	201.321	\$484,000	\$513,000
3	03	Sac	5	18.7	Upgrade traffic signal and reconstruct the curb ramps to meet current Americans with Disabilities Act (ADA) standards.	2F460	201.310	\$500,000	\$528,000
4	03	Yol	50	2.9	Rebuild crew quarters at the Caltrans West Sacramento Maintenance Station.	1F510	201.352	\$975,000	\$997,000
5	04	SF	101	1.6/4.1	Replace existing chain link right of way fence with vandal resistant security panels.	1J690	201.235	\$500,000	\$500,000
6	04	SM	280	18.3/18.6	Replace and upgrade pumps and electrical controls for the roadway runoff.	3J690	201.352	\$1,000,000	\$422,000
7	04	Sol	113	20.4/21.2	Repair failed asphalt concrete pavement within the project limit.	3J680	201.121	\$1,000,000	\$896,000
8	04	Sol	780	1.2/1.6	Construct drainage system, paved shoulder, and thrie-beam barrier.	1J710	201.150	\$700,000	\$734,000
9	06	Ker	99	0.0/56.7	Install or upgrade 23 Vehicle Detection Systems (VDS).	0T330	201.315	\$1,000,000	\$998,000
10	06	Tul	99	18.7/22.5	Install or upgrade 22 Vehicle Detection Systems (VDS).	0T080	201.315	\$1,000,000	\$993,000
11	07	LA	91	12.9/13.7	Modify traffic signal and upgrade Americans with Disabilities Act (ADA) curb.	4T770	201.310	\$975,000	\$500,000
12	07	LA	138	44.9	Install traffic signal.	4P020	201.310	\$500,000	\$416,000
13	08	Riv	15	33.1/35.8	Install ramp metering systems at both northbound and southbound entrance ramps.	1E300	201.315	\$850,000	\$848,000
14	08	SBd	L5726		Construct office Building B to accommodate all District 08 North Region Maintenance Support.	0K841	201.352	\$900,000	\$927,000
15	10	SJ	120	R1.3/R3.9	Install Automatic Warning System (AWS).	1E520	201.015	\$500,000	\$582,000
16	10	Sta	99	R16.8/R19.7	Install Automated Warning System (AWS).	0Y571	201.315	\$700,000	\$803,000
17	11	SD	5	R25.5/R26.3	Overlay asphalt concrete and cold plane on-ramps and off-ramps.	41970	201.120	\$1,000,000	\$999,000

2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA1	Program Code	Original Est. FM-09-05	Allocations
<b>2.5f.(4) Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations</b>									
18	12	Ora	5	R24.9	Expand Park and Ride lot by about 70,000 square feet by grading, paving and striping for approximately 400 additional parking spaces.	0P260	201.310	\$995,000	\$999,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 3.2a.  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of  
Transportation Programming

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

## **SUMMARY:**

The California Department of Transportation is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2014-15 and FY 2015-16.

In FY 2014-15, the Commission voted 372 state-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of April 19, 2016, 365 projects totaling \$1.64 billion have been awarded. Funds for four projects have either lapsed or been rescinded.

In FY 2015-16, the Commission voted 334 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of April 19, 2016, 276 projects totaling \$1.38 billion have been awarded. Funds for one project has either lapsed or been rescinded.

## **BACKGROUND:**

Starting with July 2006 allocations, projects are subject to Resolution G-06-08 (adopted June 8, 2006), which formalizes the condition of allocation that requires projects to be ready to proceed to construction within six months of allocation. The policy also requires that projects that are not awarded within four months of allocation be reported to the Commission.

**FY 2014-15 Allocations**

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects \$ X 1000	No. Projects Pending Bid Opening/Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2014	86	\$562,436	84	2	\$523,787	0	43	71
October 2014	15	\$71,486	15	0	\$64,975	0	9	12
December 2014	31	\$123,108	30	1	\$115,803	0	20	27
January 2015	29	\$150,078	29	0	\$137,903	0	18	26
March 2015	83	\$216,906	83	0	\$217,168	0	67	78
May 2015	64	\$184,758	61	1	\$176,113	2	48	60
June 2015	64	\$491,180	63	0	\$403,571	1	40	59
<b>TOTAL</b>	<b>372</b>	<b>\$1,799,952</b>	<b>365</b>	<b>4</b>	<b>\$1,639,320</b>	<b>3</b>	<b>245</b>	<b>333</b>

- Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.  
2. Excludes non-construction Transportation Enhancement (TE) projects and combined locally-administered TE.  
3. FY 2014-15 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

**FY 2015-16 Allocations**

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects \$ X 1000	No. Projects Pending Bid Opening/Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2015	150	\$1,027,887	142	1	\$1,055,413	7	48	98
October 2015	60	\$222,281	60	0	\$198,815	0	53	60
December 2015	40	\$150,874	36	0	\$75,522	4	35	36
January 2016	35	\$128,856	18	0	\$27,597	17	18	18
March 2016	49	\$151,228	20	0	\$25,175	29	20	20
<b>TOTAL</b>	<b>334</b>	<b>\$1,681,126</b>	<b>276</b>	<b>1</b>	<b>\$1,382,522</b>	<b>57</b>	<b>174</b>	<b>232</b>

- Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.  
2. Excludes non-construction Transportation Enhancement (TE) projects and combined locally-administered TE.  
3. FY 2014-15 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

Attachment

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.”*

**FY 2014-15 Project Allocation Status**

<b>Dist-PPNO</b>	<b>EA</b>	<b>Co-Rte</b>	<b>Work Description</b>	<b>Allocation Date</b>	<b>Award Deadline</b>	<b>Allocation Amount</b>	<b>Project Status</b>
06-6690	0R020	Ker-58	In Bakersfield, west of the southern junction of Routes 58/99. Add high friction surface treatment and install guardrail.	20-Feb-15	31-Aug-16	\$284	Project was advertised on 2/22/16. Bids opened on 3/17/16. A 12-month time extension for this project was approved on 10/21/15.
04-0076A	2A331	Ala-84	In Fremont, from Rosewarnes Underpass to Route 680. Construct minor safety improvements.	7-Apr-15	31-Jul-16	\$1,752	Project was advertised on 3/21/16. Bids opened on 4/13/16. A nine-month time extension for this project was approved on 10/21/15.
07-4841	31320	LA-5	In La Mirada and Santa Fe Springs, from Artesia Boulevard to Coyote Creek Overcrossing. Replace asphalt with concrete pavement; replace median barriers, signs, lighting, and ramp meters; and improve drainage.	25-Jun-15	31-May-16	\$26,000	A five-month time extension for this project was approved on 12/9/15.

## FY 2015-16 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04-0133T	4H222	Ala-580	In Oakland, from Fruitvale Avenue to Hollis Street; also on Route 24 at Westbound off-ramp to Market Street (PM R2.1). Rehabilitate pavement/curb ramps.	27-Aug-15	30-Nov-16	\$2,808	A nine-month time extension for this project was approved on 3/16/16.
07-4293	28270	LA-101	In the city of Los Angeles, from East 7th Street to 0.1 mile west of Ventura Boulevard Overcrossing at various locations. Install metal beam guardrail.	27-Aug-15	31-Aug-16	\$10,631	A six-month time extension for this project was approved on 3/16/16.
07-4584	29460	LA-101	In the city of Los Angeles, from East 7th Street to North Figueroa Street. Improve safety for highway workers.	27-Aug-15	31-Aug-16	\$1,588	A six-month time extension for this project was approved on 3/16/16.
07-4679	30070	LA-5	In and near the city of Los Angeles, from Route 710 to Main Street. Rehabilitate pavement.	27-Aug-15	31-Aug-16	\$16,149	Project was advertised on 3/7/16. Bid opening date is 4/26/16. A six-month time extension for this project was approved on 1/20/16.
07-4689	30260	LA-57	In Diamond Bar, Pomona, San Dimas and Glendora, from Route 60 to Route 210. Roadway rehabilitation.	27-Aug-15	31-Aug-16	\$14,464	Project was advertised on 3/7/16. Bid opening date is 5/4/16. A six-month time extension for this project was approved on 1/20/16.
07-4656	3X021	Ven-150	Near Ojai, from Polly Road and Salt Marsh Road. Install retaining wall to prevent additional storm related slope failure.	27-Aug-15	31-Aug-16	\$4,737	Advertise date is 5/2/16. Bid opening date is 6/8/16. A six-month time extension for this project was approved on 3/16/16.
08-0206T	0N550	SBd-40	Near Fenner from 0.7 mile west to 0.6 mile east of Watson Wash Bridge No. 54-0805L. Replace bridge.	27-Aug-15	30-Apr-16	\$9,362	Project was advertised on 12/21/15. Bids opened on 02/09/16. A two-month time extension for this project was approved on 3/16/16. Pending award.
04-1067B	1A904	SF-1	In the City and County of San Francisco, at Presidio National Park. Water quality improvements.	10-Dec-15	30-Jun-16	\$1,800	Project is delayed due to utility relocation. A concurrent time extension is being requested.
05-0482	4482U	SB-101	In Carpinteria, from Carpinteria Creek Bridge to Linden Avenue. Reconstruct two interchanges (Casitas Pass Road and Linden Avenue) and extend Via Real frontage road.	10-Dec-15	30-Jun-16	\$59,486	Project was advertised on 2/29/16. Bid opening date is 4/27/16.

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
11-1029	40640	SD-Var	In San Diego County, on various routes at various locations. Upgrade bridge rail end treatments.	10-Dec-15	30-Jun-16	\$5,063	Project was advertised on 2/8/16. Bids opened on 3/29/16. Pending award.
11-1102	41350	SD-8	In and near El Cajon, from Johnson Avenue to 0.2 mile west of Lake Jennings Park Road. Pavement rehabilitation.	10-Dec-15	30-Jun-16	\$12,354	Project was advertised on 2/29/16. Bid opening date is 5/3/16.

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 3.2b.  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rihui Zhang, Chief  
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER RESOLUTION G-13-07**

### **SUMMARY:**

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Year (FY) 2014-15 and FY 2015-16.

In FY 2014-15, the California Transportation Commission (Commission) allocated \$38,382,000 to construct 33 locally-administrated STIP projects. As of April 15, 2016, 32 projects totaling \$36,926,000 have been awarded. One project has an approved time extension.

In FY 2015-16, the Commission allocated \$21,398,000 to construct 17 locally-administered STIP projects. As of April 15, 2016, five projects totaling \$7,086,000 have been awarded. One project has an approved time extension. One project has a concurrent time extension request.

### **BACKGROUND:**

Resolution G-06-08, adopted June 8, 2006, requires projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

**FY 2014-15 Allocations**

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2014	2	\$6,968	2	0	0	1	2
October 2014	3	\$1,861	3	0	0	1	1
November 2014	0	\$0	0	0	0	0	0
December 2014	3	\$2,762	3	0	0	0	3
January 2015	1	\$465	1	0	0	0	1
March 2015	9	\$8,474	8	0	1	3	7
May 2015	6	\$6,897	6	0	0	3	6
June 2015	9	\$10,955	9	0	0	3	8
<b>TOTAL</b>	<b>33</b>	<b>\$38,382</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>28</b>

**FY 2015-16 Allocations**

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2015	5	\$7,397	4	0	1	2	4
October 2015	3	\$3,928	1	0	2	1	1
December 2015	0	\$0	0	0	0	0	0
January 2016	3	\$1,445	0	0	3	0	0
March 2016	6	\$8,628	0	0	6	0	0
<b>TOTAL</b>	<b>17</b>	<b>\$21,398</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>5</b>

Note: Excludes STIP Planning, Programming, and Monitoring allocations and locally-administered STIP Regional Rideshare Program allocations, as no contract is awarded for these programs.

**Local STIP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded**

<b>Agency Name</b>	<b>Project Title</b>	<b>PPNO</b>	<b>Allocation Date</b>	<b>Award Deadline</b>	<b>Allocation Amount</b>	<b>Project Status</b>
City of San Jose	Park Avenue Multi – Modal Improvements	04-9035L	26-Mar-15	30-Sept-16	\$1,456,000 <sup>(1)</sup>	The project will be awarded by the extended deadline.
Inyo County	Eastern Sierra Scenic Byway Tourist Center in Dehy Park in Independence	09-2517C	27-Aug-15	31-Aug-16	\$650,000 <sup>(2)</sup>	The project will be awarded by the extended deadline.
City of Doris	Oregon Street Rehabilitation Project	02-2485	21-Oct-15	30-Apr-16	\$225,000	The project will be awarded by the deadline.
San Luis Obispo	Price Canyon Road Widening	05-2071	21-Oct-15	30-Apr-16	\$3,364,000	A concurrent three-month time extension has been submitted.
City of Tehama	City of Tehama Reconstruction and Drainage Improvement	02-2509	21-Jan-16	31-Jul-16	\$1,083,000	The project will be awarded by the deadline.
Marin County	Miller Creek Class II Bicycle Lanes and Pedestrian Improvements	04-2127S	21-Jan-16	31-Jul-16	\$362,000	The project will be awarded by the deadline.
Marin County	North Civic Center Drive Improvements	04-2128D	21-Jan-16	31-Jul-16	\$407,000	The project will be awarded by the deadline.
<b>Grand Total</b>					<b>\$7,547,000</b>	

(1) This extension deadline was approved in October 2015 (Waiver 15-42),

(2) This extension deadline was approved in March 2016 (Waiver 16-07).

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 3.2c.  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rihui Zhang, Chief  
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER RESOLUTION G-15-04**

## **SUMMARY:**

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of Active Transportation Program (ATP) projects that received a construction allocation in Fiscal Year (FY) 2014-15 and FY 2015-16.

In FY 2014-15, the California Transportation Commission (Commission) allocated \$47,208,000 to construct 61 ATP projects. As of April 15, 2016, 60 projects totaling \$46,808,000 have been awarded. One project has an approved time extension.

In FY 2015-16, the Commission allocated \$30,668,000 to construct 40 ATP projects. As of April 15, 2016, 12 projects totaling \$7,538,000 have been awarded. One project has an approved time extension. Two projects have concurrent time extension requests.

## **BACKGROUND:**

Resolution G-15-04, adopted March 26, 2015, requires projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

**FY 2014-15 Allocations**

<b>Month Allocated</b>	<b>No. Projects Voted</b>	<b>Voted Projects \$ X 1000</b>	<b>No. Projects Awarded</b>	<b>No. Projects Lapse</b>	<b>No. Projects Pending Award</b>	<b>No. Projects Awarded within 4 months</b>	<b>No. Projects Awarded within 6 months</b>
August 2014	0	\$0	0	0	0	0	0
October 2014	0	\$0	0	0	0	0	0
December 2014	1	\$400	1	0	0	0	0
January 2015	18	\$11,340	18	0	0	10	17
March 2015	18	\$23,361	18	0	0	8	15
May 2015	10	\$5,819	10	0	0	7	10
June 2015	14	\$6,288	13	0	1	5	12
<b>Total</b>	<b>61</b>	<b>\$47,208</b>	<b>60</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>54</b>

**FY 2015-16 Allocations**

<b>Month Allocated</b>	<b>No. Projects Voted</b>	<b>Voted Projects \$ X 1000</b>	<b>No. Projects Awarded</b>	<b>No. Projects Lapse</b>	<b>No. Projects Pending Award</b>	<b>No. Projects Awarded within 4 months</b>	<b>No. Projects Awarded within 6 months</b>
August 2015	5	\$4,635	4	0	1	2	4
October 2015	6	\$2,758	5	0	1	5	5
December 2015	7	\$2,314	3	0	4	3	3
January 2016	11	\$7,925	0	0	11	0	0
March 2016	11	\$13,036	0	0	11	0	0
<b>Total</b>	<b>40</b>	<b>\$30,668</b>	<b>12</b>	<b>0</b>	<b>28</b>	<b>10</b>	<b>12</b>

CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

Reference No.: 3.2c.  
May 18-19, 2016  
Page 3 of 3

Note: Includes all ATP Infrastructure and Non-Infrastructure projects

**ATP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded**

<b>Agency Name</b>	<b>Project Title</b>	<b>PPNO</b>	<b>Allocation Date</b>	<b>Award Deadline</b>	<b>Allocation Amount</b>	<b>Project Status</b>
City of Huntington Park	Randolph Street Shared Use Bike/Trail Rails to Trails Project Study	07-4936	25-Jun-15	30-Jun-16	\$400,000	(1) The project will be awarded by the extended deadline.
City of Imperial Beach	Elm Avenue Traffic, Pedestrian and Cycling Safety and Mobility Improvement	11-1154	27-Aug-15	28-Feb-17	\$483,000	(1) The project will be awarded by the extended deadline.
Los Angeles County Metropolitan Transportation Authority	Metro Blue Line First/Last Mile Plan	07-5020	21-Oct-15	30-Apr-16	\$280,000	A concurrent six-month time extension has been submitted.
City of Fortuna	Fortuna Safe Routes to School Project 2014	01-2405	09-Dec-15	30-Jun-16	\$75,000	The project will be awarded by the deadline.
California State University Fresno	Fresno State Barstow Avenue Bikeways	06-6744	09-Dec-15	30-Jun-16	\$650,000	The project will be awarded by the deadline.
City of Wasco	Palm Avenue Elementary School Pedestrian Infrastructure Improvement	06-6750	09-Dec-15	30-Jun-16	\$410,000	The project will be awarded by the deadline.
Riverside County	Avenida Rambla Sidewalk Safety Improvements	08-1151	09-Dec-15	30-Jun-16	\$271,000	The project will be awarded by the deadline.
City of Biggs	Biggs Safe Routes to School	03-1016	21-Jan-16	31-Jul-16	\$760,000	The project will be awarded by the deadline.
Town of Paradise	Pearson Road Safe Routes to School	03-1018	21-Jan-16	31-Jul-16	\$91,000	The project will be awarded by the deadline.
City of Roseville	Downtown Roseville Class I Trials	03-1522	21-Jan-16	31-Jul-16	\$1,236,000	A concurrent 12-month time extension has been submitted.
Yolo County	2014 Safe Routes to School (Non-Infrastructure)	03-1920	21-Jan-16	31-Jul-16	\$539,000	The project will be awarded by the deadline.
Contra Costa County	Port Chicago Highway and Willow Pass Road Bike and Pedestrian Project	04-2122C	21-Jan-16	31-Jul-16	\$800,000	The project will be awarded by the deadline.
City of Pleasant Hill	Contra Costa Boulevard Improvement Project	04-2122D	21-Jan-16	31-Jul-16	\$1,556,000	The project will be awarded by the deadline.
Kern County	Highland Elementary Pedestrian Improvements	06-6747	21-Jan-16	31-Jul-16	\$275,000	The project will be awarded by the deadline.
Kern County	Stiern Middle School Pedestrian Improvements	06-6771	21-Jan-16	31-Jul-16	\$125,000	The project will be awarded by the deadline.
City of Los Angeles	Yale Street Pedestrian Linkages Phase I, College Street and Alpine Street	07-4877	21-Jan-16	31-Jul-16	\$580,000	The project will be awarded by the deadline.
City of San Jacinto	Safe and Active San Jacinto Safe Routes to Schools Project	08-1146	21-Jan-16	31-Jul-16	\$807,000	The project will be awarded by the deadline.
City of Tehachapi	Valley Boulevard Bikeway Facilities Project Phase 11	09-0651	21-Jan-16	31-Jul-16	\$1,156,000	The project will be awarded by the deadline.
<b>Grand Total</b>					<b>\$10,494,000</b>	

(1) This extended deadline was approved in January 2016 (Waiver 16-02).

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”*

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 3.4  
Information

From: SUSAN BRANSEN  
Executive Director

Subject: **REPORT ON LOCAL AGENCY NOTICES OF INTENT TO EXPEND FUNDS  
ON STIP PROJECTS PRIOR TO COMMISSION ALLOCATION, PER SB 184**

## **SUMMARY:**

Senate Bill (SB) 184 (Chapter 462, Statutes of 2007) authorizes a regional or local agency, upon notifying the California Transportation Commission (Commission), to expend its own funds for a project programmed in the State Transportation Improvement Program (STIP) to which the Commission has not yet made an allocation. This report includes a list for the local STIP projects programmed in 2015-16 for which an SB 184 letter and allocation request was received.

The Commission received one SB 184 notification letter for a project in Santa Cruz County, the Monterey Bay Sanctuary Scenic Trail Network Project, Segment 18 (PPNO 2552). The effective date that funds can be expended for this project in advance of Commission allocation is March 14, 2016. The project is highlighted on Attachment 1.

## **BACKGROUND:**

Government Code Section 14529.17, as amended by SB 184, permits an agency to expend its own funds for a STIP project, in advance of the Commission's approval of a project allocation, and to be reimbursed for the expenditures subsequent to the Commission's approval of the allocation.

Section 14529.17 is limited to advanced expenditures for projects programmed in the current fiscal year of the State Transportation Improvement Program. FY 2015-16 Notifications received prior to the beginning of the fiscal year are effective on July 1, 2015. Notifications received after July 1, 2015, are effective the date the Commission receives the notification letter.

Section 64A of the STIP guidelines directs the agency to submit a copy of the allocation request and SB 184 notification letter to the Commission's Executive Director. The original allocation request should be submitted to Caltrans at the same time.

Invoking SB 184 does not establish a priority for allocations made by the Commission nor does it establish a timeframe for when the allocations will be approved by the Commission. The statute does not require that the Commission approve an allocation it would not otherwise approve. SB 184 advance expenditures must be eligible for reimbursement in accordance with state laws and procedures. In the event the advance expenditures are determined to be ineligible, the state has no obligation to reimburse those expenditures.

Attachment

## SB 184 Notifications for FY 2014-15 Local STIP Projects

Includes SB 184 Letters Received Through June 5, 2015

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting		FY 14-15	Project Totals by Component			
							Reported	Allocated		R/W	Const	E & P	PS&E
1	Alameda	MTC		2100	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 122	0	122	0	0
2	Contra Costa	MTC		2118	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 79	0	79	0	0
3	Contra Costa	CCTA		2011O	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 431	0	431	0	0
4	Del Norte	Del Norte LTC		1032	Planning, programming, and monitoring	01-Jul-14	Aug-14	Aug-14	\$ 34	0	34	0	0
5	Humboldt	Humboldt CAOG		2002P	Planning, programming, and monitoring	01-Jul-14	Dec-14	Oct-14	\$ 118	0	118	0	0
6	Lake	Lake CCAPC		3002P	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 64	0	64	0	0
7	Marin	MTC		2127	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 23	0	23	0	0
8	Mendocino	MCOG		4002P	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 91	0	91	0	0
9	Modoc	Alturas	loc	2508	Alturas, various locations, rehab	01-Jul-14	Aug-14	Aug-14	\$ 1	0	0	1	0
10	Napa	MTC		2130	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 14	0	14	0	0
11	Napa	NCTPA		1003E	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 69	0	69	0	0
12	Nevada	Nevada CTC		0L83	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 81	0	81	0	0
13	Sacramento	SACOG		0L30	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	\$ 609	0	609	0	0
14	San Diego	SANDAG		7402	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 854	0	854	0	0
15	San Francisco	MTC		2131	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 62	0	62	0	0
16	San Francisco	SFCTA		2007	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 161	0	161	0	0
17	San Francisco	SFMTA	rail	2014V	Central Subway - ATCS	01-Jul-14	Jun-14	Jun-14	\$ 12,498	0	12,498	0	0
18	San Luis Obispo	SLOCOG		942	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	\$ 225	0	225	0	0
19	San Mateo	MTC		2140	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 64	0	64	0	0
20	San Mateo	SM C/CAG		2140A	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 355	0	355	0	0
21	Santa Clara	MTC		2144	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 143	0	143	0	0
22	Santa Clara	SCVTA		2255	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 696	0	696	0	0
23	Santa Cruz	Santa Cruz Co.	loc	2368	Redwood Lodge Rd PM 1.65 storm damage repair	11-May-15	Jun-15	Jun-15	\$ 850	0	850	0	0
24	Santa Cruz	Capitola	loc	2554	Bay Av/Capitola Av Roundabout Modification	08-May-15	Jun-15	Jun-15	\$ 59	0	0	0	59
25	Siskiyou	Dorris	loc	2485	N. Oregon St, 1st St-Sly St, rehab	01-Jul-14	Jun-14	Aug-14	\$ 3	0	0	3	0
26	Siskiyou	Etna	loc	2486	Scott Street, Rt 3-Collier Way, rehab	01-Jul-14	Jun-14	Aug-14	\$ 3	0	0	3	0
27	Siskiyou	Montague	loc	2523	7th and 8th Streets, Prather St-Web St, rehab	01-Jul-14	Jun-14	Aug-14	\$ 2	0	0	2	0
28	Solano	MTC		2152	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 37	0	37	0	0
29	Solano	STA		2263	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 191	0	191	0	0
30	Sonoma	MTC		2156	Planning, programming, and monitoring	01-Jul-14	Jun-14	Aug-14	\$ 45	0	45	0	0
31	Sutter	SACOG		1L53	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	\$ 56	0	56	0	0
32	Tehama	Tehama County	loc	2378	Jelly's Ferry Bridge at Sacramento River	01-Jul-14	Aug-14	Aug-14	\$ 358	49	0	0	309
33	Tuolumne	Tuolumne CTC		452	Planning, programming, and monitoring	22-Jul-14	Aug-14	Oct-14	\$ 60	0	60	0	0
34	Yolo	SACOG		0L37	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	\$ 119	0	119	0	0
35	Yuba	SACOG		0L41	Planning, programming, and monitoring	01-Jul-14	Jun-14	Jun-14	\$ 43	0	43	0	0
<b>Total (eligible on July 1, 2014, or from Effective Date of Letter, if received later)</b>									<b>\$18,620</b>	49	18,194	9	368

## SB 184 Notifications for FY 2015-16 Local STIP Projects

Includes SB 184 Letters Received Prior to July 1, 2015

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 15-16	Project Totals by Component			
										R/W	Const	E & P	PS&E
1	Alameda	MTC		2100	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 126	0	126	0	0
2	Contra Costa	MTC		2118	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 82	0	82	0	0
3	Contra Costa	CCTA		2011O	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 222	0	222	0	0
4	Del Norte	Del Norte LTC		1032	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	\$ 34	0	34	0	0
5	Humboldt	Humboldt CAOG		2002P	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	\$ 100	0	100	0	0
6	Lake	Lake APC		3002P	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 41	0	41	0	0
7	Marin	MTC		2127	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 23	0	23	0	0
8	Mendocino	MCOG		4002P	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 140	0	140	0	0
9	Napa	MTC		2130	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 14	0	14	0	0
10	Napa	NCTPA		1003E	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 69	0	69	0	0
11	Nevada	Nevada CTC		0L83	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	\$ 47	0	47	0	0
12	San Bernardino	SANBAG		9811	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	\$ 1,200	0	1,200	0	0
13	San Diego	SANDAG		7402	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	\$ 854	0	854	0	0
14	San Diego	SANDAG		1179	Binational Region Planning Study	08-Dec-15	Jan-16	Dec-15	\$ 250	0	0	250	0
15	San Francisco	MTC		2131	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 64	0	64	0	0
16	San Mateo	MTC		2140	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 67	0	67	0	0
17	San Mateo	SMC/CAG		2140A	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 165	0	165	0	0
18	Santa Clara	MTC		2144	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 147	0	147	0	0
19	Santa Clara	SCVTA		2255	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 628	0	628	0	0
20	Santa Cruz	Watsonville		2552	Monterey Bay Sanctuary Scenic Trail, Seg 18	14-Mar-16	May-16	Jun-16	\$ 90	0	0	0	90
21	Siskiyou	Montague		2523	7th and 8th Streets, Prather St-Web St, rehab	01-Jul-15	Aug-15	Aug-15	\$ 86	0	86	0	0
22	Solano	MTC		2152	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 39	0	39	0	0
23	Solano	STA		2263	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 98	0	98	0	0
24	Solano	STA		5301T	Jepson Parkway, Vanden Rd, Peabody-Leisure Town	19-Jan-16	Mar-16	Jun-16	\$ 19,376	0	19,376		
25	Solano	STA		5301U	Jepson Parkway, Leisure Town Rd, Commerce-Orange	19-Jan-16	Mar-16	Jun-16	\$ 19,377	0	19,377		
26	Sonoma	MTC		2156	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 47	0	47	0	0
27	Sonoma	SCTA		770E	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 125	0	125	0	0
28	Tuolumne	TCTC		452	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	\$ 59	0	59	0	0
<b>Total (eligible on July 1, 2015, or from Effective Date of Letter, if received later)</b>									<b>\$43,570</b>	0	43,230	250	90

### Prior Year Projects with Extensions

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 14-15	Project Totals by Component			
										R/W	Const	E & P	PS&E
1	San Diego	SANDAG		7421W	Inland Rail Trail, Phases IIA, IIB, IIIA, IIIB	29-Jan-16	Mar-16	Mar-16	\$ 18,437		18,437		
<b>Total</b>									<b>\$18,437</b>	0	18,437	0	0

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18–19, 2016

**Reference No.:** 3.5  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Gary Cathey, Chief  
Division of Aeronautics

**Subject:** FISCAL YEAR 2015–16 THIRD QUARTER AIRPORT IMPROVEMENT PROGRAM AND ACQUISITION AND DEVELOPMENT PROJECTS REPORTS

The attached reports include the California Department of Transportation’s Division of Aeronautics Third Quarter reports for Fiscal Year 2015–16 for the Airport Improvement Program and the Acquisition and Development Projects. These reports have been discussed with the staff of the California Transportation Commission.

## Attachments

1. Airport Improvement Program
2. Acquisition and Development Projects Report



**Fiscal Year 2015–2016  
Third Quarter Report**

**Division of Aeronautics  
Airport Improvement Program**

**Report to the  
California Transportation  
Commission**

**BACKGROUND:**

The California Department of Transportation (Department) Division of Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with the California Public Utilities Code (PUC), sections 21683 and 21706.

Section 21683.20 of the PUC provides that the Department, upon allocation by the California Transportation Commission (Commission), may provide a matching grant to a public entity for five percent of the amount of a federal Airport Improvement Program (AIP) grant.

Each year the Commission approves a set-aside to match AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department provides the Commission with quarterly reports on the status of all sub-allocations made for State AIP Matching grant funds. It should be noted the Aeronautics Account is a continuously appropriated account, and any unused funds would revert to the Aeronautics account for use in future fiscal years.

**STATUS:**

At its December 2015 meeting, the Commission allocated an additional \$1,000,000 for the set-aside AIP Matching Grant for Fiscal Year 2015–16 bringing the total AIP Match from \$1,000,000 to \$2,000,000. The Department has sub-allocated a total of \$1,743,807 to 43 projects. There is \$256,193 allocation authority remaining at the end of the third quarter.

## Aid to Airports Matching Grant Program

Airport	Sponsor	Project Description	Date Executed	Total Project Costs	AIP Grant Amount	State Match Amount
Camarillo	County of Ventura	Pavement Rehabilitation for Airport Apron	08/19/2015	\$ 268,299	\$ 241,469	\$ 12,073
Big Bear	Big Bear Airport District	Rehabilitate Runway 08/26 Lighting, Phase 1, design	09/03/2015	\$ 157,500	\$ 141,750	\$ 7,088
Westover Field	County of Amador	Install Weather Reporting Equipment (replace existing Aviation Weather Observation Systems III)	09/03/2015	\$ 111,111	\$ 100,000	\$ 5,000
Westover Field	County of Amador	Design: Rehabilitate Runway 01/19 (crack seal)	09/03/2015	\$ 55,555	\$ 50,000	\$ 2,500
Mojave	East Kern Airport District.	Rehabilitate Runway 8/26, Rehabilitate Runway 8/26 Lighting, Install Airfield Guidance Signs	09/03/2015	\$ 480,000	\$ 432,000	\$ 21,600
California City	City of California City	Rehabilitation of Taxiway D, Taxiway Way E, and West end of Taxiway A	09/08/2015	\$ 865,405	\$ 778,865	\$ 38,943
Shafter-Minter Field	Minter Field Airport District	Taxiway A Extension Project including Taxiway C Removal; Installation of Runway 8/26 Vertical/Visual Guidance System including relocation of segmented circle, rotating beacon, and primary wind cone	09/08/2015	\$ 922,697	\$ 830,427	\$ 41,521
Yuba County	County of Yuba	Update Airport Layout Plan (ALP) with Narrative Report (including ALP Drawing Set and Survey)	09/16/2015	\$ 160,000	\$ 144,000	\$ 7,200
Bakersfield Municipal	City of Bakersfield	Rehabilitation of Northeast Hangar Taxilane (Construction Only)	09/29/2015	\$ 400,704	\$ 360,633	\$ 18,032
Calaveras County	County of Calaveras	Rehabilitate Runway 13/31 (slurry seal), Rehabilitate Taxiway "A" (slurry seal)	09/29/2015	\$ 412,165	\$ 365,100	\$ 18,255
Byron	County of Contra Costa	Rehabilitate Runways 12/30, 5/23, Taxiway, Apron	09/29/2015	\$ 927,229	\$ 834,506	\$ 41,725
Oceanside Municipal	City of Oceanside	Rehabilitate existing aircraft parking apron including underground utility lines, Phase 2 Install perimeter fencing including pedestrian access gates and emergency vehicle access gate, Phase 2	09/30/2015	\$ 402,619	\$ 339,619	\$ 16,981
Reedley Municipal	City of Reedley	Install Perimeter Fencing, Phase 2	09/30/2015	\$ 276,571	\$ 248,913	\$ 12,446
Nevada County	County of Nevada	Update ALP	10/05/2015	\$ 174,969	\$ 157,472	\$ 7,874
Susanville Municipal	City of Susanville	Install Runway Vertical/Visual Guidance System Precision Approach Path Indicator Runway 11/29	10/05/2015	\$ 69,710	\$ 62,739	\$ 3,137
Auburn Municipal	City of Auburn	ALP Update with Narrative Report	10/05/2015	\$ 250,000	\$ 225,000	\$ 11,250
Paso Robles Municipal	City of Paso Robles	Design: Rehabilitate Taxiways B, C, D, and E	10/06/2015	\$ 1,387,176	\$ 126,000	\$ 6,300
Georgetown	County of El Dorado	Conduct Pavement Management Program	10/19/2015	\$ 36,006	\$ 32,405	\$ 1,620
Placerville	County of El Dorado	Update Miscellaneous Study - Pavement Maintenance Management Program	10/19/2015	\$ 41,116	\$ 37,004	\$ 1,850
Placerville	County of El Dorado	Rehabilitate Runway 5/23 (approximately 4,200 feet), Rehabilitate Taxiway (approximately 4,200 feet), Rehabilitate Apron (approximately 35,000 square yards)	10/19/2015	\$ 301,963	\$ 271,767	\$ 13,588

Airport	Sponsor	Project Description	Date Executed	Total Project Costs	AIP Grant Amount	State Match Amount
Brawley Municipal	City of Brawley	Improve Runway Safety Area	11/03/2015	\$ 862,636	\$ 776,372	\$ 38,819
San Bernardino Intl	San Bernardino Authority	Rehabilitate Taxiway, Phase I	11/04/2015	\$ 1,481,282	\$ 1,333,154	\$ 66,658
Banning Municipal	City of Banning	Remove Obstructions, Install Airfield Guidance Signs	11/09/2015	\$ 141,300	\$ 127,170	\$ 6,359
Hollister Municipal	City of Hollister	Rehabilitate Runway 13/31, Phase II	11/09/2015	\$ 6,467,407	\$ 5,820,666	\$ 291,033
Independence	County of Inyo	Rehabilitation of Runway 14/32	11/16/2015	\$ 337,090	\$ 303,381	\$ 15,169
Eastern Sierra Regional Bishop	County of Inyo	Rehabilitation of Runway 16/34 and Miscellaneous Airfield Pavements; Airfield Pavement Markings; Installation of Runway Vertical/Visual Guidance System; Installation of Perimeter Fencing.	11/16/2015	\$ 1,580,396	\$ 1,422,356	\$ 71,118
General William Fox Airfield	County of Los Angeles	Construct Taxiway Connector H	11/19/2015	\$ 1,468,274	\$ 1,321,446	\$ 66,072
Oakdale Municipal	City of Oakdale	Erosion Control in Gore/Perimeter Areas, Slope Stabilization/Erosion Control of Runway	11/19/2015	\$ 166,666	\$ 150,000	\$ 7,500
Santa Ynez	County of Santa Barbara	Security Enhancements (Construction-Only); Rehabilitation of Runway 8/26 Lighting, Installation of Runway 8/26 Vertical/Visual Guidance System, Installation of Miscellaneous NAVAIDS, Rehabilitation of Taxiway Lighting (Design-Only).	11/30/2015	\$ 1,255,873	\$ 1,130,285	\$ 56,514
Twenty-Nine Palms	County of San Bernardino	Conduct Airport Airfield Drainage Study	11/30/2015	\$ 60,000	\$ 54,000	\$ 2,700
Needles	County of San Bernardino	Conduct Airport Airfield Drainage Study	11/30/2015	\$ 60,000	\$ 54,000	\$ 2,700
Columbia	County of Tuolumne	Design: Rehabilitate Taxiway, Phase I	12/07/2015	\$ 199,818	\$ 181,155	\$ 9,058
Columbia	County of Tuolumne	Update Airport Master Plan Study	12/07/2015	\$ 383,706	\$ 345,335	\$ 17,267
Truckee-Tahoe	Truckee-Tahoe Airport District	Rehabilitate Taxiway A, F, U, and J (approximately 360,460 square feet)	12/11/2015	\$ 2,397,282	\$ 2,157,553	\$ 107,878
El Monte	County of Los Angeles	Rehabilitate Apron, Phase 2	12/11/2015	\$ 5,743,153	\$ 5,168,838	\$ 258,442
Brown Field Municipal	City of San Diego	Rehabilitate Runway 8L/26R, Phase II	12/15/2015	\$ 4,860,709	\$ 4,374,638	\$ 218,732
Marina Municipal	City of Marina	Install Perimeter Fencing	12/28/2015	\$ 1,250,806	\$ 1,125,725	\$ 56,286
Garberville	County of Humboldt	Rehabilitate Runway (Design)	2/2/2016	\$ 179,726	\$ 161,753	\$ 8,088
Delano Municipal	City of Delano	Rehabilitation of Apron, Installation of Perimeter Fencing	2/9/2016	\$ 919,793	\$ 836,179	\$ 41,809
Fresno-Chandler	City of Fresno	Rehabilitate Taxiway	2/29/2016	\$ 783,333	\$ 705,000	\$ 35,250
Lake Tahoe	City of South Lake Tahoe	Conduct Obstruction Mitigation Plan Study	3/24/16	\$ 143,250	\$ 128,925	\$ 6,446
Lake Tahoe	City of South Lake Tahoe	Update pavement Maintenance Management Plan	3/24/16	\$ 80,000	\$ 72,000	\$ 3,600
Lake Tahoe	City of South Lake Tahoe	Rehabilitate GA Apron (Phase 3)	3/24/16	\$ 1,496,150	\$ 1,346,535	\$ 67,327
				\$40,019,445	\$34,876,135	\$ 1,743,807



**Fiscal Year 2015–2016  
Third Quarter Report**

**Division of Aeronautics  
Acquisition and Development Projects**

**Report to the  
California Transportation  
Commission**

**SUMMARY**

This report for the Division of Aeronautics (Division) Acquisition and Development (A&D) Projects is for the third quarter of the Fiscal Year (FY) 2015–16. This report includes the status of the allocated projects.

**BACKGROUND**

The Aeronautics A&D Program is a biennial three-year program for the acquisition and development of airports.

The Division of Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with California Public Utilities Code, sections 21683 and 21706. The A&D projects are State funded at 90 percent of the total project cost with a 10 percent local match required.

**STATUS**

Currently, there are a total of 27 projects valued at \$5.2 million. The following two allocated projects are behind schedule:

<b>Airport and County Project Description</b>	<b>Status</b>	<b>Estimated End of Construction</b>
* <b>Ravendale Airport</b> Lassen County  1. Widen Runway, Taxiway, Rehabilitate and Restripe Pavement	This project was allocated in 2011. The project did not come in for award due to insufficient funds. This project has been combined with the 2015 Ravendale Airport Overlay Runway and Tiedown Area Project and is currently in construction.	July 2016
* <b>Santa Barbara Airport</b> Santa Barbara County  2. Adopt Airport Land Use Compatibility Plan	The Airport Land Use Commission (ALUC) finished the Airport Land Use Compatibility Plan (ALUCP) but has not adopted the document due to the need for California Environmental Quality Act compliance. The ALUC has applied for a new grant to prepare an environmental document, and it is included in the Capital Improvement Plan for the FY 2015–16. Once the environmental compliance is met, the ALUC will adopt the ALUCP, and the Division can make the final payment for SB-VAR-10-1 and close out this grant.	August 2016

### Acquisition and Development Projects Status and Detail

#### Allocated Projects

District	Airport	County	Project Description	Project Status	Allocation Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion
7	Bracket Field	Los Angeles	Airport Land Use Compatibility Plan (ALUCP)	Completed	6/22/2011	\$97,000	\$90,000	3/15/2016
8	Hemet Ryan	Riverside	ALUCP	Progress Pay	9/15/2011	\$117,000	\$42,556	6/30/2016
11	Jacumba	San Diego	Rehabilitate Runway 07/25	PS&E Approved	5/28/2015	\$383,000	0	5/28/2019
2	Trinity Center	Trinity	Slurry Seal Apron, Taxiway area, and Restripe Pavement	PS&E Extension Approved	5/28/2015	\$90,000	0	5/28/2019
2	Herlong	Lassen	Install Runway Lighting	PS&E	5/28/2015	\$84,000	0	5/28/2019
2	Herlong	Lassen	Overlay Runway, Taxiway, and Apron	PS&E	5/28/2015	\$410,000	0	5/28/2019
2	<sup>1</sup> Ravendale	Lassen	Widen Runway, Taxiway; Rehabilitate and Restripe Pavement	Construction	3/23/2011	\$306,000	0	7/31/2016
2	Ravendale	Lassen	Overlay Runway and Tie-down Area	Construction	5/28/2015	\$244,000	0	5/28/2019
2	Ravendale	Lassen	Install Runway Lighting	PS&E	5/28/2015	\$86,000	0	5/28/2019
5	<sup>2</sup> Santa Barbara	Santa Barbara	ALUCP	Progress Pay	1/20/2011	\$90,000	\$81,000	8/15/2016
1	Ward Field	Del Norte	Obstruction Removal (Trees)	Construction	4/25/2012	\$113,000	\$32,880	2/11/2017
11	Agua Caliente Springs	San Diego	Rehabilitate Runway 11/29	Construction	1/22/15	\$499,000	0	1/22/2019
1	Ward Field	Del Norte	ALUCP	Progress Pay	3/26/15	\$135,000	\$4,050	3/26/2019
3	Chico Municipal	Butte	ALUCP	Grant agreement signed	3/26/15	\$99,000	0	3/26/2019
4	Rio Vista	Solano	ALUCP	Grant agreement signed	3/26/15	\$144,000	0	3/26/2019
2	Ruth	Trinity	Runway Overlay and Restripe Pavement	PS&E Extension Approved	3/26/15	\$432,000	0	3/26/2019
10	Calaveras/Maury	Calaveras	Upgrade Weather Observing System	Completed	3/26/15	\$50,000	\$50,000	2/26/2016
10	Calaveras/Maury	Calaveras	Replace Rotation Beacon	Completed	3/26/15	\$20,000	\$12,946	2/01/2016
3	Cameron Airpark	El Dorado	Runway Crack Repair and Slurry Seal	PS&E	6/25/2015	\$89,000	0	6/25/2019
8	Jacqueline Cochran	Riverside	ALUCP – (County-wide)	Allocated	6/25/2015	\$135,000	0	6/25/2019
1	Andy McBeth	Del Norte	Obstruction Removal (Trees)	Allocated	6/25/2015	\$135,000	0	6/25/2019
8	Chiriaco Summit	Riverside	Runway Paving and Grading	PS&E Approved	6/25/2015	\$479,000	0	6/25/2019
2	Montague-Yreka, Rohrer Field	Siskiyou	Install Precision Approach Path Indicator on Runway 14	PS&E Approved	6/25/2015	\$68,000	0	6/25/2019
4	Hayward Executive	Alameda	Runway 10R/28L and Taxiway Paving and Restriping	PS&E Approved	5/28/2015	\$499,000	0	5/28/2019
2	Ravendale	Lassen	Construct Windsock Lighting and Beacon; Repair Segmented Circle	PS&E	5/28/2015	\$108,000	0	5/28/2019
5	Marina	Monterey	ALUCP	Allocated	8/27/2015	\$162,000	0	8/1/2019
5	Marina	Monterey	ALUCP	Allocated	8/27/2015	\$162,000	0	8/1/2019

Plans Specification and Estimate (PS&E)

**Total Projects 27**

**\$5,214,000**

**\$313,432**

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 3.6  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of Transportation  
Programming

Subject: **FINAL RIGHT OF WAY ESTIMATE FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT**

## **SUMMARY:**

The California Department of Transportation (Department) is presenting this as an information item to report the final right of way (R/W) estimate for one State Transportation Improvement Program (STIP) project where final R/W was deferred at the time of construction allocation.

## **BACKGROUND:**

Consistent with Streets and Highways Code Section 188.11, the Department reports final estimated project R/W costs (Capital and Support) to the California Transportation Commission (Commission) at the time of construction allocation. The Commission uses this information for purposes of tracking county and interregional share balances. For projects with a R/W certification other than certification 1 or 2, where the Department has full legal and physical possession or right of entry at the time of construction allocation, the STIP guidelines allow reporting of the final estimate to be deferred until the R/W certification is updated to a certification 1 or 2, but no longer than 12 months.

In May 2015, the Commission approved the construction allocation for the Interstate 10 HOV Lane project (PPNO 0310B) in Los Angeles County. At that time, the Department reported attainment of R/W Certification 3W, with a target update by May 2016. The R/W Certification has now been updated and the final R/W estimate for the project is as follows:

Fund Type	Programmed R/W (Support + Capital)	Final R/W Estimate (Support + Capital)	Difference	Debit / Credit to County Share Balance
RIP	\$9,500,000	\$10,758,000	\$1,258,000	\$0 (< 20 percent)

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.1a.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of Transportation  
Programming

Subject: **STIP AMENDMENT 14S-34**

### **RECOMMENDATION:**

The California Department of Transportation (Department) requests that the California Transportation Commission approve the program amendment 14S-34. This item was noticed at the Commission's March 2016 meeting.

### **ISSUE:**

The City of Calexico proposes to program \$4,500,000 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-Border Infrastructure Program (BIP) funds for construction on the Cesar Chavez Boulevard Widening and Improvement – 2<sup>nd</sup> Street to Route 98 project (PPNO 0606) in Imperial County. The Imperial County Transportation Commission concurs with this proposal.

SAFETEA-LU, enacted in August 2005, authorizes funding through the BIP to improve transportation at international borders and ports of entry, and within trade corridors. Since the enactment of SAFETEA-LU, California has received a total apportionment of \$188 million in BIP funding. To date, approximately \$181.9 million has been committed to eligible border region projects, leaving a balance of approximately \$6.1 million for future obligation.

These BIP funds are eligible in a border region, defined as any portion of a border state within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross-border motor vehicle and cargo movements:

- Improvements to existing transportation and supporting infrastructure,
- Construction of highways and related safety and safety enforcement facilities related to international trade,
- Operational improvements, including those related to electronic data interchange and use of telecommunications,
- Modifications to regulatory procedures,
- International coordination of transportation planning, programming, and border operations with Canada and Mexico.

**BACKGROUND:**

The City of Calexico is proposing to program \$4,500,000 in BIP funding for the Cesar Chavez Boulevard widening project. The project will also provide pedestrian access improvements to comply with the Americans with Disabilities Act. Cesar Chavez Boulevard will serve as the primary access to the Calexico West International Land Port of Entry (POE) to Mexicali, Mexico, which is expected to be open to traffic in late 2017 or early 2018.

The proposed funding plan for the widening project is as follows:

**ADD Cesar Chavez Boulevard Widening and Improvement – 2<sup>nd</sup> Street to Route 98 project (PPNO 0606):**

<b>Implementing Agency: (by component)</b>		<b>PA&amp;ED</b>	City of Calexico					<b>PS&amp;E</b>	City of Calexico				
		<b>R/W</b>	City of Calexico					<b>CON</b>	City of Calexico				
<b>RTPA/CTC:</b>		Imperial County Transportation Commission											
<b>Project Title:</b>		Cesar Chavez Boulevard Widening and Improvement – 2nd Street to State Route 98											
<b>Location</b>		On Cesar Chavez Boulevard - 2nd Street to State Route 98.											
<b>Description:</b>		Widening and Pedestrian Improvements											
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>Local Funds</b>													
Existing	0	0	0		0			0	0	0			
Change	1,926	191	350		1,385			350	1,385	191			
Proposed	1,926	191	350		1,385			350	1,385	191			
<b>Federal Discretionary (Border Infrastructure Program)</b>													
Existing	0				0				0				
Change	4,500				4,500				4,500				
Proposed	4,500				4,500				4,500				
<b>FFY 2009 Omnibus Approp.</b>													
Existing	0	0	0		0			0	0	0			
Change	2,850	150	1,700		1,000			1,700	1,000	150			
Proposed	2,850	150	1,700		1,000			1,700	1,000	150			
<b>Total</b>													
Existing	0	0	0		0			0	0	0			
Change	9,276	341	2,050		6,885			2,050	6,885	341			
Proposed	9,276	341	2,050		6,885			2,050	6,885	341			

**RESOLUTION:**

Be it Resolved, that the California Transportation Commission does hereby program \$4,500,000 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-Border Infrastructure Program (BIP) funds for construction on the Cesar Chavez Boulevard Widening and Improvement – 2<sup>nd</sup> Street to Route 98 project (PPNO 0606) in Imperial County.

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.2c.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared By: Katrina C. Pierce, Chief  
Division of  
Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-16-19, E-16-20, E-16-21, E-16-22, E-16-23, E-16-24 and E-16-25.

### **ISSUE:**

#### **02-But/Plu-70, PM 35.9/47.9, 13.1**

#### **RESOLUTION E-16-19**

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 70 (SR 70) in Butte and Plumas Counties. Repair culverts and install additional drainage facilities on a portion of SR 70. (EA 02-0H030)

This project in Butte and Plumas Counties will repair and replace culverts and construct new drainage facilities on portions of SR 70. The project is not yet programmed or funded. The total estimated cost for capital and support is \$1,600,000. Depending on the availability of funding, construction is estimated to begin in Fiscal Year 2018-19.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources and water quality. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, environmental awareness training for all construction personnel, the preparation of a capture-and-relocation plan for the foothill yellow-legged frog, and appropriate BMPs for water pollution prevention. As a result, an MND was completed for this project.

Attachment 1

**ISSUE:**

**06-Kin-198, PM R15.5**  
**RESOLUTION E-16-20**

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 198(SR 198) in Kings County. Roadway improvements including a roundabout at the intersection of SR 198, Hanford-Armona Road, and 13<sup>th</sup> Avenue near the city of Hanford. (PPNO 6651)

This project in Kings County will construct a roundabout at the intersection of Hanford-Armona Road and 13<sup>th</sup> Avenue near the city of Hanford. The project is programmed in the 2014 State Highway Operation and Protection Program. The total programmed amount is \$6,434,000 for capital and support. Construction is estimated to begin in Fiscal Year 2017-18. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, environmentally sensitive areas will be established for nesting birds, burrowing owl, and San Joaquin kit fox, tree and vegetation removal will be done outside nesting season, and replacement planting of any disturbed Heritage oak trees. As a result, an MND was completed for this project.

Attachment 2

**ISSUE:**

**06-Ker-43/119, PM 0.1/0.4, 17.8/18.5**  
**RESOLUTION E-16-21**

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 43 (SR 43) and State Route 119 (SR 119) in Kern County. Construct roadway improvements including a roundabout at the intersection of SR 43, SR 119, and Enos Lane near the city of Taft. (PPNO 6698)

This project in Kern County will construct a roundabout at the intersection of SR 43, SR 119, and Enos Lane near the city of Taft. The project is programmed in the 2014 State Highway Operation and Protection Program. The total programmed amount is \$9,761,000 for capital and support. Construction is estimated to begin in Fiscal Year 2017-18. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, environmentally sensitive areas will be established for the Giant kangaroo rat, Tipton kangaroo rat, San Joaquin kit fox, and the Blunt-nosed leopard lizard, pre-construction field surveys will be conducted, and ESA fencing will be used. As a result, an MND was completed for this project.

Attachment 3

**ISSUE:**

**06-Kin-43/137, PM 1.3/1.7, 0.0/0.2**  
**RESOLUTION E-16-22**

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- State Route 43 (SR 43) and State Route 137 (SR 137) in Kings County. Construct roadway improvements including a roundabout at the intersection of SR 43 and SR 137 near the city of Corcoran. (PPNO 6619)

This project in Kings County will construct a roundabout at the intersection of SR 43 and SR 137 near the city of Corcoran. The project is programmed in the 2014 State Highway Operation and Protection Program. The total programmed amount is \$4,400,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 4

**ISSUE:**

**09-Mno-395, PM 93.4/95.7**  
**RESOLUTION E-16-23**

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- United States Route 395 (U.S. 395) in Mono County. Construct roadway improvements to a portion of U.S. 395 near the intersection of State Route 108. (PPNO 0615)

This project in Mono County will widen shoulders, install rumble strips, and construct drainage improvements on a portion of U.S. 395. The project is programmed in the 2014 State Highway Operation and Protection Program. The total programmed amount is \$7,859,000 for capital and support. Construction is estimated to begin in Fiscal Year 2017-18. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological, and visual resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the purchase of wetland credits from an approved mitigation bank, ESA fencing will be installed around sensitive areas, project area will be re-vegetated with native species, and monitoring of sensitive areas will be done by a qualified biologist. As a result, an MND was completed for this project.

Attachment 5

**ISSUE:**

**10-Ama-88, PM 21.6/24.6**

**RESOLUTION E-16-24**

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 88 (SR 88) in Amador County. Construct roadway improvements on a portion of SR 88 in the town of Pine Grove. (PPNO 2454)

This project in Amador County will construct roadway improvements on a portion of SR 88 in the town of Pine Grove. The project is programmed in the 2014 State Transportation Improvement Program. The project is not fully funded. The total estimated cost is \$41,000,000 for capital and support. Depending on the availability of funds, construction is estimated to begin in Fiscal Year 2020-21. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Transportation Improvement Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, pre-construction red-legged frog surveys will be conducted by a qualified biologist, staging areas will be located at least 100 feet from riparian or aquatic habitats, environmental awareness training will be given to all construction personnel, and all proposed landscape will incorporate native plant materials. As a result, an MND was completed for this project.

Attachment 6

**ISSUE:**

**12-Ora-57, PM 20.1/21.8**  
**RESOLUTION E-16-25**

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- State Route 57 (SR 57) in Orange County. Construct roadway improvements on a portion of SR 57 in the city of Brea. (PPNO 3834)

This project in Orange County will construct roadway improvements on a portion of SR 57 in the city of Brea. The project is programmed in the 2014 State Transportation Improvement Program. The total estimated cost is \$59,300,000 for capital and support. Construction is estimated to begin in Fiscal Year 2019-20. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Transportation Improvement Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource areas may be impacted by the project: biological resources, community impacts, visual/aesthetics, and paleontology. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, transparent soundwalls will be installed to maintain view sheds, a Paleontological Monitoring Plan will be prepared prior to final design, and 1.5 acres of habitat replacement will be provided. As a result, an MND was completed for this project.

Attachment 7

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

**02-But/Plu-70, PM 35.9/47.9, 13.1**

**Resolution E-16-19**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
  - State Route 70 (SR 70) in Butte and Plumas Counties. Repair culverts and install additional drainage facilities on a portion of SR 70. (EA 02-0H030)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

**06-Kin-198, PM R15.5**

**Resolution E-16-20**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
  - State Route 198 (SR 198) in Kings County. Roadway improvements including a roundabout at the intersection of SR 198, Hanford-Armona Road, and 13<sup>th</sup> Avenue near the city of Hanford. (PPNO 6651)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

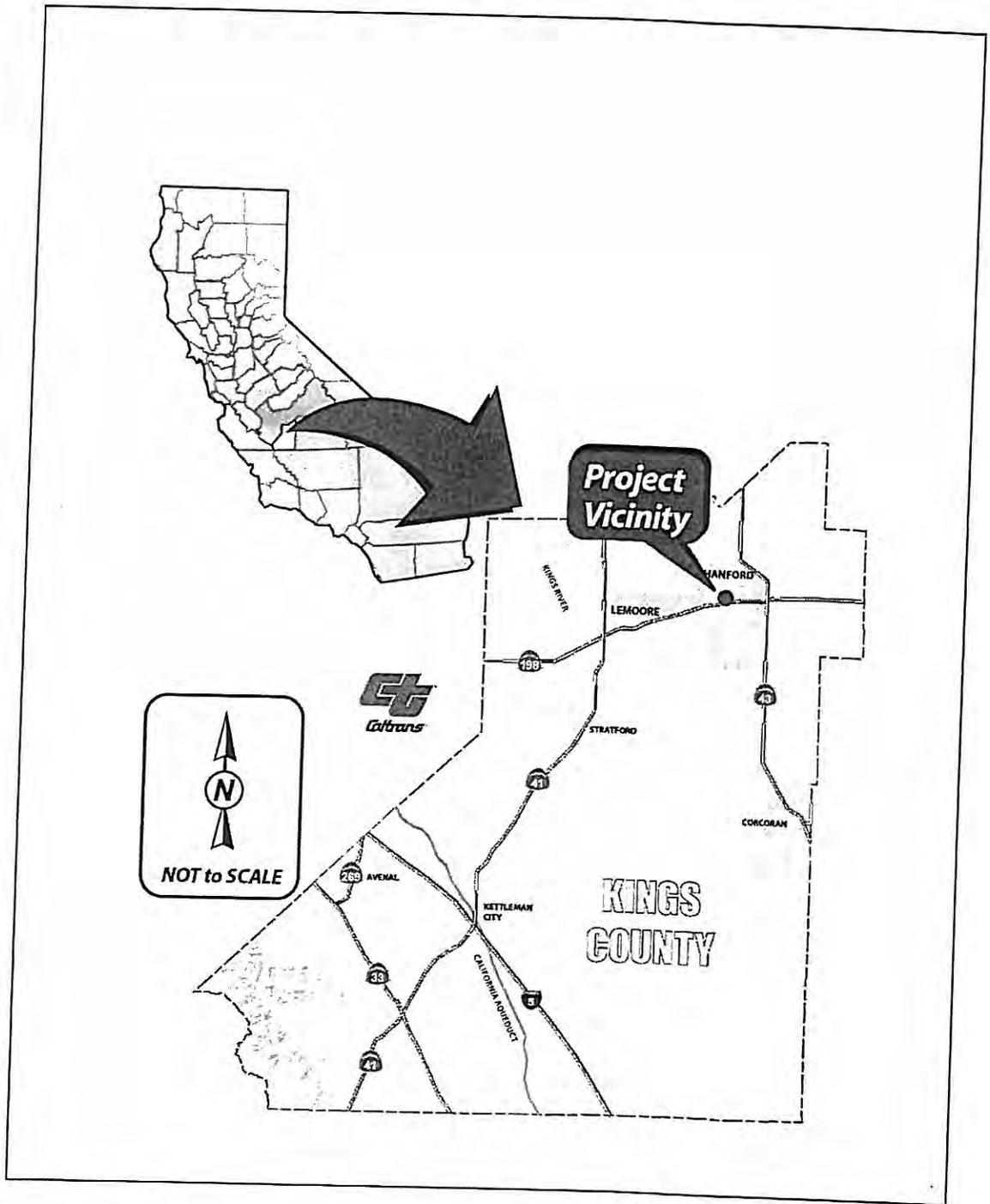


Figure 1-1 Project Vicinity Map

**CALIFORNIA TRANSPORTATION COMMISSION**

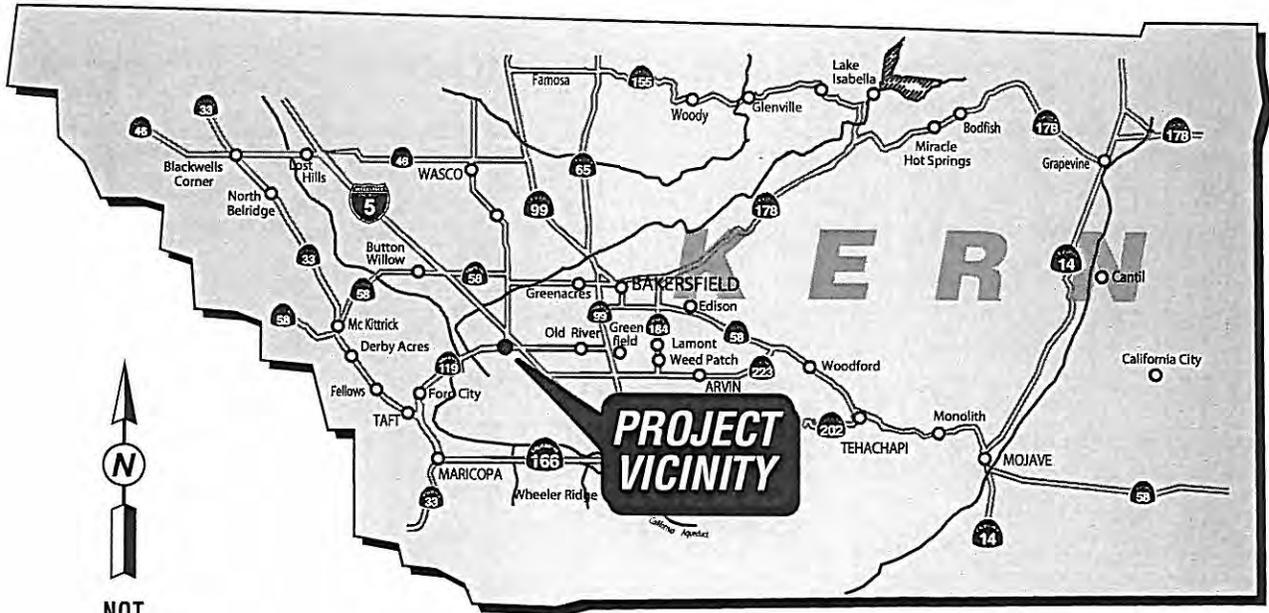
**Resolution for Future Consideration of Funding**

**06-Ker-43/119, PM 0.1/0.4, 17.8/18.5**

**Resolution E-16-21**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
  - State Route 43 (SR 43) and State Route 119 (SR 119) in Kern County. Construct roadway improvements including a roundabout at the intersection of SR 43, SR 119, and Enos Lane near the city of Taft. (PPNO 6698)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

# ATTACHMENT 3



**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

**06-Kin-43/137, PM 1.3/1.7, 0.0/0.2**

**Resolution E-16-22**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
  - State Route 43 (SR 43) and State Route 137 (SR 137) in Kings County. Construct roadway improvements including a roundabout at the intersection of SR 43 and SR 137 near the city of Corcoran. (PPNO 6619)
- 1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

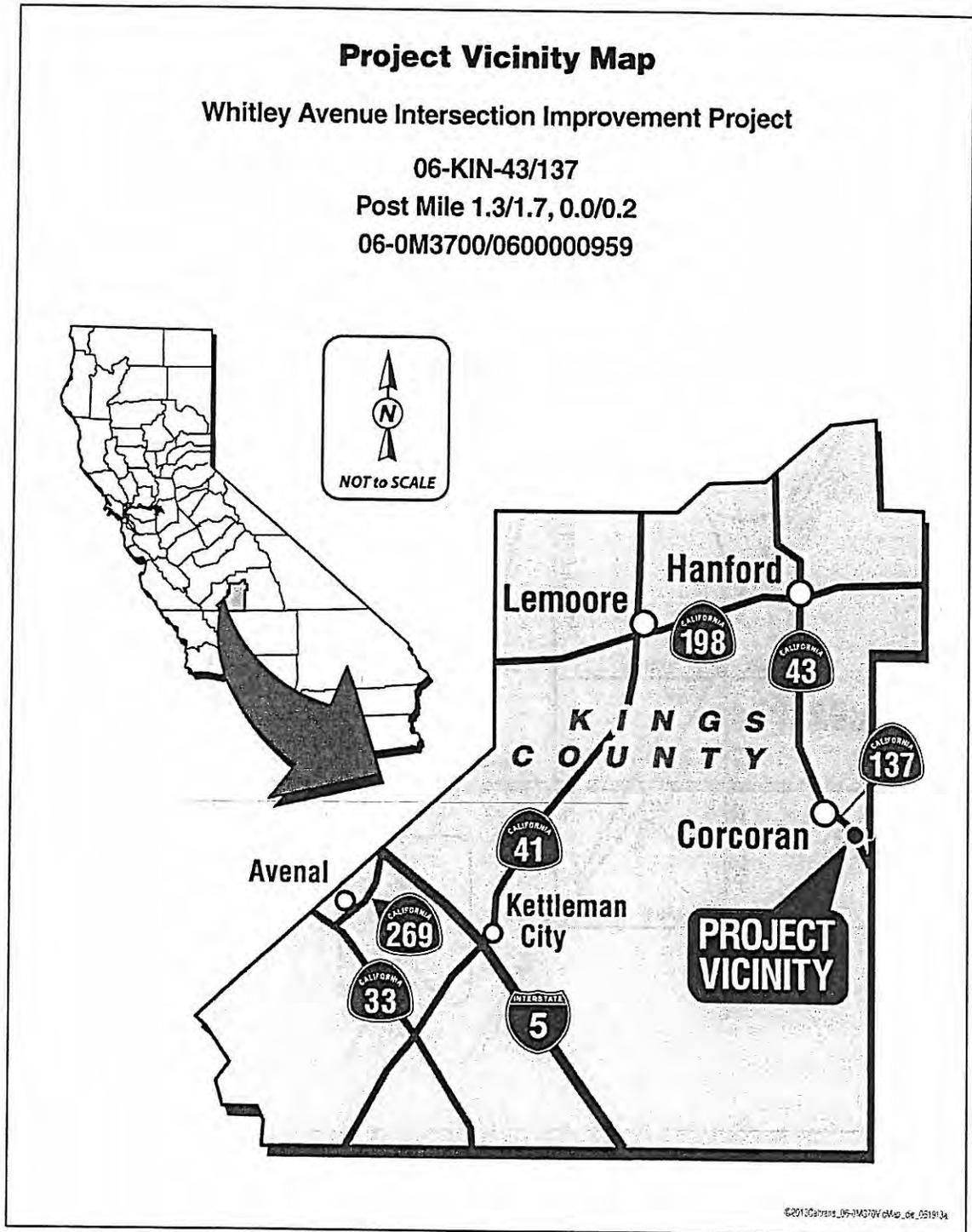


Figure 1 Project Vicinity Map

**CALIFORNIA TRANSPORTATION COMMISSION**

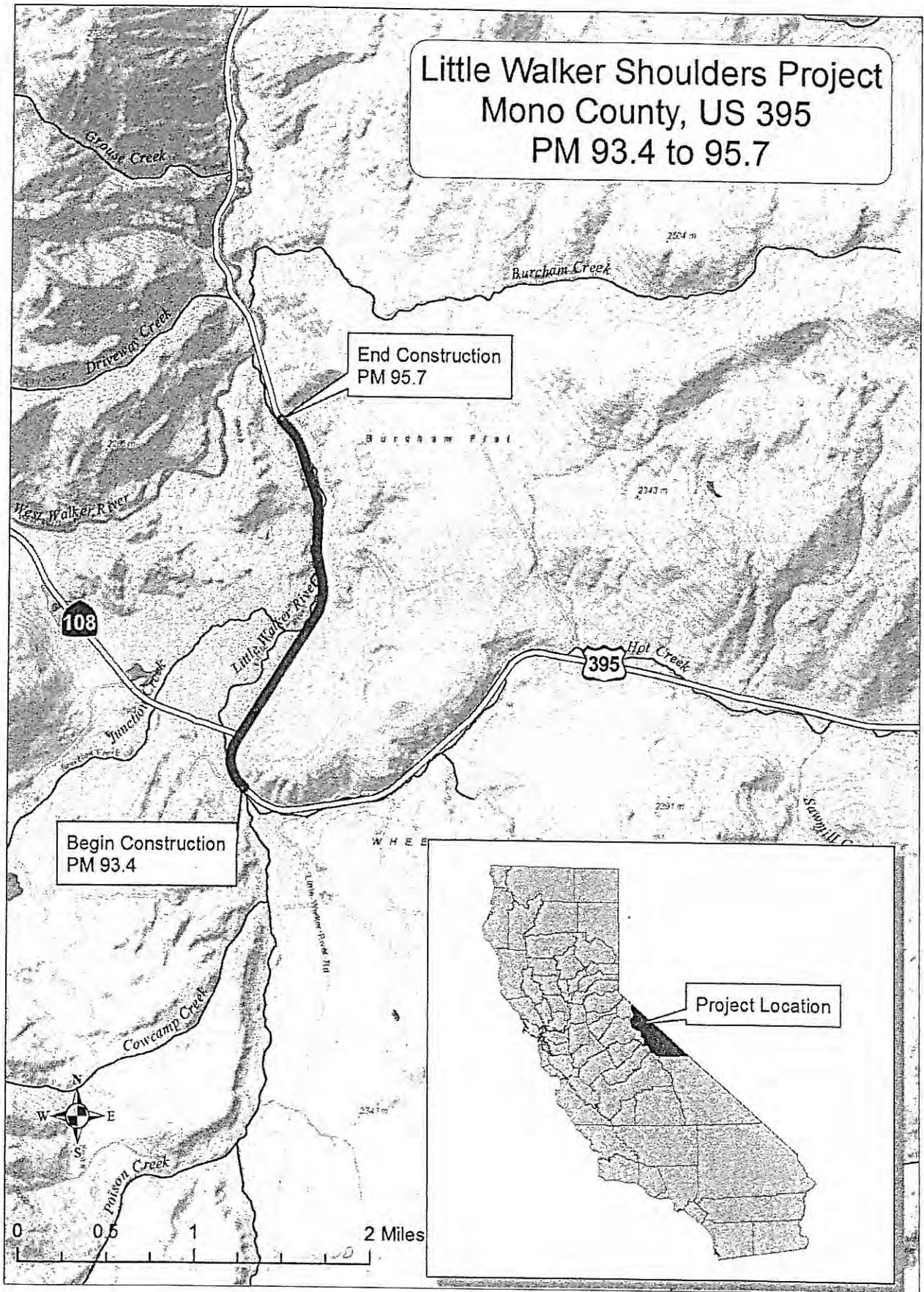
**Resolution for Future Consideration of Funding**

**09-Mno-395, PM 93.4/95.7**

**Resolution E-16-23**

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- United States Route 395 (U.S. 395) in Mono County. Construct roadway improvements to a portion of U.S. 395 near the intersection of State Route 108. (PPNO 0615)
- 1.2 WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

# ATTACHMENT 5



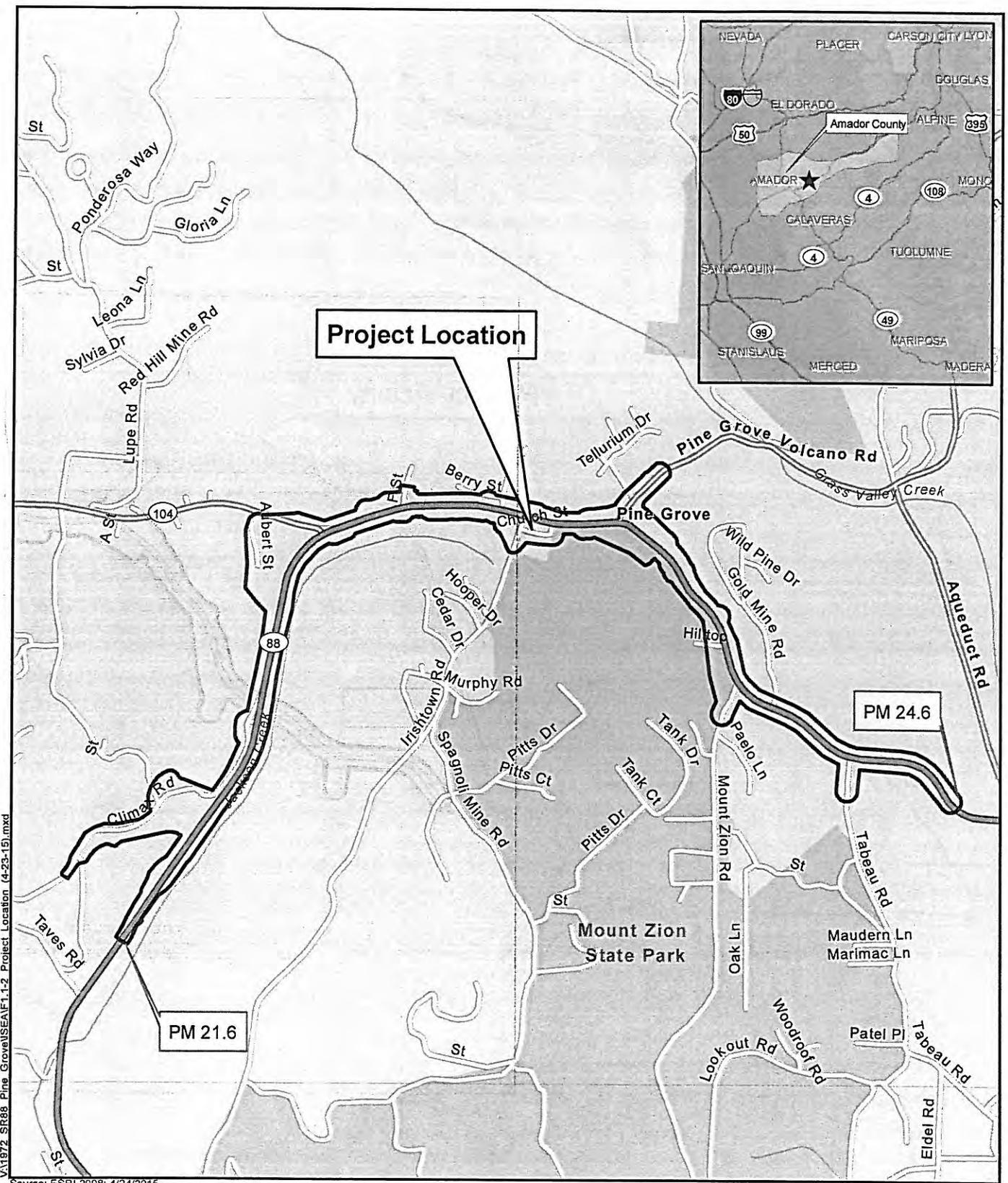
**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

**10-Ama-88, PM 21.6/24.6**

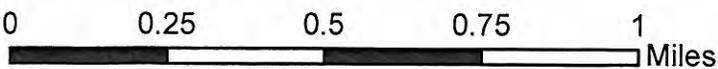
**Resolution E-16-24**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
  - State Route 88 (SR 88) in Amador County. Construct roadway improvements on a portion of SR 88 in the town of Pine Grove. (PPNO 2454)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



VA1972 SR88 Pine Grove\SEA\F1.1.2 Project Location (4-23-15).mxd

Source: ESRI 2008; 4/24/2015



**FIGURE 1.1-2**  
**Project Location**  
 SR 88 Pine Grove Corridor Improvement Project  
 Town of Pine Grove, Amador County, California  
 EA 10-0G550; P.M. 21.6/24.6

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

**12-Ora-57, PM 20.1/21.8**

**Resolution E-16-25**

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
  - State Route 57 (SR 57) in Orange County. Construct roadway improvements on a portion of SR 57 in the city of Brea. (PPNO 3834)
- 1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 7



SR-57/LAMBERT ROAD INTERCHANGE IMPROVEMENT PROJECT • IS/EA  
**Project Location**

Figure 1-2

# Memorandum

Tab 36

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 2.2c (2)  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
NEGATIVE DECLARATION FOR THE WILLOWBROOK/ROSA PARKS STATION  
IMPROVEMENT PROJECT (RESOLUTION E-16-26)**

## **ISSUE:**

Should the Commission, as a Responsible Agency, accept the Negative Declaration (ND) for the Willowbrook/Rosa Parks Station Project (Project) in Los Angeles County and approve the project for future consideration of funding?

## **RECOMMENDATION:**

Staff recommends the Commission accept the ND and approve the project for future consideration of funding.

## **BACKGROUND:**

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is the CEQA lead agency for the project. The project involves the acquisition of station area property for the purposes of making improvements to the Willowbrook/Rosa Parks Station to: 1) improve safety and circulation between the various modes; 2) improve access from surrounding uses to the station; 3) improve transit patron experience; and 4) increase the sense of security. The station consists of the Metro Blue and Green lines and a major bus and shuttle depot.

On October 14, 2015, the LACMTA adopted the final ND for the project and found that the project will not have a significant effect on the environment.

On April 6, 2016, the LACMTA confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work and programming by the Commission.

The project is estimated to cost \$66,658,000 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$2,909,000), Federal TIGER VI Funds (\$10,250,000), Proposition C Funds (\$50,249,000), Mobile Source Emission Reduction Credits (MSRC) (\$2,500,000) and In-Kind Funds (\$750,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments

- Resolution E-16-26
- Project Location

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 07 – Los Angeles County Resolution E-16-26

- 1.1 **WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
  - Willowbrook/Rosa Parks Station Improvement Project
- 1.2 **WHEREAS**, the LACMTA has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3 **WHEREAS**, the project involves the acquisition of station area property for the purposes of making improvements to the Willowbrook/Rosa Parks Station to 1) improve safety and circulation between the various modes; 2) improve access from surrounding uses to the station; 3) improve transit patron experience; and 4) increase the sense of security; and
- 1.4 **WHEREAS**, the station consists of the Metro Blue and Green lines and a major bus and shuttle depot; and
- 1.5 **WHEREAS**, the project is located at the intersection of Interstate 105 (I-105) and South Wilmington Avenue in Willowbrook, an unincorporated community of Los Angeles County; and
- 1.6 **WHEREAS**, the project site is comprised of parcels that extend just north of the I-105 bounded by Imperial Highway, South Wilmington Avenues on the western edge, South Willowbrook Avenue on the eastern edge, and extending south to include approximately 1.5 acres of the Kenneth Hahn Plaza Shopping Center site; and
- 1.7 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration; and
- 1.8 **WHEREAS**, the LACMTA found that the proposed project would not have a significant effect on the environment; and
- 1.9 **WHEREAS**, the LACMTA approved the Negative Declaration.
- 2.0 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Negative Declaration and approves the above referenced project to allow for future consideration of funding.

# Memorandum

Tab 37

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 2.2c (3)  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
NEGATIVE DECLARATION FOR THE LIVE OAK ELEMENTARY AND POTTER  
JUNIOR HIGH RECHE ROAD PROJECT (RESOLUTION E-16-27)**

## **ISSUE:**

Should the Commission, as a Responsible Agency, accept the Negative Declaration (ND) for the Live Oak Elementary and Potter Junior High Reche Road project (Project) in San Diego County and approve the project for future consideration of funding?

## **RECOMMENDATION:**

Staff recommends the Commission accept the ND and approve the project for future consideration of funding.

## **BACKGROUND:**

The County of San Diego (County) is the CEQA lead agency for the project. The project involves the construction of a continuous left-turn lane and five-foot bike lanes on Reche Road from Fallbrook Street to Via de Maranatha, and again as it approaches the intersection with Via Green Canyon Norte/Green Canyon Road. Reche Road will be widened in those areas to accommodate the improvements and new curb, gutter and sidewalks will be added along the south side of Reche Road from Green Canyon Road to the driveway of James H. Potter Junior High School.

On October 21, 2015, the County adopted the final ND for the project and found that the project will not have a significant effect on the environment.

On March 22, 2016, the County confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work and programming by the Commission.

The project is estimated to cost \$2,760,000 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$2,760,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments

- Resolution E-16-27
- Project Location

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 11 – San Diego County Resolution E-16-27

- 1.1 **WHEREAS**, the County of San Diego has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
  - Live Oak Elementary and Potter Junior High Reche Road Project
- 1.2 **WHEREAS**, the County of San Diego has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3 **WHEREAS**, the project involves the construction of a continuous left-turn lane and five-foot bike lanes on Reche Road from Fallbrook Street to Via de Maranatha, and again as it approaches the intersection with Via Green Canyon Norte/Green Canyon Road; and
- 1.4 **WHEREAS**, Reche Road will be widened to accommodate improvements and new curb, gutter and sidewalks will be added along the south side of Reche Road from Green Canyon Road to the driveway of James H. Potter Junior High School; and
- 1.5 **WHEREAS**, the project is located in the Fallbrook Community Planning area in unincorporated northern San Diego County; and
- 1.6 **WHEREAS**, the project extends west approximately 0.51 mile (2,679.67 feet) along Reche Road from Via Green Canyon Road continuing along to the James H. Potter Junior High School frontage/Calmin Drive; and
- 1.7 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration; and
- 1.8 **WHEREAS**, the County of San Diego found that the proposed project would not have a significant effect on the environment; and
- 1.9 **WHEREAS**, the County of San Diego approved the Negative Declaration.
- 2.0 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Negative Declaration and approves the above referenced project to allow for future consideration of funding.

# Memorandum

Tab 38

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 2.2c (4)  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
MITIGATED NEGATIVE DECLARATION FOR THE METRO BLUE LINE TRACK  
IMPROVEMENTS PROJECT (RESOLUTION E-16-28)**

## **ISSUE:**

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Metro Blue Line Track Improvements Project (Project) in Los Angeles County and approve the project for future consideration of funding?

## **RECOMMENDATION:**

Staff recommends the Commission accept the MND and approve the project for future consideration of funding.

## **BACKGROUND:**

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is the CEQA lead agency for the project. The project involves the installation of four new sets of track crossovers, including the Overhead Catenary System (OCS), two new track sidings including OCS, an equipment bungalow, installation of pedestrian gates and emergency swing gates at 27 intersections, and the replacement of the existing train control system.

On April 15, 2015, the LACMTA adopted the final MND for the project and found that the project will not have a significant effect on the environment after mitigation. An Addendum was filed in June 2015 to accommodate the installation of five small fee takes for pedestrian gates; however, the modifications did not result in a design change or alter the construction footprint that was contained in the original MND.

On April 12, 2016, LACMTA confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work and programming by the Commission.

The project is estimated to cost \$64,000,000 and is fully funded through construction with Transit and Intercity Rail Capital Program (TIRCP) Funds (\$38,500,000) and Proposition A Funds (\$25,500,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments

- Resolution E-16-28
- Project Location

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 07 – Los Angeles County Resolution E-16-28

- 1.1 **WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
  - Metro Blue Line Track Improvements Project
- 1.2 **WHEREAS**, the LACMTA has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3 **WHEREAS**, the project involves the installation of four new sets of track crossovers, including the Overhead Catenary System (OCS), two new track sidings including OCS, an equipment bungalow, installation of pedestrian gates and emergency swing gates at 27 intersections, and the replacement of the existing train control system; and
- 1.4 **WHEREAS**, the project commences on 7<sup>th</sup> Street/Metro Center, and runs south on Flower Street, sharing tracks with the Expo Line to Culver City; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the LACMTA found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the LACMTA approved the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.

# Memorandum

Tab 39

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 2.2c (5)  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
MITIGATED NEGATIVE DECLARATION FOR THE ORANGE TRANSPORTATION  
CENTER/METROLINK PARKING STRUCTURE PROJECT (RESOLUTION E-16-29)**

## **ISSUE:**

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Orange Transportation Center/MetroLink Parking Structure Project (Project) in Orange County and approve the project for future consideration of funding?

## **RECOMMENDATION:**

Staff recommends the Commission accept the MND and approve the project for future consideration of funding.

## **BACKGROUND:**

The City of Orange (City) is the CEQA lead agency for the project. The project will construct a 600 stall parking structure to meet present and future parking demand at the Orange Transportation Center, providing MetroLink rail and bus service.

On January 12, 2016, the City adopted the final MND for the project and found that the project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources, traffic, cultural resources and noise abatement. Mitigation measures include, but are not limited to: requires pre-construction surveys regarding nesting bird species, assessment of pre-construction and post-construction vibration-related damage and the installation of a traffic signal at Gassell and Palm Avenues for traffic management.

On March 29, 2016, the City of Orange confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work and programming by the Commission.

The project is estimated to cost \$27,257,000 and is fully funded through construction with State Transportation Improvement Program (STIP) Funds (\$13,762,000), Congestion Mitigation and

Air Quality (CMAQ) Funds (\$2,938,000), Measure M Funds (\$1,850,000) and Local Funds (\$8,707,000). Construction is estimated to begin in Fiscal Year 2015/16.

Attachments

- Resolution E-16-29
- Project Location

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 12 – Orange County Resolution E-16-29

- 1.1 **WHEREAS**, the City of Orange has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
  - Orange Transportation Center/Metrolink Parking Structure
- 1.2 **WHEREAS**, the City of Orange has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3 **WHEREAS**, the project will construct a 600 stall parking structure to meet present and future parking demand at the Orange Transportation Center, providing Metrolink rail and bus service; and
- 1.4 **WHEREAS**, the project is located at 130 North Lemon Street; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the City of Orange Council found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the City of Orange Council approved the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.

## M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 2.2c (6)  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
MITIGATED NEGATIVE DECLARATION FOR THE PLACER STREET  
IMPROVEMENT PROJECT (RESOLUTION E-16-30)**

**ISSUE:**

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Placer Street Improvement Project (Project) in Shasta County and approve the project for future consideration of funding?

**RECOMMENDATION:**

Staff recommends the Commission accept the MND and approve the project for future consideration of funding.

**BACKGROUND:**

The City of Redding (City) is the CEQA lead agency for the project. The project will re-pave and re-stripe Placer Street from Highland Avenue to Thompson Avenue, with roadway widening in certain locations. Improvements include adding an eastbound through lane between Cumberland Drive and Pleasant Street, a center turn lane from Wisconsin to Cumberland Drive, auxiliary turn lanes, delineated and buffered bicycle lanes, curb, gutter and sidewalks with ADA ramps, pedestrian safety lighting, enhanced pedestrian crossings, and irrigated landscape.

On January 17, 2012, the City adopted the final MND for the project and found that the project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources. Mitigation measures include, but are not limited to: requires completion of a survey for roosting bats and safe eviction of any nonbreeding bat hibernaculum; construction restrictions limiting work to occur February through July to avoid the nesting season of raptors and migratory birds; and the preservation of trees greater than 6 inches in diameter.

An Addendum was filed on March 6, 2013 to downsize the project on account of reduced federal funding; however, the impacts requiring mitigation remain the same. On March 21, 2016, the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work and programming by the Commission.

The project is estimated to cost \$5,306,558 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$2,295,157) and Local Funds (\$3,011,401). Construction is estimated to begin in Fiscal Year 2015/16.

Attachments

- Resolution E-16-30
- Project Location

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 02 – Shasta County Resolution E-16-30

- 1.1 **WHEREAS**, the City of Redding has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
  - Placer Street Improvement Project
- 1.2 **WHEREAS**, the City of Redding has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3 **WHEREAS**, the project will repave and re-stripe Placer Street from Highland Avenue to Thompson Avenue, with some roadway widening in some locations. Improvements include adding an eastbound through lane between Cumberland Drive and Pleasant Street, a center turn lane from Wisconsin to Cumberland Drive, auxiliary turn lanes, delineated and buffered bicycle lanes, curb, gutter and sidewalks with ADA ramps, pedestrian safety lighting, enhanced pedestrian crossings, and irrigated landscape; and
- 1.4 **WHEREAS**, the project is located on Placer Street from the western city limit to Highland Avenue; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the Redding City Council found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the Redding City Council approved the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.

# Memorandum

Tab 41

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 2.2c (7)  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
MITIGATED NEGATIVE DECLARATION FOR THE LAGUNA CREEK TRAIL  
PROJECT (RESOLUTION E-16-31)**

## **ISSUE:**

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Laguna Creek Trail Project (Project) in Sacramento County and approve the project for future consideration of funding?

## **RECOMMENDATION:**

Staff recommends the Commission accept the MND and approve the project for future consideration of funding.

## **BACKGROUND:**

The City of Elk Grove (City) is the CEQA lead agency for the project. The project will construct a new bike/pedestrian path from Camden Park/Lake to Beckington Drive, add bike lane striping on Beckington Drive including a new ADA access ramp and a new bike/pedestrian path from Beckington Drive to the existing Whitehouse Creek path adjacent to MacDonald Park.

On January 27, 2016, the City adopted the final MND for the project and found that the project will not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to less than significant levels relate to biological resources, aesthetics, cultural resources and noise abatement. Mitigation measures include, but are not limited to: requires surveys to determine special-status plants, avoidance of western pond turtle habitat, limits construction activities to the driest time of the year, provides proactive measures to prevent the disturbance of burial sites and limits construction hours to minimize noise levels.

On April 15, 2016, the City of Elk Grove confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work and programming by the Commission.

The project is estimated to cost \$791,000 and is fully funded through construction with State Transportation Improvement Program (STIP) Funds (\$500,000), Congestion Mitigation and Air Quality (CMAQ) Funds (\$199,000) and Local Funds (\$92,000). Construction is estimated to begin in Fiscal Year 2015/16.

Attachments

- Resolution E-16-31
- Project Location

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 03 – Sacramento County Resolution E-16-31

- 1.1 **WHEREAS**, the City of Elk Grove has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Laguna Creek Trail Project
- 1.2 **WHEREAS**, the City of Elk Grove has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3 **WHEREAS**, the project will construct a new bike/pedestrian path from Camden Park/Lake to Beckington Drive, add bike lane striping on Beckington Drive including a new ADA access ramp and a new bike/pedestrian path from Beckington Drive to the existing Whitehouse Creek path adjacent to MacDonald Park; and
- 1.4 **WHEREAS**, the project is located on Camden Park/Lake, which is north of Bond road on Laguna Creek, south of Alistair Way between State Route 99 and Elk Grove Florin Road; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the Elk Grove City Council found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the Elk Grove City Council approved the Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.3c.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Timothy Craggs, Chief  
Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

### **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary.

### **ISSUE:**

It has been determined that each facility in the specific relinquishment resolution summarized below is not essential to the proper functioning of the State Highway System and may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

### **RESOLUTIONS:**

Resolution R-3952 – 08-Riv-86-PM R16.7  
(Request No. 487-R) – 1 Segment

Relinquishes right of way in the county of Riverside along Route 86 on Desert Cactus Drive, consisting of relocated or reconstructed county roads. The County, by freeway agreement dated August 13, 1974, agreed to accept title upon relinquishment by the State. The 90-day notice period expired April 11, 2016.

Resolution R-3953 – 11-SD-8-PM 6.7/9.6  
(Request No. R31117) – 3 Segments

Relinquishes right of way in the city of San Diego along Route 8 on Alvarado Canyon Road, Alvarado Road and 70<sup>th</sup> Street. The City, by cooperative agreement dated May 3, 2005 and by Amendment No. 1 to the agreement dated December 8, 2009, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-3954 – 11-SD-8-PM 9.3/9.8  
(Request No. R31120) – 3 Segments

Relinquishes right of way in the city of La Mesa along Route 8 on Alvarado Road and 70<sup>th</sup> Street. The City, by cooperative agreement dated January 15, 2002, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18-19, 2016

**Reference No:** 2.4b.  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Jennifer S. Lowden, Chief  
Division of Right of Way  
and Land Surveys

**Subject:** RESOLUTIONS OF NECESSITY

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolution) C-21453 through C-21471 summarized on the following pages.

## ISSUE:

Prior to initiating Eminent Domain proceedings to acquire needed Right of Way for a programmed project, the Commission must first adopt a Resolution stipulating specific findings identified under Section 1245.230 of the Code of Civil Procedure.

Moreover, for each of the proposed Resolutions, the property owners are not contesting the following findings contained in Section 1245.230 of the Code of Civil Procedure:

1. The public interest and necessity require the proposed project.
2. The proposed project is planned and located in a manner that will be most compatible with the greatest public good and the least private injury.
3. The property is necessary for the proposed project.
4. An offer to purchase the property in compliance with Government Code Section 7267.2 has been made to the owner of record.

The only remaining issues with the property owners are related to compensation.

## BACKGROUND:

Discussions have taken place with the owners, each of whom has been offered the full amount of the Department's appraisal, and where applicable, advised of any relocation assistance benefits to which the owners may subsequently be entitled. Adoption of the Resolutions will not interrupt our efforts to secure equitable settlement. In accordance with statutory requirements, each owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21453 – MHC Ponderosa Limited Partnership, a Delaware limited partnership

03-ED-49-PM 24.1 - Parcel 36483-1, 2, 3, 4 - EA 0F3109.

Right of Way Certification (RWC) Date: 05/02/16; Ready to List (RTL) Date: 05/05/16.

Conventional highway-replace bridge. Authorizes condemnation of land in fee for a State highway and temporary easements for highway construction. Located in the town of Lotus at 7291 State Highway 49. Assessor Parcel Number (APN)s 006-341-03, -09, -10.

C-21454- Balbir Singh, a married man

06-Ker-46-PM 32.00 - Parcel 87344-1 - EA 442549.

RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of underlying fee. Located near the city of Lost Hills at Interstate 5 (I-5) and State Route (SR) 46 Interchange. APN 069-370-27.

C-21455 - James Raymond Darr, Trustee, et al.

06-Ker-46-PM 30.5/33.5 - Parcel 87133-1, 2, 3, 4 - EA 442549.

RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction purposes, and underlying fee. Located in the city of Lost Hills at the southeast corner of Warren Drive and Lawton Drive. APN 069-370-24.

C-21456 - Dirk G. Dole and Samantha Dole, Trustees

06-Ker-46-PM 30.5/33.5 - Parcel 87132-1, 2, 3 - EA 442549.

RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of a temporary easement for highway construction, a permanent easement to relocate and reconstruct drainage inlet, and underlying fee. Located in the city of Lost Hills at 21958 SR 46. APN 069-370-23.

C-21457 - Loma Linda University, et al.

06-Ker-46-PM 32.32 - Parcels 87121-1, 2 – 87124-1, 2- EA 442549.

RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of land in fee for a State highway and temporary easements for highway construction. Located in the unincorporated area of Kern County near intersection of SR 46 and I-5. APNs 058-330-02, -06.

C-21458 - Judith Pauls Janzen, Trustee, et al.

06-Ker-46-PM 30.5/33.5 - Parcel 87126-1, 2 - EA 442549.

RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for highway construction. Located in the city of Lost Hills at 14696 Aloma Street. APN 058-330-20.

C-21459 - Lost Hills Travel Center

06-Ker-46-PM 32.36 - Parcel 87393-1 - EA 442549.

RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of a permanent easement for utility purposes to be conveyed to Pacific Gas and Electric Company. Located near the city of Lost Hills at I-5 and SR 46 Interchange. APN 069-360-06.

C-21460 - Coldwater Farms, Inc., et al.

06-Ker-99-PM 44.23 - Parcel 87254-1, 2, 3 - EA 0K4609.

RWC Date: 04/23/16; RTL Date: 04/30/16. Freeway - bridge replacement at Route 46/99 separation. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for highway construction. Located in the city of McFarland at 31911 SR 46. APN 073-090-01.

C-21461 - Timothy E. Jones, Trustee, etc., et al.

07-LA-138-PM 59.47 - Parcel 76133-1 - EA 293509.

RWC Date: 05/13/16; RTL Date: 05/13/16. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway. Located in the town of Pearblossom on the north side of SR 138, west of 126<sup>th</sup> Street East. APNs 3038-002-026, -027.

C-21462 - John L. Verda, as Trustee of the Verda/Goodman Family Trust dated August 28, 2015

07-LA-138-PM 55.55 - Parcel 76208-1 - EA 286209.

RWC Date: 01/13/17; RTL Date: 01/27/17. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Littlerock on the north side of SR 138, east of 89<sup>th</sup> Street East and west of 96<sup>th</sup> Street East. APN 3046-022-019.

C-21463 - Assignment Services Inc., et al.

07-LA-138-PM 55.98 - Parcel 76211-1 - EA 286209.

RWC Date: 01/13/17; RTL Date: 01/27/17. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Littlerock on the north side of SR 138, east of 89<sup>th</sup> Street East and west of 96<sup>th</sup> Street East. APN 3046-022-035.

C-21464 - James D. McDonald, Jr. and Karen Ann McDonald

07-LA-138-PM 67.6 - Parcel 76669-1 - EA 286309.

RWC Date: 07/14/17; RTL Date: 07/28/17. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Llano on the south side of SR 138, east of 198<sup>th</sup> Street East and west of Largo Vista Road. APN 3083-010-019.

C-21465 - Eric Sedman, et al.

07-LA-138-PM 55.55 - Parcel 80523-1 - EA 286209.

RWC Date: 01/13/17; RTL Date: 01/27/17. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Littlerock on the south side of SR 138, east of 87<sup>th</sup> Street East and west of 96<sup>th</sup> Street East. APN 3046-024-061.

C-21466 - Ralph Felix, a single man

07-LA-138-PM 55.55 - Parcel 80571-1 - EA 286209.

RWC Date: 01/13/17; RTL Date: 01/27/17. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway. Located in the town of Littlerock on the north side of SR 138, east of 87<sup>th</sup> Street East and west of 89<sup>th</sup> Street East. APNs 3046-021-027, -011.

C-21467 - Eric Sedman, et al.

07-LA-138-PM 55.55 - Parcel 80575-1 - EA 286209.

RWC Date: 01/13/17; RTL Date: 01/27/17. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Littlerock on the south side of SR 138 at the southeast corner of 87<sup>th</sup> Street East and SR 138. APN 3046-024-062.

C-21468 - Southern California Public Power Authority

08-SBd-58-PM R5.78 - Parcel 23492-1, 2 - EA 347709.

RWC Date: 09/12/16; RTL Date: 10/25/16. Expressway - construct four-lane divided expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access and a non-exclusive easement for ingress and egress purposes. Located in the unincorporated area of Kramer Junction, approximately one quarter mile east of Route 395, north of SR 58. APNs 0492-192-22, -29.

C-21469 - Kathleen L. Muller

09-Iny-395-PM 117.3 - Parcel 4066-1, 2, 3 - EA 09-35680.

RWC Date: 12/01/16; RTL Date: 12/27/16. Conventional highway - install traffic signals. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction, and an easement for utility purposes to be conveyed to Southern California Edison Company. Located near the city of Bishop at Highway 395 and See Vee Lane. APN 11-120-61.

C-21470 - Collwood Pines Apartments, L.P., a California limited partnership

11-SD-5-PM 39.6 - Parcels 33486-1, 2, 3, 4 - EA 2T1729.

RWC Date: 08/30/16; Freeway - construct High Occupancy Vehicle (HOV) lanes and replace San Elijo Lagoon Bridge. Authorizes condemnation of land in fee, extinguishment of abutter's rights of access, temporary easements for highway construction, and a permanent easement for drainage purposes. Located in the community of Cardiff by the Sea at 2134-2170 Carol View Drive. APNs 260-420-18-00, -19-00.

C-21471 - Thrifty Oil Co., a California corporation

11-SD-5-PM 39.6 - Parcel 33487-1, 2 - EA 2T1729.

RWC Date: 08/30/16; Freeway - construct HOV lanes and replace San Elijo Lagoon Bridge. Authorizes condemnation of a permanent easement for drainage purposes and a temporary easement for construction purposes. Located in the community of Cardiff by the Sea at 6133 Birmingham Drive. APN 260-316-04.

Attachment

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21453**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 03-ED-49-PM 24.1 PARCEL 36483-1, 2, 3, 4  
OWNER: MHC Ponderosa Limited Partnership, a Delaware limited  
partnership

Resolved by the California Transportation Commission after  
notice (and hearing) pursuant to Code of Civil Procedure Section  
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State  
Highway purposes and is to be acquired by eminent domain pursuant  
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public  
project, namely a State highway;

The proposed project is planned and located in the manner that  
will be most compatible with the greatest public good and the least  
private injury;

The property sought to be acquired and described by this  
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code  
has been made to the owner or owners of record; and be it further

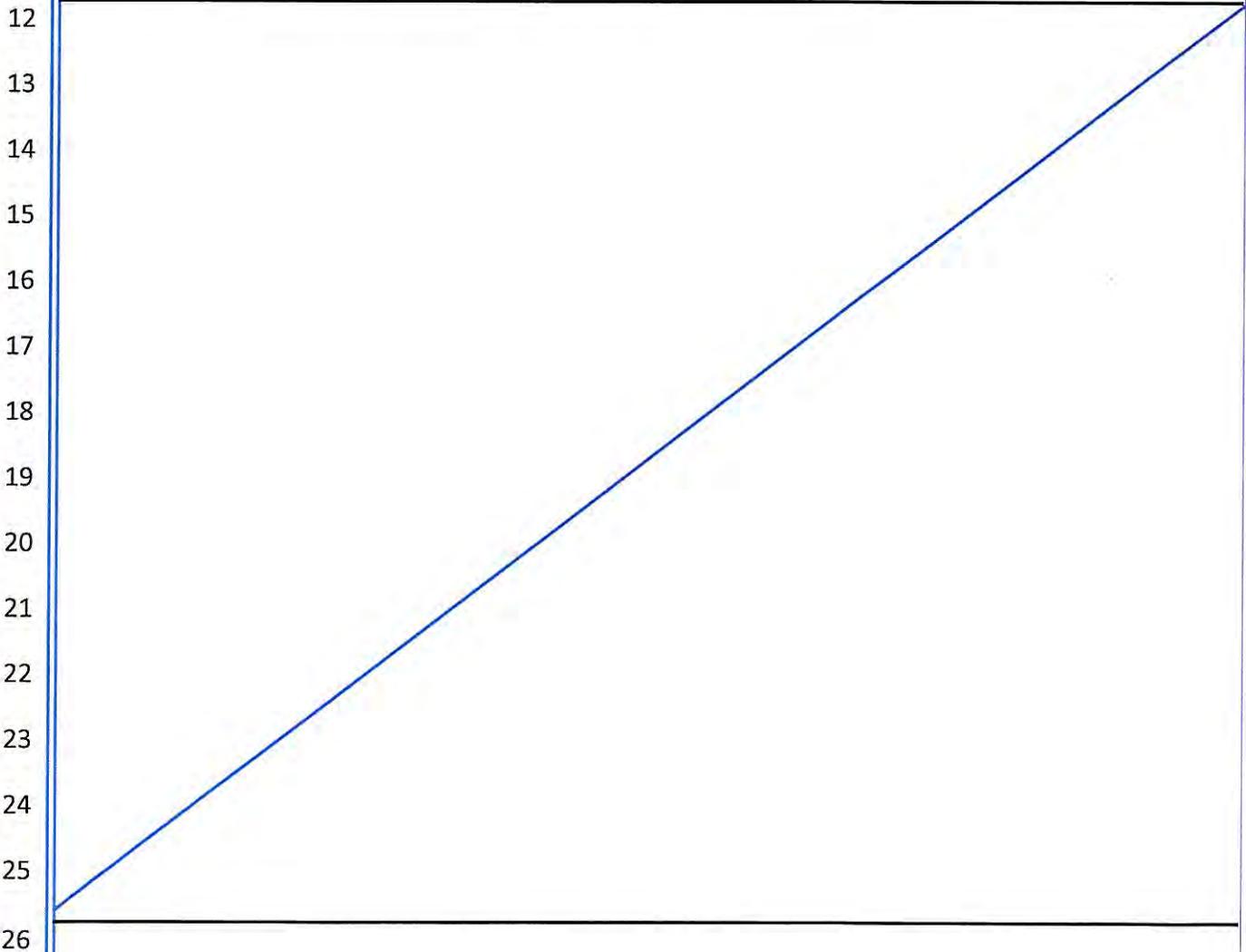
RESOLVED by this Commission that the Department of  
Transportation be and said Department is hereby authorized and  
empowered;

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

1 To acquire, in the name of the People of the State of  
2 California, in fee simple absolute, unless a lesser estate is  
3 hereinafter expressly described, the said hereinafter described  
4 real property, or interests in real property, by condemnation  
5 proceeding or proceedings in accordance with the provisions of the  
6 Streets and Highways Code, Code of Civil Procedure and of the  
7 Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the  
9 Department of Transportation is by this resolution authorized to  
10 acquire, is situated in the County of El Dorado, State of  
11 California, Highway 03-ED-49 and described as follows:



**RESOLUTION of NECESSITY**  
*Title Sheet*

District	County	Route	Postmile
03	ED	49	24.1

Project ID 03-030000078

Legal Descriptions for the parcels listed below are attached.

This document consists of a total of 8 pages.

Parcels in Legal Description:				
36483-1				
36483-2				
36483-3				
36483-4				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature

*Shawn Thomas*  
 Professional Land Surveyor

Date

3-29-2016



**PARCEL 36483-1**

For State highway purposes all that portion of the North half of Section 18, Township 11 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, as described on that certain parcel deeded to MHC Ponderosa Limited Partnership, a Delaware limited partnership, recorded on April 18<sup>th</sup>, 2006, in Document Number 2006-0025537-00, Official Records of said county, more particularly described as follows:

BEGINNING at a found 6" by 6" concrete highway monument accepted as marking the Northerly right of way of State Highway 49, also accepted as marking the easterly terminus of the course shown as "N87°24'00"E 556.63'" on that certain Record of Survey, filed on August 24<sup>th</sup>, 2004, in Book 27 of Record of Surveys at Page 91, records of said county, said beginning point bears South 86° 42' 17" West 556.48 feet to a found 6" by 6" concrete highway monument accepted as marking said Northerly right of way, also accepted as marking the Westerly terminus of the course shown as "N87°24'00"E 556.63'" in said Record of Survey:

THENCE FROM SAID POINT OF BEGINNING, along said Northerly right of way South 86° 42' 17" West 30.07 feet;

Thence leaving said Northerly right of way, North 85° 40' 25" East 26.54 feet;

Thence North 43° 58' 06" East 58.15 feet;

Thence North 86° 39' 42" East 60.80 feet to an angle point on said Northerly right of way;

Thence along said Northerly right of way, South 64° 54' 17" West 107.67 feet to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (1991.35). To obtain ground distances divide distances shown by the combined grid factor of 0.999726.

**PARCEL 36483-2**

An easement for temporary construction purposes being all that portion of the North half of Section 18, Township 11 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, as described on that certain parcel deeded to MHC Ponderosa Limited Partnership, a Delaware limited partnership, recorded on April 18<sup>th</sup>, 2006, in Document Number 2006-0025537-00, Official Records of said county, more particularly described as follows:

BEGINNING at a found 6" by 6" concrete highway monument accepted as marking the Northerly right of way of State Highway 49, also accepted as marking the westerly terminus of the course shown as "N87°24'00"E 556.63'" on that certain Record of Survey, filed on August 24<sup>th</sup>, 2004, in Book 27 of Record of Surveys at Page 91, records of said county, said beginning point bears North 86° 42' 17" East 556.48 feet to a found 6" by 6" concrete highway monument accepted as marking said Northerly right of way, also accepted as marking the Easterly terminus of the course shown as "N87°24'00"E 556.63'" in said Record of Survey:

THENCE FROM SAID POINT OF BEGINNING, along said Northerly right of way, along a tangent curve to the right, having a radius of 1439.49 feet, through a central angle of 11° 52' 08" an arc length of 298.19 feet to the westerly boundary of said parcel deeded to MHC Ponderosa Limited Partnership;

Thence leaving said Northerly right of way and along said westerly boundary, North 19° 30' 29" East 32.49 feet;

Thence leaving said westerly boundary, North 88° 46' 41" East 94.58 feet;

Thence South 89° 37' 30" East 145.36 feet;

Thence South 75° 40' 01" East 118.61 feet;

Thence North 86° 40' 55" East 307.05 feet;

Thence North 87° 57' 13" East 63.55 feet;

Thence North 50° 34' 54" East 41.41 feet;

Thence North 43° 22' 27" East 88.62 feet;

Thence North 89° 50' 16" East 68.86 feet;

Thence South 75° 49' 01" East 37.02 feet;

Thence North 15° 59' 07" West 66.80 feet;

Thence North 86° 47' 20" East 143.10 feet;

Thence South 48° 18' 01" East 149.46 feet to said Northerly right of way line;

Thence along said Northerly right of way, South 86° 35' 16" West 219.39 feet;

Thence South 86° 39' 42" West 60.80 feet;

Thence South 43° 58' 06" West 58.15 feet;

Thence South 85° 40' 25" West 26.54 feet to said Northerly right of way line;

Thence along said Northerly right of way, South 86° 42' 17" West 526.40 feet to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (1991.35). To obtain ground distances divide distances shown by the combined grid factor of 0.999726.

The rights to the above-described temporary easement shall cease and terminate no later than January 12, 2019. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

**PARCEL 36483-3**

An easement for temporary construction purposes being all that portion of the North half of Section 18, Township 11 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, as described on that certain parcel deeded to MHC Ponderosa Limited Partnership, a Delaware limited partnership, recorded on April 18<sup>th</sup>, 2006, in Document Number 2006-0025537-00, Official Records of said county, more particularly described as follows:

Commencing at a found 6" by 6" concrete highway monument accepted as marking the Northerly right of way of State Highway 49, also accepted as marking the westerly terminus of the course shown as "N87°24'00"E 556.63'" on that certain Record of Survey, filed on August 24<sup>th</sup>, 2004, in Book 27 of Record of Surveys at Page 91, records of said county, said commencing point bears North 86° 42' 17" East 556.48 feet to a found 6" by 6" concrete highway monument accepted as marking said Northerly right of way, also accepted as marking the Easterly terminus of the course shown as "N87°24'00"E 556.63'" in said Record of Survey;

Thence leaving said Northerly right of way, North 13° 15' 01" East 883.34 feet to the Point of Beginning

THENCE FROM SAID POINT OF BEGINNING, North 45° 00' 00" East 8.00 feet;

Thence North 45° 00' 00" West 1.00 feet;

Thence South 45° 00' 00" West 8.00 feet;

Thence South 45° 00' 00" East 1.00 feet to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (1991.35). To obtain ground distances divide distances shown by the combined grid factor of 0.999726.

The rights to the above-described temporary easement shall cease and terminate no later than January 12, 2019. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

**PARCEL 36483-4**

An easement for temporary construction purposes being all that portion of the North half of Section 18, Township 11 North, Range 10 East, Mount Diablo Meridian, County of El Dorado, State of California, as described on that certain parcel deeded to MHC Ponderosa Limited Partnership, a Delaware limited partnership, recorded on April 18<sup>th</sup>, 2006, in Document Number 2006-0025537-00, Official Records of said county, more particularly described as follows:

Commencing at a found 6" by 6" concrete highway monument accepted as marking the Northerly right of way of State Highway 49, also accepted as marking the westerly terminus of the course shown as "N87°24'00"E 556.63'" on that certain Record of Survey, filed on August 24<sup>th</sup>, 2004, in Book 27 of Record of Surveys at Page 91, records of said county, said commencing point bears North 86° 42' 17" East 556.48 feet to a found 6" by 6" concrete highway monument accepted as marking said Northerly right of way, also accepted as marking the Easterly terminus of the course shown as "N87°24'00"E 556.63'" in said Record of Survey;

Thence leaving said Northerly right of way, North 16° 20' 40" West 1,211.36 feet to the Point of Beginning

THENCE FROM SAID POINT OF BEGINNING, North 45° 00' 00" East 8.00 feet;

Thence North 45° 00' 00" West 1.00 feet;

Thence South 45° 00' 00" West 8.00 feet;

Thence South 45° 00' 00" East 1.00 feet to the POINT OF BEGINNING.

Bearing and distances used herein are grid based upon the California State Plane Coordinate System, Zone 2 NAD 83 (1991.35). To obtain ground distances divide distances shown by the combined grid factor of 0.999726.

The rights to the above-described temporary easement shall cease and terminate no later than January 12, 2019. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21454**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 06-Ker-46-PM 32.00 PARCEL 87344-1  
OWNER: Balbir Singh, a married man

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

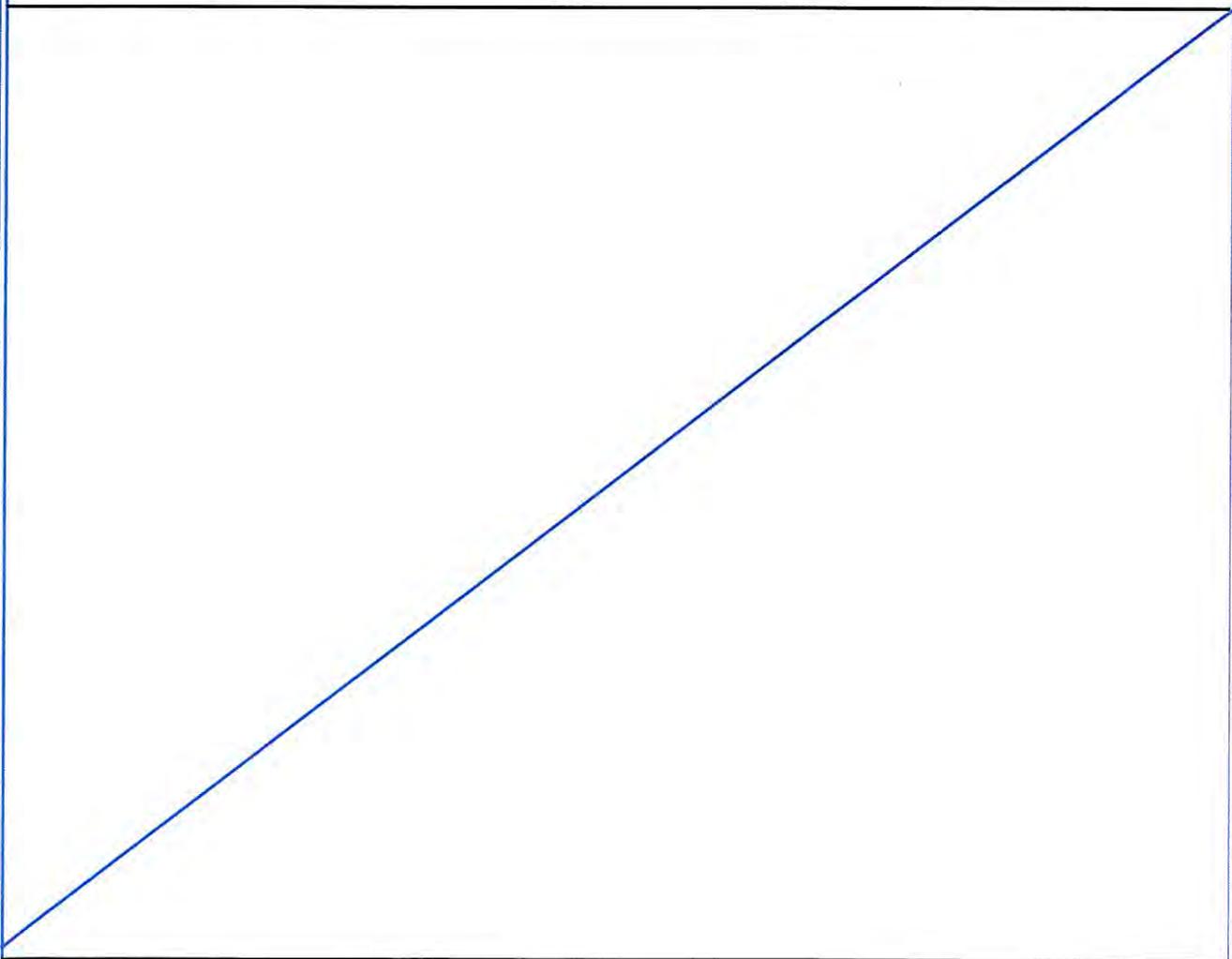
RESOLVED by this Commission that the Department of Transportation be and said Department is hereby authorized and empowered;

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

1 To acquire, in the name of the People of the State of  
2 California, in fee simple absolute, unless a lesser estate is  
3 hereinafter expressly described, the said hereinafter described  
4 real property, or interests in real property, by condemnation  
5 proceeding or proceedings in accordance with the provisions of the  
6 Streets and Highways Code, Code of Civil Procedure and of the  
7 Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the  
9 Department of Transportation is by this resolution authorized to  
10 acquire, is situated in the County of Kern, State of California,  
11 Highway 06-Ker-46 and described as follows:



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# Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.00	0612000175

**To:** Condemnation Unit

**From:** Curtis K. Abe  
RW Engineering, District 06

**Subject:** RESOLUTION OF NECESSITY TRANSMITTAL

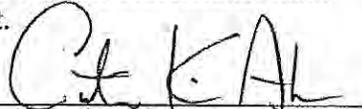
The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page(s))
  - 87344-1

The electronic files for the above listed information have been transmitted by e-mail.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature

  
Professional Land Surveyor

Date 01/15/2016



Parcel 87344-1

For State Highway purposes, the underlying fee portion of Parcel 1 of Parcel Map No. 9150, filed in Book 40, Page 150 and 151 of Parcel Maps, on August 24, 1990, in the Office of the Recorder of Kern County, described as follows:

BEGINNING at the northwest corner of said Parcel 1; THENCE (1) along the westerly boundary of said Parcel 1, South  $0^{\circ}32'32''$  West, 110.00 feet; THENCE (2) departing said westerly boundary, South  $89^{\circ}27'36''$  East, 44.98 feet to the beginning of a non-tangent curve concave southeasterly, as described in the Irrevocable Offer of Dedication to the County of Kern, recorded in Book 5674, on page 703, of Official Records of said county, said curve has a radius of 20.00 feet, to which a radial line bears North  $89^{\circ}27'36''$  West; THENCE (3) northeasterly along said curve through a central angle of  $90^{\circ}00'00''$  an arc distance of 31.42 feet; THENCE (4) departing said curve and said Irrevocable Offer, North  $0^{\circ}32'53''$  East, 89.82 feet, to the northerly boundary of said Parcel 1; THENCE (5) along said northerly boundary, North  $89^{\circ}17'51''$  West, 64.99 feet to the POINT OF BEGINNING;

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

1 TRANSPORTATION COMMISSION  
2 RESOLUTION NO.

3 **C-21455**

4 CALIFORNIA TRANSPORTATION COMMISSION  
5 RESOLUTION OF NECESSITY  
6 TO ACQUIRE CERTAIN REAL PROPERTY  
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
8 HIGHWAY 06-Ker-46-PM 30.5/33.5 PARCEL 87133

9 OWNER: James Raymond Darr, Trustee, of The James Raymond Darr  
10 Living Trust, dated June 22, 2012, as to an undivided ½ interest;  
11 and Michael K. Pitcairn, a single man, as to an undivided ½  
12 interest

13 Resolved by the California Transportation Commission after  
14 notice (and hearing) pursuant to Code of Civil Procedure Section  
15 1245.235 that it finds and determines and hereby declares that:

16 The hereinafter described real property is necessary for State  
17 Highway purposes and is to be acquired by eminent domain pursuant  
18 to Streets and Highways Code Section 102;

19 The public interest and necessity require the proposed public  
20 project, namely a State highway;

21 The proposed project is planned and located in the manner that  
22 will be most compatible with the greatest public good and the least  
23 private injury;

24 The property sought to be acquired and described by this  
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code  
has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

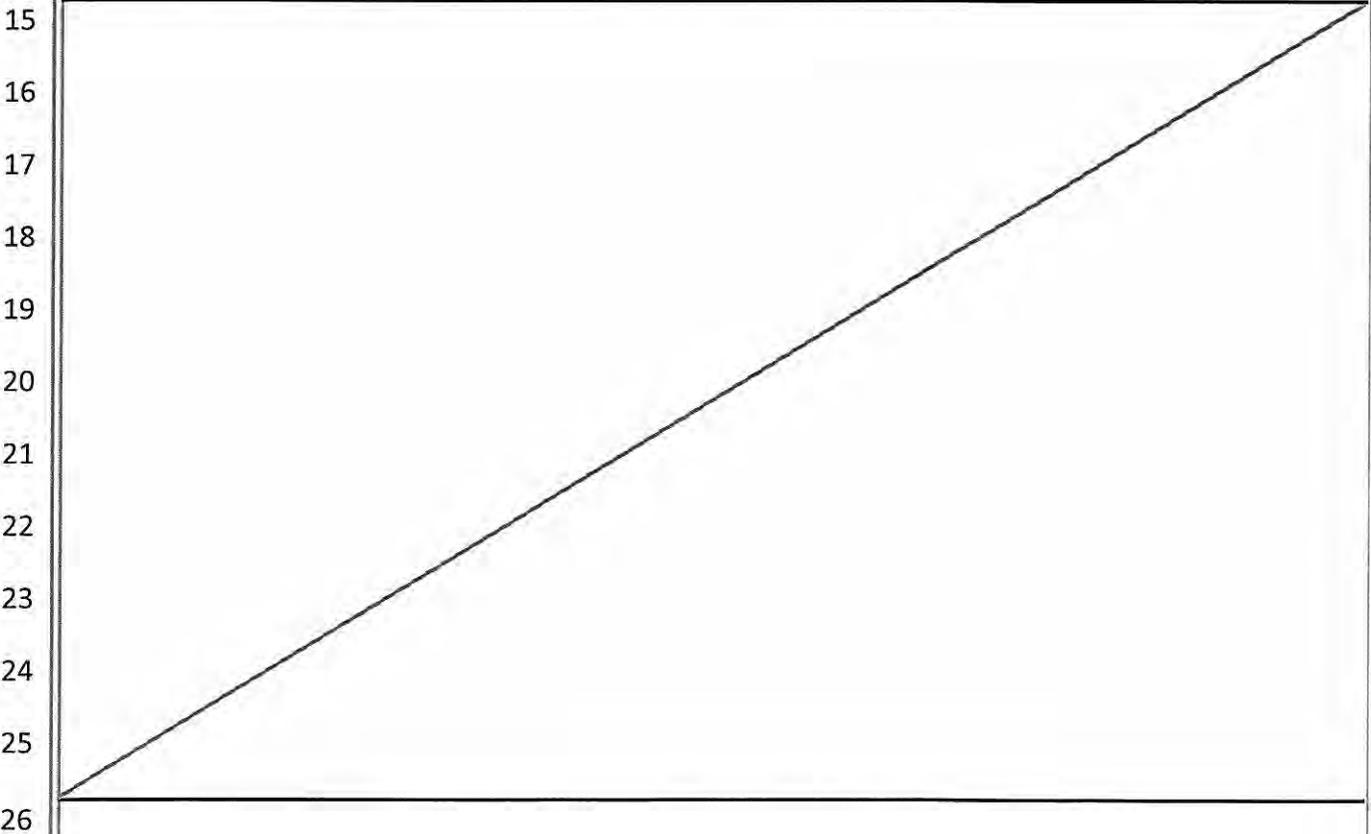
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           RESOLVED by this Commission that the Department of  
2 Transportation be and said Department is hereby authorized and  
3 empowered;

4           To acquire, in the name of the People of the State of  
5 California, in fee simple absolute, unless a lesser estate is  
6 hereinafter expressly described, the said hereinafter described  
7 real property, or interests in real property, by condemnation  
8 proceeding or proceedings in accordance with the provisions of the  
9 Streets and Highways Code, Code of Civil Procedure and of the  
10 Constitution of California relating to eminent domain;

11           The real property or interests in real property, which the  
12 Department of Transportation is by this resolution authorized to  
13 acquire, is situated in the County of Kern, State of California,  
14 Highway 06-Ker-46 and described as follows:



# Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.23	0612000175

**To:** Condemnation Unit

**From:** Curtis K. Abe  
RW Engineering, District 06

**Subject:** RESOLUTION OF NECESSITY TRANSMITTAL

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Descriptions for parcel(s): (3 page(s))
  - 87133-1 & 87133-2
  - 87133-3
  - 87133-4

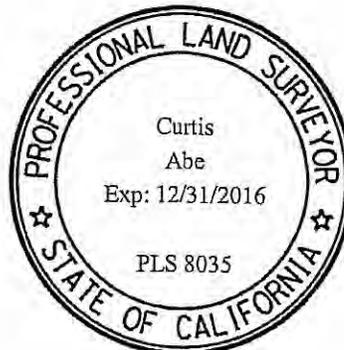
The electronic files for the above listed information have been transmitted by e-mail.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature

  
Professional Land Surveyor

Date 03/22/2016



Parcel 87133-1 & 87133-2

For State Highway purposes that portion of Parcel 4 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, more particularly described as follows:

BEGINNING at the northwest corner of said Parcel 4; THENCE (1) along the westerly boundary of said Parcel 4, South  $0^{\circ}32'24''$  West, 114.20 feet; THENCE (2) departing said westerly boundary, South  $89^{\circ}27'36''$  East, 15.00 feet; THENCE (3) North  $0^{\circ}32'24''$  East, 7.47 feet; THENCE (4) North  $45^{\circ}39'39''$  East, 23.41 feet to the southerly boundary of the north 90.00 feet of said Parcel 4; THENCE (5) along said southerly boundary, South  $89^{\circ}27'36''$  East, 433.43 feet to the beginning of a curve concave southerly as described in the Irrevocable Offer of Dedication to the County of Kern, recorded in Book 5674, on page 703, of Official Records of Kern County, said curve has a radius of 20.00 feet; THENCE (6) easterly along said curve through a central angle of  $19^{\circ}57'39''$  an arc distance of 6.97 feet; THENCE (7) departing said curve and said Irrevocable Offer, South  $44^{\circ}20'21''$  East, 17.01 feet to a point of non-tangency at the beginning of a curve, of a radius of 20.00 feet, as described in the Irrevocable Offer of Dedication to the County of Kern, recorded in Book 5674, on page 703, of Official Records of Kern County, to which a radial line bears North  $70^{\circ}49'16''$  East; THENCE (8) southerly along said curve through a central angle of  $19^{\circ}43'08''$  an arc distance of 6.88 feet; THENCE (9) departing said curve and said Irrevocable Offer, South  $89^{\circ}27'36''$  East, 45.02 feet to the easterly boundary of said Parcel 4; THENCE (10) along said easterly boundary of said Parcel 4, North  $0^{\circ}32'32''$  East, 110.00 feet, to the northeast corner of said Parcel 4; THENCE (11) along the northerly boundary of Parcel 4, North  $89^{\circ}27'36''$  West, 530.03 feet, to the POINT OF BEGINNING.

Parcel 87133-1 & 87133-2 (continued)

EXCEPTING THEREFROM, that portion of Parcel 4 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, included in the following described land:

COMMENCING at the northwest corner of said Parcel 4; THENCE (1) along the westerly boundary of said Parcel 4, South  $0^{\circ}32'24''$  West, 114.20 feet; THENCE (2) departing said westerly boundary, South  $89^{\circ}27'36''$  East, 15.00 feet; THENCE (3) North  $0^{\circ}32'24''$  East, 7.47 feet; THENCE (4) North  $45^{\circ}39'39''$  East, 23.41 feet to the southerly boundary of the north 90.00 feet of said Parcel 4; THENCE (5) along said southerly boundary, South  $89^{\circ}27'36''$  East, 433.43 feet to a point at the beginning of a curve concave southerly as described in the Irrevocable Offer of Dedication to the County of Kern, recorded in Book 5674, on page 703, of Official Records of Kern County, said curve has a radius of 20.00 feet, said point being the POINT OF BEGINNING; THENCE (6) easterly along said curve through a central angle of  $90^{\circ}00'00''$  an arc distance of 31.42 feet; THENCE (7) departing said curve and said Irrevocable Offer, South  $89^{\circ}27'36''$  East, 45.02 feet to the easterly boundary of said Parcel 4; THENCE (8) along said easterly boundary of said Parcel 4, North  $0^{\circ}32'32''$  East, 110.00 feet, to the northeast corner of said Parcel 4; THENCE (9) along the northerly boundary of Parcel 4, North  $89^{\circ}27'36''$  West, 45.02 feet to the northeast corner of the Order of Vacation recorded as Document 0203103698, on May 28, 2003, Kern County Official Records, THENCE (10) along the easterly boundary of said Order of Vacation, South  $0^{\circ}32'24''$  West, 90.00 feet to the southeasterly corner of said Order of Vacation; THENCE (11) along the southerly boundary of said Order of Vacation, North  $89^{\circ}27'36''$  West, 20.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

Parcel 87133-3

A temporary EASEMENT for construction of State Highway facilities and appurtenances thereto, under, upon, over and across that portion of Parcel 4 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, described as follows:

COMMENCING at the northwest corner of said Parcel 4; THENCE (1) along the westerly boundary of said Parcel 4, South 0°32'24" West, 114.20 feet to the POINT OF BEGINNING; THENCE (2) continuing along said westerly boundary of Parcel 4, South 0°32'24" West, 10.00 feet; THENCE (3) departing said westerly boundary of Parcel 4, South 89°27'36" East, 15.00 feet; THENCE (4) North 0°32'24" East, 10.00 feet; THENCE (5) North 89°27'36" West, 15.00 feet to the POINT OF BEGINNING;

Rights to the above described temporary easement shall cease and terminate on July 01, 2020. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

Parcel 87133-4

For State Highway purposes, that portion of Parcel 4 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, included in the following described land:

COMMENCING at the northwest corner of said Parcel 4; THENCE (1) along the westerly boundary of said Parcel 4, South 0°32'24" West, 114.20 feet; THENCE (2) departing said westerly boundary, South 89°27'36" East, 15.00 feet; THENCE (3) North 0°32'24" East, 7.47 feet; THENCE (4) North 45°39'39" East, 23.41 feet to the southerly boundary of the north 90.00 feet of said Parcel 4; THENCE (5) along said southerly boundary, South 89°27'36" East, 433.43 feet to a point at the beginning of a curve concave southerly as described in the Irrevocable Offer of Dedication to the County of Kern, recorded in Book 5674, on page 703, of Official Records of Kern County, said curve has a radius of 20.00 feet, said point being the POINT OF BEGINNING; THENCE (6) easterly along said curve through a central angle of 90°00'00" an arc distance of 31.42 feet; THENCE (7) departing said curve and said Irrevocable Offer, South 89°27'36" East, 45.02 feet to the easterly boundary of said Parcel 4; THENCE (8) along said easterly boundary of said Parcel 4, North 0°32'32" East, 110.00 feet, to the northeast corner of said Parcel 4; THENCE (9) along the northerly boundary of Parcel 4, North 89°27'36" West, 45.02 feet to the northeast corner of the Order of Vacation recorded as Document 0203103698, on May 28, 2003, Kern County Official Records, THENCE (10) along the easterly boundary of said Order of Vacation, South 0°32'24" West, 90.00 feet to the southeasterly corner of said Order of Vacation; THENCE (11) along the southerly boundary of said Order of Vacation, North 89°27'36" West, 20.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21456**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 06-Ker-46-PM 30.5/33.5 PARCEL 87132  
OWNER: Dirk G. Dole and Samantha Dole, Trustees of the Dirk G. Dole  
and Samantha Dole Revocable Living Trust dated 8-23-11

Resolved by the California Transportation Commission after  
notice (and hearing) pursuant to Code of Civil Procedure Section  
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State  
Highway purposes and is to be acquired by eminent domain pursuant  
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public  
project, namely a State highway;

The proposed project is planned and located in the manner that  
will be most compatible with the greatest public good and the least  
private injury;

The property sought to be acquired and described by this  
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code  
has been made to the owner or owners of record; and be it further

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

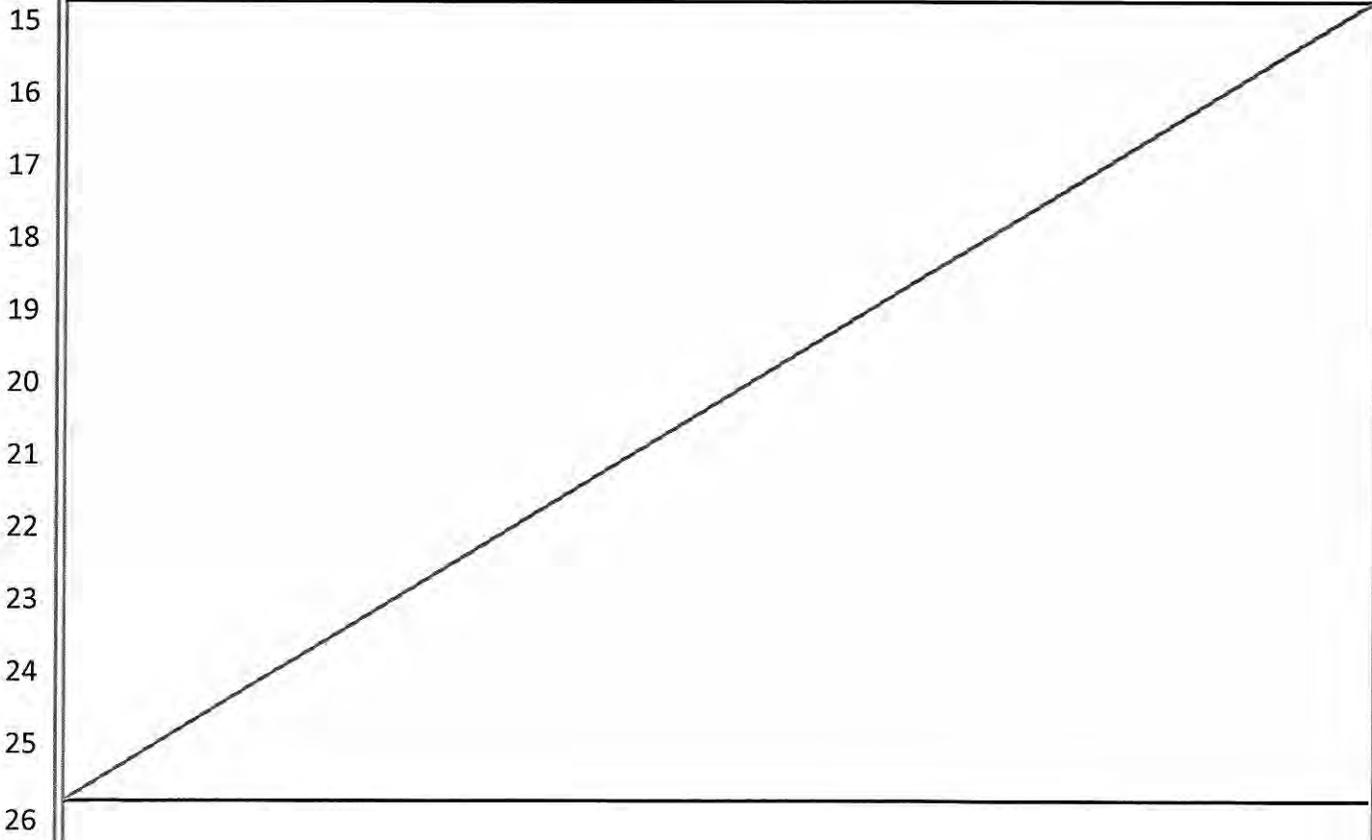
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           RESOLVED by this Commission that the Department of  
2 Transportation be and said Department is hereby authorized and  
3 empowered;

4           To acquire, in the name of the People of the State of  
5 California, in fee simple absolute, unless a lesser estate is  
6 hereinafter expressly described, the said hereinafter described  
7 real property, or interests in real property, by condemnation  
8 proceeding or proceedings in accordance with the provisions of the  
9 Streets and Highways Code, Code of Civil Procedure and of the  
10 Constitution of California relating to eminent domain;

11           The real property or interests in real property, which the  
12 Department of Transportation is by this resolution authorized to  
13 acquire, is situated in the County of Kern, State of California,  
14 Highway 06-Ker-46 and described as follows:



# Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.23	0612000175

**To:** Condemnation Unit

**From:** Curtis K. Abe  
R/W Engineering, District 06

**Subject:** RESOLUTION OF NECESSITY TRANSMITTAL

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (3 page(s))
  - 87132-1
  - 87132-2
  - 87132-3

The electronic files for the above listed information have been transmitted by e-mail.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature

  
Professional Land Surveyor

Date 03/22/2016



Parcel 87132-1

For State Highway purposes, the underlying fee portion of the East 75.00 feet of Parcel 3 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, lying within that Irrevocable Offer of Dedication shown on said Parcel Map No. 7275, recorded in Book 5674, Page 703, in the Office of the Recorder of Kern County.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

Parcel 87132-2

An EASEMENT for State Highway purposes thereto, under, upon, over and across that portion of Parcel 3 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, described as follows:

BEGINNING at the intersection of the easterly boundary of said Parcel 3 of said Parcel Map No. 7275 and the southerly boundary of the Irrevocable Offer of Dedication filed in Book 5674, Page 703, on July 09, 1984, in the Office of the Recorder of Kern County: THENCE (1) along said easterly boundary of said Parcel 3, South  $0^{\circ}32'24''$  West, 24.20 feet; THENCE (2) departing said easterly boundary of Parcel 3, parallel with said southerly boundary of said Irrevocable Offer, North  $89^{\circ}27'36''$  West, 10.00 feet; THENCE (3) parallel with said easterly boundary of Parcel 3, North  $0^{\circ}32'24''$  East, 24.20 feet to said southerly boundary of said Irrevocable Offer; THENCE (4) along said southerly boundary of said Irrevocable Offer, South  $89^{\circ}27'36''$  East, 10.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

Parcel 87132-3

A temporary EASEMENT for construction of State Highway facilities and appurtenances thereto, under, upon, over and across that portion of Parcel 3 of Parcel Map No. 7275, filed in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of Kern County, described as follows:

BEGINNING at the intersection of the easterly boundary of said Parcel 3 of said Parcel Map No. 7275 and the southerly boundary of the Irrevocable Offer of Dedication filed in Book 5674, Page 703, on July 09, 1984, in the Office of the Recorder of Kern County: THENCE (1) along said easterly boundary of said Parcel 3, South  $0^{\circ}32'24''$  West, 24.20 feet to the POINT OF BEGINNING; THENCE (2) continuing on said easterly boundary of said Parcel 3, South  $0^{\circ}32'24''$  West, 10.00 feet; THENCE (3) departing said easterly boundary of Parcel 3, along a line parallel with and southerly 34.20 feet from said southerly line of said Irrevocable Offer, North  $89^{\circ}27'36''$  West, 20.00 feet; THENCE (4) parallel with said easterly boundary of Parcel 3, North  $0^{\circ}32'24''$  East, 34.20 feet to said southerly boundary of said Irrevocable Offer; THENCE (5) along said southerly boundary of said Irrevocable Offer, South  $89^{\circ}27'36''$  East, 10.00 feet; THENCE (6) departing said southerly boundary of said Irrevocable Offer, parallel with said easterly boundary of Parcel 3, South  $0^{\circ}32'24''$  West, 24.20 feet; THENCE (7) parallel with and along a line and southerly 24.20 feet of said Irrevocable Offer, South  $89^{\circ}27'36''$  East, 10.00 feet to the POINT OF BEGINNING,

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

Rights to the above described temporary easement shall cease and terminate on July 01, 2020. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21457**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 06-Ker-46-PM 32.32 PARCELS 87121 & 87124  
OWNER: Loma Linda University, et al.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to some but not all of the owners of record because some of the owners can not be located with reasonable diligence; and be it further

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

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Attorney, Department of Transportation

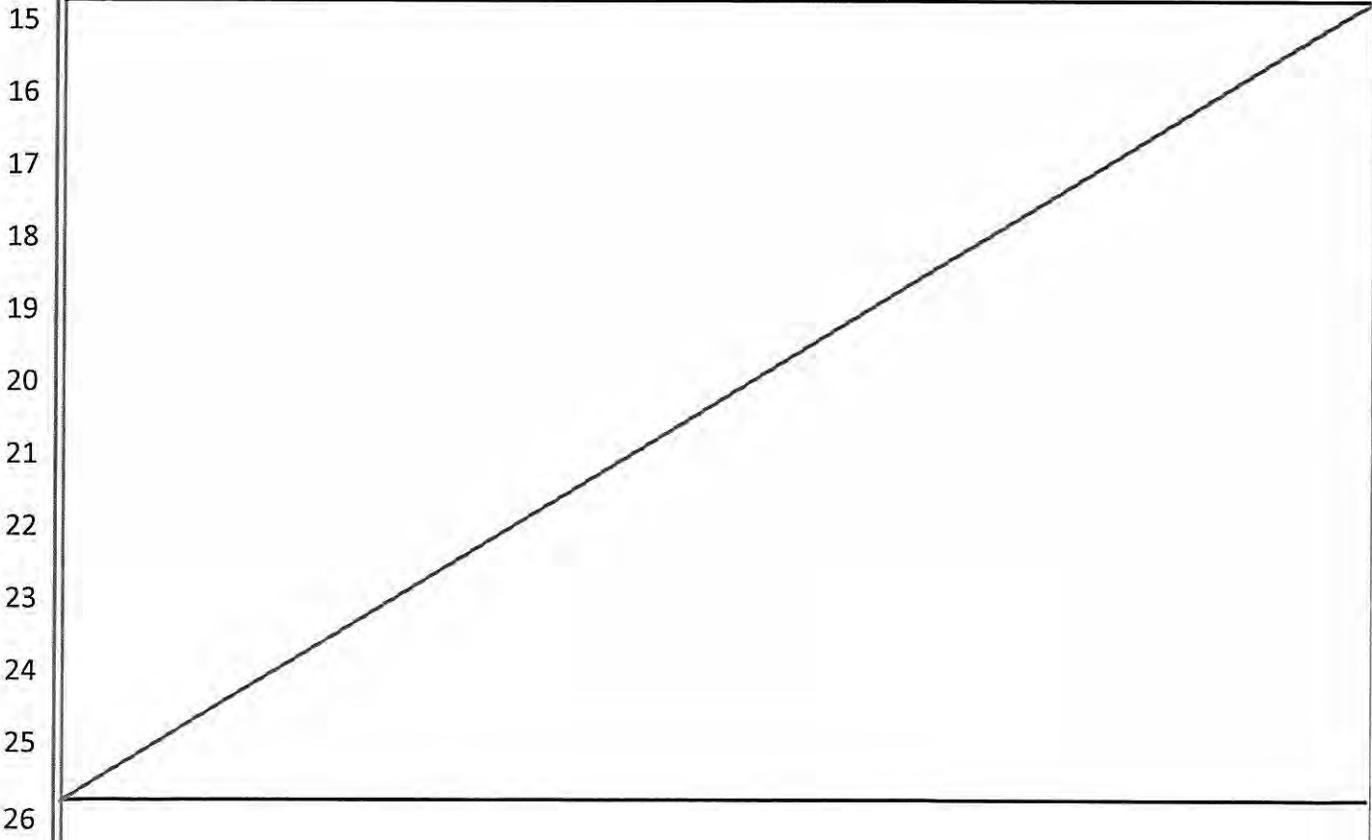
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DIVISION OF RIGHT OF WAY

1           RESOLVED by this Commission that the Department of  
2 Transportation be and said Department is hereby authorized and  
3 empowered;

4           To acquire, in the name of the People of the State of  
5 California, in fee simple absolute, unless a lesser estate is  
6 hereinafter expressly described, the said hereinafter described  
7 real property, or interests in real property, by condemnation  
8 proceeding or proceedings in accordance with the provisions of the  
9 Streets and Highways Code, Code of Civil Procedure and of the  
10 Constitution of California relating to eminent domain;

11           The real property or interests in real property, which the  
12 Department of Transportation is by this resolution authorized to  
13 acquire, is situated in the County of Kern, State of California,  
14 Highway 06-Ker-46 and described as follows:



# Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.32	0612000175

To: Condemnation Unit

From: Curtis K. Abe  
R/W Engineering, District 06

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (2 page(s))
  - 87121-1
  - 87121-2

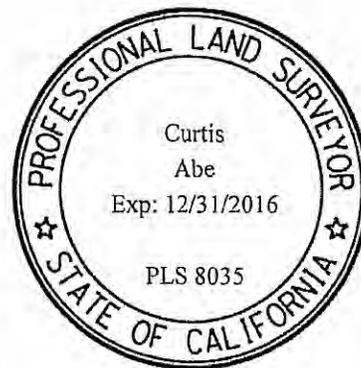
The electronic files for the above listed information have been transmitted by e-mail.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature

  
Professional Land Surveyor

Date 01/15/2016



Parcel 87121-1

For State Highway purposes, that portion of Parcel 1 described in a Corporation Grant Deed recorded on April 18, 1990 in Book 6371, at Page 2351, Kern County Official Records, more particularly described as follows:

COMMENCING at the Southeast Corner of Section 36, Township 26 South, Range 21 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the South line of said Section 36 North  $89^{\circ}27'36''$  West, 1313.18 feet to the East line of the East half of the West half of the Southeast quarter of said Section 36; THENCE (2) along said East line North  $0^{\circ}58'30''$  East, 860.51 feet to the intersection of said East line and the North line of that Certificate of Compliance No. 2144 recorded on April 26, 2002 as Document Number 0202066252, Kern County Official Records, said intersection also being the POINT OF BEGINNING; THENCE (3) along said North line and its westerly prolongation North  $89^{\circ}26'38''$  West, 221.77 feet; THENCE (4) North  $0^{\circ}32'24''$  East, 104.00 feet; THENCE (5) South  $89^{\circ}26'38''$  East, 222.56 feet to said East line; THENCE (6) along said East line South  $0^{\circ}58'30''$  West, 104.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99997125 to convert to ground distances.

Parcel 87121-2

A temporary EASEMENT for construction of State Highway facilities and appurtenances thereto, under, upon, over and across that portion of Parcel 1 described in a Corporation Grant Deed recorded on April 18, 1990 in Book 6371, at Page 2351, Kern County Official Records, more particularly described as follows:

COMMENCING at the Southeast Corner of Section 36, Township 26 South, Range 21 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the South line of said Section 36 North  $89^{\circ}27'36''$  West, 1313.18 feet to the East line of the East half of the West half of the Southeast quarter of said Section 36; THENCE (2) along said East line North  $0^{\circ}58'30''$  East, 860.51 feet to the intersection of said East line and the North line of that Certificate of Compliance No. 2144 recorded on April 26, 2002 as Document Number 0202066252, Kern County Official Records; THENCE (3) along said North line and its easterly prolongation North  $89^{\circ}26'38''$  West, 221.77 feet to the POINT OF BEGINNING; THENCE (4) continuing along said westerly prolongation North  $89^{\circ}26'38''$  West, 15.00 feet; THENCE (5) North  $0^{\circ}32'24''$  East, 119.00 feet; THENCE (6) South  $89^{\circ}26'38''$  East, 237.68 feet to said East line; THENCE (7) along said East line South  $0^{\circ}58'30''$  West, 15.00 feet; THENCE (8) North  $89^{\circ}26'38''$  West, 222.56 feet; THENCE (9) South  $0^{\circ}32'24''$  West, 104.00 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on July 01, 2020. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99997125 to convert to ground distances.

1 TRANSPORTATION COMMISSION  
2 RESOLUTION NO.

3 **C-21458**

4 CALIFORNIA TRANSPORTATION COMMISSION  
5 RESOLUTION OF NECESSITY  
6 TO ACQUIRE CERTAIN REAL PROPERTY  
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
8 HIGHWAY 06-Ker-46-PM 30.5/33.5 PARCEL 87126-1, 2  
9 OWNER: Judith Pauls Janzen, as Trustees U/T/A dated January 26,  
10 1984, as to an undivided one-half interest; and Henry H. Baggett  
11 and Dorothy Susan Baggett, Trustees of the Henry H. Baggett and  
12 Dorothy Susan Baggett Living Trust dated October 24, 1990, as to an  
13 undivided one-half interest

14 Resolved by the California Transportation Commission after  
15 notice (and hearing) pursuant to Code of Civil Procedure Section  
16 1245.235 that it finds and determines and hereby declares that:

17 The hereinafter described real property is necessary for State  
18 Highway purposes and is to be acquired by eminent domain pursuant  
19 to Streets and Highways Code Section 102;

20 The public interest and necessity require the proposed public  
21 project, namely a State highway;

22 The proposed project is planned and located in the manner that  
23 will be most compatible with the greatest public good and the least  
private injury;

The property sought to be acquired and described by this  
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code  
has been made to the owner or owners of record; and be it further

APPROVED AS TO FORM AND PROCEDURE

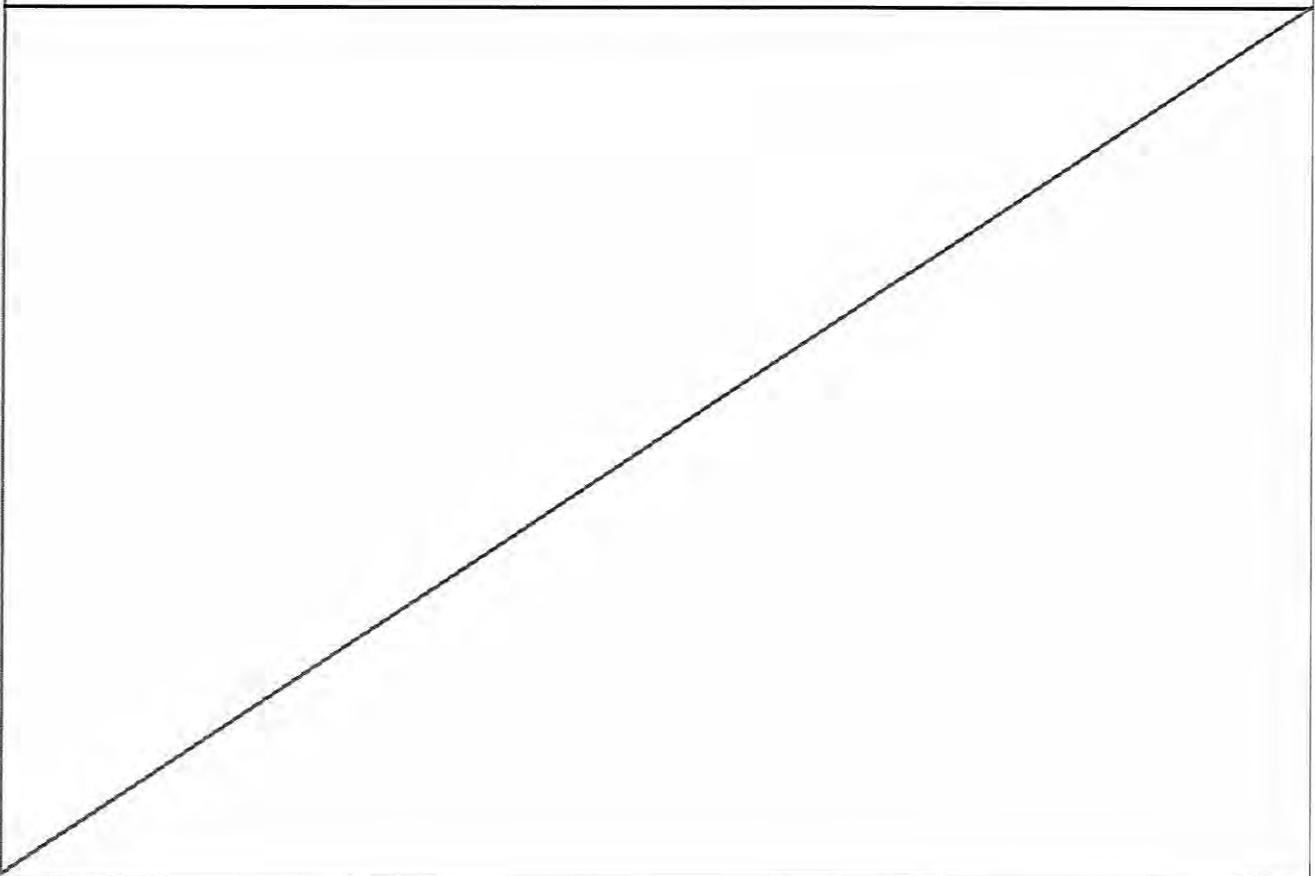
APPROVAL RECOMMENDED

1 RESOLVED by this Commission that the Department of Transportation  
2 be and said Department is hereby authorized and empowered;

3 To acquire, in the name of the People of the State of  
4 California, in fee simple absolute, unless a lesser estate is  
5 hereinafter expressly described, the said hereinafter described  
6 real property, or interests in real property, by condemnation  
7 proceeding or proceedings in accordance with the provisions of the  
8 Streets and Highways Code, Code of Civil Procedure and of the  
9 Constitution of California relating to eminent domain;

10 The real property or interests in real property, which the  
11 Department of Transportation is by this resolution authorized to  
12 acquire, is situated in the County of Kern, State of California,  
13 Highway 06-Ker-46 and described as follows:

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# Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.32	0612000175

**To:** Condemnation Unit

**From:** Curtis K. Abe  
R/W Engineering, District 06

**Subject:** RESOLUTION OF NECESSITY TRANSMITTAL

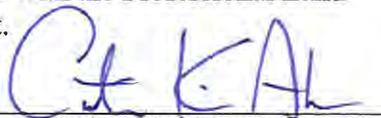
The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (2 page(s))
  - 87126-1
  - 87126-2

The electronic files for the above listed information have been transmitted by e-mail.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature

  
Professional Land Surveyor

Date 03/22/2016



Parcel 87126-1

For State Freeway purposes, that portion of Parcel B of Parcel Map No. 3458, recorded in Book 16, Page 108 of Parcel Maps, on August 06, 1976, in the Office of the Recorder of Kern County, more particularly described as follows:

COMMENCING at the southeast Corner of Section 36, Township 26 South, Range 21 East, Mount Diablo Meridian: THENCE (1) along the south line of said Section 36, North 89°27'36" West, 1,313.18 feet, to the to the west line of the southeast ¼ of the southeast ¼ of said Section 36; THENCE (2) along said west line, North 0°58'30" East, 103.65 feet, to the a point on the northerly right of way line of State Route 46 and westerly right of way line of Interstate Route 5, as described in the deed recorded on Page 673 of Book 3938, Kern County Recorder; THENCE along said northerly and westerly right of way line for Courses (3) thru (9); THENCE (3) North 89°23'36" East, 217.03 feet; THENCE (4) North 89°23'39" East, 200.02 feet to the beginning of a curve concave northerly, said curve has a radius of 2,949.77 feet; THENCE (5) easterly along last said curve through a central angle of 3°11'29" an arc distance of 164.30 feet to a point of tangency; THENCE (6) North 86°12'10" East, 115.76 feet to the beginning of a curve concave northwesterly, last said curve has a radius of 399.97 feet; THENCE (7) northeasterly along last said curve through a central angle of 48°21'23" an arc distance of 337.56 feet to the POINT OF BEGINNING; THENCE (8) northeasterly along said curve through a central angle of 63°14'07" an arc distance of 441.43 feet to a point of tangency; THENCE (9) North 25°23'20" West, 102.00 feet; THENCE (10) departing said westerly right of way line, South 64°36'43" West, 15.00 feet; THENCE (11) South 9°54'51" East, 245.15 feet; THENCE (12) South 41°24'03" West, 52.32 feet; THENCE (13) South 1°04'46" East, 221.92 feet to the POINT OF BEGINNING.

Lands abutting the freeway shall have no right or easement of access thereto.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

Parcel 87126-2

A temporary EASEMENT for construction of State Highway facilities and appurtenances thereto, under, upon, over and across that portion of Parcel B of Parcel Map No. 3458, recorded in Book 16, Page 108 of Parcel Maps, on August 06, 1976, in the Office of the Recorder of Kern County, more particularly described as follows:

COMMENCING at the southeast Corner of Section 36, Township 26 South, Range 21 East: THENCE (1) along the south line of said section, North 89°27'36" West, 1,313.18 feet, to the to the west line of the southeast ¼ of the southeast ¼ of said section; THENCE (2) along said west line, North 0°58'30" East, 103.65 feet, to the a point on the northerly right of way of State Route 46 and westerly right of way of State Route 5, as described in the deed recorded on Page 673 of Book 3938, Kern County Recorder; THENCE Courses (3) thru (7) proceeding along said northerly right of way; THENCE (3), North 89°23'36" East, 217.03 feet; THENCE (4) North 89°23'39" East, 200.02 feet to the beginning of a curve concave northerly, said curve has a radius of 2,949.77 feet; THENCE (5) easterly along said curve through a central angle of 3°11'29" an arc distance of 164.30 feet to a point of tangency; THENCE (6) North 86°12'10" East, 3.56 feet to the POINT OF BEGINNING; THENCE (7) North 86°12'10" East, 58.40 feet; THENCE (8) North 3°47'47" West, 14.44 feet; THENCE (9) South 86°12'10" West, 58.40 feet; THENCE (10) South 3°48'02" East, 14.44 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on July 01, 2020. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21459**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 06-Ker-46-PM 32.36 PARCEL 87393-1  
OWNER: Lost Hills Travel Center

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific, Gas and Electric Company for utility purposes;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

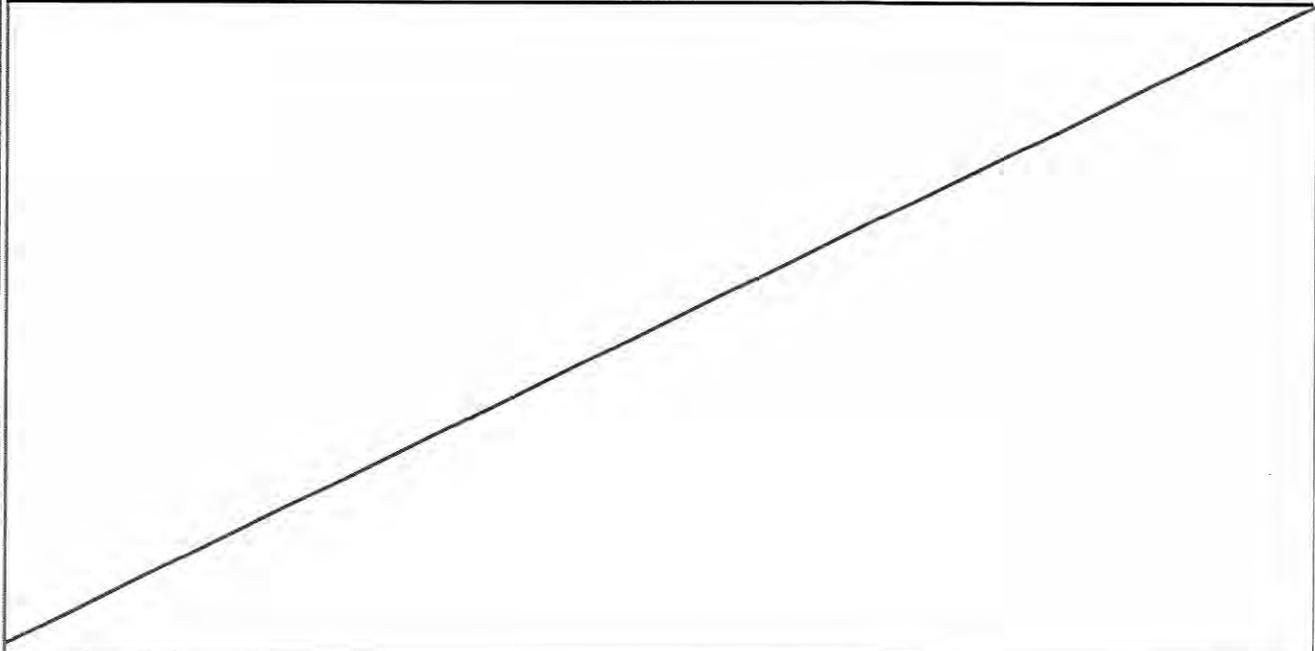
APPROVAL RECOMMENDED

1 The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further

3 RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6 To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13 The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Kern, State of California,  
16 Highway 06-Ker-46 and described as follows:



# Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.36	0612000175

**To:** Condemnation Unit

**From:** Curtis K. Abe  
RW Engineering, District 06

**Subject:** RESOLUTION OF NECESSITY TRANSMITTAL

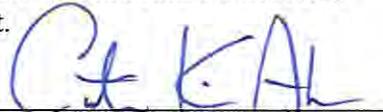
The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (2 page(s))
  - 87393-1

The electronic files for the above listed information have been transmitted by e-mail.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature

  
Professional Land Surveyor

Date 01/15/2016



Parcel 87393-1

For State Highway purposes, an EASEMENT for the right from time to time to construct, reconstruct, install, inspect, maintain, replace, remove, and use facilities of the type hereinafter specified, together with a right of way therefor, within the easement area as hereinafter set forth, and also ingress thereto and egress therefrom, over and across the lands of OWNER as described, situated in the County of Kern, State of California.

Said facilities and easement area described as follows:

Such underground conduits, pipes, manholes, service boxes, wires, cables, and electrical conductors; aboveground marker posts, risers, and service pedestals; underground and aboveground switches, fuses, terminals, and transformers with associated concrete pads; and fixtures and appurtenances necessary to any and all thereof, as STATE deems necessary located within the strips of land located within a portion of that land shown as Parcel C on Parcel Map No. 415, recorded on December 11, 1972, in Book 4, Page 21 of Parcel Maps, Kern County Official Records, included within the following described land:

COMMENCING at the northeast corner of Section 1, Township 27 South, Range 21 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the east line of said section, South  $0^{\circ}51'00''$  West, 353.05 to the westerly right of way of State Route 5, as described in the deed recorded on October 5, 1965 in Book 3880, Page 891, Kern County Records; THENCE continuing along said westerly right of way, the following described Courses (2) through (4): THENCE (2) North  $62^{\circ}11'53''$  West, 423.01 feet to the beginning of a curve concave southerly, said curve has a radius of 400.01 feet; THENCE (3) westerly along said curve through a central angle of  $19^{\circ}43'05''$  an arc distance of 137.66 feet; THENCE (4) North  $81^{\circ}54'58''$  West, 46.11 feet to the POINT OF BEGINNING; THENCE (5) departing said westerly right of way, South  $8^{\circ}05'02''$  West, 7.40 feet; THENCE (6) South

Parcel 87393-1 (continued)

81°54'58" East, 10.00 feet; THENCE (7) North 8°05'02" East, 7.40 feet to said Course (4); THENCE (8) along said Course (4), North 81°54'58" West, 10.00 feet, to the POINT OF BEGINNING.

STATE shall also have the right to trim and clear away or otherwise control any trees or brush within said strips.

OWNER shall not erect or construct any building or other structure or drill or operate any well within said strips of land.

STATE reserves the right to assign to another public utility as defined in Section 216 of the California Public Utilities Code the right to install, inspect, maintain, replace, remove and use communication facilities within said strips (including ingress thereto and egress therefrom).

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99997125 to convert to ground distances.

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21460**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY

TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 06-Ker-99-PM 44.23 PARCEL 87254-1, 2, 3

OWNER: Coldwater Farms, Inc., a California Corporation, as to an undivided 25.0000 percent interest; FranMar Company, L.P., a California Limited Partnership, as to an undivided 27.5000 percent interest; MBDS Company, LLC., a California Limited Liability Company, as to an undivided 22.5000 percent interest; and P & R Almond Orchards, Inc., a California Corporation, as to an undivided 25.0000 percent interest

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code has been made to the owner or owners of record; and be it further

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

\_\_\_\_\_  
Attorney, Department of Transportation

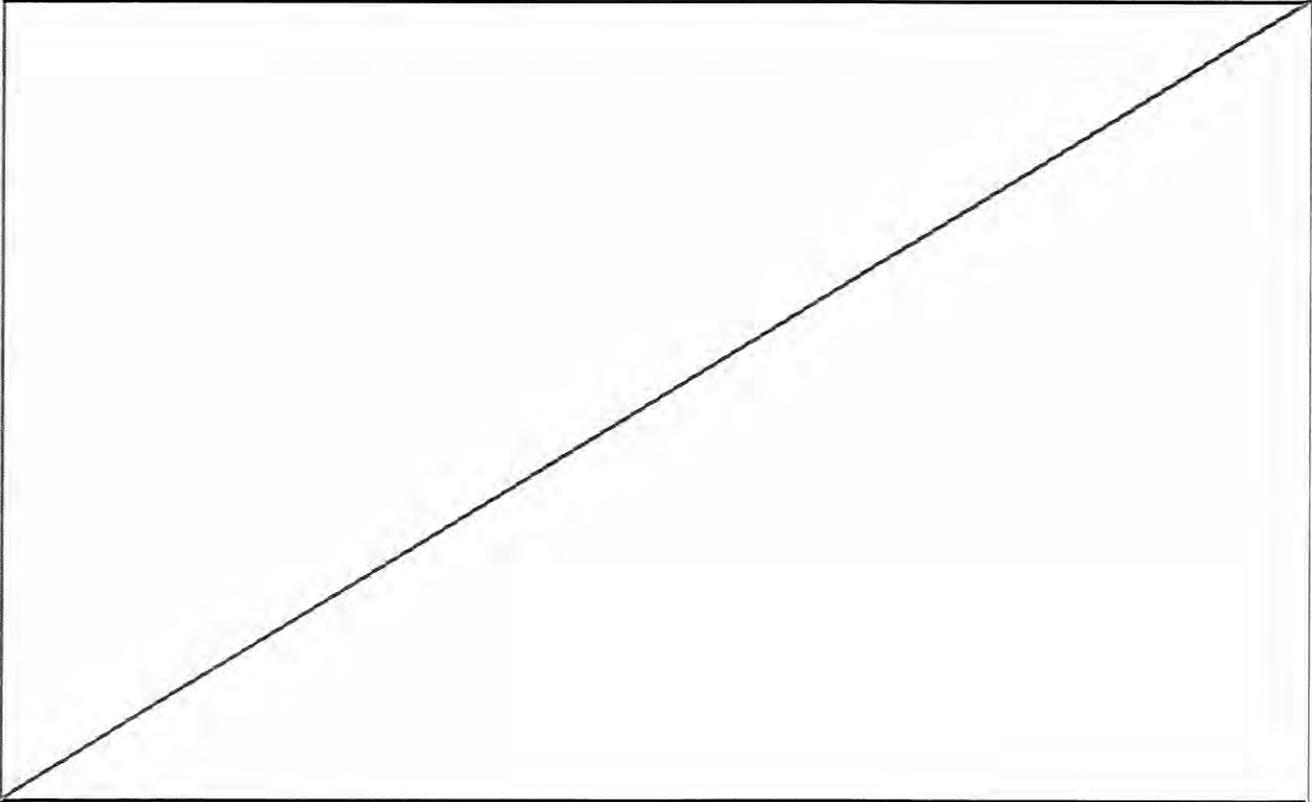
\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           RESOLVED by this Commission that the Department of  
2 Transportation be and said Department is hereby authorized and  
3 empowered;

4           To acquire, in the name of the People of the State of  
5 California, in fee simple absolute, unless a lesser estate is  
6 hereinafter expressly described, the said hereinafter described  
7 real property, or interests in real property, by condemnation  
8 proceeding or proceedings in accordance with the provisions of the  
9 Streets and Highways Code, Code of Civil Procedure and of the  
10 Constitution of California relating to eminent domain;

11           The real property or interests in real property, which the  
12 Department of Transportation is by this resolution authorized to  
13 acquire, is situated in the County of Kern, State of California,  
14 Highway 06-Ker-99 and described as follows:

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# Memorandum

District	County	Route	Postmile	Project ID
06	KER	99	44.23	0612000105

To: Condemnation Unit

From: Lyn T. Bockmiller  
Surveys, District 06

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Maps (Exhibits B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (6 page(s))
  - 87254-1, 87254-2, 87254-3.

The electronic files for the above listed information have been transmitted by ROWMIS.

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature *Lyn T. Bockmiller*  
Professional Land Surveyor

Date March 28, 2016



Parcel 87254-1

For freeway purposes, a portion of that land described in Parcel 1 in the Grant Deed to Coldwater Farms Incorporated, et al, recorded on September 21, 2010 as Document Number 0210130134, Kern County Official Records, more particularly described as follows:

COMMENCING at the North quarter Corner of Section 7, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the north line of said Section 7 North  $89^{\circ}43'07''$  West, 1757.10 feet; THENCE (2) South  $0^{\circ}01'14''$  West, 50.00 feet; THENCE (3) South  $89^{\circ}43'07''$  East, 299.69 feet; THENCE (4) South  $86^{\circ}42'57''$  East, 370.99 feet; THENCE (5) South  $83^{\circ}21'27''$  East, 59.26 feet; THENCE (6) South  $20^{\circ}01'10''$  East, 61.98 feet to the beginning of a non-tangent curve concave to the northeast having a radius of 149.79 feet, a radial line through said beginning of curve bears South  $70^{\circ}02'03''$  West; THENCE (7) southeasterly and easterly 177.53 feet along said curve through a central angle of  $67^{\circ}54'20''$ ; THENCE (8) on a non-tangent line South  $87^{\circ}49'05''$  East, 774.73 feet; THENCE (9) South  $66^{\circ}30'11''$  East, 13.74 feet; THENCE (10) South  $01^{\circ}04'37''$  West, 80.19 feet; THENCE (11) North  $90^{\circ}00'00''$  East, 40.01 feet to the westerly line of said Parcel 1; THENCE (12) continuing North  $90^{\circ}00'00''$  East, 72.40 feet to the beginning of a non-tangent curve concave to the northwest having a radius of 72.00 feet, a radial line through said beginning of curve bears South  $2^{\circ}56'27''$  West; THENCE (13) easterly, northeasterly, and northerly 113.41 feet along said curve through a central angle of  $90^{\circ}15'09''$ ; THENCE (14) on a non-tangent line South  $89^{\circ}41'59''$  East, 149.74 feet to the existing westerly Right of Way boundary of State Route 99; THENCE (15) along said existing westerly Right of Way boundary and continuing South  $89^{\circ}41'59''$  East, 35.00 feet to the POINT OF BEGINNING; THENCE (16) leaving said existing westerly Right of Way boundary South  $24^{\circ}08'59''$  East, 98.05 feet; THENCE (17) South  $37^{\circ}42'51''$  East, 223.17 feet; THENCE (18) South  $32^{\circ}38'51''$  East, 233.80 feet; THENCE (19) South  $11^{\circ}52'13''$  East, 569.61 feet; THENCE (20) South  $10^{\circ}46'11''$  East,

Parcel 87254-1 (continued)

555.02 feet; THENCE (21) North 79°52'05" East, 4.49 feet to said existing westerly Right of Way boundary of State Route 99; THENCE along said existing westerly Right of Way boundary the following described Courses: (22) North 10°11'09" West, 1154.30 feet; (23) South 39°37'50" West, 4.60 feet; (24) North 12°09'58" West, 363.19 feet to the beginning of a curve concave to the southwest having a radius of 160.01 feet; (25) northwesterly 216.53 feet along said curve through a central angle of 77°32'08"; (26) North 89°41'59" West, 54.04 feet; (27) South 31°06'41" West, 57.74 feet; (28) North 89°41'59" West, 5.00 feet to the POINT OF BEGINNING.

Lands abutting the freeway shall have no right or easement of access thereto.

TOGETHER WITH all of the existing improvements which are located partially within and partially outside the boundaries of the above-described parcel, together with the right and easement to enter upon the owner's remaining land outside the boundaries of said parcel at any time within 120 days after the date possession is authorized as indicated in the order for possession, or within 120 days after FINAL JUDGEMENT IN CONDEMNATION, for the purpose of removing all of the said existing improvements.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 1.00003732 to convert to ground distances.

Parcel 87254-2

For freeway purposes, a portion of that land described in Parcel 1 in the Grant Deed to Coldwater Farms Incorporated, et al, recorded on September 21, 2010 as Document Number 0210130134, Kern County Official Records, more particularly described as follows:

COMMENCING at the North quarter Corner of Section 7, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the north line of said Section 7 North  $89^{\circ}43'07''$  West, 1757.10 feet; THENCE (2) South  $0^{\circ}01'14''$  West, 50.00 feet; THENCE (3) South  $89^{\circ}43'07''$  East, 299.69 feet; THENCE (4) South  $86^{\circ}42'57''$  East, 370.99 feet; THENCE (5) South  $83^{\circ}21'27''$  East, 59.26 feet; THENCE (6) South  $20^{\circ}01'10''$  East, 61.98 feet to the beginning of a non-tangent curve concave to the northeast having a radius of 149.79 feet, a radial line through said beginning of curve bears South  $70^{\circ}02'03''$  West; THENCE (7) southeasterly and easterly 177.53 feet along said curve through a central angle of  $67^{\circ}54'20''$ ; THENCE (8) on a non-tangent line South  $87^{\circ}49'05''$  East, 774.73 feet; THENCE (9) South  $66^{\circ}30'11''$  East, 13.74 feet; THENCE (10) South  $01^{\circ}04'37''$  East, 80.19 feet; THENCE (11) North  $90^{\circ}00'00''$  East, 40.01 feet to the westerly line of said Parcel 1 and the POINT OF BEGINNING; THENCE (12) continuing North  $90^{\circ}00'00''$  East, 72.40 feet to the beginning of a non-tangent curve concave to the northwest having a radius of 72.00 feet, a radial line through said beginning of curve bears South  $2^{\circ}56'27''$  West; THENCE (13) easterly, northeasterly, and northerly 113.41 feet along said curve through a central angle of  $90^{\circ}15'09''$ ; THENCE (14) on a non-tangent line South  $89^{\circ}41'59''$  East, 149.74 feet to the existing westerly Right of Way boundary of State Route 99; THENCE along said existing westerly Right of Way boundary the following described Courses: (15) North  $28^{\circ}53'19''$  West, 57.74 feet; (16) North  $89^{\circ}41'59''$  West, 54.04 feet to the beginning of a curve concave to the northeast having a radius of 440.02 feet; (17) northwesterly 184.32 feet along last said curve through a central angle of  $24^{\circ}00'02''$ ; (18) North  $65^{\circ}41'59''$  West, 37.07 feet to said westerly line

Parcel 87254-2 (continued)

of said Parcel 1; THENCE (19) leaving said existing westerly Right of Way boundary along said westerly line of said Parcel 1 South 1°04'37" West, 172.85 feet to the POINT OF BEGINNING.

Lands abutting said freeway shall have no right or easement of access thereto; provided, however, that part of the remaining lands shall abut upon and have access to an adjoining frontage road which will be connected to the main thoroughfare of the freeway only at such points as may be established by public authority.

TOGETHER WITH all of the existing improvements which are located partially within and partially outside the boundaries of the above-described parcel, together with the right and easement to enter upon the owner's remaining land outside the boundaries of said parcel at any time within 120 days after the date possession is authorized as indicated in the order for possession, or within 120 days after FINAL JUDGEMENT IN CONDEMNATION, for the purpose of removing all of the said existing improvements.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 1.00003732 to convert to ground distances.

Parcel 87254-3

A temporary easement for construction of State Freeway facilities and appurtenances thereto, under, upon, over and across a portion of that land described in Parcel 1 in the Grant Deed to Coldwater Farms Incorporated, et al, recorded on September 21, 2010 as Document Number 0210130134, Kern County Official Records, more particularly described as follows:

COMMENCING at the North quarter Corner of Section 7, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the north line of said Section 7 North 89°43'07" West, 1757.10 feet; THENCE (2) South 0°01'14" West, 50.00 feet; THENCE (3) South 89°43'07" East, 299.69 feet; THENCE (4) South 86°42'57" East, 370.99 feet; THENCE (5) South 83°21'27" East, 59.26 feet; THENCE (6) South 20°01'10" East, 61.98 feet to the beginning of a non-tangent curve concave to the northeast having a radius of 149.79 feet, a radial line through said beginning of curve bears South 70°02'03" West; THENCE (7) southeasterly and easterly 177.53 feet along said curve through a central angle of 67°54'20"; THENCE (8) on a non-tangent line South 87°49'05" East, 774.73 feet; THENCE (9) South 66°30'11" East, 13.74 feet; THENCE (10) South 01°04'37" West, 80.19 feet; THENCE (11) North 90°00'00" East, 40.01 feet to the westerly line of said Parcel 1 and the POINT OF BEGINNING; THENCE (12) continuing North 90°00'00" East, 72.40 feet to the beginning of a non-tangent curve concave to the northwest having a radius of 72.00 feet, a radial line through said beginning of curve bears South 2°56'27" West; THENCE (13) easterly, northeasterly, and northerly 113.41 feet along said curve through a central angle of 90°15'09"; THENCE (14) on a non-tangent line South 89°41'59" East, 149.74 feet to the existing westerly Right of Way boundary of State Route 99; THENCE (15) along said existing westerly Right of Way boundary and continuing South 89°41'59" East, 35.00 feet; THENCE (16) leaving said existing westerly Right of Way boundary South 24°08'59" East, 98.05 feet;

Parcel 87254-3 (continued)

THENCE (17) South 37°42'51" East, 223.17 feet; THENCE (18) South 32°38'51" East, 233.80 feet; THENCE (19) South 11°52'13" East, 37.92 feet; THENCE (20) North 38°23'56" West, 524.25 feet; THENCE (21) North 90°00'00" West, 318.09 feet to said westerly line of said Parcel 1; THENCE (22) along said westerly line of said Parcel 1 North 1°04'37" West, 21.57 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on July 01, 2019. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 1.00003732 to convert to ground distances.

1 TRANSPORTATION COMMISSION  
2 RESOLUTION NO.

3 **C-21461**

4 CALIFORNIA TRANSPORTATION COMMISSION  
5 RESOLUTION OF NECESSITY  
6 TO ACQUIRE CERTAIN REAL PROPERTY  
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
8 HIGHWAY 07-LA-138-KP 95.7 PARCEL 76133-1  
9 OWNER: Timothy E. Jones, Trustee, etc., et al.

10 Resolved by the California Transportation Commission after  
11 notice (and hearing) pursuant to Code of Civil Procedure Section  
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State  
14 Highway purposes and is to be acquired by eminent domain pursuant  
15 to Streets and Highways Code Section 102; Code of Civil Procedure  
16 Section 1240.510 in that the property being acquired is for a  
17 compatible use; and Code of Civil Procedure Section 1240.610 in  
18 that the property is required for a more necessary public use;

19 The public interest and necessity require the proposed public  
20 project, namely a State highway;

21 The proposed project is planned and located in the manner that  
22 will be most compatible with the greatest public good and the least  
23 private injury;

24 The property sought to be acquired and described by this  
25 resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

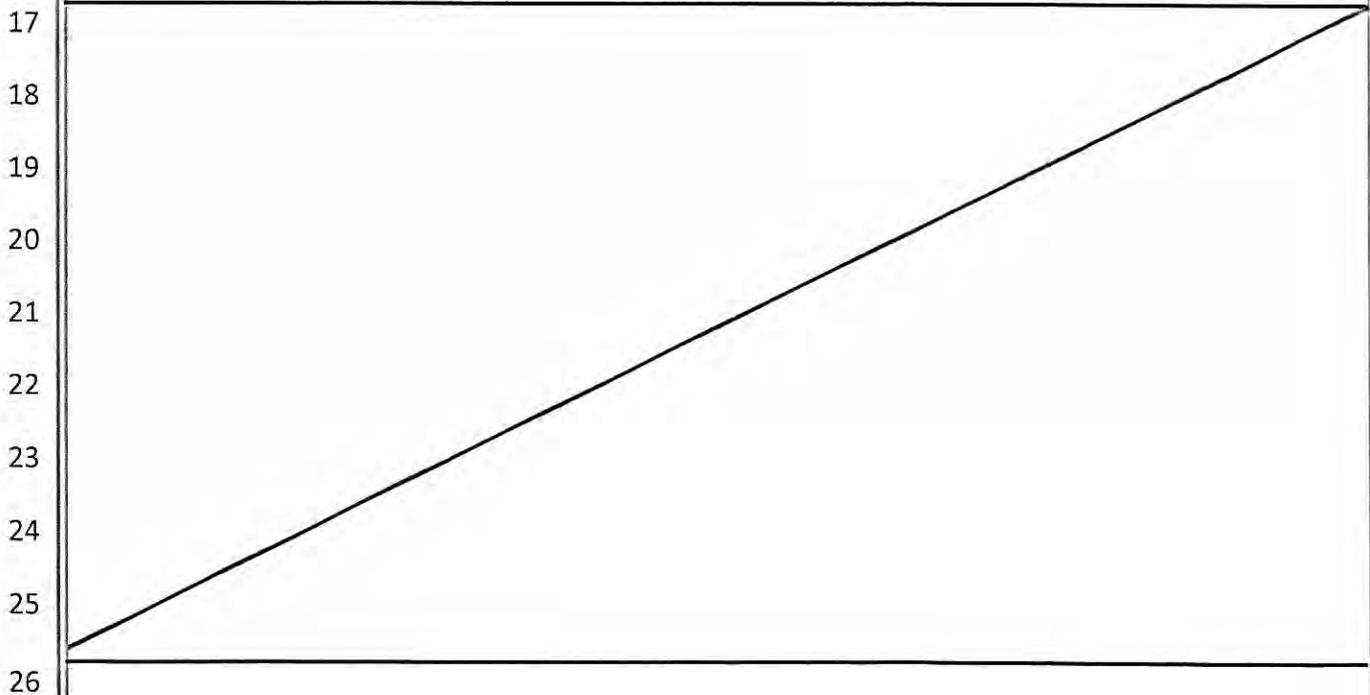
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further  
3           RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6           To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13           The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Los Angeles, State of  
16 California, Highway 07-LA-138 and described as follows:



**TITLE SHEET**  
(Resolution of Necessity Description)

District	County	Route	Post Kilo
07	LA	138	95.7

Project ID 0713000215

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages.

Parcels in Legal Description: <Insert parcel numbers>					
76133-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature Kilyong Y.  
Professional Land Surveyor

Date 4/7/15



## RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76133-1:

The South 49.378 meters (162.00 feet) of the West half of the East half of the East half of the Southeast quarter of the Northeast quarter of Section 22, Township 5 North, Range 10 West, SBB&M, according to the official plat of said land approved by the Surveyor General on March 19, 1856, in the County of Los Angeles, State of California.

EXCEPTING THEREFROM any portion which lies within public road of record as now exist.

The distances used in this description are grid distances (except record), divide said distances by 0.999779586 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21462**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 07-LA-138-KP 89.4 PARCEL 76208-1  
OWNER: John L. Verda, as Trustee of the Verda/Goodman Family Trust  
dated August 28, 2015

Resolved by the California Transportation Commission after  
notice (and hearing) pursuant to Code of Civil Procedure Section  
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State  
Highway purposes and is to be acquired by eminent domain pursuant  
to Streets and Highways Code Section 102; Code of Civil Procedure  
Section 1240.510 in that the property being acquired is for a  
compatible use; and Code of Civil Procedure Section 1240.610 in  
that the property is required for a more necessary public use;

The public interest and necessity require the proposed public  
project, namely a State highway;

The proposed project is planned and located in the manner that  
will be most compatible with the greatest public good and the least  
private injury;

The property sought to be acquired and described by this  
resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

\_\_\_\_\_  
Attorney, Department of Transportation

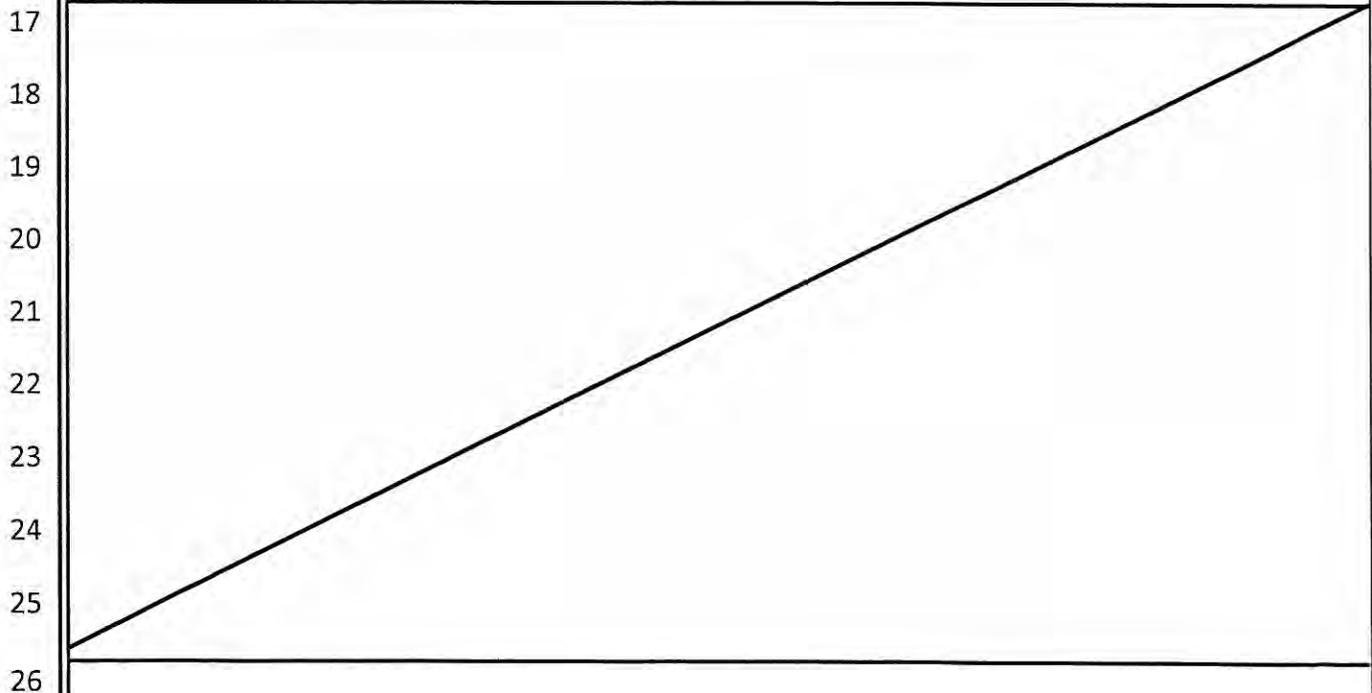
\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further

3           RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6           To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13           The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Los Angeles, State of  
16 California, Highway 07-LA-138 and described as follows:



**TITLE SHEET**  
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	138	KP 89.4

Project ID 0713000217

Legal descriptions for the parcels listed below are attached.

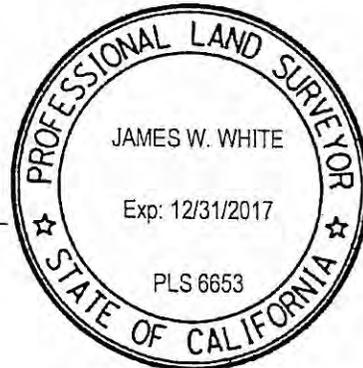
This document consists of a total of 2 pages. (including this title sheet)

Parcels in Legal Description: <Insert parcel numbers>					
76208-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature *James W. White*  
Professional Land Surveyor

Date 3/24/2016



**RESOLUTION OF NECESSITY DESCRIPTION**

**PARCEL 76208-1:**

For State Highway purposes, that portion of the land described in document recorded September 21, 2015 as Instrument No. 20151167055, Official Records, in the Office of the Registrar-Recorder/County Clerk of the County of Los Angeles, State of California, described as follows:

All that land lying Southerly of the North line of the Southerly 32.614 meters (107.00 feet) of the Northwest quarter of Section 18, Township 5 North, Range 10 West, San Bernardino Meridian, according to the official plat of said land.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

**END OF DESCRIPTION**

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21463**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 07-LA-138-KP 90.1 PARCEL 76211-1  
OWNER: Assignment Services Inc.

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

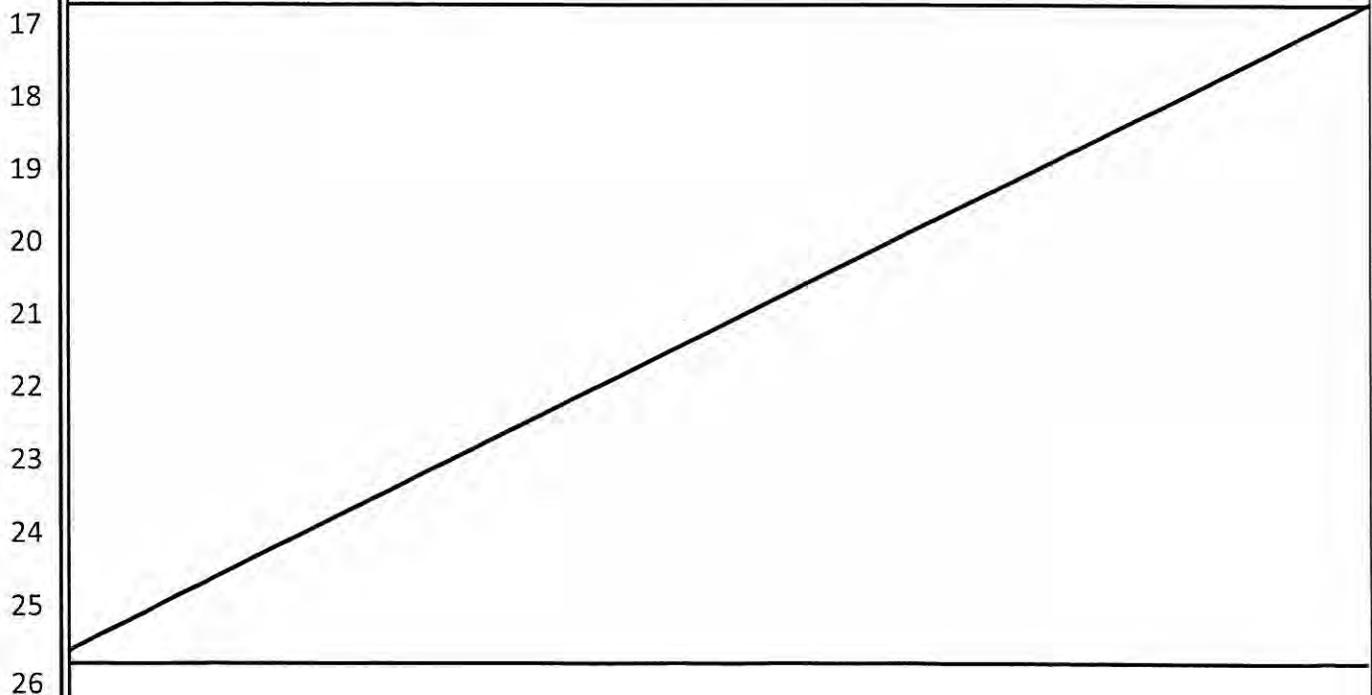
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further  
3           RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6           To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13           The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Los Angeles, State of  
16 California, Highway 07-LA-138 and described as follows:



**TITLE SHEET**  
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	138	KP 90.1

Project ID 0713000217

Legal descriptions for the parcels listed below are attached.

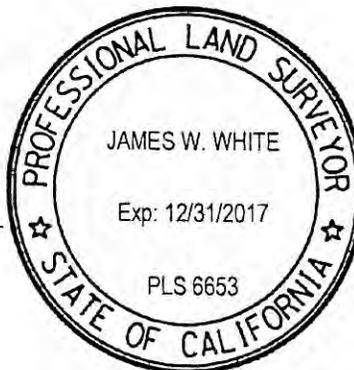
This document consists of a total of 2 pages. (including this title sheet)

Parcels in Legal Description: <Insert parcel numbers>					
76211-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature *James W. White*  
Professional Land Surveyor

Date 3/24/2016



RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76211-1:

For State Highway purposes, The Southerly 30.480 meters (100.00 feet) of the West half of the Southwest quarter of the Northeast quarter of Section 18, Township 5 North, Range 10 West, San Bernardino Meridian, in the County of Los Angeles, State of California, according to the official plat of said land.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

END OF DESCRIPTION

1 TRANSPORTATION COMMISSION  
2 RESOLUTION NO.

3 **C-21464**

4 CALIFORNIA TRANSPORTATION COMMISSION  
5 RESOLUTION OF NECESSITY  
6 TO ACQUIRE CERTAIN REAL PROPERTY  
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
8 HIGHWAY 07-LA-138-PM 67.6 PARCEL 76669-1  
9 OWNER: James D. McDonald, Jr. and Karen Ann McDonald

10 Resolved by the California Transportation Commission after  
11 notice (and hearing) pursuant to Code of Civil Procedure Section  
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State  
14 Highway purposes and is to be acquired by eminent domain pursuant  
15 to Streets and Highways Code Section 102; Code of Civil Procedure  
16 Section 1240.510 in that the property being acquired is for a  
17 compatible use; and Code of Civil Procedure Section 1240.610 in  
18 that the property is required for a more necessary public use;

19 The public interest and necessity require the proposed public  
20 project, namely a State highway;

21 The proposed project is planned and located in the manner that  
22 will be most compatible with the greatest public good and the least  
23 private injury;

24 The property sought to be acquired and described by this  
25 resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

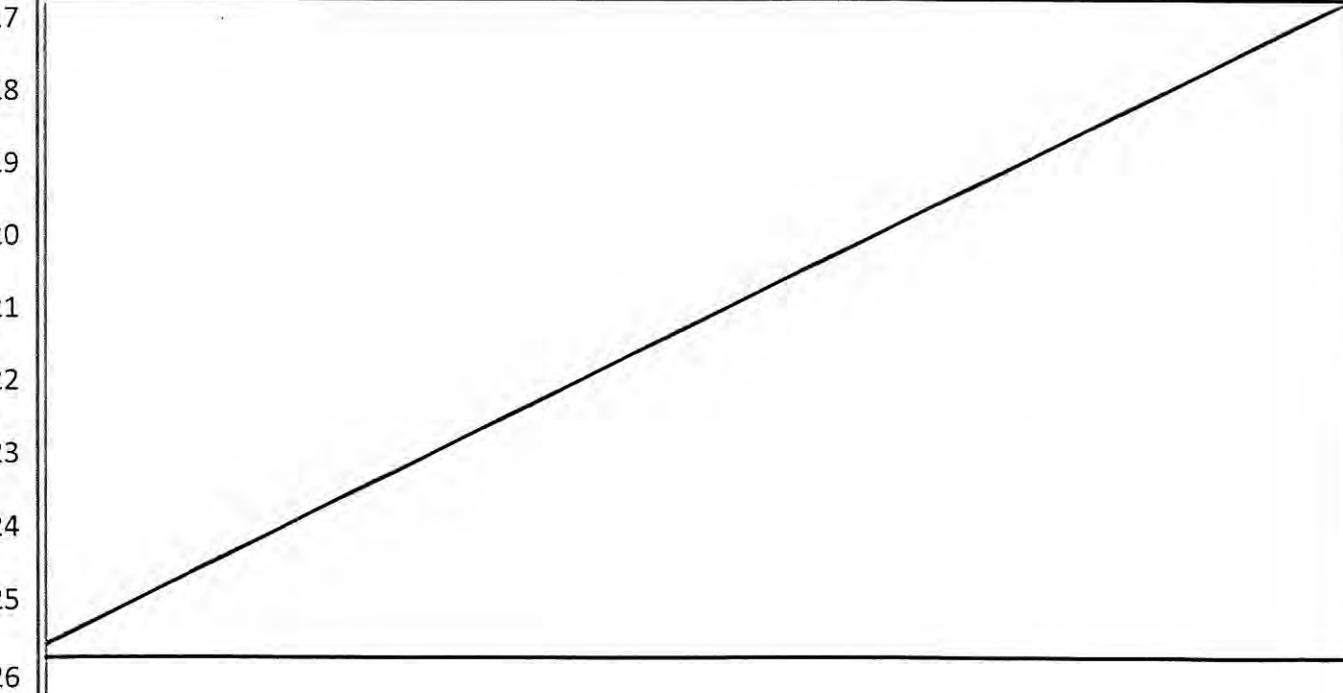
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further  
3           RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6           To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13           The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Los Angeles, State of  
16 California, Highway 07-LA-138 and described as follows:



**TITLE SHEET**  
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	138	PM 67.6

Project ID 0713000216

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages. (including this title sheet)

Parcels in Legal Description: <Insert parcel numbers>					
76669-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature *James W. White*  
Professional Land Surveyor

Date 3/24/2016



RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76669-1:

For State Highway purposes, that portion of land in the County of Los Angeles, State of California, conveyed in a deed recorded August 5, 1999 as Instrument No. 99-1469596, Official Records, in the Office of the Registrar-Recorder/County Clerk of said county, described as follows:

All that land lying Northerly of the South line of the Northerly 165.00 feet of the Northeast quarter of Section 25, Township 5 North, Range 9 West, San Bernardino Meridian, according to the Official plat of said land.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

END OF DESCRIPTION

1 TRANSPORTATION COMMISSION  
2 RESOLUTION NO.

3 **C-21465**

4 CALIFORNIA TRANSPORTATION COMMISSION  
5 RESOLUTION OF NECESSITY  
6 TO ACQUIRE CERTAIN REAL PROPERTY  
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
8 HIGHWAY 07-LA-138-KP 89.4 PARCEL 80523-1  
9 OWNER: Eric Sedman, et al.

10 Resolved by the California Transportation Commission after  
11 notice (and hearing) pursuant to Code of Civil Procedure Section  
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State  
14 Highway purposes and is to be acquired by eminent domain pursuant  
15 to Streets and Highways Code Section 102; Code of Civil Procedure  
16 Section 1240.510 in that the property being acquired is for a  
17 compatible use; and Code of Civil Procedure Section 1240.610 in  
18 that the property is required for a more necessary public use;

19 The public interest and necessity require the proposed public  
20 project, namely a State highway;

21 The proposed project is planned and located in the manner that  
22 will be most compatible with the greatest public good and the least  
23 private injury;

24 The property sought to be acquired and described by this  
25 resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

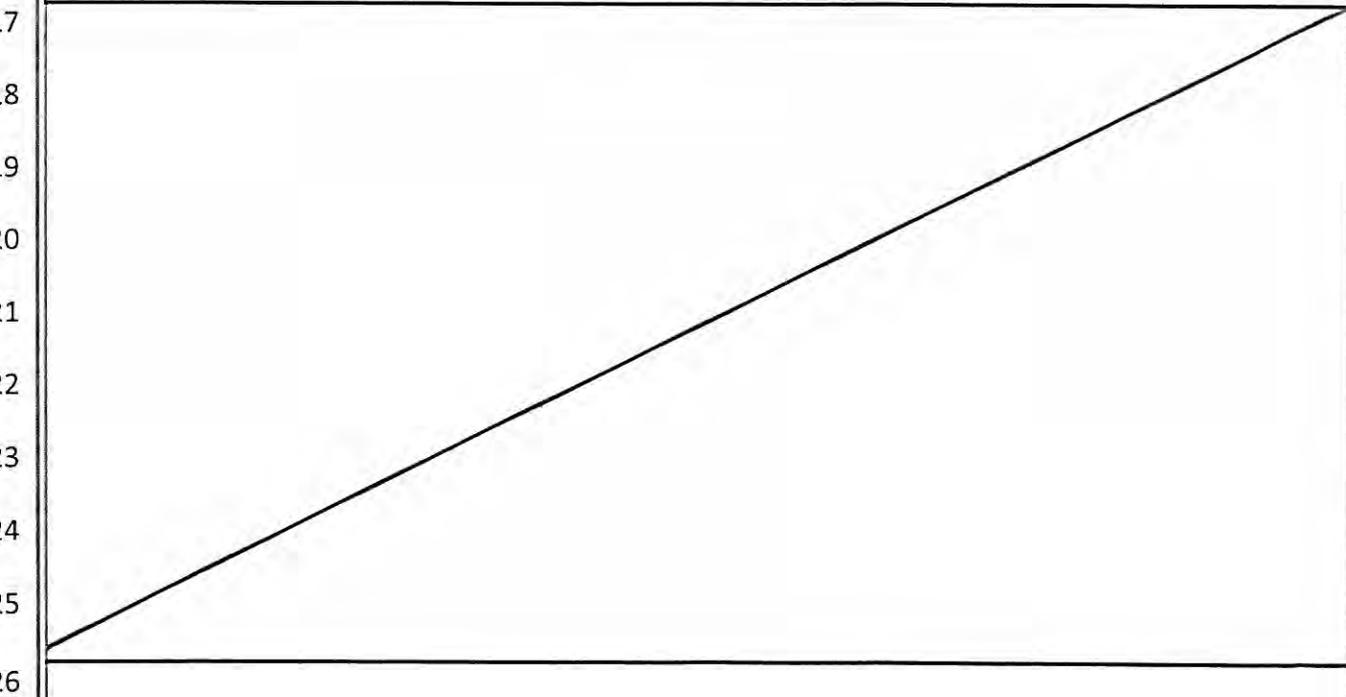
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further  
3           RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6           To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13           The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Los Angeles, State of  
16 California, Highway 07-LA-138 and described as follows:



**TITLE SHEET**  
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	138	KP 89.4

Project ID 0713000217

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages. (including this title sheet)

Parcels in Legal Description: <insert parcel numbers>				
80523-1				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act

Signature *James W. White*  
Professional Land Surveyor

Date 3/24/2016



**RESOLUTION OF NECESSITY DESCRIPTION**

**PARCEL 80523-1:**

For State Highway purposes, that portion of Lot 1, in the Southwest quarter of Section 18, Township 5 North, Range 10 West, San Bernardino Meridian, according to the Official plat of said land, in the County of Los Angeles, State of California, described as follows:

All that land lying Northerly of the South line of the Northerly 21.336 meters (70.00 feet) of the Southwest quarter of said Section 18.

EXCEPTING THEREFROM that portion of said land granted to the State of California, recorded August 16, 1968, as Instrument No. 426 in Book D-4102, page 272, Official Records.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

**END OF DESCRIPTION**

1 TRANSPORTATION COMMISSION  
2 RESOLUTION NO.

3 **C-21466**

4 CALIFORNIA TRANSPORTATION COMMISSION  
5 RESOLUTION OF NECESSITY  
6 TO ACQUIRE CERTAIN REAL PROPERTY  
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
8 HIGHWAY 07-LA-138-KP 89.4 PARCEL 80571-1  
9 OWNER: Ralph Felix, a single man

10 Resolved by the California Transportation Commission after  
11 notice (and hearing) pursuant to Code of Civil Procedure Section  
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State  
14 Highway purposes and is to be acquired by eminent domain pursuant  
15 to Streets and Highways Code Section 102; Code of Civil Procedure  
16 Section 1240.510 in that the property being acquired is for a  
17 compatible use; and Code of Civil Procedure Section 1240.610 in  
18 that the property is required for a more necessary public use;

19 The public interest and necessity require the proposed public  
20 project, namely a State highway;

21 The proposed project is planned and located in the manner that  
22 will be most compatible with the greatest public good and the least  
23 private injury;

24 The property sought to be acquired and described by this  
25 resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

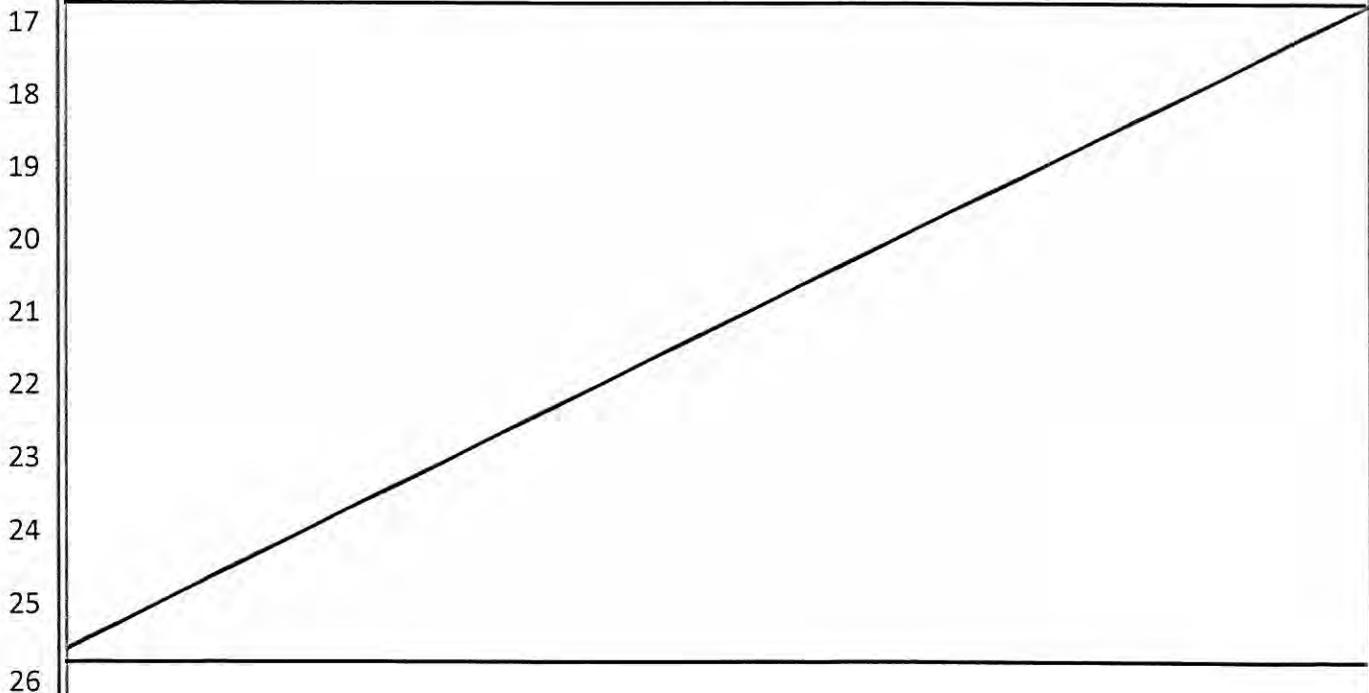
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further  
3           RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6           To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13           The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Los Angeles, State of  
16 California, Highway 07-LA-138 and described as follows:



**TITLE SHEET**  
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	138	KP 89.4

Project ID 0713000217

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 2 pages. (including this title sheet)

Parcels in Legal Description: <Insert parcel numbers>					
80571-1					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature *James W. White*  
Professional Land Surveyor

Date 3/7/2016



RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 80571-1:

For State Highway purposes, the most Southerly 4.572 meters (15.00 feet) of Lot 42 and the Southerly 4.572 meters (15.00 feet) of Lot 43, both of Tract No. 23397 as per map recorded in Book 641, pages 58 to 59, in the Office of the Registrar-Recorder/County Clerk of Los Angeles County, State of California.

END OF DESCRIPTION

1 TRANSPORTATION COMMISSION  
2 RESOLUTION NO.

3 **C-21467**

4 CALIFORNIA TRANSPORTATION COMMISSION  
5 RESOLUTION OF NECESSITY  
6 TO ACQUIRE CERTAIN REAL PROPERTY  
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
8 HIGHWAY 07-LA-138-KP 89.4 PARCEL 80575-1  
9 OWNER: Eric Sedman, et al.

10 Resolved by the California Transportation Commission after  
11 notice (and hearing) pursuant to Code of Civil Procedure Section  
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State  
14 Highway purposes and is to be acquired by eminent domain pursuant  
15 to Streets and Highways Code Section 102; Code of Civil Procedure  
16 Section 1240.510 in that the property being acquired is for a  
17 compatible use; and Code of Civil Procedure Section 1240.610 in  
18 that the property is required for a more necessary public use;

19 The public interest and necessity require the proposed public  
20 project, namely a State highway;

21 The proposed project is planned and located in the manner that  
22 will be most compatible with the greatest public good and the least  
23 private injury;

24 The property sought to be acquired and described by this  
25 resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

\_\_\_\_\_  
Attorney, Department of Transportation

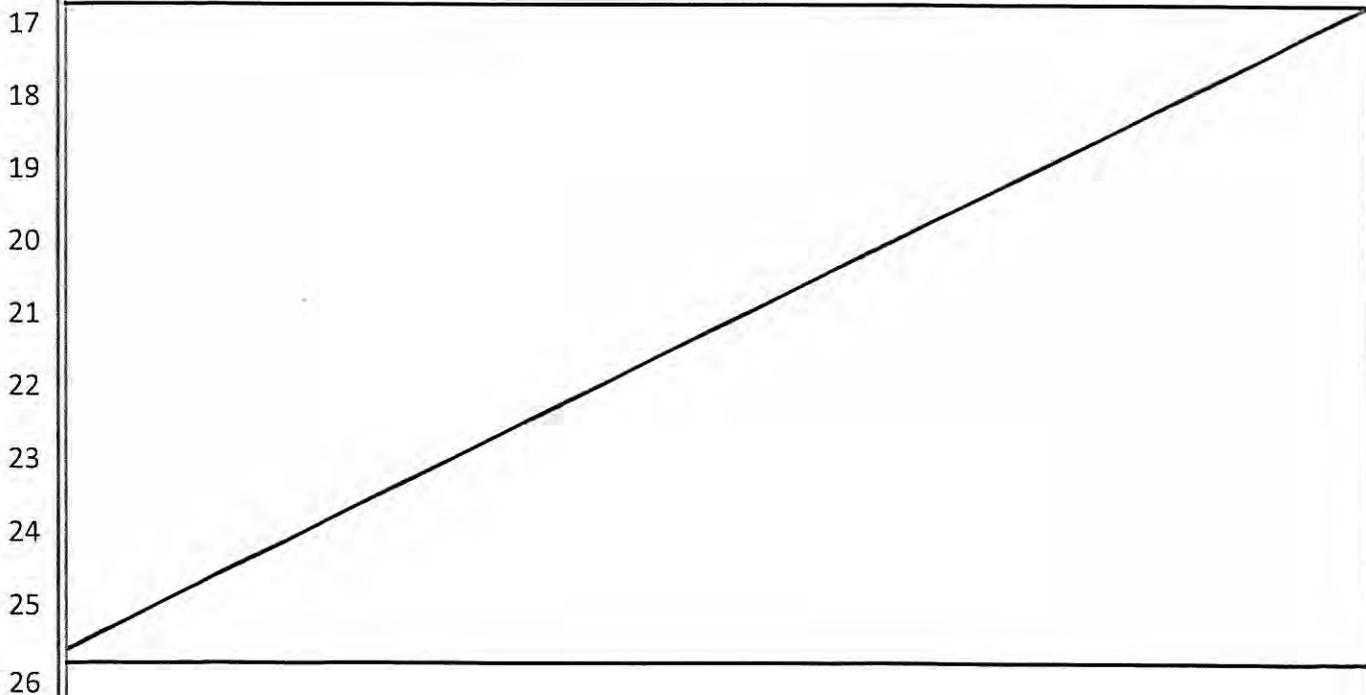
\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further

3           RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6           To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13           The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Los Angeles, State of  
16 California, Highway 07-LA-138 and described as follows:



**TITLE SHEET**  
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	138	KP 89.4

Project ID 0713000217

Legal descriptions for the parcels listed below are attached.

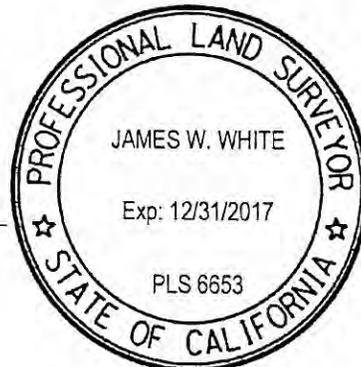
This document consists of 2 pages. (including this title sheet)

Parcels in Legal Description: ~ insert parcel numbers ~				
80575-1				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature *James W. White*  
Professional Land Surveyor

Date 3/7/2016



**RESOLUTION OF NECESSITY DESCRIPTION**

**PARCEL 80575-1:**

For State Highway purposes, that portion of Lot 2, in the Southwest quarter of Section 18, Township 5 North, Range 10 West, San Bernardino Meridian, according to the Official plat of said land, in the County of Los Angeles, State of California, described as follows:

All that land lying Northerly of the South line of the Northerly 21.336 meters (70.00 feet) of the Southwest quarter of said Section 18.

EXCEPTING THEREFROM that portion of said land granted to the State of California, Department of Transportation by deed recorded July 29, 2011, as Instrument No. 20111020409.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

**END OF DESCRIPTION**

1 TRANSPORTATION COMMISSION  
2 RESOLUTION NO.

3 **C-21468**

4 CALIFORNIA TRANSPORTATION COMMISSION  
5 RESOLUTION OF NECESSITY  
6 TO ACQUIRE CERTAIN REAL PROPERTY  
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
8 HIGHWAY 08-SBd-58-PM R5.78 PARCEL 23492-1, 2  
9 OWNER: Southern California Public Power Authority

10 Resolved by the California Transportation Commission after  
11 notice (and hearing) pursuant to Code of Civil Procedure Section  
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State  
14 Highway purposes and is to be acquired by eminent domain pursuant  
15 to Streets and Highways Code Section 102; and Code of Civil  
16 Procedure Section 1240.350 in that the property is necessary to  
17 provide access or utility service to other property; and Code of  
18 Civil Procedure Section 1240.510 in that the property being  
19 acquired is for a compatible use;

20 The public interest and necessity require the proposed public  
21 project, namely a State highway;

22 The proposed project is planned and located in the manner that  
23 will be most compatible with the greatest public good and the least  
24 private injury;

25 The property sought to be acquired and described by this  
26 resolution is necessary for the public project;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

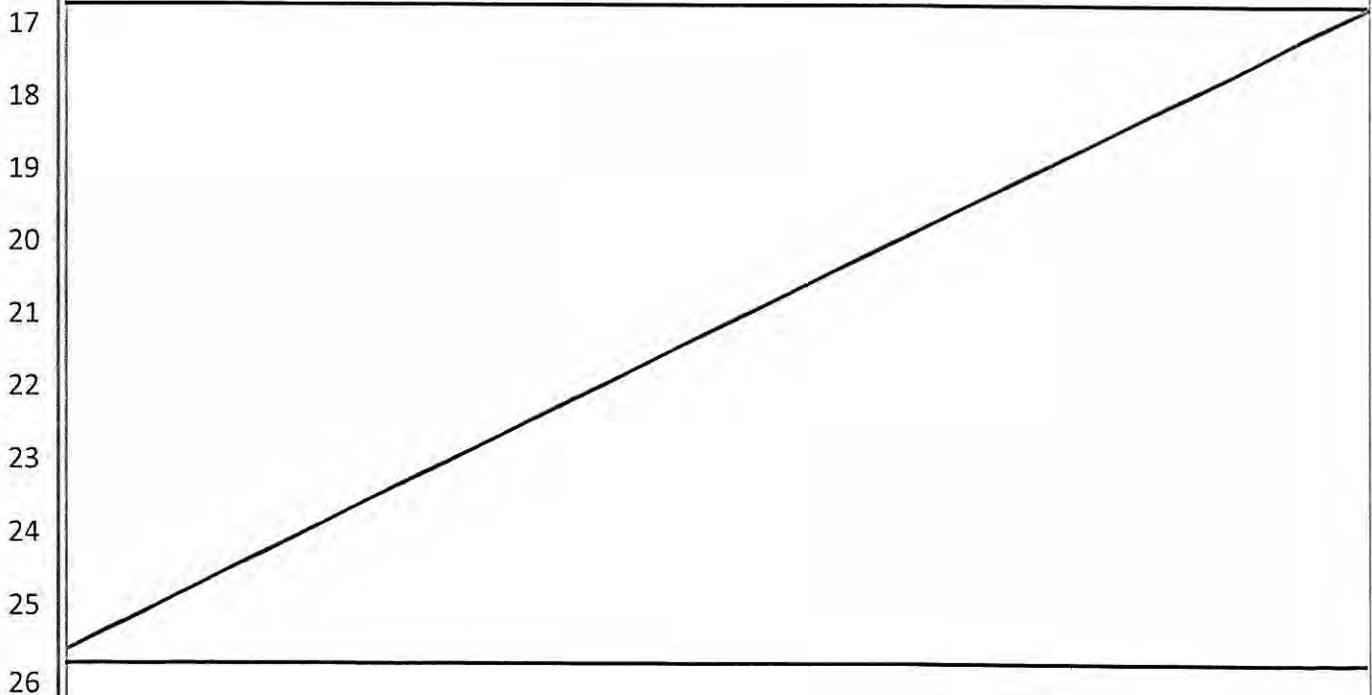
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1           The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further  
3           RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6           To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13           The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of San Bernardino, State of  
16 California, Highway 08-SBd-58 and described as follows:



**TITLE SHEET**  
(Resolution of Necessity Description)

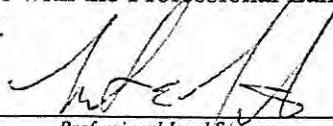
District	County	Route	Postmile
08	SBD	58	R5.78

Project ID 0800000616

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 3 pages.

Parcels in Legal Description:					
23492-1					
23492-2					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors Act.

Signature   
Professional Land Surveyor

Date 3/28/2016



## LEGAL DESCRIPTION

### PARCEL 23492-1

For freeway purposes those portions of Parcel 2 of Parcel Map No. 10097, County of San Bernardino, State of California, as recorded in Book 118, pages 61 and 62 of Parcel Maps, in the Office of the County Recorder of said county, lying within those certain parcels of land described in deeds to Southern California Public Power Authority, recorded as Document Numbers 1994-372279, recorded September 7, 1994 and 1995-0413324, recorded December 1, 1995, Official Records of said county, included within a strip of land, 399.92 feet wide, lying 199.96 feet on each side of the following described line:

**BEGINNING** at a point on the East line of Narcissa Road (40 feet wide) as shown on said Parcel Map, said point being distant South  $0^{\circ}46'56''$  East 741.32 feet from the northeast corner of Section 5, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN; thence North  $90^{\circ}00'00''$  West 5,316.12 to a point on the West line of said Section 5, last said point being distant South  $1^{\circ}50'39''$  East 761.94 feet from the northwest corner of said section.

Lands abutting said freeway shall have no right or easement of access thereto.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

## LEGAL DESCRIPTION

### PARCEL 23492-2

A non-exclusive easement for ingress and egress purposes and incidents thereto, to be conveyed to the State, its successors and assigns, over and across that portion of Parcel 2 of Parcel Map No. 10097, County of San Bernardino, State of California, as recorded in Book 118, pages 61 and 62 of Parcel Maps, in the Office of the County Recorder of said county, lying within those certain parcels of land described in deeds to Southern California Public Power Authority, recorded as Document Numbers 1994-372279, recorded September 7, 1994 and 1995-0413324, recorded December 1, 1995, Official Records of said county, described as follows:

The southerly 23.00 feet of said Parcel as measure at right angles from the south line of said Parcel.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21469**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 09-Iny-395-PM 117.3 PARCEL 4066-1, 2, 3  
OWNER: Kathleen L. Muller  
LESSEE: Astorga's Mexican Restaurant

Resolved by the California Transportation Commission after notice (and hearing) pursuant to Code of Civil Procedure Section 1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Southern California Edison Company for utility purposes;

The public interest and necessity require the proposed public project, namely a State highway;

The proposed project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury;

The property sought to be acquired and described by this resolution is necessary for the public project;

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

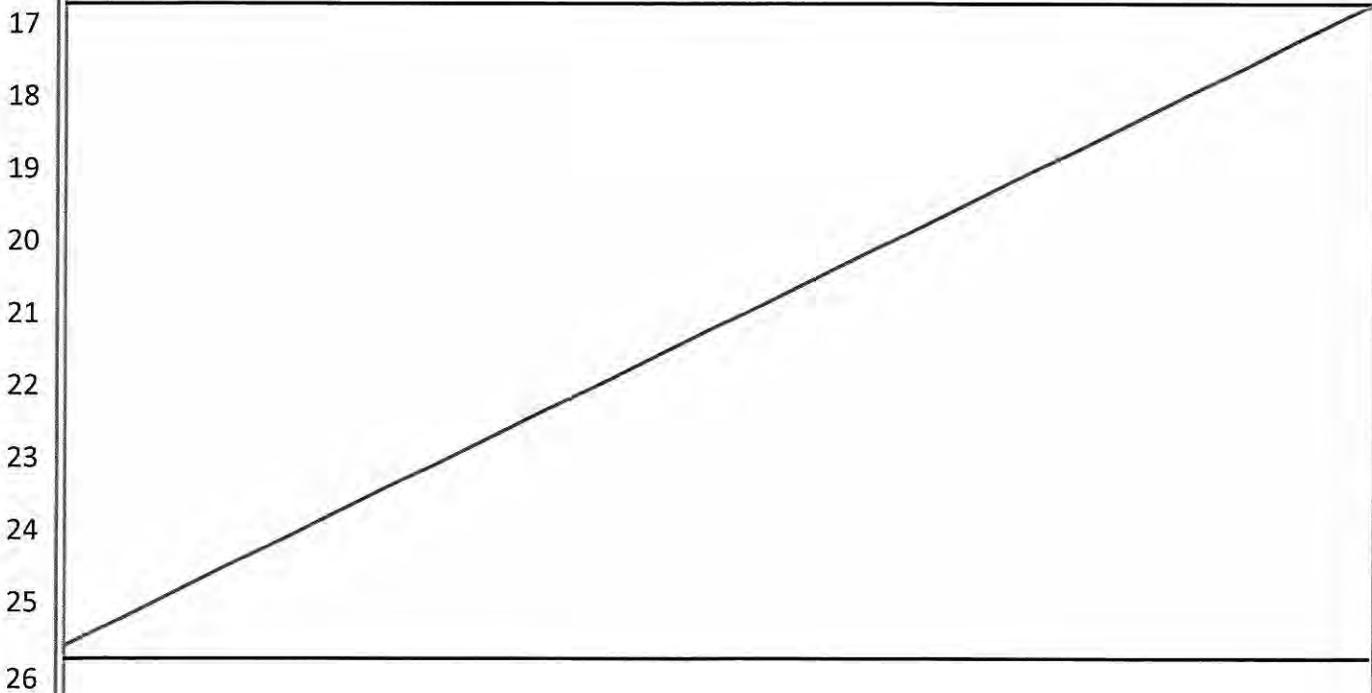
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1 The offer required by Section 7267.2 of the Government Code  
2 has been made to the owner or owners of record; and be it further  
3 RESOLVED by this Commission that the Department of  
4 Transportation be and said Department is hereby authorized and  
5 empowered;

6 To acquire, in the name of the People of the State of  
7 California, in fee simple absolute, unless a lesser estate is  
8 hereinafter expressly described, the said hereinafter described  
9 real property, or interests in real property, by condemnation  
10 proceeding or proceedings in accordance with the provisions of the  
11 Streets and Highways Code, Code of Civil Procedure and of the  
12 Constitution of California relating to eminent domain;

13 The real property or interests in real property, which the  
14 Department of Transportation is by this resolution authorized to  
15 acquire, is situated in the County of Inyo, State of California,  
16 Highway 09-Iny-395 and described as follows:



**TITLE SHEET**  
(Resolution of Necessity Description)

District	County	Route	Postmile
09	INY	395	117.3

Project ID 09 1200 0054

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 3 pages.

Parcels in Legal Description: <Insert parcel numbers>					
4066-1					
4066-2					
4066-3					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature   
Professional Land Surveyor

Date 4/18/16



Parcel 4066-1 Fee

For State highway purposes, that portion of the northeast 1/4 of the northwest 1/4 of Section 1, Township 7 South, Range 32 East, Mount Diablo Meridian, in the County of Inyo, State of California, more particularly described as:

COMMENCING at a point marked for the 1/4 corner of sections 1 and 36, of Townships 6 and 7 South, Ranges 36 East, monumented with a brass cap set in concrete, in a monument well, marked "County Surveyor 1/4 S36 S1 1973 LS 3462", from which a second brass cap set in concrete, in a monument well, marked "County Surveyor 1/4 1 12 1972 LS 3463" bears S 0°17'37" E, 5285.30 feet distant, the north-south centerline of Section 1; thence S 0°17'37" E, 39.88 feet to the southerly right of way of 09-INY-395, per Official Record 35-404, recorded January 29, 1936, Inyo County Recorder's Office, Independence CA; thence, along said southerly right of way line S 89°24'59" W, 16.00 feet, to the westerly line of a road easement per Book 64, at Page 401 of Official Records recorded on July 1, 1946 in said county, and the Point of Beginning; THENCE (1) along the westerly line of said road easement, S 0°17'37" E, 19.18 feet; THENCE (2) N 38°11'37" W, 9.44 feet; THENCE (3) N 66°46'24" W, 16.60 feet to a point which is 5 feet distant from said southerly right of way line; THENCE (4) parallel with and 5.0 feet distant from said southerly right of way line, S 89°24'59" W, 55.96 feet; THENCE (5) N 00°17'37" W, 5.0 feet to said southerly right of way line; THENCE (6) along said southerly right of way, N 89°24'59" E, 76.98 feet to the Point of Beginning.

Parcel 4066-2 TCE

A temporary easement for construction of State highway facilities and appurtenances thereto, within that portion of the northeast 1/4 of the northwest 1/4 of Section 1, Township 7 South, Range 32 East, Mount Diablo Meridian, in the County of Inyo, State of California, more particularly described as:

COMMENCING at a point marked for the 1/4 corner of sections 1 and 36, of Townships 6 and 7 South, Ranges 36 East, monumented with a brass cap set in concrete, in a monument well, marked "County Surveyor 1/4 S36 S1 1973 LS 3462", from which a second brass cap set in concrete, in a monument well, marked "County Surveyor 1/4 1 12 1972 LS 3463" bears

S 0°17'37" E, 5285.30 feet distant, the north-south centerline of Section 1; thence S 0°17'37" E, 39.88 feet to the southerly right of way of 09-INY-395, per Official Record 35-404, recorded January 29, 1936, Inyo County Recorder's Office, Independence CA; thence, along said southerly right of way line S 89°24'59" W, 16.00 feet, to the westerly line of a road easement per Book 64, at Page 401 of Official Records recorded on July 1, 1946 in said county; thence, along said road easement S 0°17'37" E 19.18 feet to the Point of Beginning; THENCE (1) continuing along the westerly line of said road easement, S 0°17'37" E, 38.72 feet; THENCE (2) S 89°42'23" W, 7.99 feet; THENCE (3) N 0°17'37" W, 30.59 feet to the beginning of a curve, concave southwest, with a radius of 13.5 feet; THENCE (4) along said curve through an angle of 90°17'24" for a distance of 21.27 feet; THENCE (5) S 89°24'59" W, 9.13 feet; THENCE (6) N 0°17'37" W, 7.29 feet; THENCE (7) N 89°51'43" W, 51.29 feet along the edge of a building; THENCE (8) N 0°17'37" W, 5.79 feet to said southerly right of way; THENCE (9) along said southerly right of way, N 89°24'59" E, 5.00 feet to the northwest corner of Parcel 4066-1, hereinbefore described; THENCE (10) coincident with and along courses 5, 4, 3, and 2 of Parcel 4066-1 hereinabove described to the Point of Beginning.

Rights to the above described temporary easement shall cease and terminate on September 01, 2018. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

#### Parcel 4066-3 Easement

An aerial utility easement for power lines across that portion of the northeast 1/4 of the northwest 1/4 of Section 1, Township 7 South, Range 32 East, Mount Diablo Meridian, in the County of Inyo, State of California, more particularly described as:

COMMENCING at a point marked for the 1/4 corner of sections 1 and 36, of Townships 6 and 7 South, Ranges 36 East, monumented with a brass cap set in concrete, in a monument well, marked "County Surveyor 1/4 S36 S1 1973 LS 3462", from which a second brass cap set in concrete, in a monument well, marked "County Surveyor 1/4 1 12 1972 LS 3463" bears S 0°17'37" E, 5285.30 feet distant, the north-south centerline of Section 1; thence S 0°17'37" E, 39.88 feet to the southerly right of way of 09-INY-395, per Official Record 35-404, recorded January 29, 1936, Inyo County Recorder's Office, Independence CA, and Point of Beginning;

THENCE (1) continuing along said section line, S 0°17'37" E., 8.63 feet; THENCE (2) N 88°19'09" W, 167.86 feet to the land conveyed to Douglas Robinson and wife by deed recorded December 20, 1935 in Book 35 Page 305 of Official Records of said county; THENCE (3) northerly along the east line of the lands so conveyed, 2.00 feet to said southerly right of way line; THENCE (4) along said southerly right of way line, N 89°25'59" E, 167.76 feet to the Point of Beginning.

The basis of all bearings herein is the California Coordinate System 1983 (1991.35), Zone 4. Distances are GRID distances on said coordinate system. To convert to ground distances, divide by the combined grid factor of 0.9998204.

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21470**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 11-SD-5-PM 39.6 PARCEL 33486-1, 2, 3, 4  
OWNER: Collwood Pines Apartments, L.P., a California limited  
partnership

Resolved by the California Transportation Commission after  
notice (and hearing) pursuant to Code of Civil Procedure Section  
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State  
Highway purposes and is to be acquired by eminent domain pursuant  
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public  
project, namely a State highway;

The proposed project is planned and located in the manner that  
will be most compatible with the greatest public good and the least  
private injury;

The property sought to be acquired and described by this  
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code  
has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of  
Transportation be and said Department is hereby authorized and  
empowered;

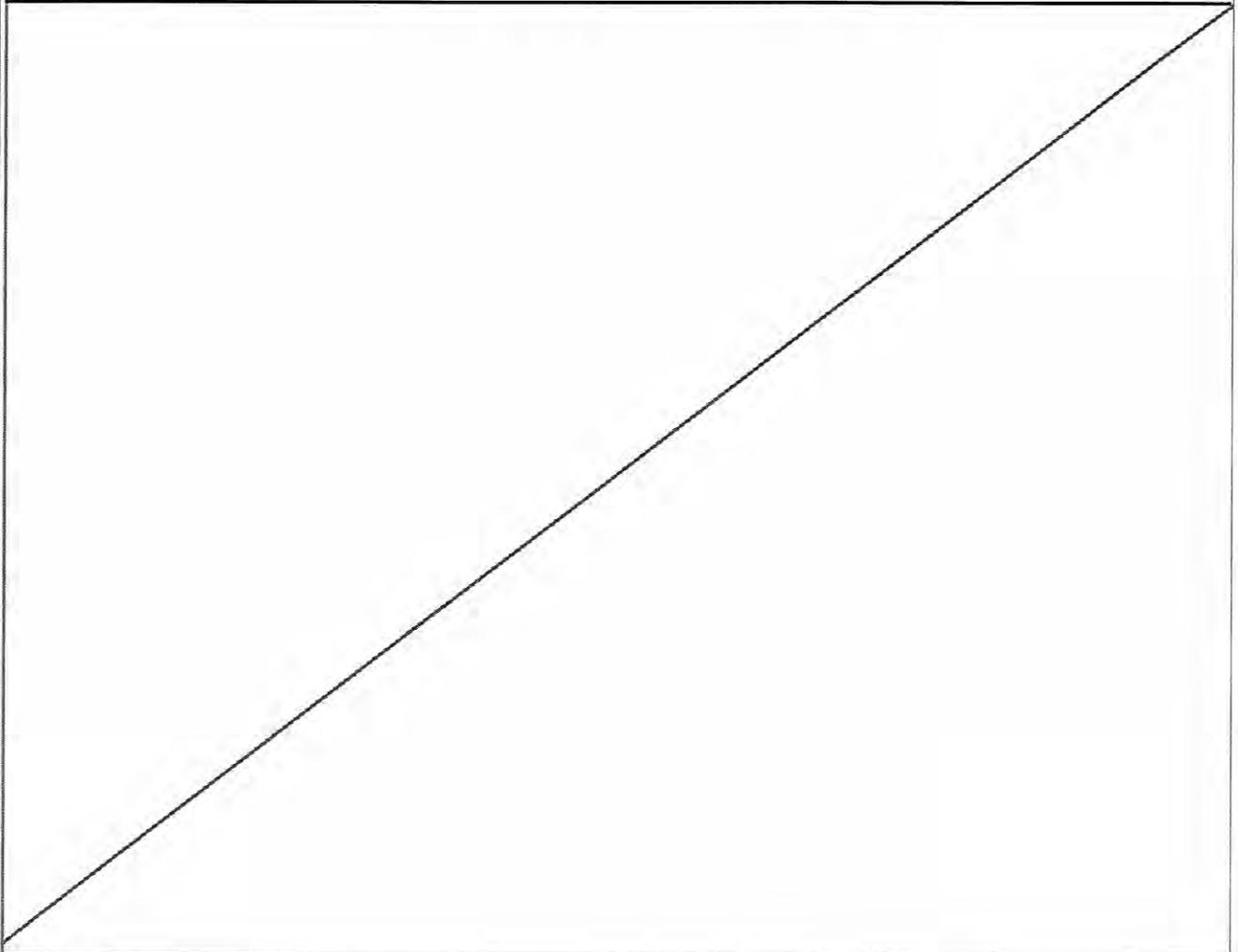
**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

1 To acquire, in the name of the People of the State of  
2 California, in fee simple absolute, unless a lesser estate is  
3 hereinafter expressly described, the said hereinafter described  
4 real property, or interests in real property, by condemnation  
5 proceeding or proceedings in accordance with the provisions of the  
6 Streets and Highways Code, Code of Civil Procedure and of the  
7 Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the  
9 Department of Transportation is by this resolution authorized to  
10 acquire, is situated in the County of San Diego, State of  
11 California, Highway 11-SD-5 and described as follows:

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**RESOLUTION of NECESSITY**  
*Title Sheet*

District	County	Route	Postmile
11	SD	5	39.6

Project E.A. 2T1729

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 3 pages.

Parcels in Legal Description: <Insert parcel numbers>				
33486-1,2,3,4				

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature *Michael A. Hank*  
Professional Land Surveyor

Date February 19, 2016



PARCEL 33486-1

For State highway purposes that portion of Lot 5 of County of San Diego Tract No. 4503-2, in the City of Encinitas, County of San Diego, State of California, according to Map thereof No. 11485, filed in the Office of the County Recorder of San Diego County, April 11, 1986, described as follows:

Beginning at a point on the Westerly right of way of Interstate 5 at the Northerly terminus of a course shown as "N.07°42'49"W., 1508.09 feet" on sheet 26 of Miscellaneous Survey 611 on file in the Office of the County Surveyor of said San Diego County; thence (1) along said right of way S.07°42'29"E., 18.15 feet; thence (2) leaving said right of way N.16°24'44"W., 55.93 feet to said Westerly right of way; thence (3) ) along said right of way S.20°33'01"E., 38.08 feet to the point of beginning.

Excepting therefrom all minerals, oils and gas as conveyed to O.K. Campbell and Mary Alice Campbell, husband and wife as joint tenants, by deed recorded February 9, 1946 in Book 2050, Page 98 of Official Records of said San Diego County.

Lands abutting said State highway shall have no right or easement of access thereto.

PARCEL 33486-2

For State highway purposes an easement for drainage purposes in and to that portion of Lot 5 of County of San Diego Tract No. 4503-2, in the City of Encinitas, County of San Diego, State of California, according to Map thereof No. 11485, filed in the Office of the County Recorder of San Diego County, April 11, 1986, described as follows:

Beginning at a point on the Westerly right of way of Interstate 5 at the Northerly terminus of a course shown as "N.26°19'14"W., 313.51 feet" on sheet 26 of Miscellaneous Survey 611 on file in the Office of the County Surveyor of said San Diego County (rec N.26°19'14"W., 313.78 feet per Map No. 11485) being also a point on the Northerly boundary of said Map No. 11485; thence (1) along said Northerly boundary S.89°46'17"W., 27.37 feet; thence (2) leaving said Northerly boundary S.19°45'50"E., 60.30 feet; thence (3) S.25°52'51"E., 86.05 feet to the Easterly sideline of that private street shown as Carol View Drive on said Map No. 11485; thence (4) along said sideline from a tangent which bears S.50°07'56"E., along a curve to the right, having a radius of 215.00 feet, through a central angle of 23°47'53", an arc distance of 89.30 feet; thence (5) leaving said sideline radial to said curve N.63°39'57"E., 13.88 to said Westerly right of way of Interstate 5; thence (6) along said right of way N.26°20'02"W., 220.67 feet to the point of beginning.

PARCEL 33486-3

For State highway purposes a temporary easement for construction purposes in and to that portion of Lots 4 and 5 of County of San Diego Tract No. 4503-2, in the City of Encinitas, County of San Diego, State of California, according to Map thereof No. 11485, filed in the Office of the County Recorder of San Diego County, April 11, 1986, described as follows:

Commencing at a point on the Westerly right of way of Interstate 5 at the Northerly terminus of a course shown as "N.07°42'49"W., 1508.09 feet" on sheet 26 of Miscellaneous Survey 611 on file in the Office of the County Surveyor of said San Diego County; thence (1) along said right of way S.07°42'29"E., 18.15 feet to the TRUE POINT of BEGINNING; thence (2) leaving said right of way N.16°24'44"W., 55.93 feet to said Westerly right of way; thence (3) along said right of way N.20°33'01"W., 202.80 feet; thence (4) continuing along said right of way N.45°46'09"W., 60.11 feet; thence (5) leaving said right of way S.20°44'15"E., 271.54 feet; thence (6) S.14°47'06"E., 238.46 feet to said Westerly right of way; thence (7) along said right of way N.07°42'29"W., 200.85 feet to the TRUE POINT of BEGINNING.

Rights to the above described temporary easement shall cease and terminate on December 31, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

#### PARCEL 33486-4

For State highway purposes a temporary easement for construction purposes in and to that portion of Lot 5 of County of San Diego Tract No. 4503-2, in the City of Encinitas, County of San Diego, State of California, according to Map thereof No. 11485, filed in the Office of the County Recorder of San Diego County, April 11, 1986, described as follows:

Beginning at a point on the Westerly right of way of Interstate 5 at the Northerly terminus of a course shown as "N.26°19'14"W., 313.51 feet" on sheet 26 of Miscellaneous Survey 611 on file in the Office of the County Surveyor of said San Diego County (rec. N.26°19'14"W., 313.78 feet per Map No. 11485) being also a point on the Northerly boundary of said Map No. 11485; thence (1) along said Northerly boundary S.89°46'17"W., 27.37 feet; thence (2) leaving said Northerly boundary S.19°45'50"E., 60.30 feet; thence (3) S.25°52'51"E., 86.05 feet to the Easterly sideline of that private street shown as Carol View Drive on said Map No. 11485; thence (4) along said sideline from a tangent which bears S.50°07'56"E., along a curve to the right, having a radius of 215.00 feet, through a central angle of 23°47'53", an arc distance of 89.30 feet; thence (5) continuing along said sideline S.26°20'03"E., 88.57 feet to a tangent curve to the left; thence (6) along said sideline and said curve having a radius of 188.00 feet, through a central angle of 19°27'11", an arc distance of 63.83 feet; thence (7) leaving said sideline N.44°12'43"E., 22.29 feet to said Westerly right of way of Interstate 5; thence (8) along said right of way N.45°46'09"W., 53.70 feet; thence (9) N26°20'02"W., 313.78 feet to the point of beginning.

Rights to the above described temporary easement shall cease and terminate on December 31, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Bearings and distances used in the above descriptions are based on the California Coordinate System of 1983, Zone 6, HPGN Epoch 1991.35. Multiply all distances by 1.0000370 to obtain ground level distances.

TRANSPORTATION COMMISSION  
RESOLUTION NO.

**C-21471**

CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION OF NECESSITY  
TO ACQUIRE CERTAIN REAL PROPERTY  
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN  
HIGHWAY 11-SD-5-PM 39.6 PARCEL 33487-1, 2  
OWNER: Thrifty Oil Co., a California corporation

Resolved by the California Transportation Commission after  
notice (and hearing) pursuant to Code of Civil Procedure Section  
1245.235 that it finds and determines and hereby declares that:

The hereinafter described real property is necessary for State  
Highway purposes and is to be acquired by eminent domain pursuant  
to Streets and Highways Code Section 102;

The public interest and necessity require the proposed public  
project, namely a State highway;

The proposed project is planned and located in the manner that  
will be most compatible with the greatest public good and the least  
private injury;

The property sought to be acquired and described by this  
resolution is necessary for the public project;

The offer required by Section 7267.2 of the Government Code  
has been made to the owner or owners of record; and be it further

RESOLVED by this Commission that the Department of  
Transportation be and said Department is hereby authorized and  
empowered;

**APPROVED AS TO FORM AND PROCEDURE**

**APPROVAL RECOMMENDED**

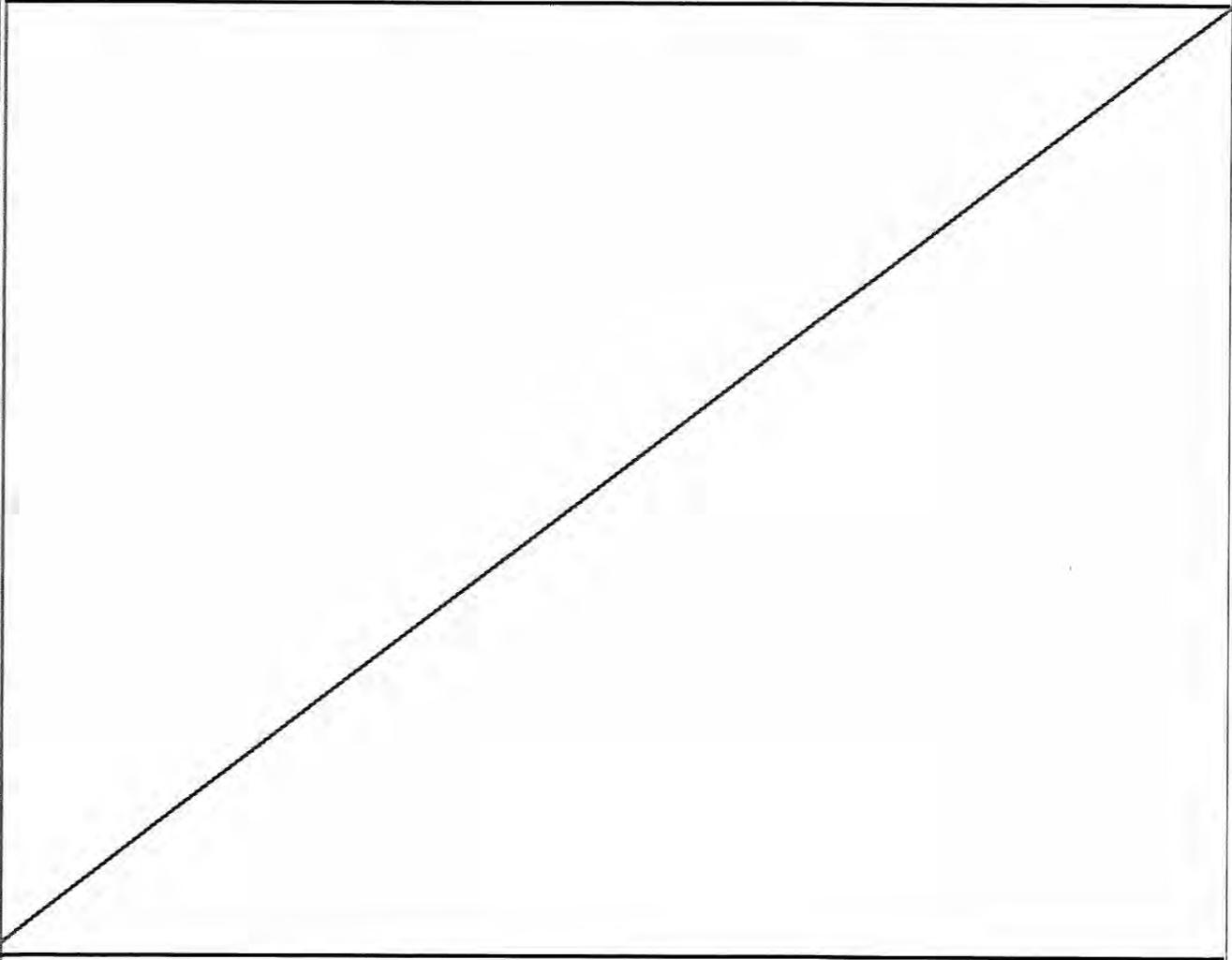
\_\_\_\_\_  
Attorney, Department of Transportation

\_\_\_\_\_  
DIVISION OF RIGHT OF WAY

1 To acquire, in the name of the People of the State of  
2 California, in fee simple absolute, unless a lesser estate is  
3 hereinafter expressly described, the said hereinafter described  
4 real property, or interests in real property, by condemnation  
5 proceeding or proceedings in accordance with the provisions of the  
6 Streets and Highways Code, Code of Civil Procedure and of the  
7 Constitution of California relating to eminent domain;

8 The real property or interests in real property, which the  
9 Department of Transportation is by this resolution authorized to  
10 acquire, is situated in the County of San Diego, State of  
11 California, Highway 11-SD-5 and described as follows:

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**RESOLUTION of NECESSITY**  
*Title Sheet*

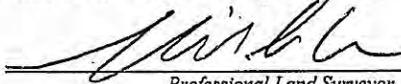
District	County	Route	Postmile
11	SD	5	39.6

Project E.A. 2T1729

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 3 pages.

Parcels in Legal Description: <Insert parcel numbers>					
33487-1,2					

The attached real property description has been prepared by me, or under my direction, in conformance with the Professional Land Surveyors' Act.

Signature   
Professional Land Surveyor

Date 3-22-16



PARCEL 33487-1

For State highway purposes an easement for drainage purposes in and to all those portions of Lot A and Lot B of Block 1, and a portion of Lot S of Block 2, together with a portion of Birmingham Drive as vacated by Resolution No. 93 of the Board of Supervisors and dated January 17, 1967, on file in the office of the Clerk of the Board of Supervisors, all as shown on Map of Cardiff Acres No. 1680, filed in the office of the County Recorder, December 9, 1915, in the County of San Diego, State of California described as follows:

Commencing at the Northeasterly corner of land described in deed to Thrifty Oil Co., a California corporation recorded October 24, 1986 as document No. 86-483081 of official records of San Diego County, being also a point on the Westerly right of way of Interstate 5 at the Northerly terminus of that course shown as " N.26°19'14"W. 197.86' " on sheet 27 of M.S. 611 on file in the office of the County Surveyor of said San Diego County; thence (1) along said Westerly right of way S.26°20'02"E., 65.46 feet to the True Point of Beginning; thence (2) continuing along said right of way S.26°20'02"E., 131.87 feet to the Northerly boundary of Map No. 11485 on file in the office of the County Recorder of San Diego County; thence (3) along said Northerly boundary S.89°46'17"W., 27.37 feet; thence (4) leaving said Northerly boundary N.19°45'50"W., 120.62 feet; thence (5) N.63°40'04"E., 10.78 feet to the True Point of Beginning.

PARCEL 33487-2

For State highway purposes a temporary easement for construction purposes in and to all those portions of Lot A and Lot B of Block 1, and a portion of Lot S of Block 2, together with a portion of Birmingham Drive as vacated by Resolution No. 93 of the Board of Supervisors and dated January 17, 1967, on file in the office of the Clerk of the Board of Supervisors, all as shown on Map of Cardiff Acres No. 1680, filed in the office of the County Recorder, December 9, 1915, in the County of San Diego, State of California described as follows:

Beginning at the Northeasterly corner of land described in deed to Thrifty Oil Co., a California corporation recorded October 24, 1986 as document No. 86-483081 of official records of San Diego County, being also a point on the Westerly right of way of Interstate 5 at the Northerly terminus of that course shown as " N.26°19'14"W. 197.86' " on sheet 27 of M.S. 611 on file in the office of the County Surveyor of said San Diego County; thence (1) along said Westerly right of way S.26°20'02"E., 197.33 feet to the Northerly boundary of Map No. 11485 on file in the office of the County Recorder of San Diego County; thence (2) along said Northerly boundary S.89°46'17"W., 27.37 feet; thence (3) leaving said Northerly boundary N.19°45'50"W., 50.10 feet; thence (4) N.30°55'08"W., 80.43 feet; thence (5) N.58°59'52"W., 108.86 feet to the Northerly boundary of said land described in deed to Thrifty Oil Co., a California corporation; thence (6) along last said Northerly boundary N.87°01'43"E., 91.53 feet to the point of beginning.

Rights to the above described temporary easement shall cease and terminate on December 31, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Bearings and distances used in the above descriptions are based on the California Coordinate System of 1983, Zone 6, HPGN Epoch 1991.35. Multiply all distances by 1.0000370 to obtain ground level distances.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No: 2.4d.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Jennifer S. Lowden, Chief  
Division of Right of Way  
and Land Surveys

Subject: **DIRECTOR'S DEEDS**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) authorize the execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds included in this item involve an estimated current value of \$16,304,474. The State will receive a return of \$18,895,724 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

## **ISSUE:**

<b><u>01</u></b> -01-Men-101-MIT Disposal Unit #DE 12167-3 & DE 12167-4 Convey to: John and Charlene Ford, Trustees Direct conveyance of easements pursuant to Right of Way Contract dated 12-02-2010 and Right of Way Contract Amendment dated 03-17-2016.	Mendocino County 0.45 acre \$2,200 (Appraisal \$2,200)
<b><u>02</u></b> -03-Sut-99 PM R20.18 Disposal Unit #DD 029116-02-01 Convey to: Gurjit S. Gosal & Amardeep K. Gosal Public sale. Selling price represents the highest bid received at auction. There were two bidders.	Yuba City 9.46 acres \$150,000 (Appraisal \$61,000)
<b><u>03</u></b> -04-Ala-238 PM 12.9x Disposal Unit #DD 032698-01-01 Convey to: Pacific West Communities, Hayward Townhomes, LP Change in vesting. This sale was originally approved at the May 2014 Commission meeting. This deed conveyance will change the vesting to the name of an affiliate company.	Hayward 10.9 acres \$0.00 (Appraisal N/A)

**04-04-Ala-238** PM 10.8  
Disposal Unit #DD 042473-01-01  
Convey to: Joseph Bernardini and Danielle Bernardini  
Hayward  
0.17 acre  
\$440,000 (Public sale estimate  
\$295,000)

Public sale. Selling price represents the highest bid received at the first public auction. There were five bidders.

**05-04-Ala-580** KP 74.3  
Disposal Unit #DD 056359-01-01  
Convey to: II RAM 680/I-40 WEST,  
AMARILLO, TX LTD  
Oakland  
1.066 acres  
\$3,010,000 (Public sale estimate  
\$1,393,000)

Public sale. Selling price represents the highest bid received at the public sale. There were four active bidders.

**06-04-Ala-880** PM 33.6  
Disposal Unit #DD 050132-01-01  
Convey to: PRESCOTT NEIGHBORHOOD  
PARTNERS, LLC  
Oakland  
0.29 acre  
\$340,000 (Public sale estimate  
\$340,000)

Public sale. Selling price represents the highest bid received at the public sale. There was one bidder.

**07-04-CC-4** PM 44.0  
Disposal Unit #DE 061387-X4-XX  
Convey to: Byron Bethany Irrigation District  
County of Contra Costa  
0.44 acre  
\$0.00 (Appraisal N/A)  
Direct conveyance for no monetary value. Conveyance is 100 percent (%) State's obligation pursuant to Utility Agreement No. 1740.2 dated 09-03-2010.

**08-04-CC-680** PM 15.7  
Disposal Unit #DD 047748-01-01  
Convey to: Purcell 1991 Revocable Trust  
Walnut Creek  
0.13 acre  
\$84,250 (Appraisal \$84,250)  
Direct sale to the only adjoining owner at the appraised value. The subject property is irregularly shaped, incapable of independent development and the highest and best use is as plottage to adjoining property.

**09-04-SC1-85** PM 15.8  
Disposal Unit: #DK 021146-01-01  
Convey to: VIGAGOLD INC  
San Jose  
0.01 acre  
\$25,200 (Appraisal \$25,200)  
Direct sale to adjoining owner at the appraised value. The excess property is a linear strip of land between the sidewalk and the adjoining property.

**10-04-SF-80** PM 5.0  
Disposal Unit #DD 059684-01-01  
Convey to: Jonelle Cayanan and Richard Kim  
San Francisco  
0.0138 acre  
\$560,000 (Appraisal \$560,000)  
Direct sale to the qualifying residential tenant at the appraised value pursuant to Commission Resolution G98-22 paragraph 2.4.

**11-04-SF-80 PM 5.4** San Francisco  
Disposal Unit #DD 012894-01-01 0.17 acre  
Convey to: ARIZONA TEMPE HOTEL \$3,837,000 (Appraisal \$3,837,000)  
CORPORATION

Direct sale to the only adjoining owner at the appraised value. The property is irregularly shaped and the highest and best use is as plottage to the adjoining owner.

**12-06-Kin-198 PM 27.3** Hanford  
Disposal Unit #DD 060656-01-01 0.86 acre  
Convey to: Ina Evangelho, et al \$250 (Appraisal nominal)

Direct sale. Sale price represents the appraised value received from the adjoining owners. The highest and best use of the subject property is as plotted to the adjacent property.

**13-06-Kin-198 PM 27.8** Hanford  
Disposal Unit #DD 085173-01-01 0.14 acre  
Convey to: GK Farms Limited Partnership \$500 (Appraisal nominal)

Direct sale. Sale price represents the appraised value received from the adjoining owners. The highest and best use of the subject property is as plotted to the adjacent property.

**14-06-Kin-198 PM 27.6** Hanford  
Disposal Unit #DD 087374-01-01 0.73 acre  
Convey to: GK Farms Limited Partnership \$500 (Appraisal nominal)

Direct sale. Sale price represents the appraised value received from the adjoining owners. The highest and best use of the subject property is as plotted to the adjacent property.

**15-07-LA-5 PM 28.7** Glendale  
Disposal Unit #DD 077408-01-02 0.36 acre  
Convey to: LAV Investments, LLC \$650,000 (Public sale estimate  
\$650,000)

Public sale. Sale price represents the highest bid received at the first public sale. There was one active bidder out of 14 registered bidders.

**16-07-LA-5 PM 36.2** Los Angeles  
Disposal Unit #DD 077985-01-01 0.109 acre  
Convey to: R&T Division 1, Inc. \$100,000 (Public sale estimate  
\$100,000)

Public sale. Sale price represents the highest bid received at the first public sale. There was one active bidder out of 14 registered bidders.

**17-07-LA-5 PM 36.4** Los Angeles  
Disposal Unit #DD 077990-01-01 0.631 acre  
Convey to: Pine Security Investments \$510,000 (Public sale estimate  
\$485,000)

Public sale. Sale price represents the highest bid received at the first public sale. There were two active bidders out of 14 registered bidders.

**18-07-LA-5 PM 37.0** Los Angeles  
Disposal Unit #DD 078287-01-01 0.171 acre  
Convey to: Bradley Pilz \$275,000 (Public sale estimate  
\$299,000)

Public sale. Sale price represents the highest bid received at the second public sale. There were two active bidders out of 14 registered bidders.

**19-07-LA-405 PM 38.6** Los Angeles  
Disposal Unit #DD 079560-01-01 0.159 acre  
Convey to: Fred Behfarin \$780,000 (Public sale estimate  
\$799,000)

Public sale. Sale price represents the highest bid received at the first public sale. There were two active bidders out of nine registered bidders.

**20-07-LA-405 PM 38.4** Los Angeles  
Disposal Unit #DD 079615-01-01 0.219 acre  
Convey to: Bradley Pilz \$775,000 (Public sale estimate  
\$1,000,000)

Public sale. Sale price represents the highest bid received at the first public sale. There were two active bidders out of 14 registered bidders.

**21-07-LA-405 PM 33.2** Los Angeles  
Disposal Unit #DD 079961-01-01 0.174 acre  
Convey to: Bradley Pilz \$1,500,000 (Public sale estimate  
\$1,500,000)

Public sale. Sale price represents the highest bid received at the first public sale. There was one active bidder out of nine registered bidders.

**22-07-LA-405 PM 33.2** Los Angeles  
Disposal Unit #DD 080211-01-01 0.147 acre  
Convey to: 136 Bronwood Ave. LLC \$2,900,000 (Public sale estimate  
\$2,499,000)

Public sale. Sale price represents the highest bid received at the second public sale. There were two active bidders out of 14 registered bidders.

**23-07-LA-405 PM 38.4** Los Angeles  
Disposal Unit #DD 080231-01-01 0.179 acre  
Convey to: Bradley Pilz \$950,000 (Public sale estimate  
\$1,100,000)

Public sale. Sale price represents the highest bid received at the second public sale. There were two active bidders out of 14 registered bidders.

**24-07-LA-710 PM 29.4** South Pasadena  
Disposal Unit #DD 041597-01-01 0.055 acre  
Convey to: West Coast Revivals, LLC \$185,000 (Public sale estimate  
\$130,000)

Public sale. Sale price represents the highest bid received at the first public sale. There were three active bidders out of 14 registered bidders.

**25-07-LA-710 PM 32.2** Pasadena  
Disposal Unit #DD 046820-01-01 0.164 acre  
Convey to: AIT Management LLC \$460,000 (Public sale estimate  
\$210,000)

Public sale. Sale price represents the highest bid received at the first public sale. There were three active bidders out of nine registered bidders.

**26-07-LA-710 PM 32.2** Pasadena  
Disposal Unit #DD 046832-01-01 0.22 acre  
Convey to: AIT Management LLC \$650,000 (Public sale estimate  
\$290,000)

Public sale. Sale price represents the highest bid received at the first public sale. There were three active bidders out of nine registered bidders.

**27-07-LA-710 PM 29.4** South Pasadena  
Disposal Unit #DD 062582-01-01 0.344 acre  
Convey to: AIT Management LLC \$465,000 (Public sale estimate  
\$415,000)

Public sale. Sale price represents the highest bid received at the first public sale. There were two active bidders out of 14 registered bidders.

**28-07-LA-710 PM 29.4** South Pasadena  
Disposal Unit #DD 068222-01-01 0.145 acre  
Convey to: Sharon Hsu, et al \$115,000 (Public sale estimate  
\$99,000)

Public sale. Sale price represents the highest bid received at the first public sale. There were three active bidders out of 14 registered bidders.

**29-10-Tuo-108 PM 5.9** Sonora  
Disposal Unit #DE 014207-01-01 0.67 acre  
Convey to: Eugene E. Adcock \$524 (Appraisal \$524)

Direct sale. Sale price represents the appraised value received from an adjoining owner. Conveyance is of an access easement in lieu of damages to provide replacement access.

**30-11-Imp-111 PM 9.4** Imperial County  
Disposal Unit #DE 30882-2 0.4 acre  
Convey to: Jeffrey S. Saikhon, LP, \$0.00 (Appraisal N/A)  
a California Limited Partnership

Direct conveyance for no monetary consideration to replace recipients' irrigation delivery easement that was severed due to the construction of State Route 111.

**31**-11-SD-11 PM 0.97 San Diego  
Disposal Unit #DK 34803-6 0.047 acre  
Convey to: San Diego County Sanitation District \$0.00 (Appraisal N/A)  
Direct conveyance to the San Diego County Sanitation District for no monetary consideration.  
The conveyance is 100% State's obligation per Utility Agreement No. 33593 dated 08-19-2013.

**32**-11-SD-11 PM 0.97 San Diego  
Disposal Unit #DK 34803-7 0.479 acre  
Convey to: Otay Water District \$0.00 (Appraisal N/A)  
Direct conveyance to the Otay Water District for no monetary consideration. The conveyance is  
100% State's obligation per Utility Agreement No. 33592 dated 07-23-2013.

**33**-11-SD-11 PM 1.11 San Diego  
Disposal Unit #DK 34805-4 0.611 acre  
Convey to: San Diego County Sanitation District \$0.00 (Appraisal N/A)  
Direct conveyance to the San Diego County Sanitation District for no monetary consideration.  
The conveyance is 100% State's obligation per Utility Agreement No. 33593 dated 08-19-2013.

**34**-11-SD-11 PM 1.11 San Diego  
Disposal Unit #DK 34805-5 0.611 acre  
Convey to: Otay Water District \$0.00 (Appraisal N/A)  
Direct conveyance to the Otay Water District for no monetary consideration. The conveyance is  
100% State's obligation per Utility Agreement No. 33592 dated 07-23-2013.

**35**-11-SD-11 PM 1.4 San Diego  
Disposal Unit #DK 34806-3 0.029 acre  
Convey to: San Diego County Sanitation District \$0.00 (Appraisal N/A)  
Direct conveyance to the San Diego County Sanitation District for no monetary consideration.  
The conveyance is 100% State's obligation per Utility Agreement No. 33593 dated 08-19-2013.

**36**-11-SD-11 PM 1.4 San Diego  
Disposal Unit #DK 34806-4 0.766 acre  
Convey to: San Diego County Sanitation District \$0.00 (Appraisal N/A)  
Direct conveyance to the San Diego County Sanitation District for no monetary consideration.  
The conveyance is 100% State's obligation per Utility Agreement No. 33593 dated 08-19-2013.

**37**-11-SD-11 PM 1.2 San Diego  
Disposal Unit #DK 34807-5 0.031 acre  
Convey to: San Diego County Sanitation District \$0.00 (Appraisal N/A)  
Direct conveyance to the San Diego County Sanitation District for no monetary consideration.  
The conveyance is 100% State's obligation per Utility Agreement No. 33593 dated 08-19-2013.

**38-11-SD-52 PM 15.3** Santee  
Disposal Unit #DD 27014-01-01 0.054 acre  
Convey to: City of Santee \$300 (Appraisal \$300)  
Direct sale to only adjoining owner at the appraised value. The property is on a prominent slope, irregularly shaped, landlocked, and can only be accessed by foot. The highest and best use is to sell directly to the only adjoining owner.

**39-11-SD-52 PM 15.2** Santee  
Disposal Unit #DD 27492-01-01 0.82 acre  
Convey to: City of Santee \$130,000 (Appraisal \$130,000)  
Direct sale to a local public agency at the appraised value for public park purposes.

**40-11-SD-52 PM 16.9** Santee  
Disposal Unit #DK 33292-3 0.03 acre  
Convey to: City of Santee \$0.00 (Appraisal N/A)  
Direct conveyance for no monetary consideration pursuant to Freeway Agreement dated August 8, 2007 and Relinquishment Resolution approved 05-23-2012.

**41-12-Ora-73 PM 26.4** Costa Mesa  
Disposal Unit #DE 000532-01-03 0.567 acre  
Convey to: Orange County Flood Control District, \$0.00 (Appraisal N/A)  
a body corporate and politic  
Direct conveyance for no monetary consideration pursuant to Agreement MA16-080-16011550 dated 03-21-2016 between Department and the Orange County Flood Control District.

Attachments

- Exhibit A - Financial summary spreadsheet
- Exhibits 1A-41A - Parcel maps

**SUMMARY OF DIRECTOR'S DEEDS - 2.4d.  
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - May 18-19, 2016**

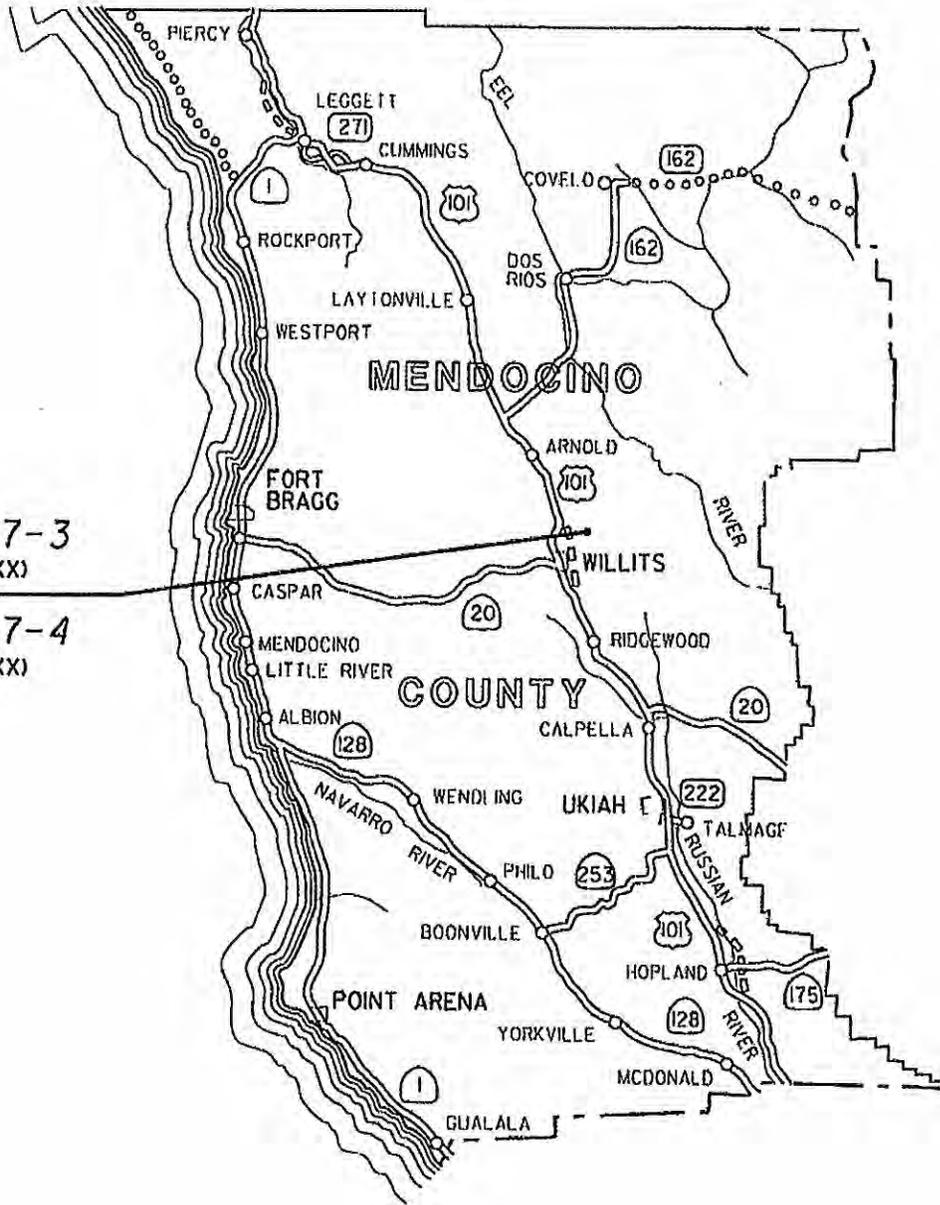
**Table I - Volume by Districts**

District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery %
								% Return From Sales Current Value
01	1				1	2,200.00	2,200.00	100%
02					0			
03		1			1	\$ 61,000.00	\$ 150,000.00	246%
04	6	3			9	\$ 6,534,450.00	\$ 8,296,450.00	127%
05					0			
06	3				3	\$ -	\$ 1,250.00	
07		14			14	\$ 9,576,000.00	\$ 10,315,000.00	108%
08					0			
09					0			
10	1				1	524.00	524.00	100%
11	11				11	130,300.00	130,300.00	100%
12	1				1	0.00	0.00	
<b>Total</b>	<b>23</b>	<b>18</b>			<b>41</b>	<b>\$16,304,474.00</b>	<b>\$18,895,724.00</b>	<b>116%</b>

**Table II - Analysis by Type of Sale**

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery %
				% Return From Sales Current Value
Direct Sales	23	\$4,639,474.00	\$4,640,724.00	100%
Public Sales	18	\$11,665,000.00	\$14,255,000.00	122%
Non-Inventory Conveyances				
<b>Sub-Total</b>	<b>41</b>	<b>\$16,304,474.00</b>	<b>\$18,895,724.00</b>	<b>116%</b>
Other Funded Sales				
<b>Total</b>		<b>\$16,304,474.00</b>	<b>\$18,895,724.00</b>	<b>116%</b>

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



DE 12167-3  
(012167-X3-XX)

DE 12167-4  
(012167-X4-XX)

STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTOR'S DEED**

**DE 12167-3**  
(012167-X3-XX)

**DE 12167-4**  
(012167-X4-XX)

DISTRICT	COUNTY	ROUTE	SHEET KF/PM	SHEET NO.	TOTAL SHEETS
01	MEN	101	MITIGATION	1	2

# COUNTY OF MENDOCINO

APN 108-070-03  
FROST TRUST

T18N R13W  
SECTION 8

APN 108-070-09  
STATE OF CALIFORNIA  
2010-03910 MCR  
Tract Three

**DE 12167-3**

(012167-X3-XX)  
20 FT. WIDE STRIP  
IRRIG. LINE ESMT.

12167-1

"WILDLANDS"

012167-01-01

APN 108-070-08  
STATE OF CALIFORNIA  
2010-03910 MCR  
Tract Four

APPROX. SOUTH LINE OF  
N/2 N/2 SW/4 SECTION 8

(404.35')

20'

CREEK

EXST. ROAD

22.7'

94'

3/4" REBAR WITH 1.5"  
ALUM. CAP STAMPED  
"LS 8097" SET BY  
80 MAPS 7-9 AS THE  
"INTERIOR 1/4 CORNER  
OF SECTION 8".

**DE 12167-4**

(012167-X4-XX)  
20 FT. WIDE STRIP  
ACCESS ESMT.

(600')

529'

± 678'

TIE TO POINT ON ESMT. CENTERLINE:  
S 29° 49' 50" W 637.83'

(658.31')  
APPROX. 1/4 SECTION LINE

HEARST-WILLITS ROAD (CO. RD.)

P.O.B.  
DE 12167-3

100'



**NOTES**

All distances are in feet unless otherwise noted.

**LEGEND**

STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTOR'S DEED**

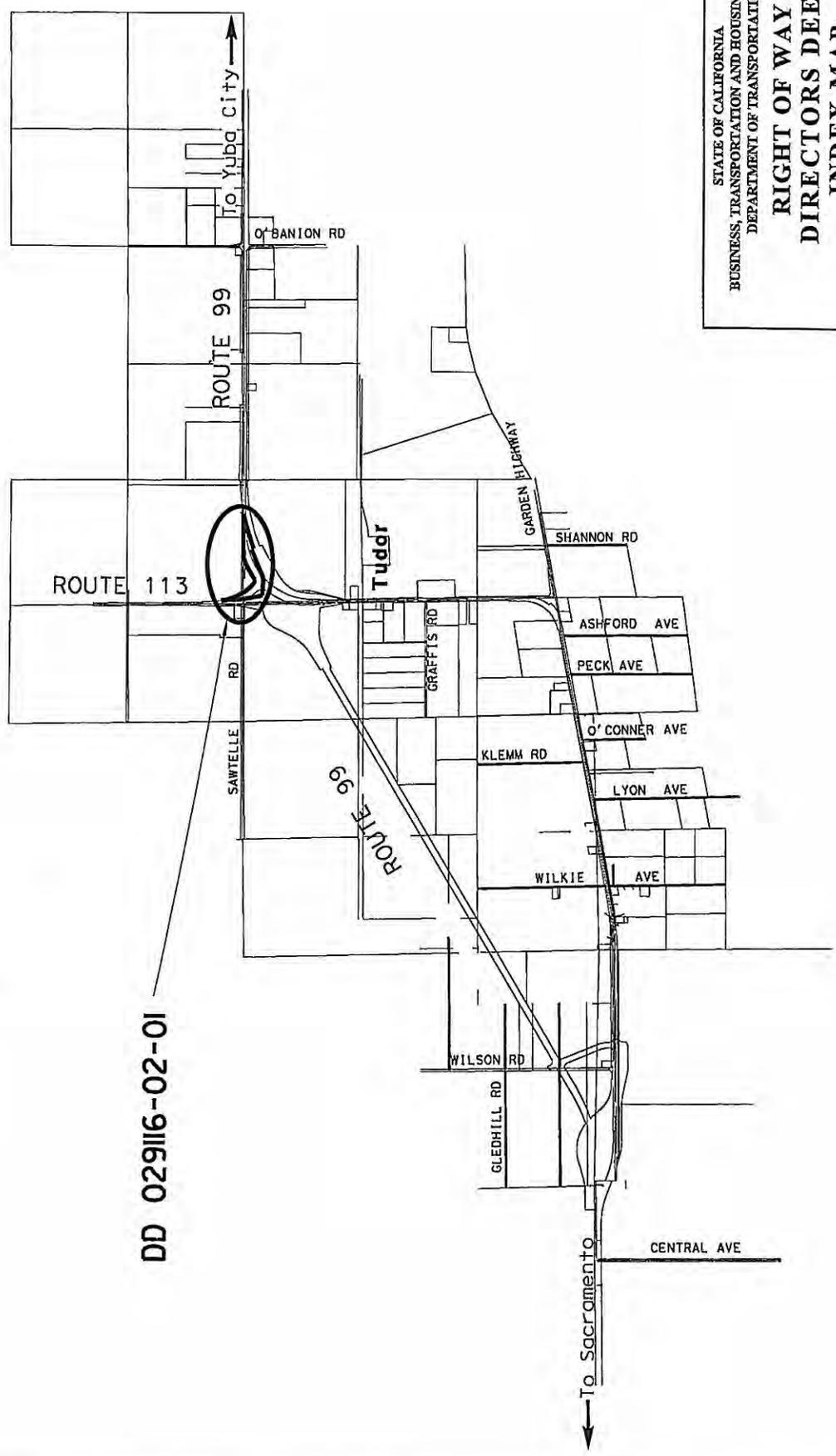
**DE 12167-3 (012167-X3-XX)**

**DE 12167-4 (012167-X4-XX)**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
01	MEN	101	MIT	2	2

EXHIBIT A



DD 029116-02-01

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTORS DEED  
INDEX MAP**

**NOT TO SCALE**

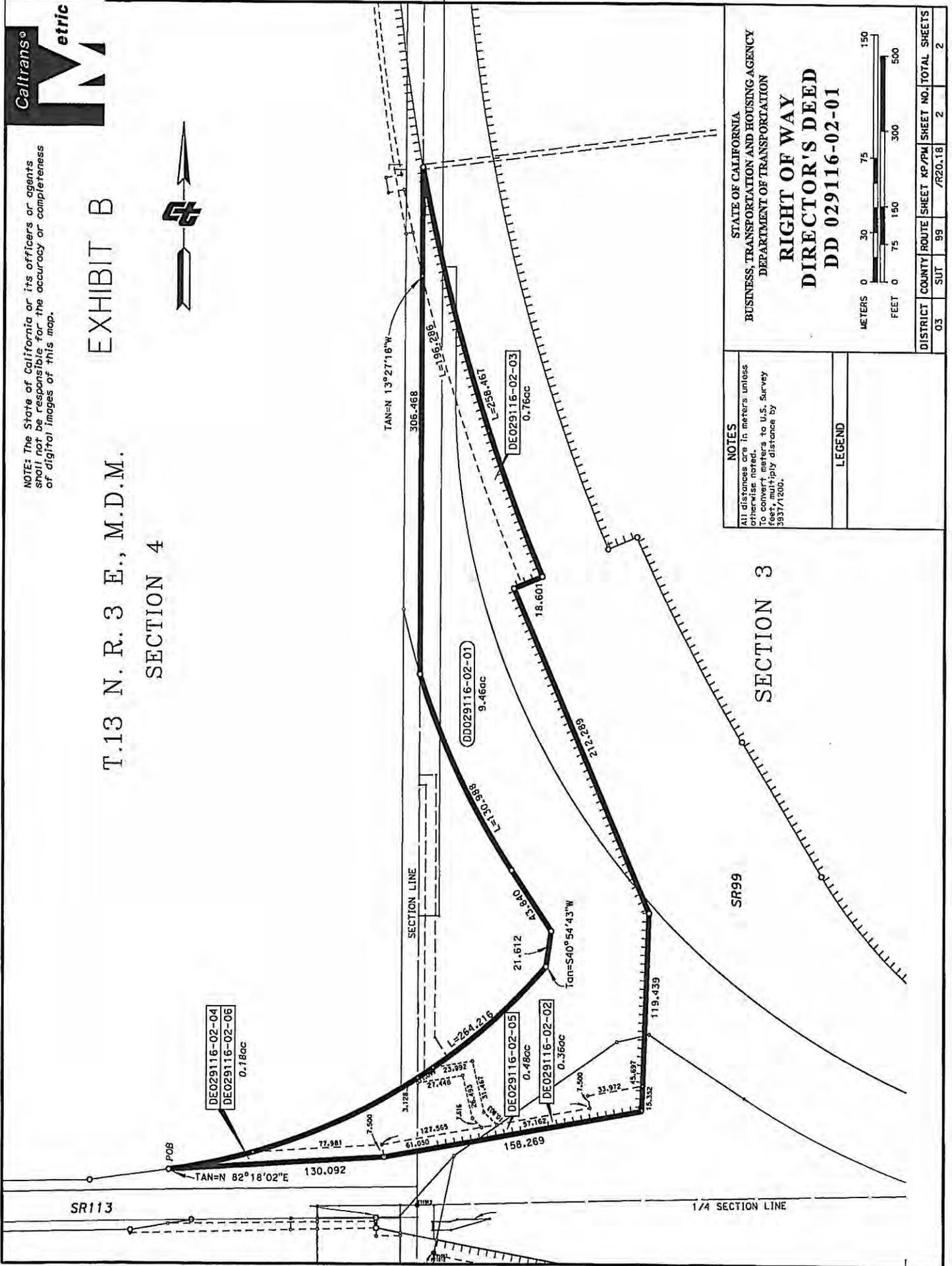
DISTRICT	COUNTY	ROUTE	SUT	99	SHEET NO.	R20.18	TOTAL SHEETS
03					1		2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

EXHIBIT B

T.13 N. R. 3 E., M.D.M.

SECTION 4



STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTOR'S DEED  
DD 029116-02-01**

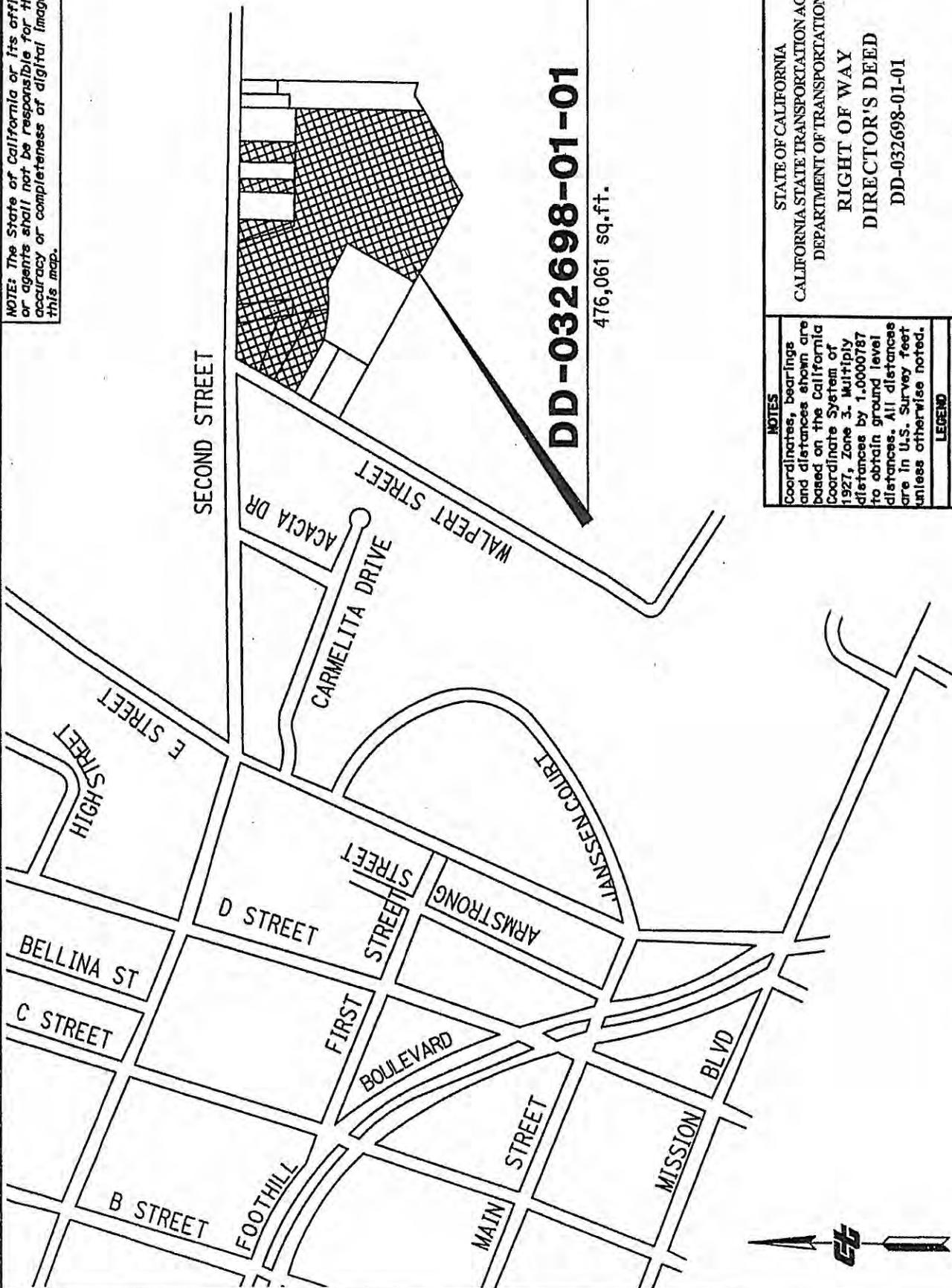
NOTES  
All distances are in meters unless otherwise noted.  
To convert meters to U.S. Survey feet, multiply distance by 3937/1800.

LEGEND

METERS 0 30 75 150 300 450 500  
FEET 0 75 150 300 450 500

DISTRICT	COUNTY	ROUTE	SHEET	SHEET NO.	TOTAL SHEETS
03	SUT	99	/R20.18	2	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



**DD-032698-01-01**

476,061 sq.ft.

**NOTES**  
 Coordinates, bearings and distances shown are based on the California Coordinate System of 1927, Zone 3. Multiply distances by 1.0000787 to obtain ground level distances. All distances are in U.S. Survey feet unless otherwise noted.

**LEGEND**

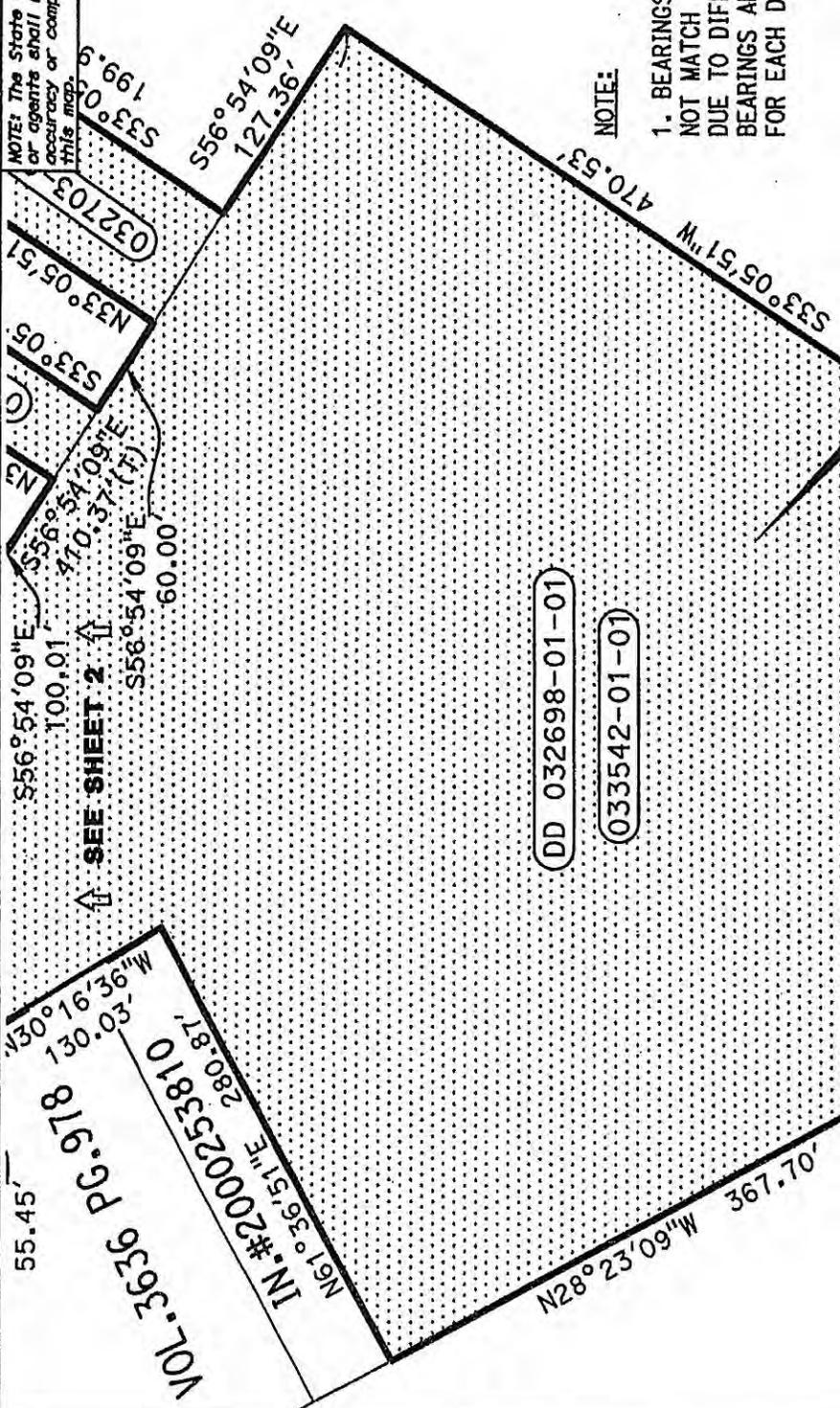
STATE OF CALIFORNIA  
 CALIFORNIA STATE TRANSPORTATION AGENCY  
 DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY**  
**DIRECTOR'S DEED**  
 DD-032698-01-01

DISTRICT	COUNTY	ROUTE	SHEET	PM	SHEET	NO.	TOTAL	SHEETS
04	Alameda	238	12-98	1				3





NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



NOTE:

1. BEARINGS AND DISTANCES MAY NOT MATCH PROPERTY DESCRIPTIONS DUE TO DIFFERENT BASIS OF BEARINGS AND COORDINATE SYSTEMS FOR EACH DESCRIPTION.

# DD032698-01-01

476,061 sq.ft.

**NOTES**  
Coordinates, bearings and distances shown are based on the California Coordinate System of 1927, Zone 3. Multiply distances by 1.0000787 to obtain ground level distances. All distances are in U.S. Survey Feet unless otherwise noted.

**LEGEND**

STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY**  
**DIRECTOR'S DEED**  
DD-032698-01-01



DISTRICT	COUNTY	ROUTE	SHEET	IN	TOTAL SHEETS
04	Alameda	238	12	98	3

55.45'  
VOL. 3636 PG. 978  
IN #200253810  
N61°36'51"E 280.87'  
N30°16'36"W 99.53'

SEE SHEET 2 ↑

DD 032698-01-01

033542-01-01



R-167.6,7

**ALAMEDA COUNTY  
CITY OF HAYWARD**

**DD-042473-01-01**

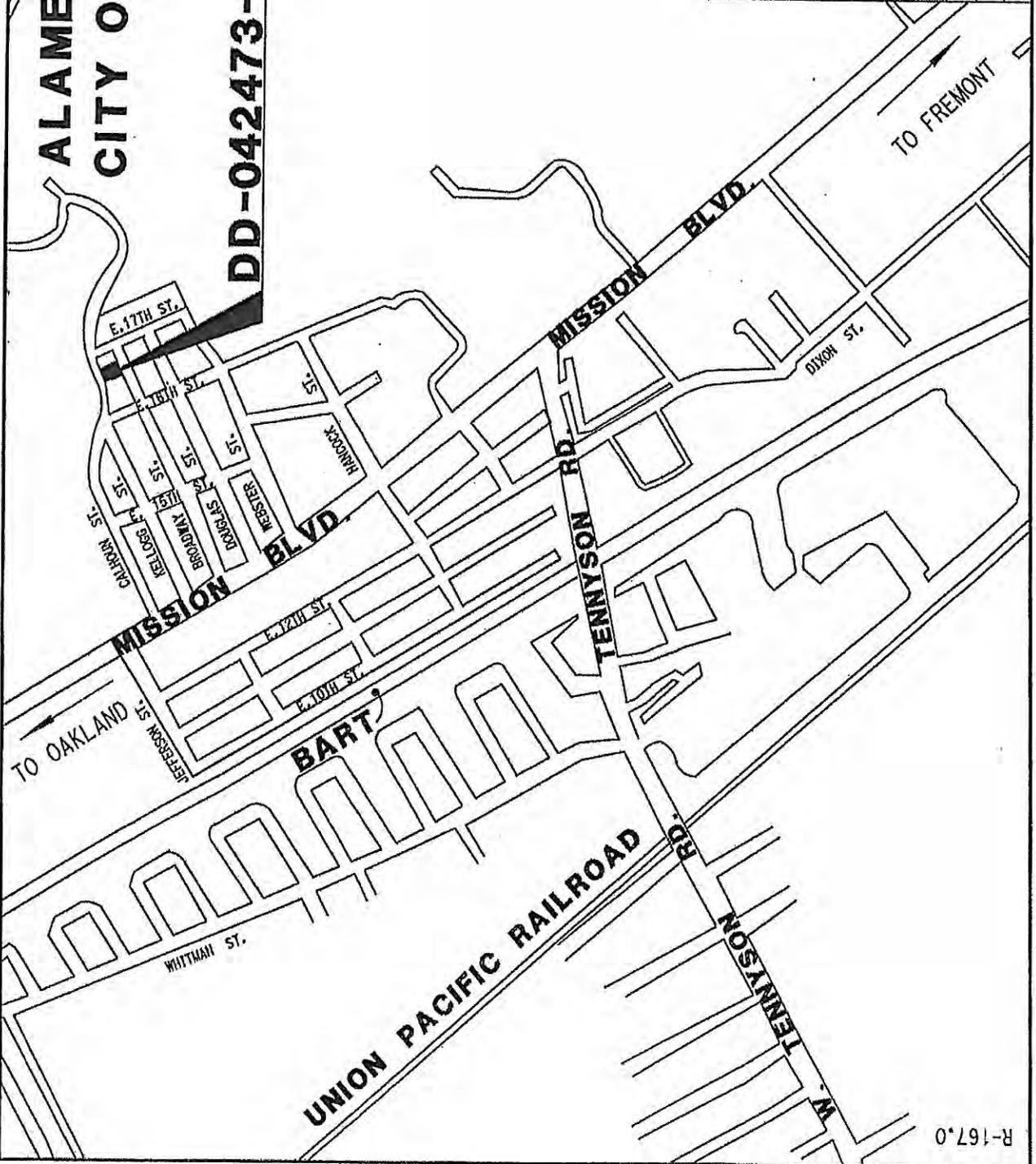


NOT TO SCALE

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

**DIRECTOR'S DEED  
DD-042473-01-01**

DRAWN BY: PD	DATE: 4/1/14
CHECK BY: AL	SCALE: NTS
COUNTY ROUTE	P.M. DR.NO.
Alc 238	10.8 1 of 2

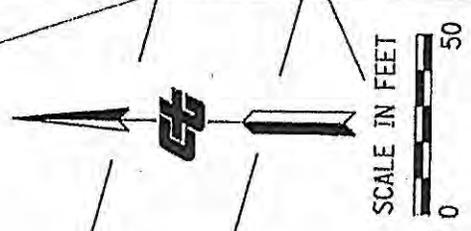


R-167.0

**ALAMEDA COUNTY  
CITY OF HAYWARD**

**DD-042473-01-01**

7,565 Sq. Ft.



**LEGEND**

Sq. Ft. square feet  
O.R. Official Records  
(C) calculated from  
record.  
POB point of beginning  
Note: Dimensions are  
record from 4 Maps 80  
& deed calls of  
2777 O.R. 404 unless  
otherwise noted.

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

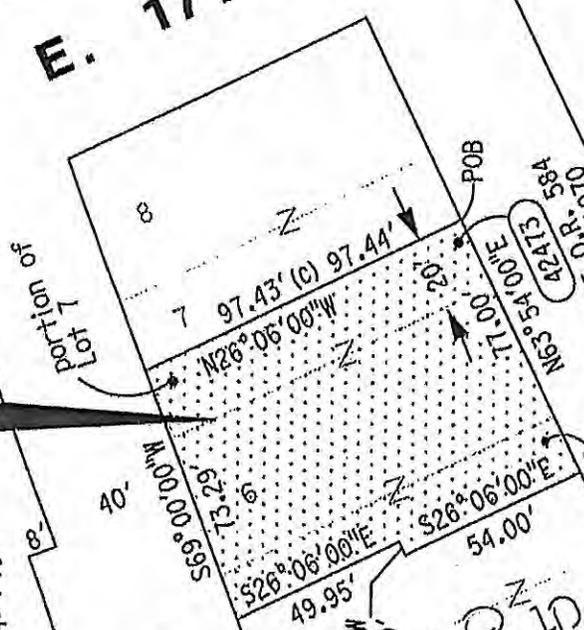
**DIRECTOR'S DEED  
DD-042473-01-01**

DRAWN BY: PD	DATE: 4/1/14
CHECK BY: AL	SCALE: 1"=50'
COUNTY ROUTE	P.M. DR.NO.
Ala 238	10.8 2 of 2

BLOCK M

E. 17TH ST.

BLOCK K



CALHOUN ST.  
(CLAY)

E. 16TH ST.

BROADWAY ST.

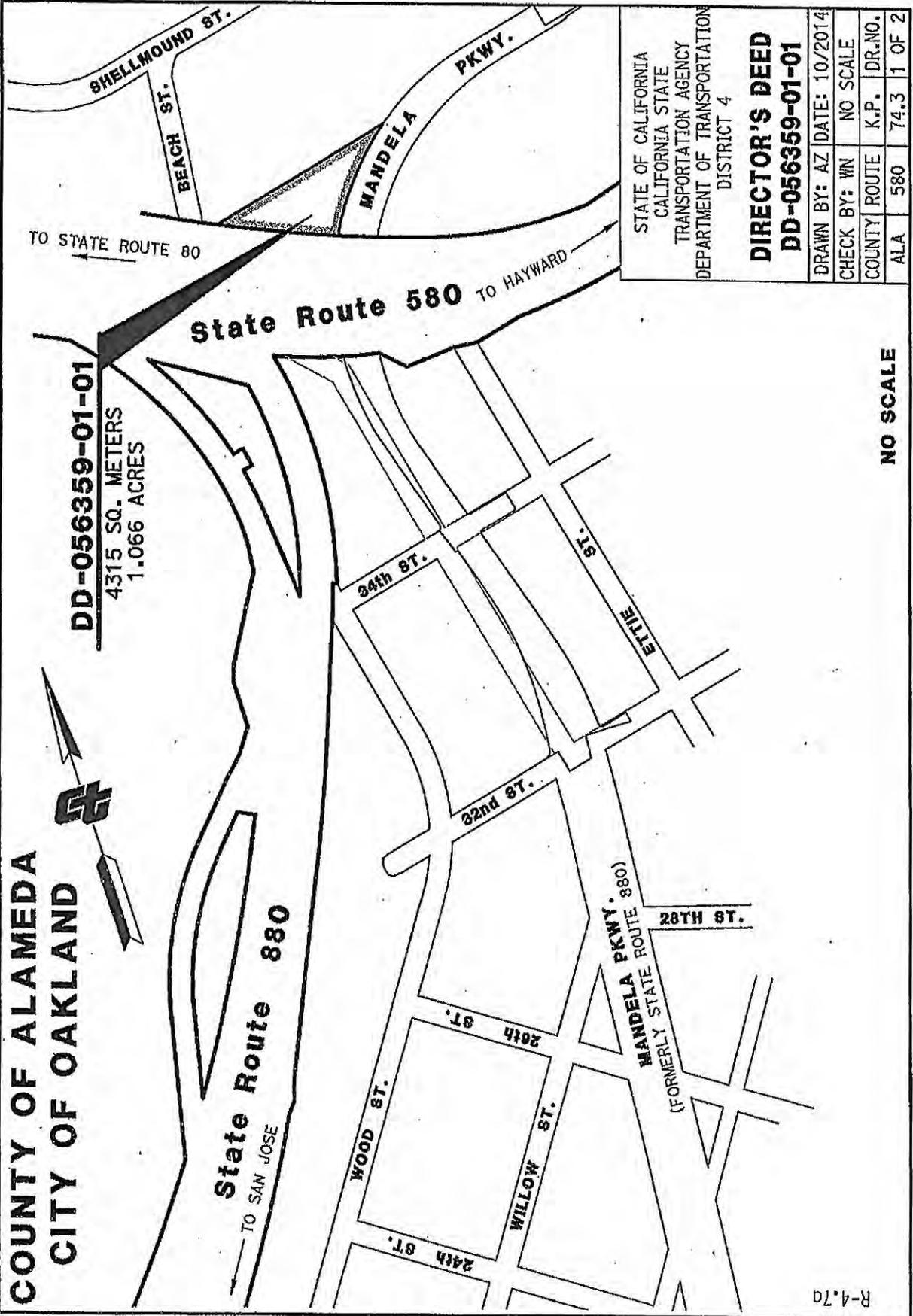
4 MAPS 80  
2777 O.R. 404

R-167.15

**COUNTY OF ALAMEDA  
CITY OF OAKLAND**



**DD-056359-01-01**  
4315 SQ. METERS  
1.066 ACRES



STATE OF CALIFORNIA  
CALIFORNIA STATE  
TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

**DIRECTOR'S DEED**  
**DD-056359-01-01**

DRAWN BY:	AZ	DATE:	10/2014
CHECK BY:	WN	NO SCALE	
COUNTY ROUTE	580	K.P.	DR.NO.
ALA	580	74.3	1 OF 2

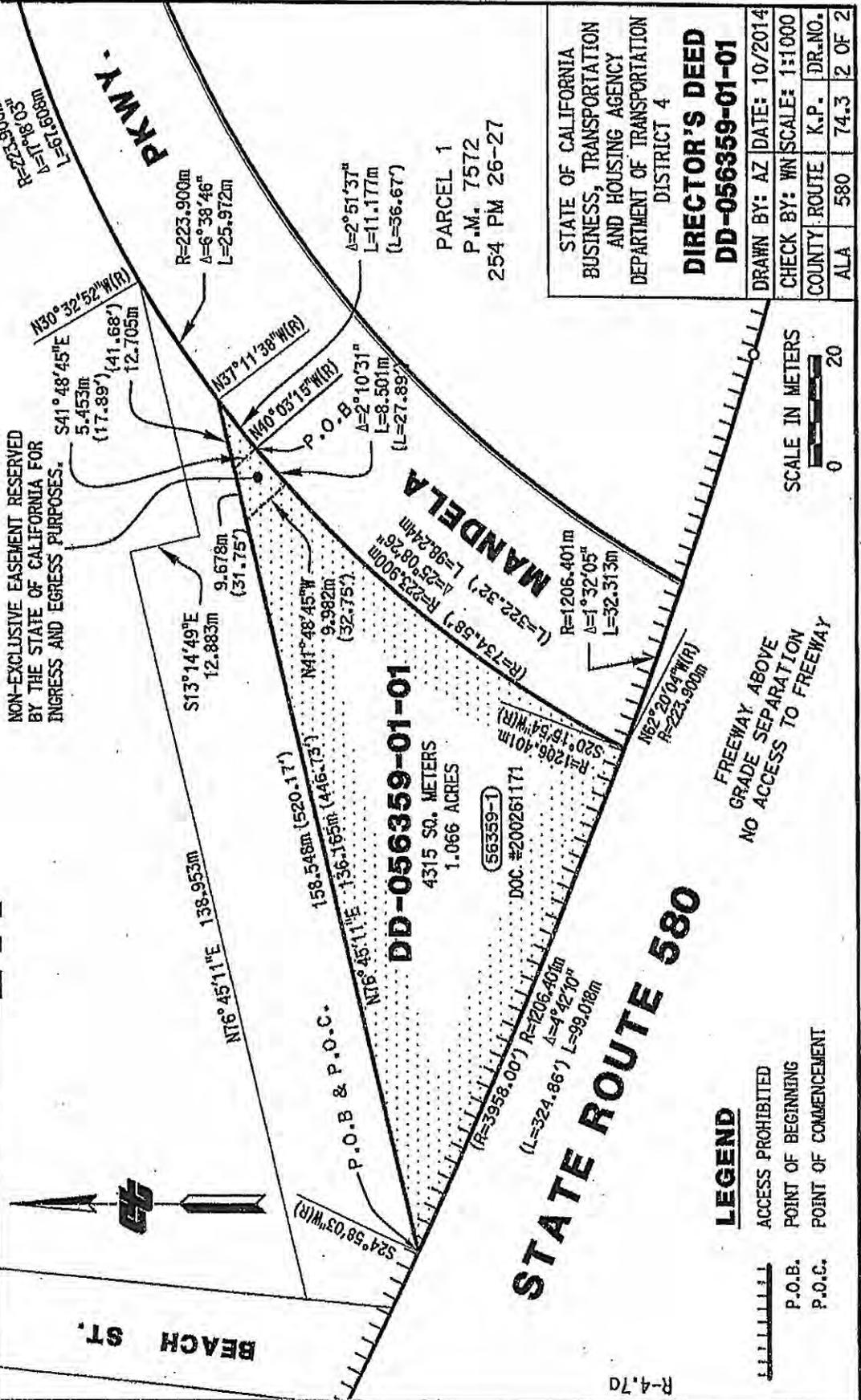
**NO SCALE**

R-4.7d

BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3 IN METERS. MULTIPLY DISTANCES SHOWN BY 1.0000715 TO OBTAIN GROUND LEVEL DISTANCES.



# ALAMEDA COUNTY



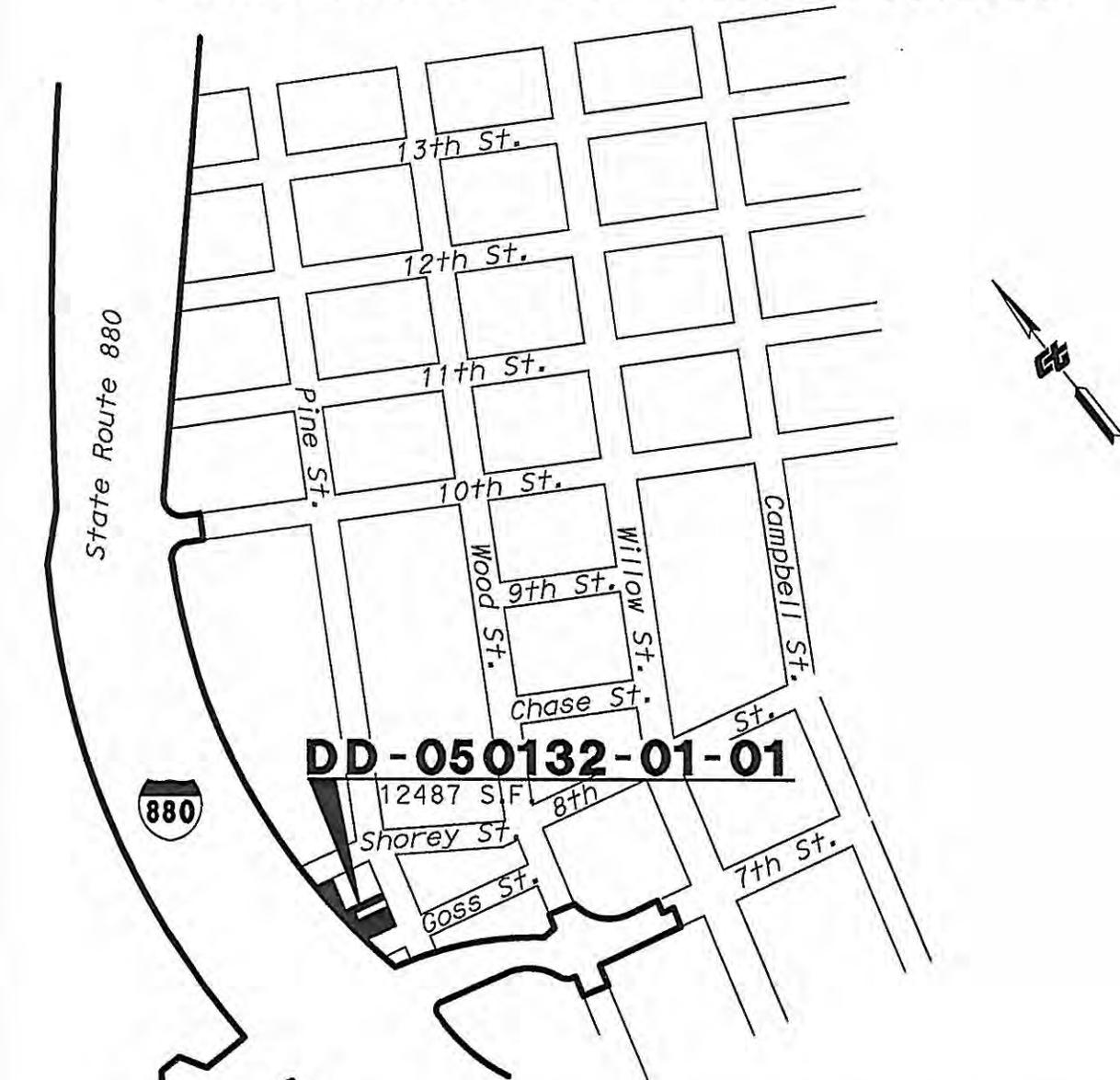
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

**DIRECTOR'S DEED**  
**DD-056359-01-01**

DRAWN BY: AZ DATE: 10/2014  
CHECK BY: WN SCALE: 1:1000  
COUNTY: ROUTE K.P. DR.NO.  
ALA 580 74.3 2 OF 2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

# CITY OF OAKLAND COUNTY OF ALAMEDA



**DD-050132-01-01**

12487 S.F.

**NOTES**

All distances are in feet unless otherwise noted.

**LEGEND**

STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTOR'S DEED**

DD-050132-01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	880	33.6	1	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

# CITY OF OAKLAND COUNTY OF ALAMEDA

**DD-050132-01-01**

State Route 880

Frontage Road

Shorey

Street

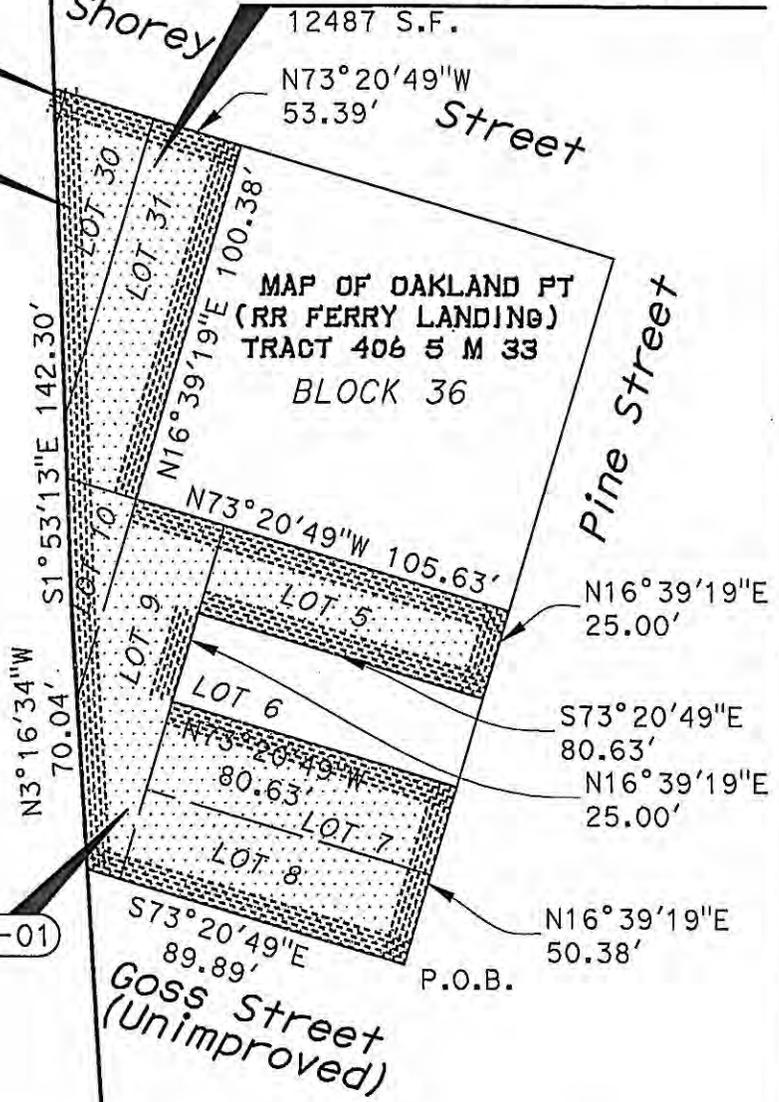
Pine Street

MAP OF OAKLAND PT  
(RR FERRY LANDING)  
TRACT 406 5 M 33  
BLOCK 36

050135-01-01  
LOT 29

050136-01-01

050132-01-01



COORDINATES AND BEARINGS ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3.

DISTANCES AND STATIONING ARE GRID DISTANCES. MULTIPLY BY 1.0000720 TO OBTAIN GROUND DISTANCES. ALL DISTANCES REFERENCED TO RECORD DOCUMENTS ARE GROUND DISTANCES UNLESS NOTED OTHERWISE.

**NOTES**

All distances are in feet unless otherwise noted.

**LEGEND**

STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTOR'S DEED**

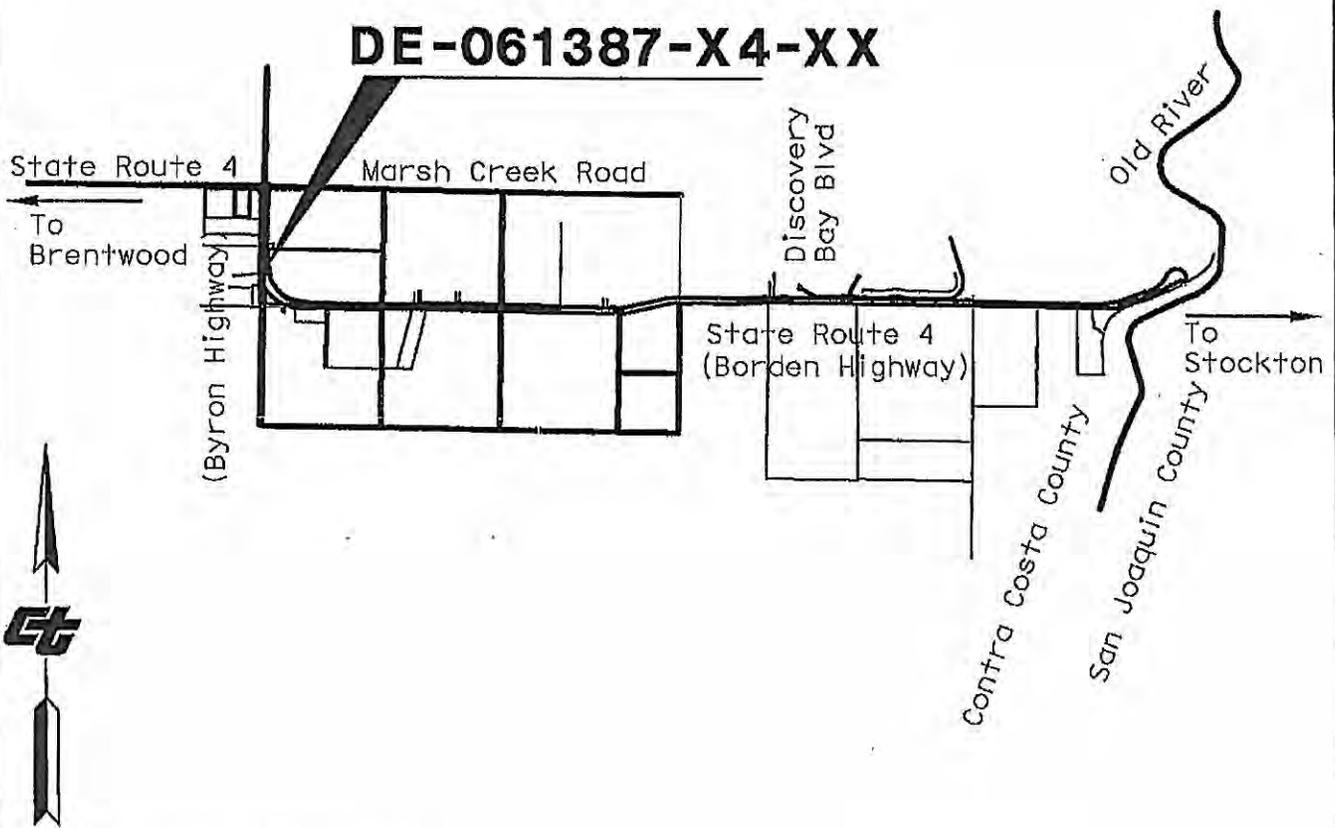
DD-050132-01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
4	ALA	880	33.6	2	2

# Contra Costa County

**DE-061387-X4-XX**



NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

STATE OF CALIFORNIA  
 CALIFORNIA STATE TRANSPORTATION AGENCY  
 DEPARTMENT OF TRANSPORTATION  
 RIGHT OF WAY  
 DIRECTOR'S DEED  
 DE-061387-X4-XX

NO SCALE

R-00167  
 H-00167

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
AL	3-25-2016	4	CC	4	44.0	1	2

Contra Costa County



33' wide Irri Esmt  
1-30-1923  
430 O.R. 202

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

POR NE 1/4 SECTION 33  
T1N R3E  
MDBM

61387-2

CCUA 42952-C  
1972-11-17  
6800 O.R. 160

32 PM 2  
Parcel A

STATE ROUTE 4  
(BYRON HWY)  
T1N R3E  
MDBM  
SEC 33  
SEC 34

CCUA 42952-C 1972-11-17 6800 O.R. 160

61388-1  
PAR-"A"  
43 LSM 43

S89°10'02"E 33.00'  
S01°05'59"W 108.85'  
N01°05'59"E 110.43'

43 LSM 43  
PARCEL "B"

TAYLOR  
APN: 011-190-048  
2004-0253529 O.R.

061387-X4-XX  
Byron Bethany  
Irrigation Easement  
N88°51'53"W(R) POR NW 1/4 SECTION 34  
T1N R3E  
MDBM  
**DE-061387-X4-XX**  
18,978 square feet

R=721.00'  
Δ=16°05'31"  
L=202.50'

R=754.00'  
Δ=15°57'17" L=209.96'

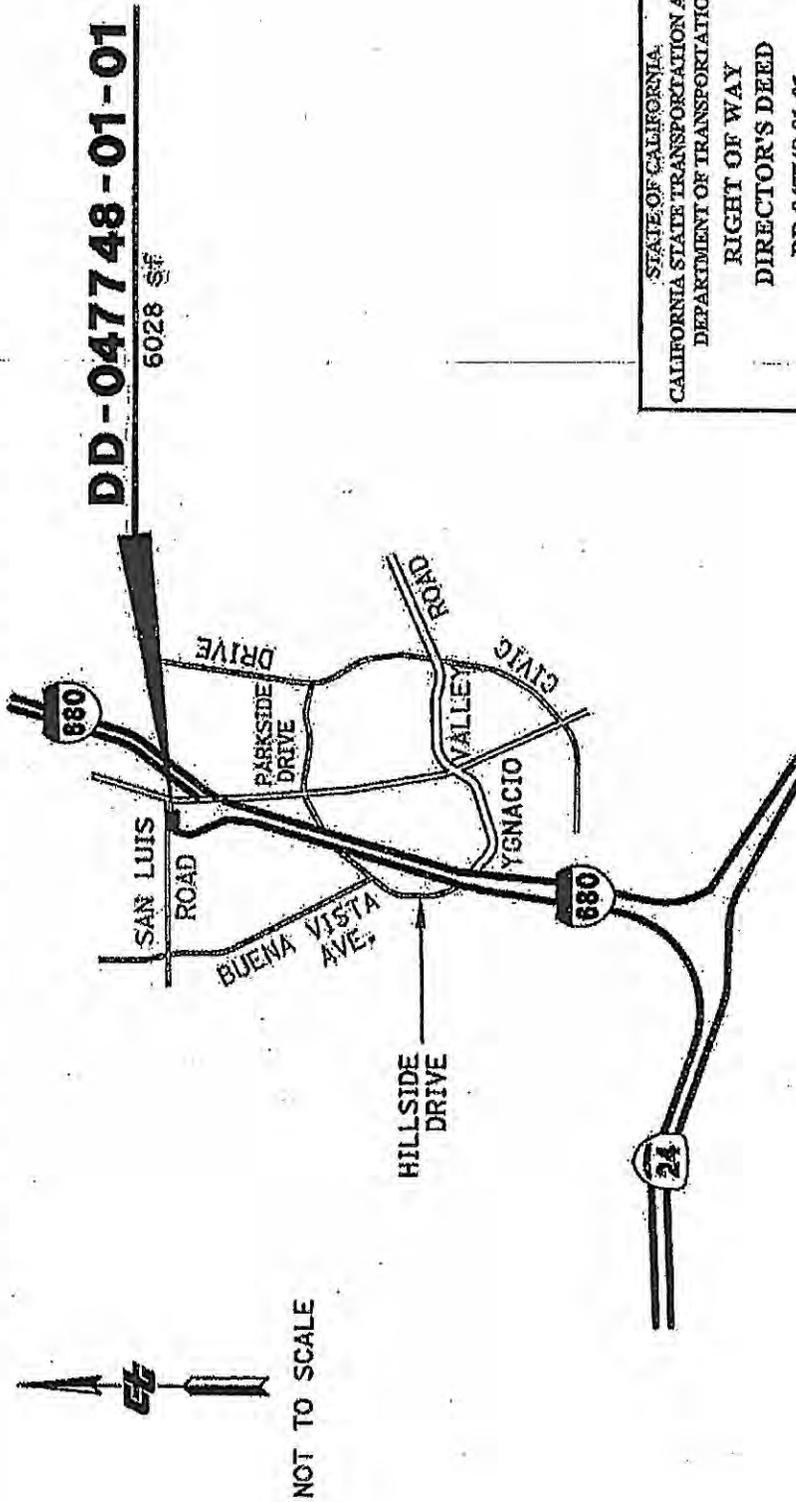
S75°10'50"W(R) 33.00'  
True Point of Beginning  
R=754.00'  
Δ=74°45'42" L=983.85'

NOTES		LEGEND			STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED DE-061387-X4-XX			
Coordinates and bearings are on CCS 1983, Zone 3, Epoch 2000.86. Distances and stationing are grid distances. Multiply by 1.0000636 to obtain ground distances. All distances are in feet unless otherwise noted.		O.R. Official Records			SCALE: 1" = 100'			
DRAFTED BY: AL		DATE: 3-25-2016	DISTRICT: 4	COUNTY: CC	ROUTE: 4	SHEET PM: 44.0	SHEET NO.: 2	TOTAL SHEETS: 2

R-10421.2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

# CITY OF WALNUT CREEK COUNTY OF CONTRA COSTA



STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY  
DIRECTOR'S DEED  
DD-047748-01-01

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET	FM	SHEET NO.	TOTAL SHEETS
WDN	11/20/14	4	CC	680	15.7	1	2	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

# CITY OF WALNUT CREEK COUNTY OF CONTRA COSTA

MAIN STREET

SAN LUIS ROAD

RELINO. 56058  
SEGMENT 10

S89°31'23"E  
50.00'

N89°31'23"W  
20.03'

R=54.10'  
Δ=35°29'05"  
L=33.51'

19.65'

N32°23'14"E  
94.12'

N0°33'37"E  
16.67'

S0°33'37"W  
80.38'

S77°30'48"W  
151.01'

N89°31'23"W  
120.98'

S0°28'37"W  
43.50'

N0°17'16"E  
172.00'

9412-DD  
3246 OR 428  
10/17/1958

9412  
1907 OR 263  
03/19/1952

047748-01-01  
86 sf

P.O.B.  
047749-01-01  
5942 sf

**DD-047748-01-01**  
6,028 sf



STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY  
DIRECTOR'S DEED  
DD-047748-01-01

FEET	0	25	50	100
SHEET #	15.7	2		
TOTAL SHEETS				2

DRAWN BY	WDN	DATE	11/20/14	DISTRICT	4	COUNTY	CC	ROUTE	680
----------	-----	------	----------	----------	---	--------	----	-------	-----

R-17X.8

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



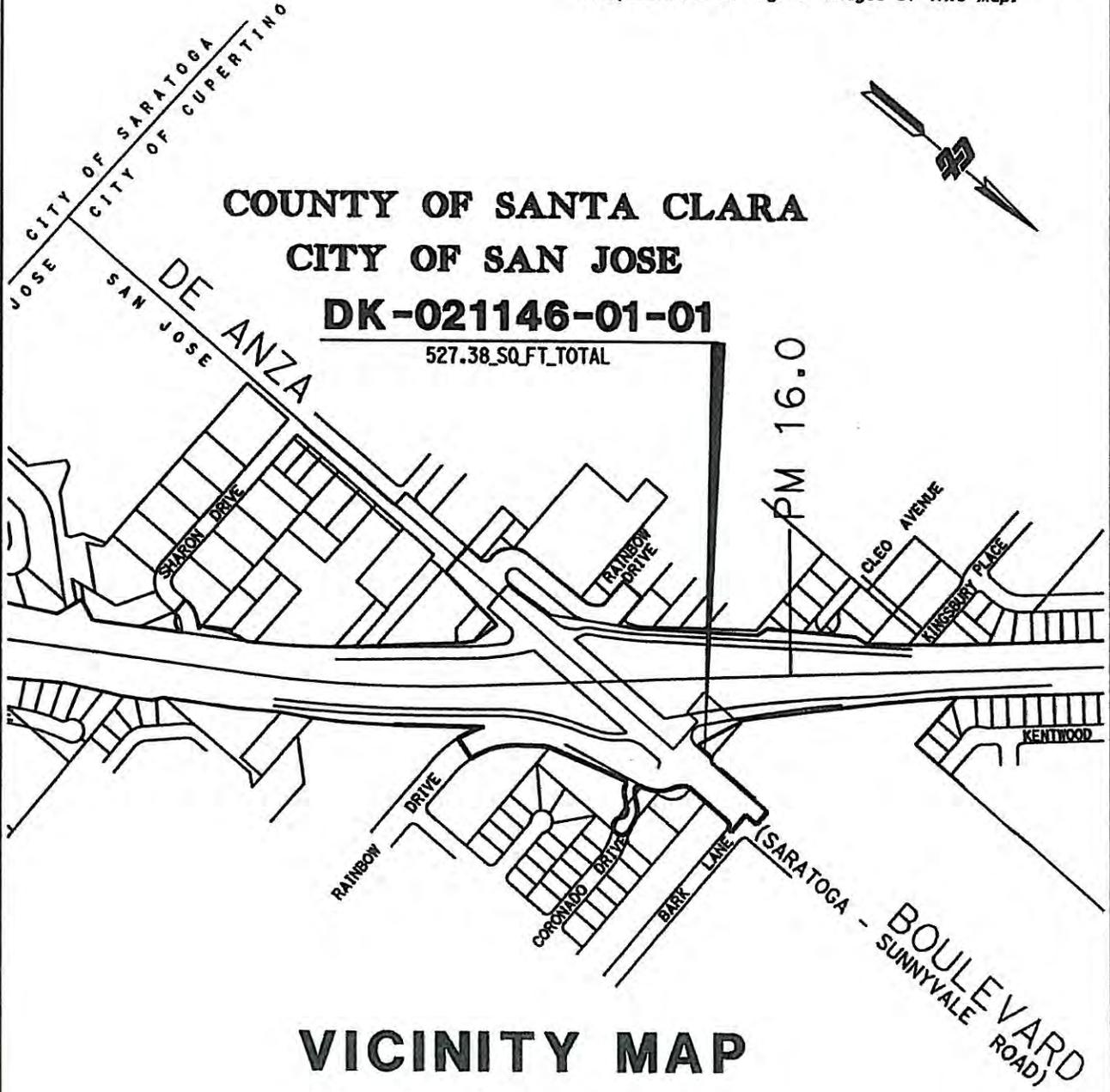
**COUNTY OF SANTA CLARA**

**CITY OF SAN JOSE**

**DK-021146-01-01**

527.38\_SQ\_FT\_TOTAL

PM 16.0



**VICINITY MAP**

STATE OF CALIFORNIA  
 CALIFORNIA STATE TRANSPORTATION AGENCY  
 DEPARTMENT OF TRANSPORTATION  
 RIGHT OF WAY  
 DIRECTOR'S DEED  
 DK-021146-01-01  
 NO SCALE

R-X162.0

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CH	01/20/16	4	SCL	85	15.8	1	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

COUNTY OF SANTA CLARA  
CITY OF SAN JOSE



13516

**DK-021146-01-01**

527.38\_SQ\_FT\_TOTAL

34 M 13  
8-6-1951  
**(Former CLEO AVE.)**

S00°51'07"W  
28.84'

13516-DD

N89°08'53"W  
60.00'

13516-1

R=20.00'  
Δ=61°02'33"  
L=21.31'

S89°08'42"E  
9.57'

**DE ANZA BOULEVARD**  
(SARATOGA - SUNNYVALE ROAD)

N68°31'48"W 191.35'(T)

DD-020837-01-01

N0°51'18"E 65.00'

063301-01-01  
392.44 SF

045678-01-01

045678-02-01  
131.65 SF

45678

#708113  
3-26-1992



**POB**

N68°31'48"W  
6.74'

021146-01-01  
3.29 SF

21146

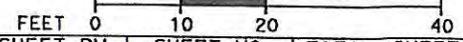
VOL 5362/PG 100  
11-13-1961

**NOTES**  
Coordinates and bearings are on CCS 1927 Zone 3. Distances and stationing are grid distances. Multiply by 1.0000537 to obtain ground distances. All distances are in feet unless otherwise noted.

**LEGEND**  
 Access Prohibited  
 Superceded R/W Access Control  
 Dimension Point  
 Square Foot  
 Point of Beginning

STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY**  
**DIRECTOR'S DEED**  
DK-021146-01-01

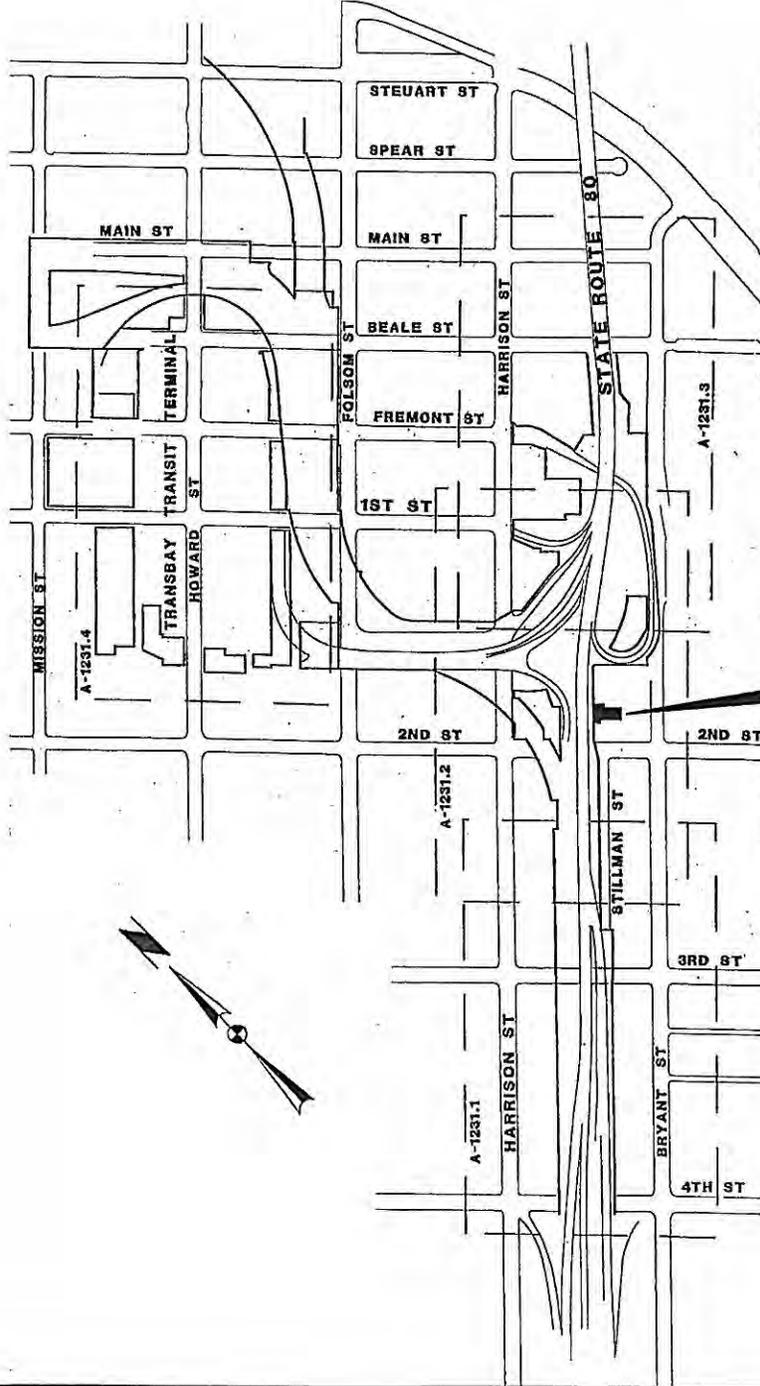
SCALE: 1" = 20'



DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CH	01/20/16	4	SCL	85	15.8	2	2

R-X162.4

# SAN FRANCISCO COUNTY CITY OF SAN FRANCISCO



**DD-059684-01-01**

CLOCKTOWER, UNIT T-254

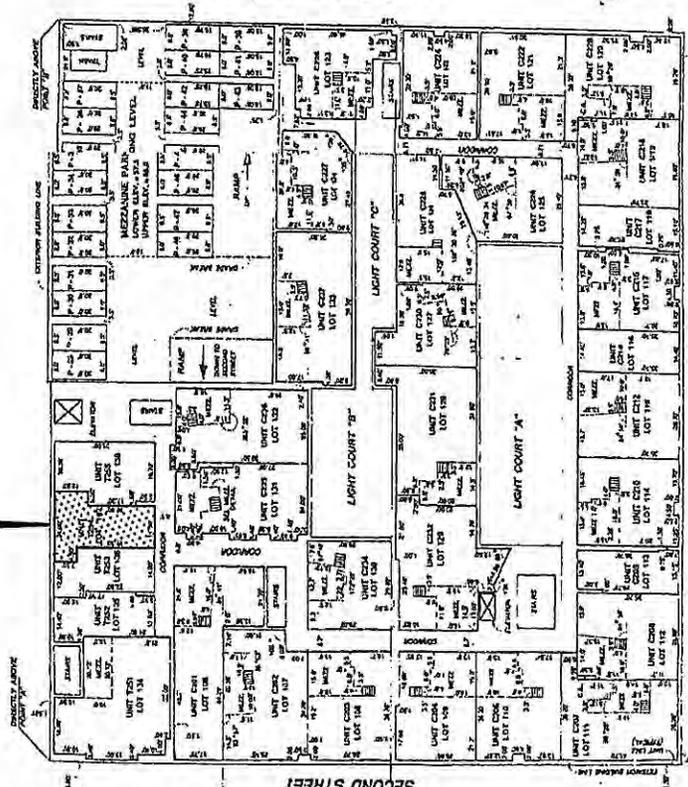
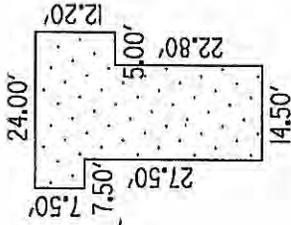
STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
<b>DIRECTOR'S DEED</b>		<b>DD-059684-01-01</b>	
DRAWN BY: CH	DATE: 3/30/10	CHECK BY: WN	SCALE: NTS
COUNTY	ROUTE	P.M.	DR.NO.
SF	80	5.0	1 OF 2

A-1231.0  
R-28.0

# SAN FRANCISCO COUNTY CITY OF SAN FRANCISCO

## DD-059684-01-01

602 SQ.FT.; UNIT NO. T-254, (LOT NO. 137)



**LEVEL TWO**  
UNIT NO. T-254  
LOT NO. 137  
FOR PLANNING, SET-UP

**MAP OF  
THE CLOCKTOWER**  
451 SECOND STREET  
A LIVENWORK CONDOMINIUM PROJECT  
REAR A REARPORTION OF LOT 76, ARCADE BLOCK 27A  
SAN FRANCISCO

JAMES E. SHYPERTT ASSOCIATES  
1505 BUCHANAN STREET, SUITE 100  
SAN FRANCISCO, CALIFORNIA 94109  
AUGUST, 1980 SCALE: 1" = 10'

MAPLE, C.A. SCOTTED CORNER AREA

BRYANT STREET

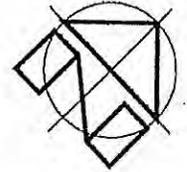
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

**DIRECTOR'S DEED**  
**DD-059684-01-01**

DRAWN BY: CH	DATE: 3/30/10
CHECK BY: WN	SCALE: NTS
COUNTY ROUTE	P.M. DR.NO.
SF 80	5.0 2 OF 2

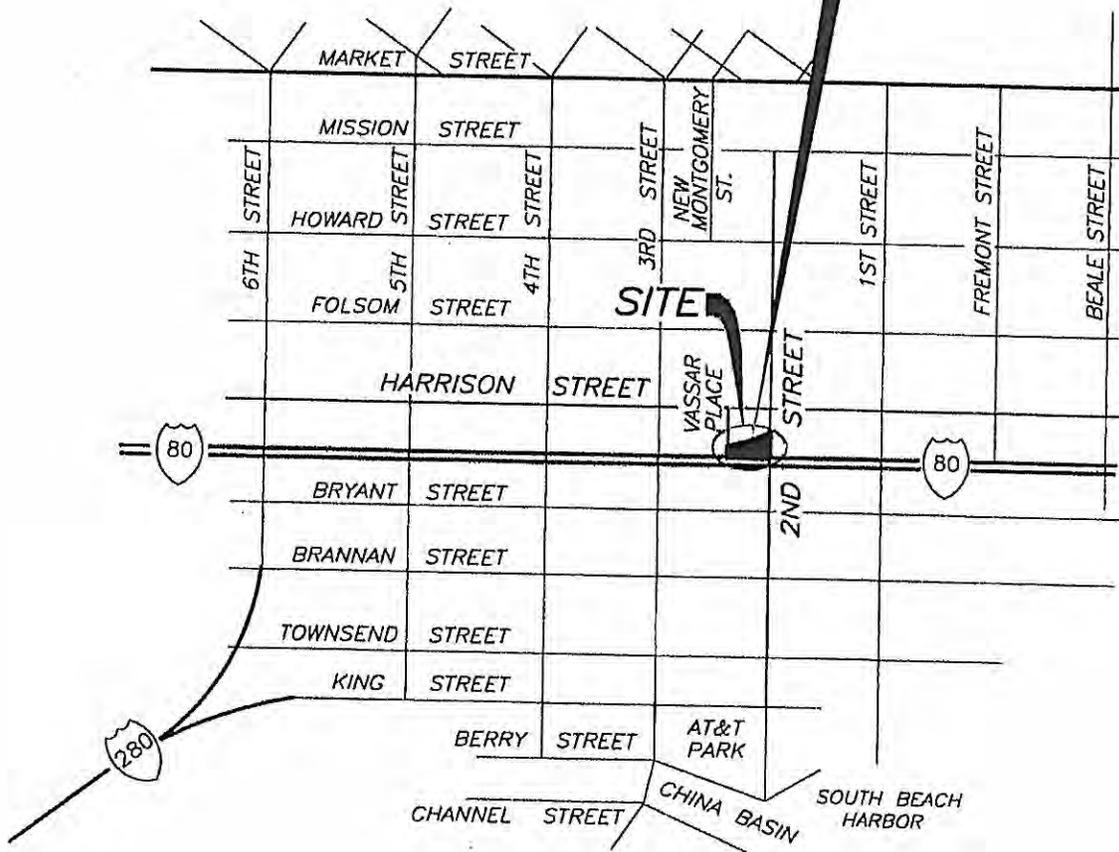
A-1231.2  
A-1231.20  
R-28.2

# CITY AND COUNTY OF SAN FRANCISCO



**DD-012894-01-01**

**7,419± SQ.FT.**



SF-80-P.M.5.4  
R-28.2 & R-10570.2  
ASSESSOR'S  
BLOCK 3763  
SAN FRANCISCO,  
CALIFORNIA

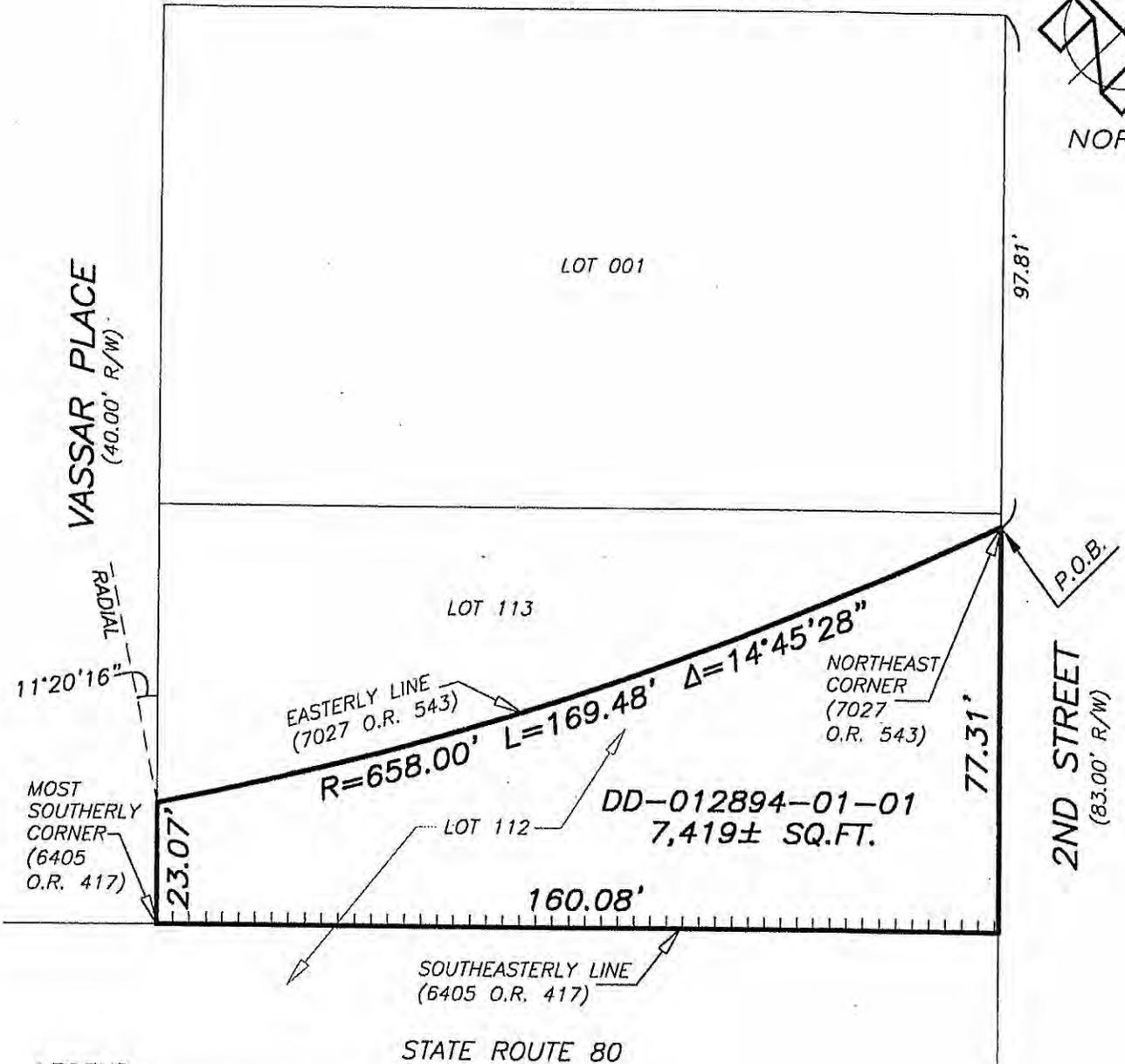
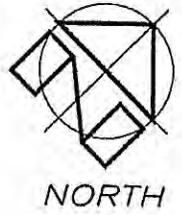
## BOUNDARY PLAT

BY JP CHKD. BR DATE 1-15-16 SCALE NONE SHEET 1 OF 2 JOB NO. S-8452

**MARTIN M. RON ASSOCIATES, INC.**  
LAND SURVEYORS

859 HARRISON STREET  
SAN FRANCISCO, CA. 94107  
(415) 543-4500  
S-6531, S-8452 BNDY PLAT 2015 RING

HARRISON STREET (82.50' R/W)



**LEGEND**

- R/W RIGHT OF WAY
- P.O.B. POINT OF BEGINNING
- O.R. OFFICIAL RECORDS
- ||||| ACCESS PROHIBITED

**GENERAL NOTES**

1. ALL PROPERTY LINE ANGLES ARE 90 DEGREES UNLESS NOTED OTHERWISE.
2. DIMENSIONS ARE IN FEET AND DECIMALS THEREOF.

SF-80--P.M.5.4  
 R-28.2 & R-10570.2  
 ASSESSOR'S  
 BLOCK 3763  
 SAN FRANCISCO,  
 CALIFORNIA

**BOUNDARY PLAT**

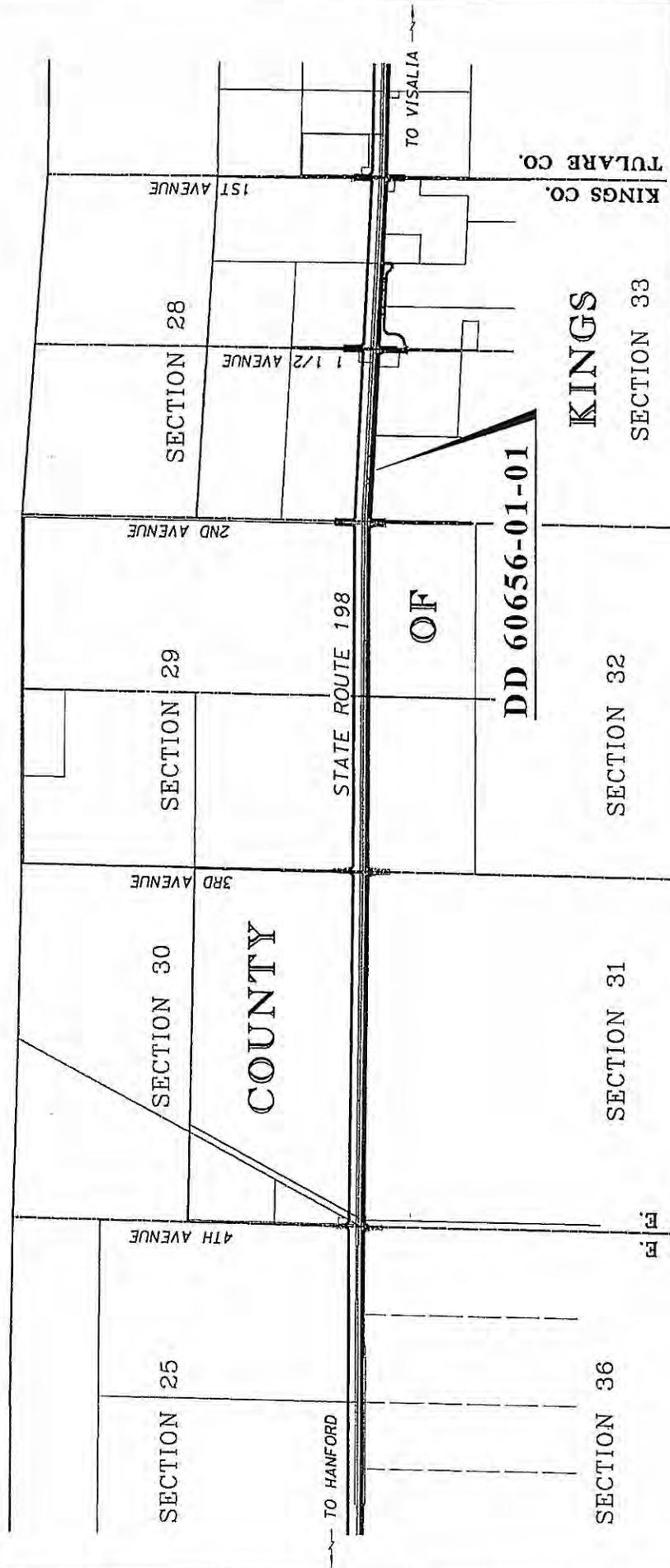
BY JP CHKD. BR DATE 1-15-16 SCALE 1"=30' SHEET 2 OF 2 JOB NO. S-8452

**MARTIN M. RON ASSOCIATES, INC.**  
 LAND SURVEYORS

859 HARRISON STREET  
 SAN FRANCISCO, CA. 94107  
 (415) 543-4500  
 S 6531\_5-8452 BNDY PLAT 2015.DWG

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

T. 18 S., R. 23 E., M.D.M.

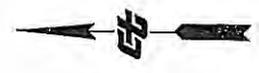


STATE OF CALIFORNIA  
 CALIFORNIA STATE TRANSPORTATION AGENCY  
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
 DIRECTORS DEED  
 AREA MAP FOR  
 DD 60656-01-01**

NO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	27.3/27.5	1	3





T.18 S., R.23 E., M.D.M.

SECTION 28

COUNTY

OF

STATE ROUTE 198

KINGS

SECTION 33

DD 60656-01-01

0.86 Acres



SEE MAP SHEET NO. 2 OF 3

12C

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

19.68' SOUTHERN CALIFORNIA EDISON  
ELECT. & TRST EASEMENT

HWY R/W



PM 27.6

SECTION LINE

1178.28'

1261.38'

30.30'

HWY R/W

OLD HWY R/W

1st SQ. Q4, EDISON GAS ESMT.  
BK. 561, PG. 351, 7/10/1953

10' SQ. CA. DELSON P.U.E. BK. 589, PG. 586, 6/17/1954  
EAST LINE OF NW QUARTER OF NW QUARTER

NOTES

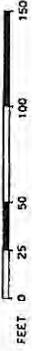
All distances are in feet unless otherwise noted.

LEGEND

- Access Prohibited
- Superseded HWY R/W
- Director's Deed Area

STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

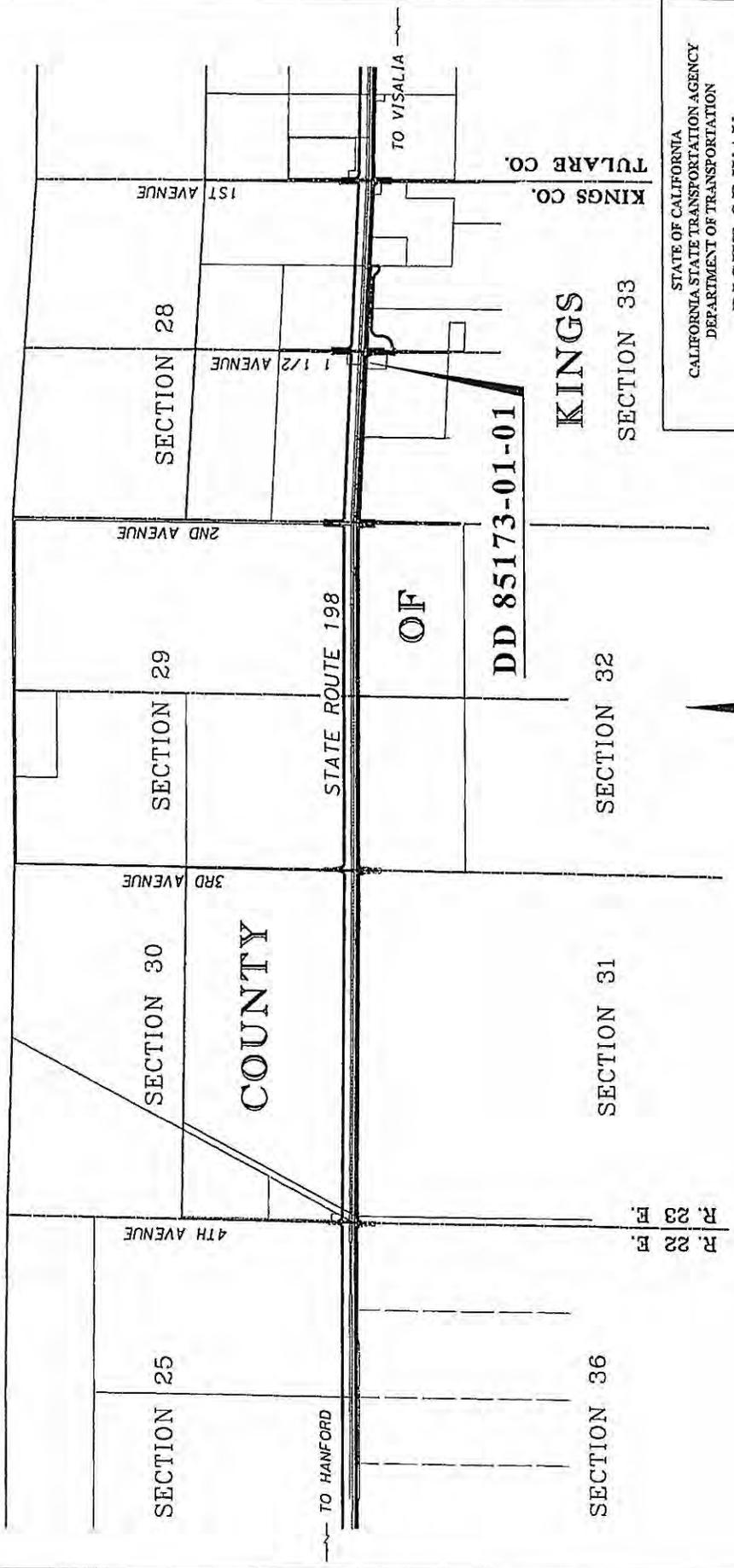
RIGHT OF WAY  
DIRECTOR'S DEED  
DD 60656-01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	27.6	3	3

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

T. 18 S., R. 23 E., M.D.M.

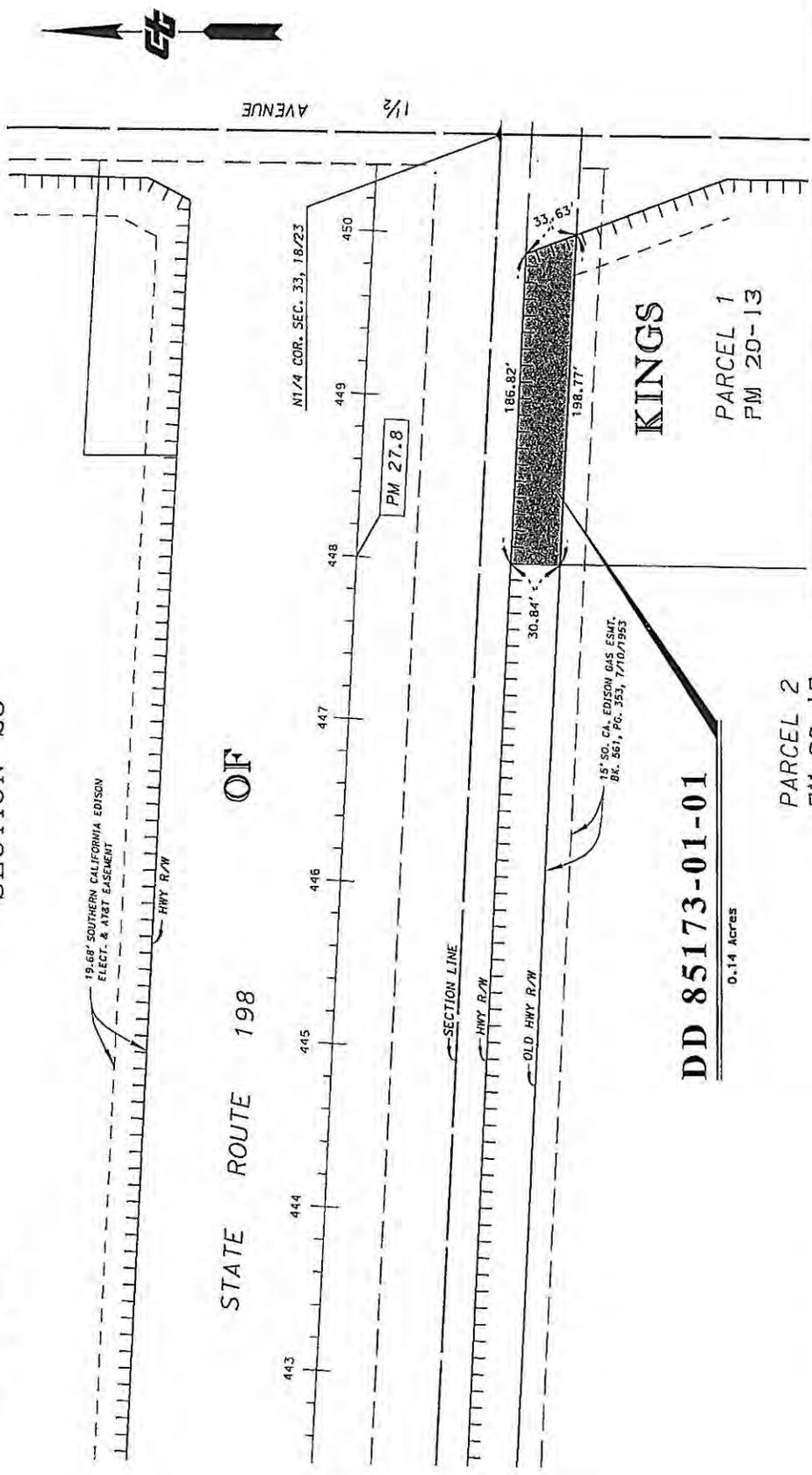


STATE OF CALIFORNIA  
 CALIFORNIA STATE TRANSPORTATION AGENCY  
 DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
 DIRECTORS DEED  
 AREA MAP FOR  
 DD 85173-01-01**  
 NO SCALE

DISTRICT	COUNTY	ROUTE	SHEET	PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	27.8	1	1	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

COUNTY  
T.18 S., R.23 E., M.D.M.  
SECTION 28



STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTOR'S DEED  
DD 85173-01-01**

NOTES  
All distances are in feet unless otherwise noted.

LEGEND  
----- Access Prohibited  
----- Superseded HWY R/W  
Director's Deed Area

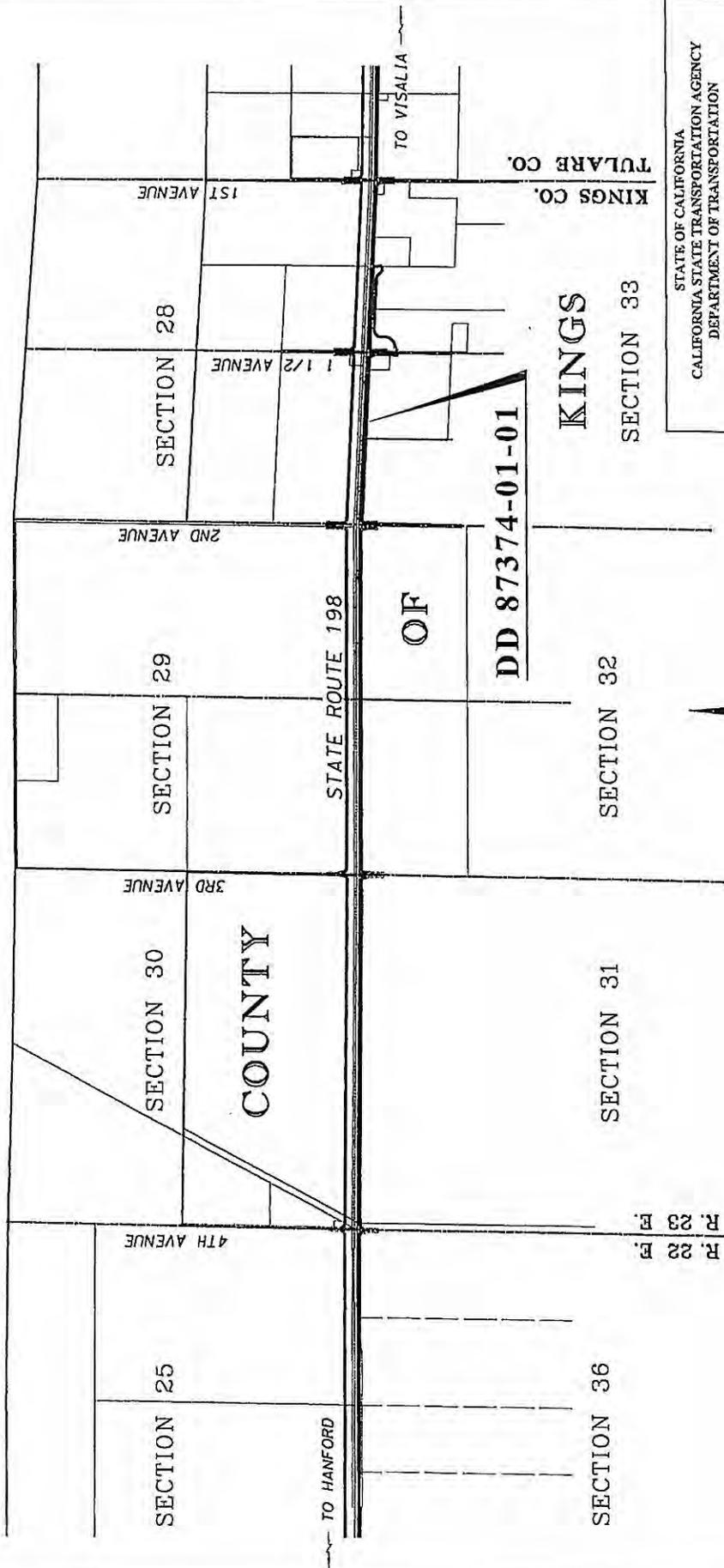
0 25 50 100 150  
FEET

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	27-8	2	2

SEE MAP SHEET NO. 2 OF 3

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

T. 18 S., R. 23 E., M.D.M.



R. 23 E.  
R. 22 E.



STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION  
RIGHT OF WAY  
DIRECTORS DEED  
AREA MAP FOR  
DD 87374-01-01  
NO SCALE

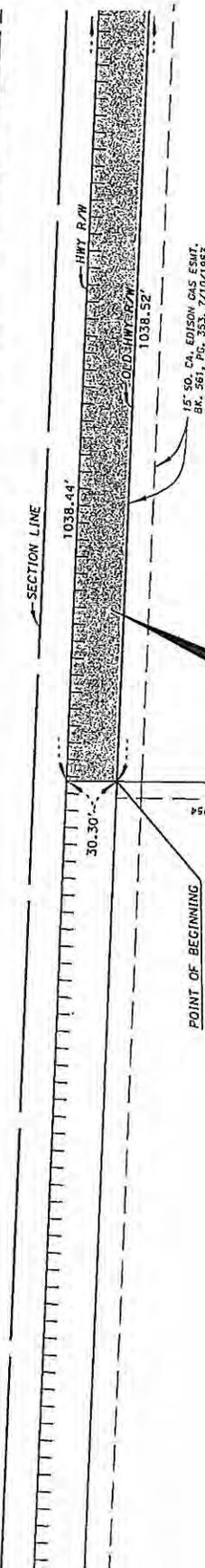
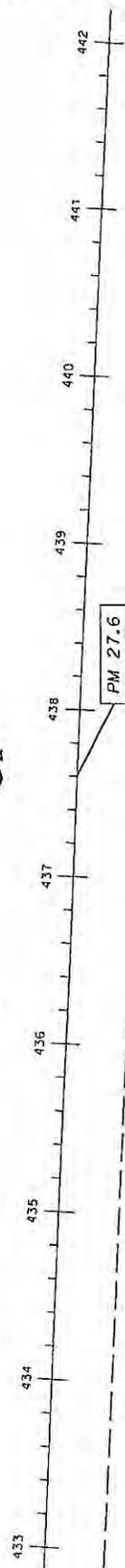
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	27-6/27.8	1	3

T.18 S., R.23 E., M.D.M.

SECTION 28

COUNTY

STATE ROUTE 198 OF



DD 87374-01-01

0.73 Acres

KINGS



SECTION 33

SEE MAP SHEET NO. 3 OF 3

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

<p>STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION</p> <p><b>RIGHT OF WAY DIRECTOR'S DEED DD 87374-01-01</b></p>						
<p><b>NOTES</b> All distances are in feet unless otherwise noted.</p>	<p><b>LEGEND</b>   Access Prohibited   Superseded HWY R/W   Director's Deed Area</p>	<p>DISTRICT 06</p>	<p>COUNTY KIN</p>	<p>ROUTE 198</p>	<p>SHEET PM 27.6</p>	<p>SHEET NO. TOTAL SHEETS 2 3</p>

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

T.18 S., R.23 E., M.D.M.

SECTION 28

COUNTY



19.68' SOUTHERN CALIFORNIA EDISON ELECT. & GAS EASEMENT

HWY R/W

STATE ROUTE 198 OF

AVENUE 1/2

N1/4 COR. SEC. 33, 18/23

442 443 444 445 446 447 448 449 450

PM 27.8

SECTION LINE

HWY R/W

1038.44'

1038.52'

15' SO. CA. EDISON GAS ESMT. BK. 361, PG. 353, 1/10/1955

KINGS

DD 87374-01-01

0.73 Acres

SECTION 33

STATE OF CALIFORNIA  
CALIFORNIA STATE TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DIRECTOR'S DEED  
DD 87374-01-01



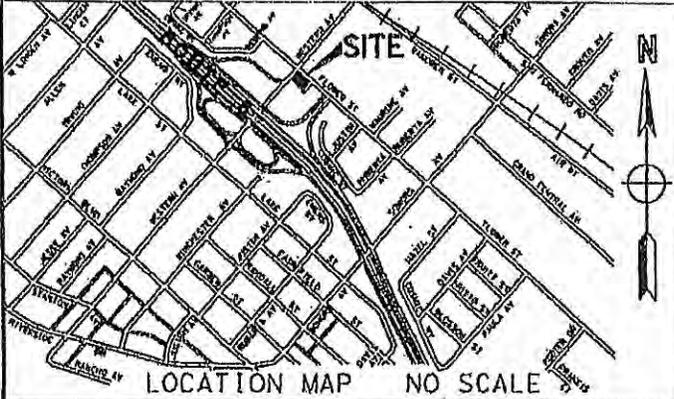
NOTES  
All distances are in feet unless otherwise noted.

LEGEND

- TTTTTTTT Access Prohibited
- Superseded HWY R/W
- Director's Deed Area

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	27.8	3	3

**CITY OF GLENDALE**

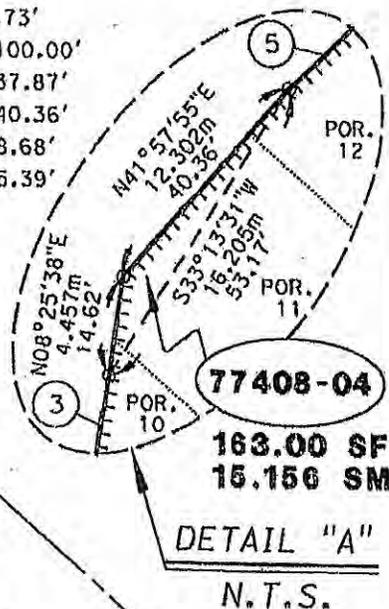
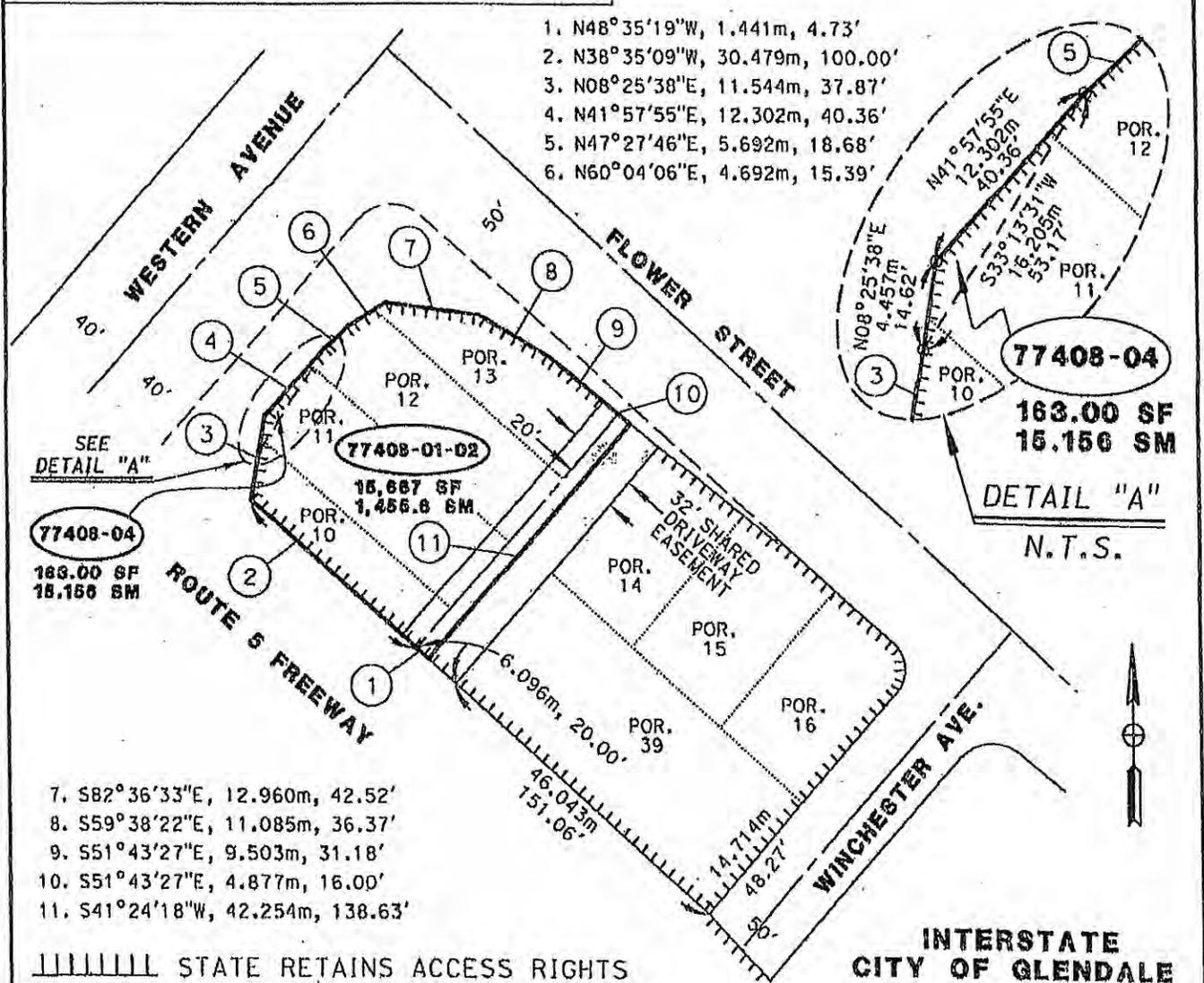


DIST	COUNTY	ROUTE	POST MILE
07	LA	5	KP 44.7

**PARCEL NO. AREA**  
 DD 77408-01-02 15,667 SF 1,455.6 SM

**Reserved Drainage Easement**  
 77408-4 163.00 SF 15.156 SM

PORTION OF LOTS 10, 11, 12, 13  
 OF TRACT NO. 9574  
 MB 136-28

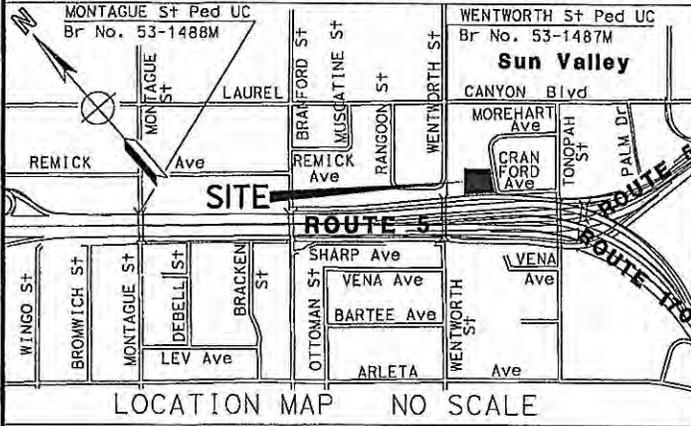


STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING  
**DIRECTOR'S DEED DD 77408-01-02**  
 REF. MAP: 26142-C

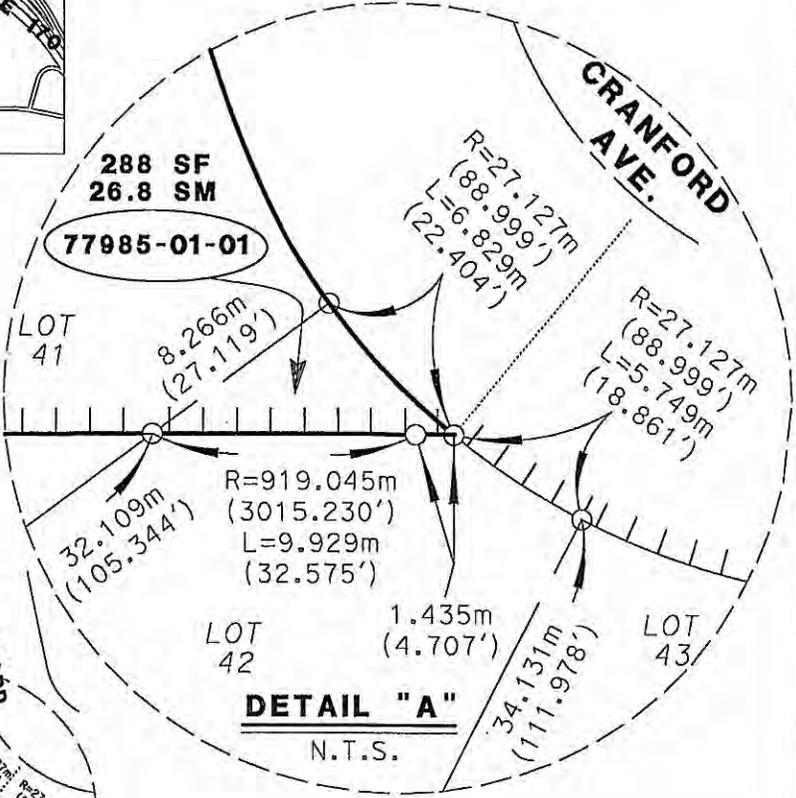
SCALE: NONE  
 DRWN: FC CHKD: RG  
 DATE: 12-3-2015  
 15A

**CITY OF LOS ANGELES**



DIST	COUNTY	ROUTE	PM/KP
07	LA	5	36.2/58.2

PARCEL NO.	CALCULATED AREA	
77985-01-01	288 SF	26.8 SM
77986-01-01	4,449 SF	413.3 SM
DD 77985-01-01	4,737 SF	440.1 SM



**INTERSTATE CITY OF LOS ANGELES**

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

**DIRECTOR'S DEED DD 77985-01-01**

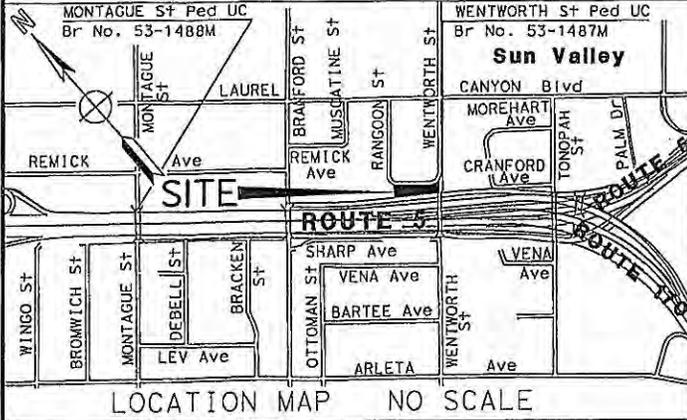
REF. MAP: R/W MAP NO. F1297-1A

SCALE: NONE

DRWN: ST CHKD: FC

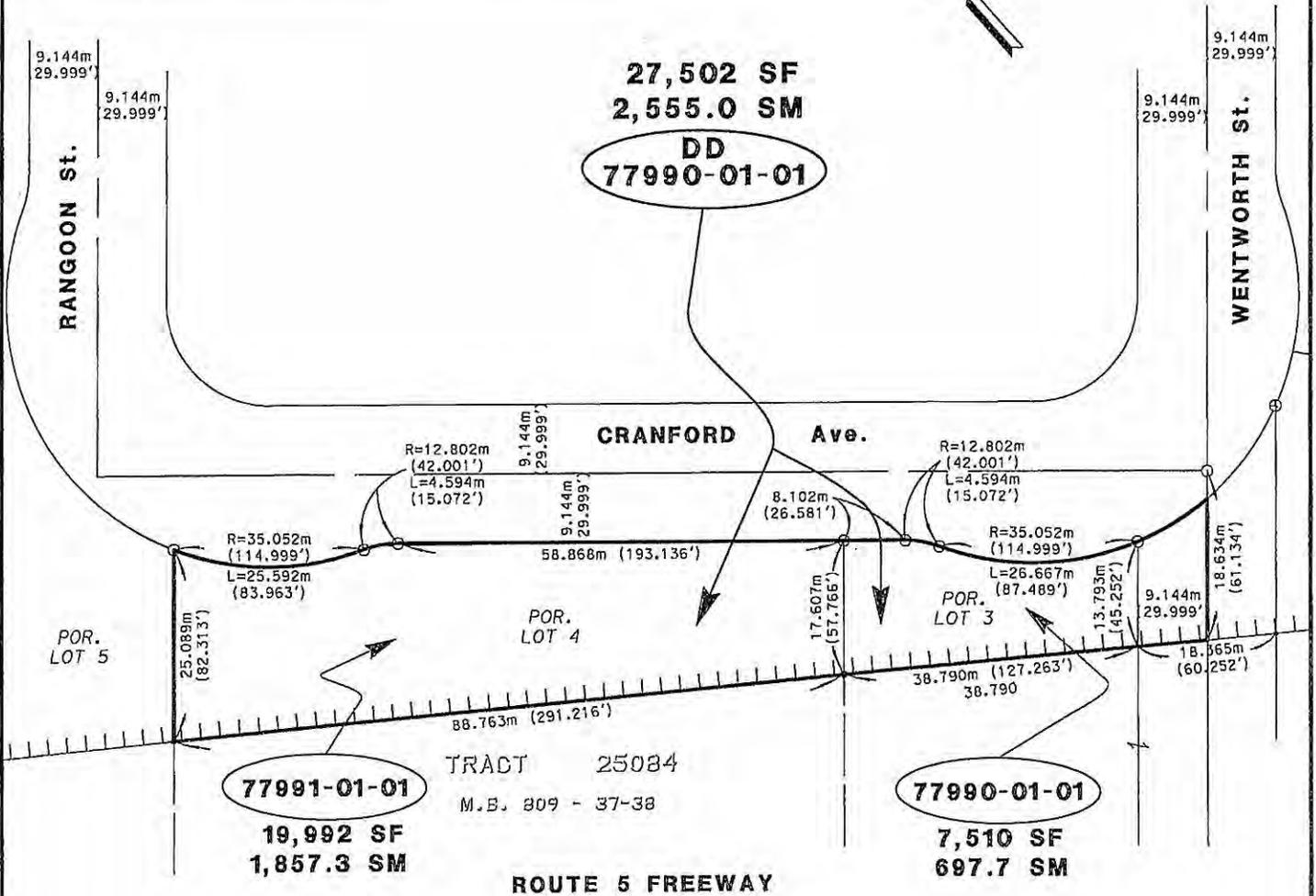
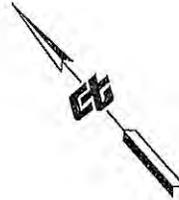
DATE: 01-05-2016

**CITY OF LOS ANGELES**



DIST	COUNTY	ROUTE	PM/KP
07	LA	5	36.2/58.2

PARCEL NO.	CALCULATED AREA	
77990-01-01	7,510 SF	697.7 SM
77991-01-01	19,992 SF	1,857.3 SM
<b>DD 77990-01-01</b>	<b>27,502 SF</b>	<b>2,555.0 SM</b>



**INTERSTATE  
CITY OF LOS ANGELES**

STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

**DIRECTOR'S DEED DD 77990-01-01**

REF. MAP: R/W MAP NO. F1297-1A

SCALE: NONE

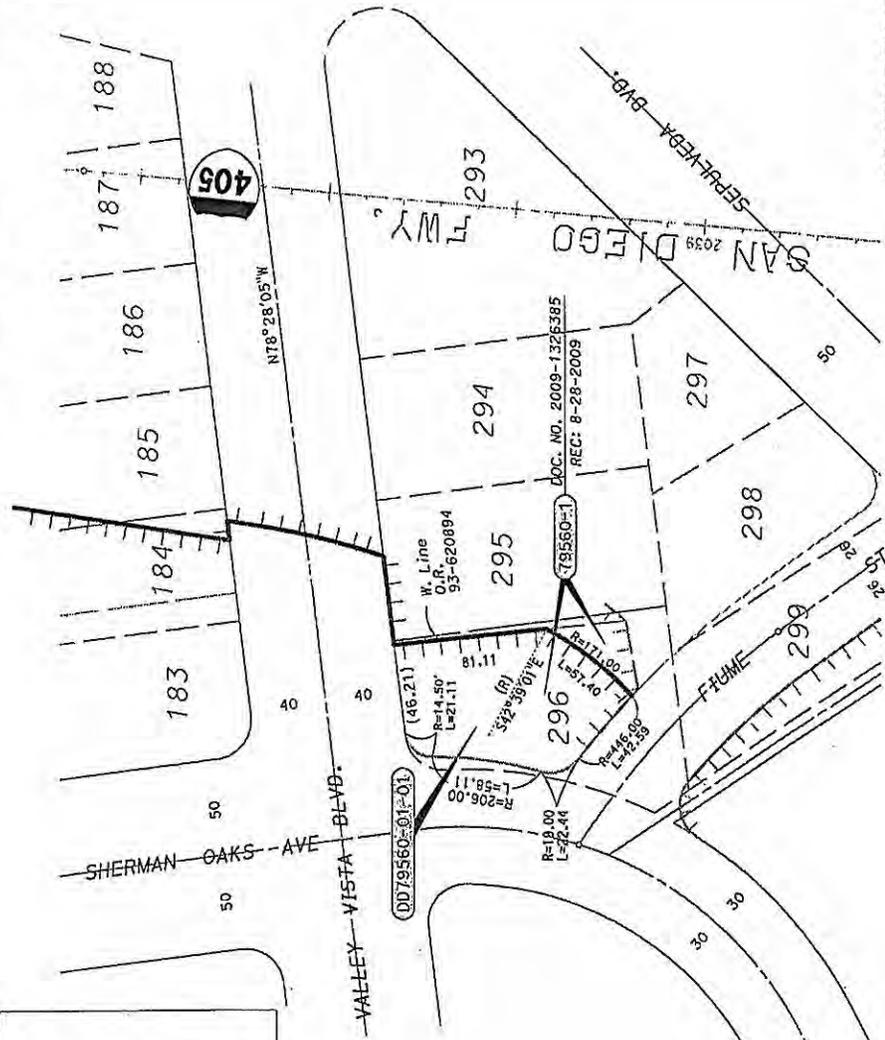
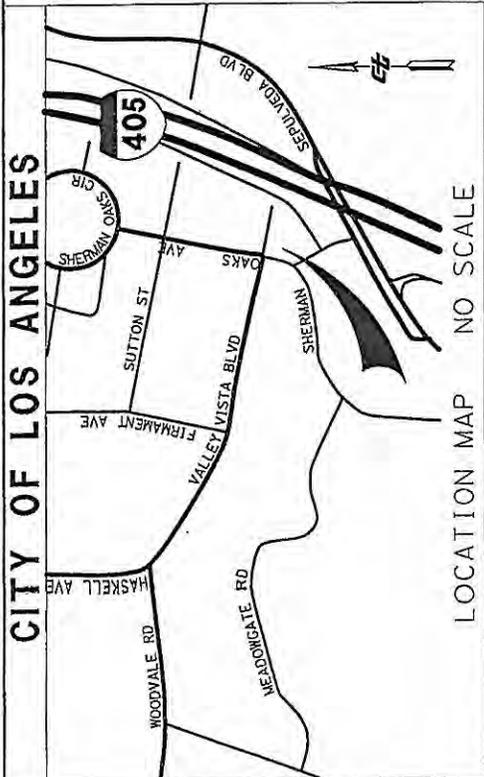
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DATE: 11-03-2015

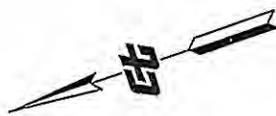


DIST	COUNTY	ROUTE	POST MILE
07	LA	405	38.6

PARCEL NO. DD79560-01-01  
 AREA 6,931 S.F.



PORTION LOT 296 OF TRACT NO. 10000  
 M.B. 146-25/28



INTERSTATE  
 CITY OF LOS ANGELES

STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DISTRICT 07

PLAT ACCOMPANYING

**DIRECTOR'S DEED DD 79560-01-01**

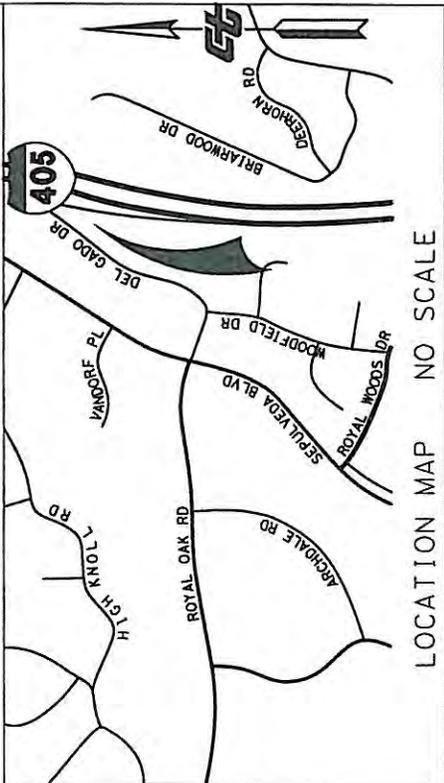
REF. MAP: F1936-9A

SCALE: NONE

DRWN: JNV CHKD: NW

DATE: 6-30-2015

**CITY OF LOS ANGELES**

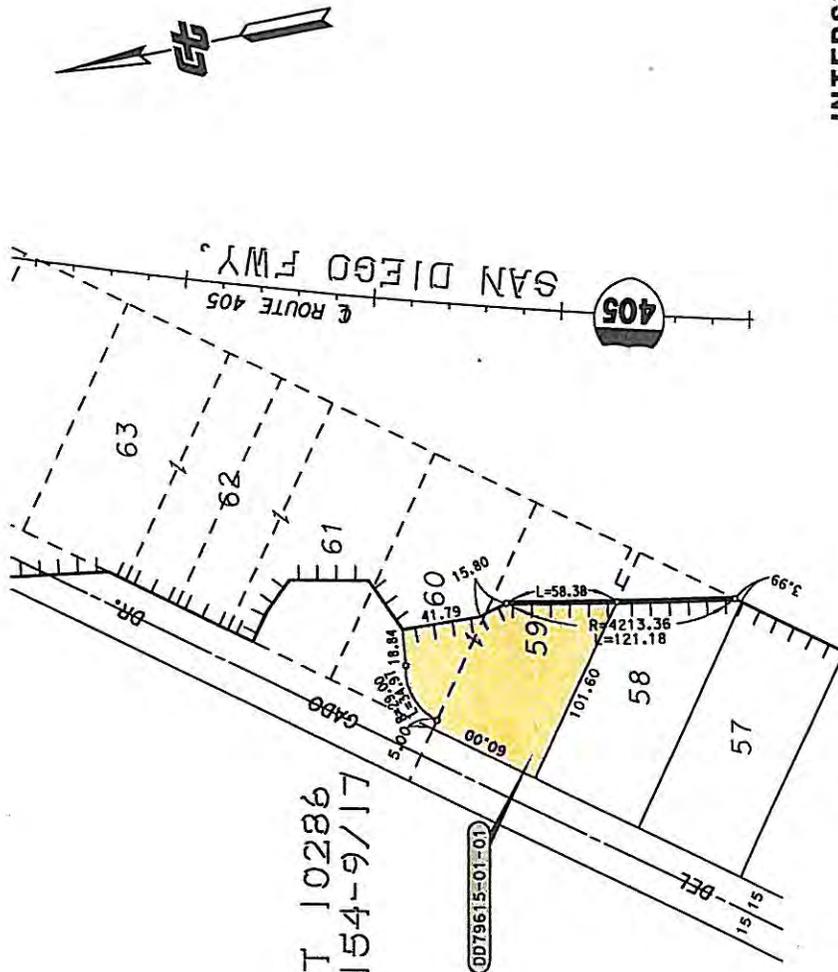


LOCATION MAP NO SCALE

PORTIONS OF LOTS 59 AND 60 OF TRACT NO. 10286, M.B. 154-9/17

DIST	COUNTY	ROUTE	POST MILE
07	LA	405	38.4

**PARCEL NO.**  
DD 79615-01-01 **AREA**  
6,533 S.F.



TRACT 10286  
M.B. 154-9/17

**INTERSTATE**  
**CITY OF LOS ANGELES**

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

**DIRECTOR'S DEED DD 79615-01-01**

REF. MAP: F1936-8A

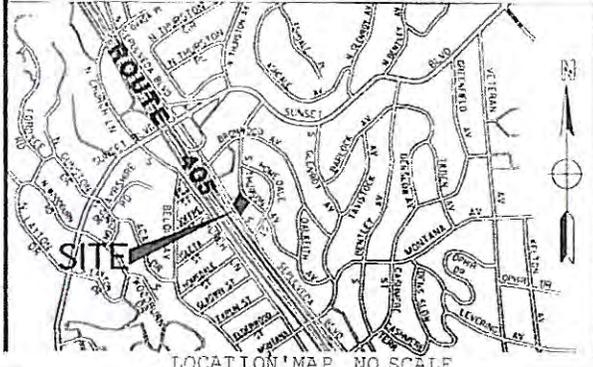
SCALE: NONE

DRWN:NW CHKD:FC

DATE: 2-11-2015

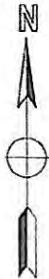
**CITY OF LOS ANGELES**

DIST	COUNTY	ROUTE	POST MILE
07	LA	405	33.2



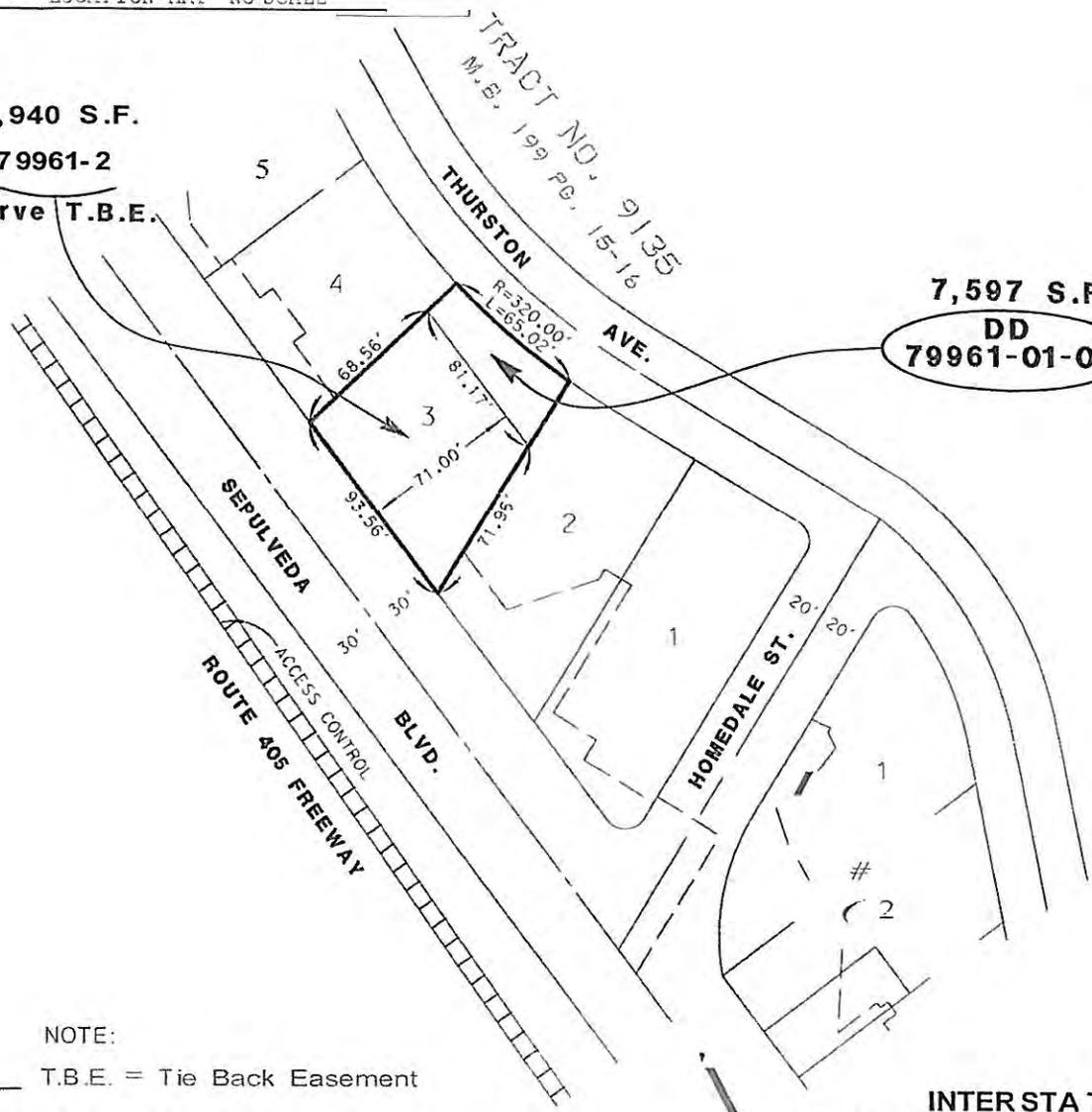
**PARCEL NO.      CALCULATED AREA**  
**DD 79961-01-01      7,597 SF**

**Reserved Tie-back Easement**  
**79961-2      5,940 SF**



**5,940 S.F.**  
**79961-2**  
**Reserve T.B.E.**

**7,597 S.F.**  
**DD**  
**79961-01-01**



NOTE:  
 T.B.E. = Tie Back Easement

11111111 STATE RETAINS ACCESS RIGHTS

**INTERSTATE**  
**CITY OF LOS ANGELES**

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

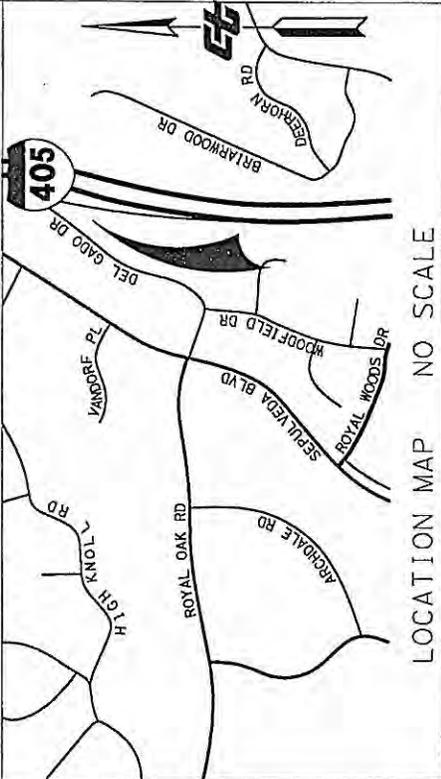
**DIRECTOR'S DEED DD 79961-01-01**

**SCALE: NONE**  
**DRWN: ST CHKD:FC**  
**DATE: 01-22-2016**

REF. MAP: R/W MAP NO. F1933-2A



**CITY OF LOS ANGELES**



LOCATION MAP NO SCALE

PORTION OF LOT 58 OF  
TRACT NO. 10286, M.B. 154-9/17

DIST	COUNTY	ROUTE	POST MILE
07	LA	405	38.4

PARCEL NO. DD 80231-01-01 AREA 7,000 S.F.



TRACT 10286  
M.B. 154-9/17

INTERSTATE  
CITY OF LOS ANGELES

STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

**DIRECTOR'S DEED DD 80231-01-01**

REF. MAP: F1936-8A

SCALE: NONE

DRWN: NW CHKD: FC

DATE: 2-9-2015

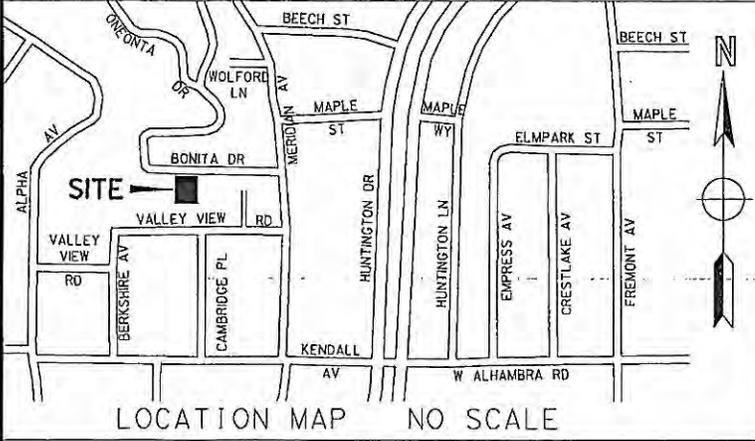
**CITY OF SOUTH PASADENA**

DIST	COUNTY	ROUTE	POST MILE
07	LA	710	29.4

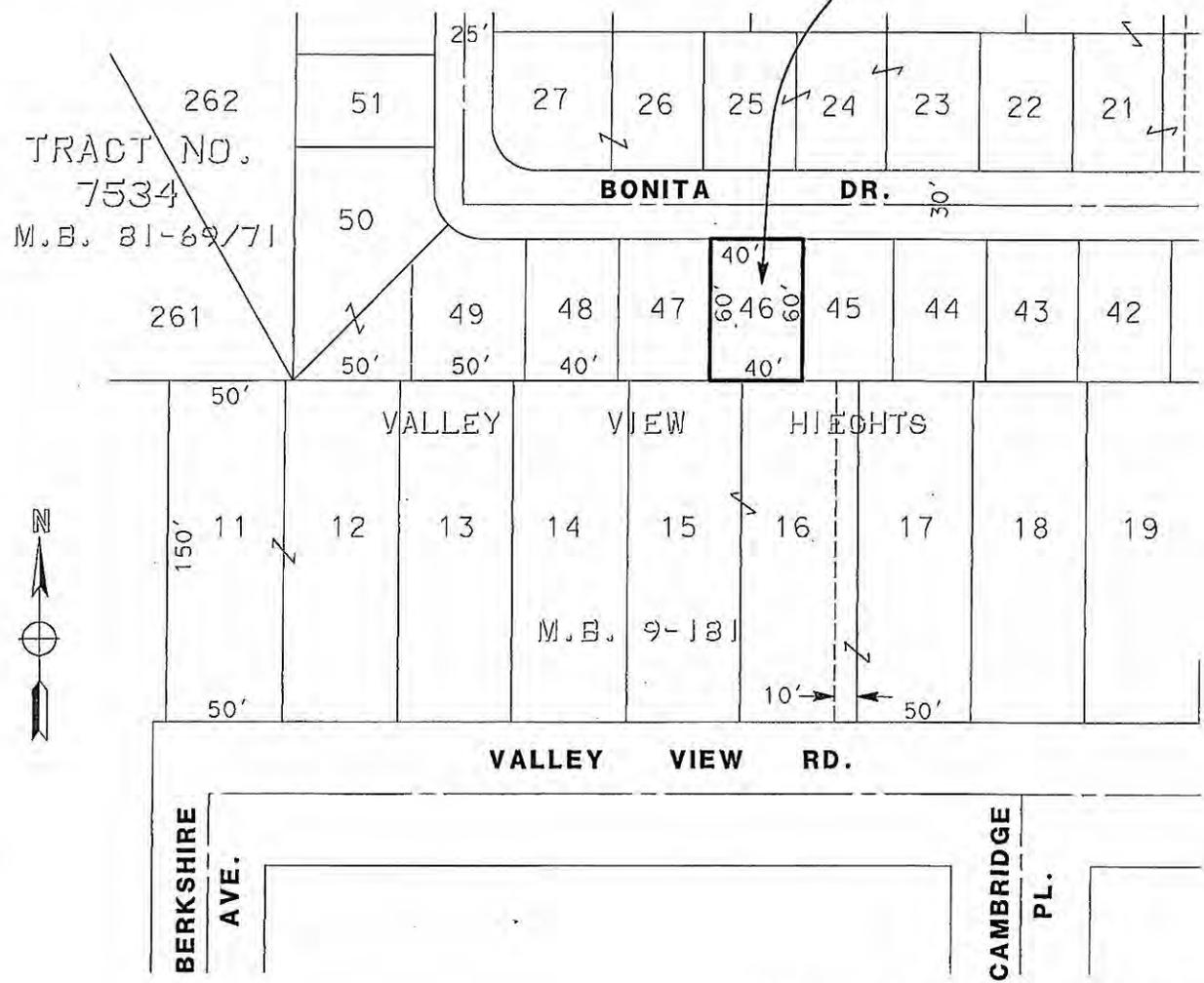
**PARCEL NO. AREA**  
**DD 41597-01-01 2,400 SF**

LOT 46 OF TRACT NO. 7534  
 M.B. 81 PG. 69 TO 71 INCLUSIVE

**2,400 S.F.**  
**DD**  
**41597-01-01**



TRACT NO.  
 7534  
 M.B. 81-69/71



**CITY OF SOUTH PASADENA**

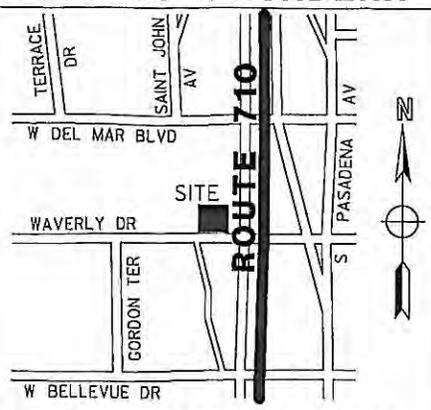
STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07  
 PLAT ACCOMPANYING  
**DIRECTOR'S DEED DD 41597-01-01**  
 REF. MAP: R/W MAP NO. F1532-1

SCALE: NONE  
 DRWN:: ST CHKD: FC  
 DATE: 02-23-2016

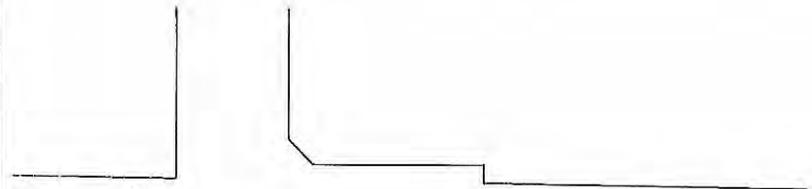
**CITY OF PASADENA**

DIST	COUNTY	ROUTE	POST MILE
07	LA	710	32.2

PARCEL NO.	AREA
DD 46820-01-01	7,140 SF



LOCATION MAP NO SCALE



**DEL MAR ST.**

GALBRAITH + THOMAS

M.R. 12-76

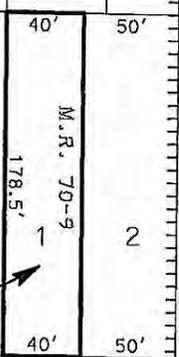
11

12

**ROUTE 710 FREEWAY**



**7,140 S.F.**  
**DD**  
**46820-01-01**



**WAVERLY DR.**

30' 30'  
**GORDON TER.**

STATE RETAINS ACCESS RIGHTS

**CITY OF PASADENA**

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

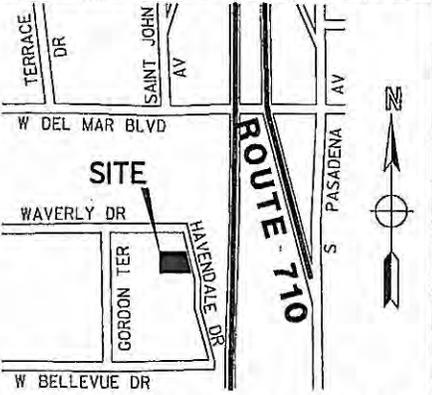
SCALE: NONE  
DRWN:: ST CHKD: FC  
DATE: 6-27-2014

PLAT ACCOMPANYING  
**DIRECTOR'S DEED DD 46820-01-01**

REF. MAP: R/W MAP NO. F-1214-14

**CITY OF PASADENA**

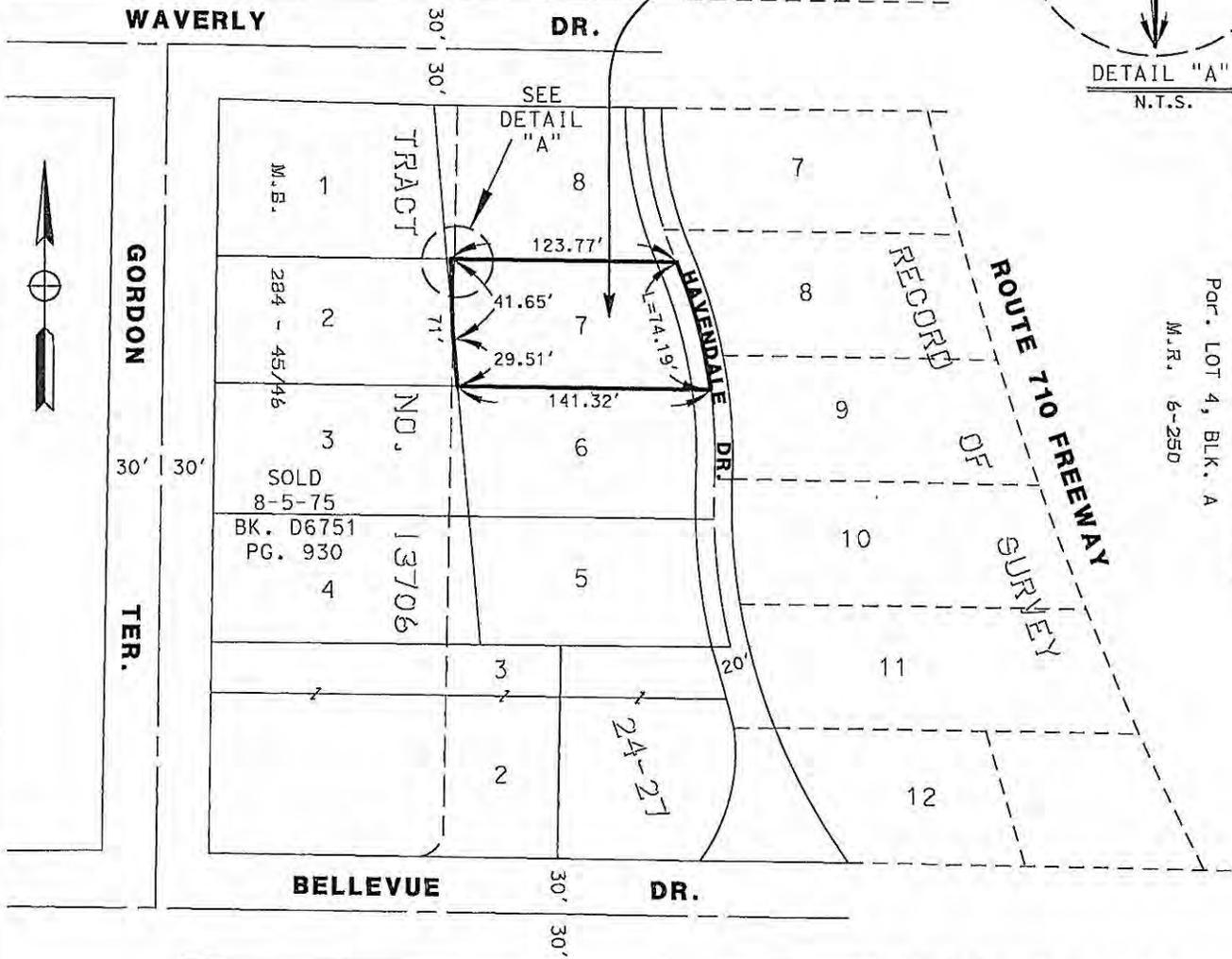
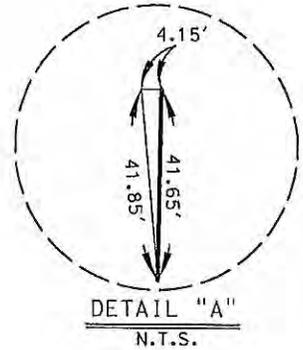
DIST	COUNTY	ROUTE	POST MILE
07	LA	710	32.2



LOCATION MAP NO SCALE

**PARCEL NO.      CALCULATED AREA**  
**DD 46832-01-02      9,597 SF**

**9,597 S.F.**  
**DD**  
**46832-01-02**



JAMES SMITH TRACT  
 Part. Lot 4, Blk. A  
 M.R. 6-250

STATE RETAINS ACCESS RIGHTS

**CITY OF PASADENA**

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

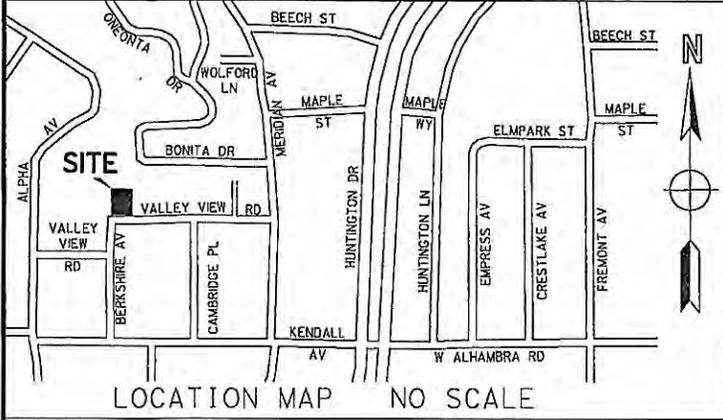
PLAT ACCOMPANYING

**DIRECTOR'S DEED DD 46832-01-02**

REF. MAP: R/W MAP NO. F-1214-14

SCALE: NONE  
 DRWN:: ST CHKD: FC  
 DATE: 8-24-2015

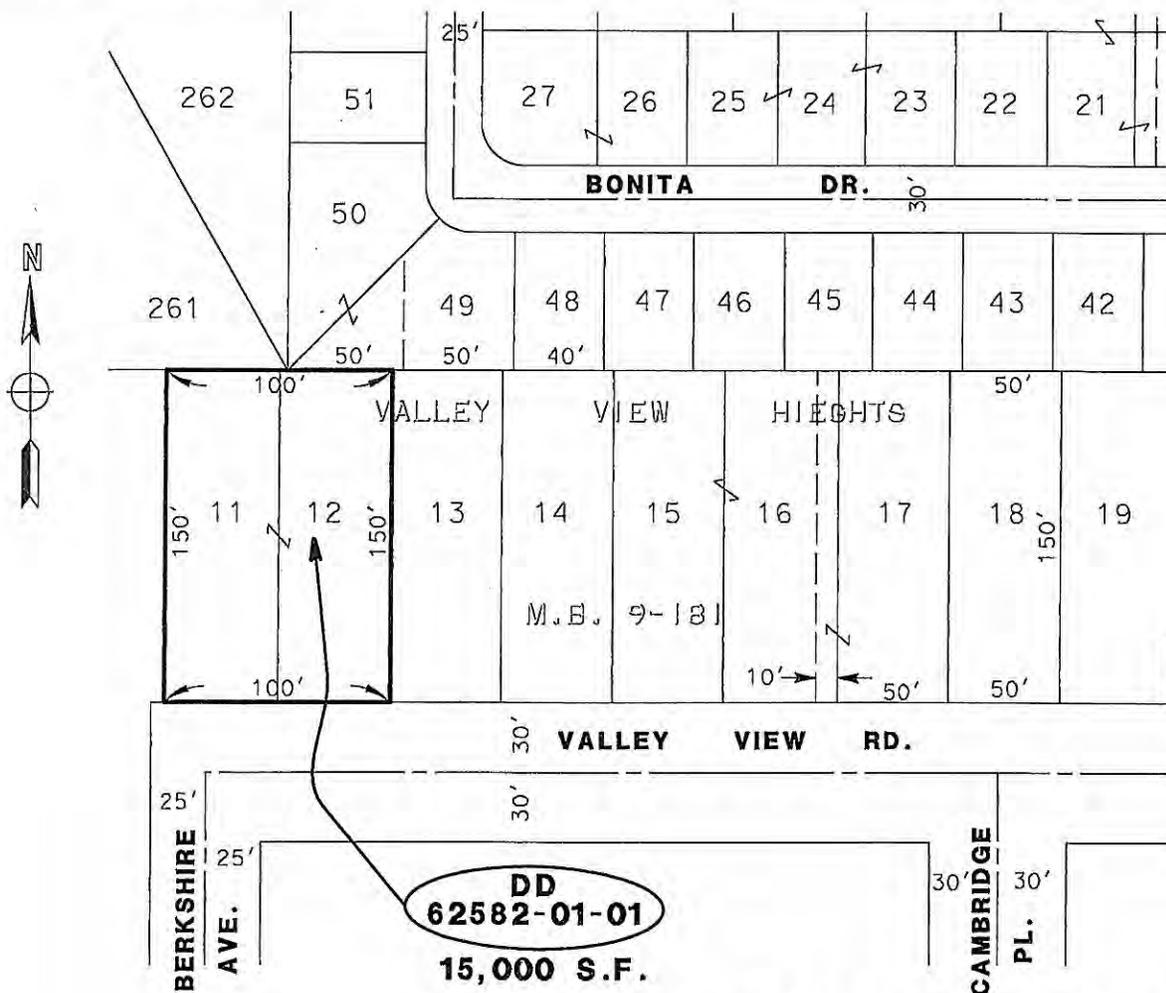
**CITY OF SOUTH PASADENA**



DIST	COUNTY	ROUTE	POST MILE
07	LA	710	29.4

**PARCEL NO. AREA**  
**DD 62582-01-01 15,000 SF**

LOT 11 AND 12 VALLEY VIEW HEIGHTS  
 M.B. 9-181



**CITY OF SOUTH PASADENA**

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

**DIRECTOR'S DEED DD 62582-01-01**

REF. MAP: R/W MAP NO. F1532-1

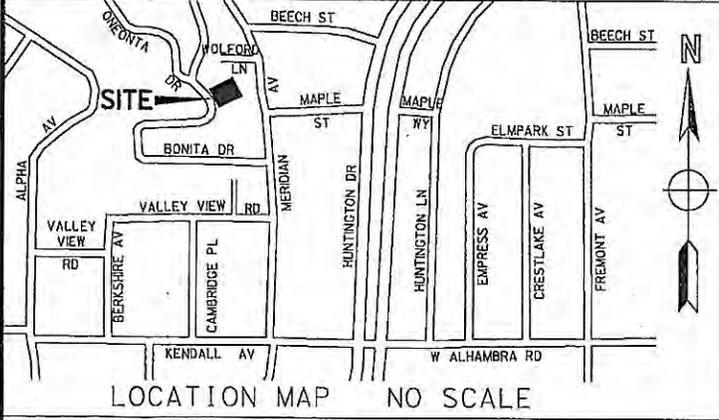
SCALE: NONE

DRWN:: ST CHKD: FC

DATE: 02-23-2016

27A

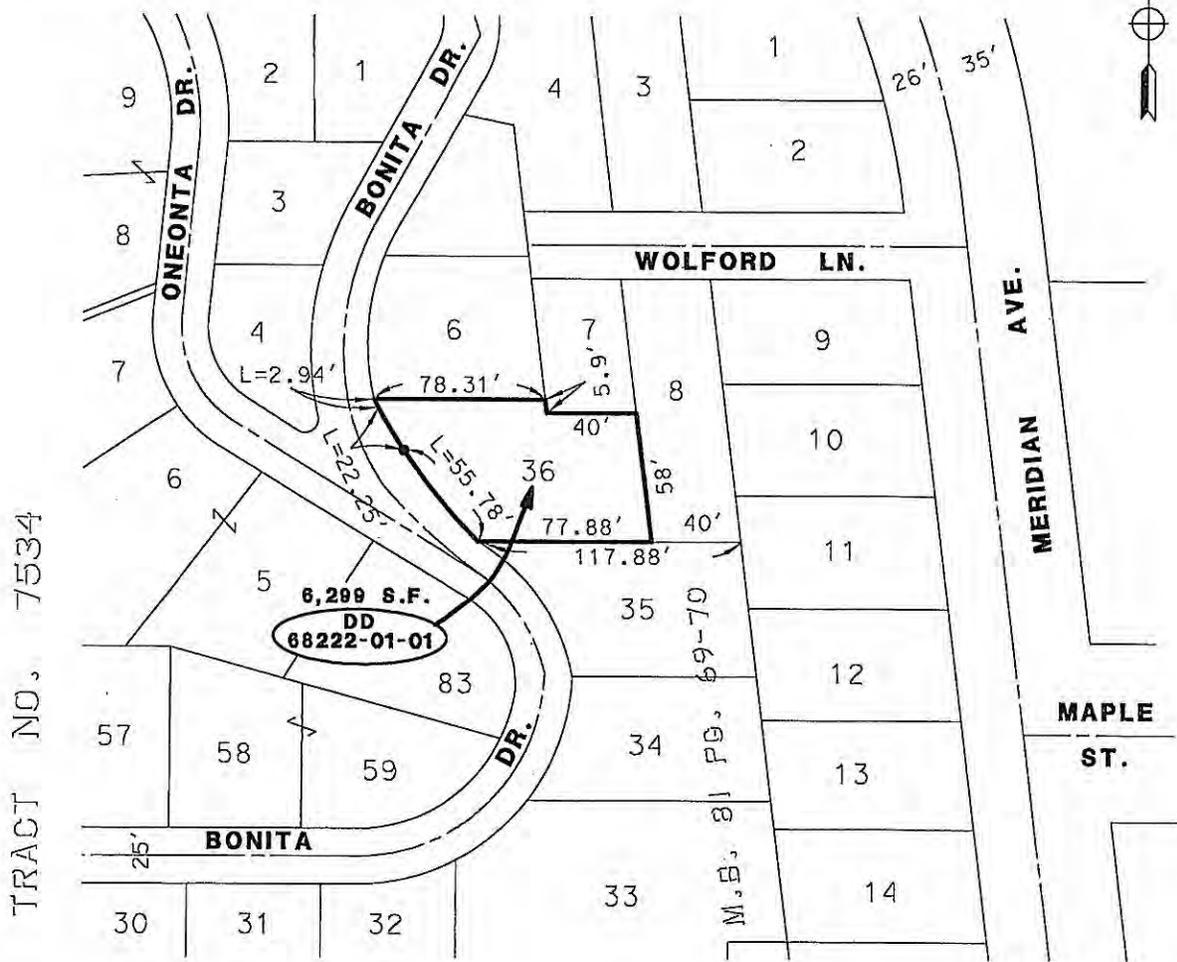
**CITY OF SOUTH PASADENA**



DIST	COUNTY	ROUTE	POST MILE
07	LA	710	29.4

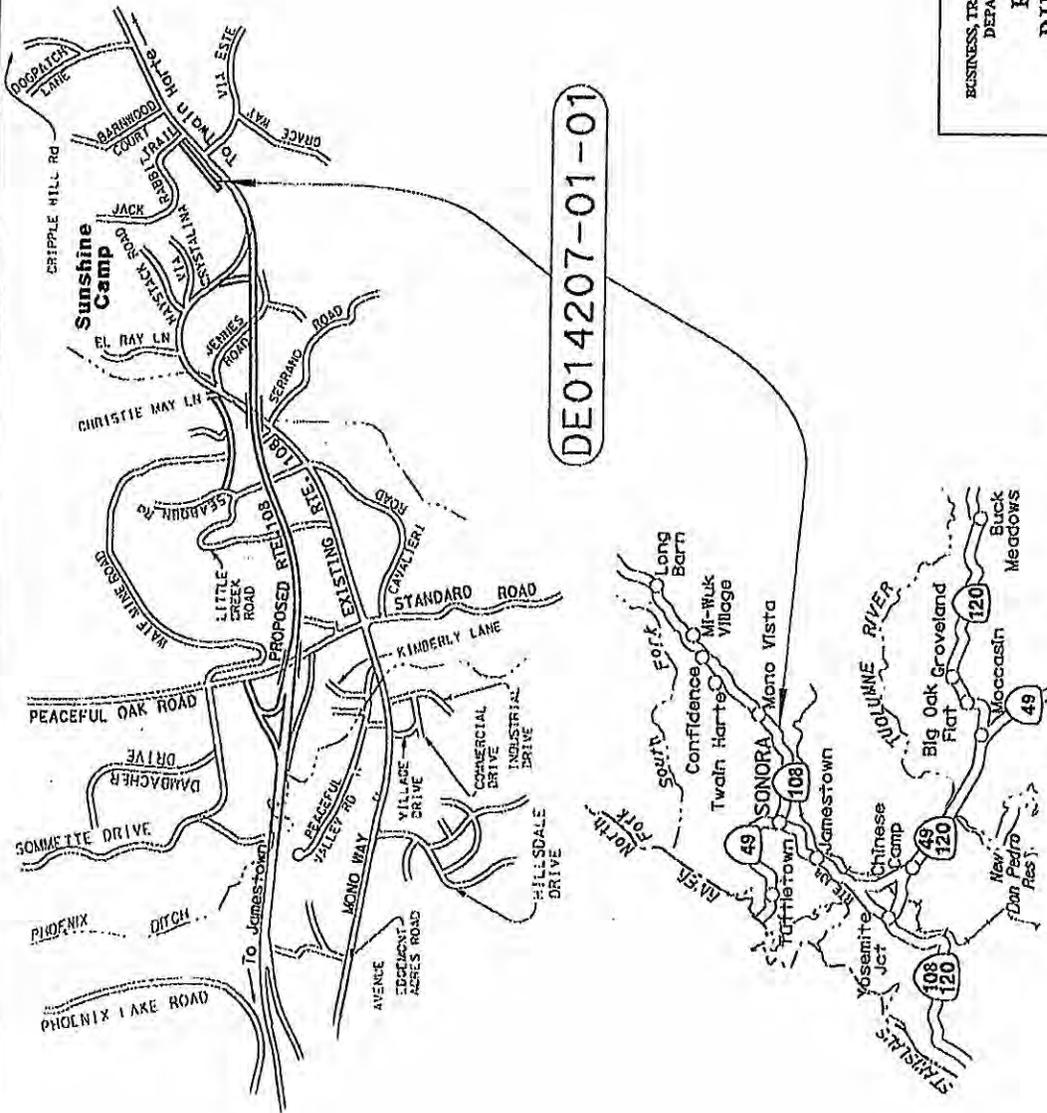
**PARCEL NO. AREA**  
**DD 68222-01-01 6,299 SF**

LOT 36 OF TRACT NO. 7534  
 M.B. 81 PG. 69 TO 71 INCLUSIVE



STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07  
 PLAT ACCOMPANYING  
**DIRECTOR'S DEED DD 68222-01-01**  
 REF. MAP: R/W MAP NO. F1532-1

SCALE: NONE  
 DRWN:: ST CHKD: FC  
 DATE: 02-23-2016



STATE OF CALIFORNIA  
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
 DIRECTORS DEED  
 DE 014207 -01-01**

DISTRICT	COUNTY ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	108	5-9	1	3

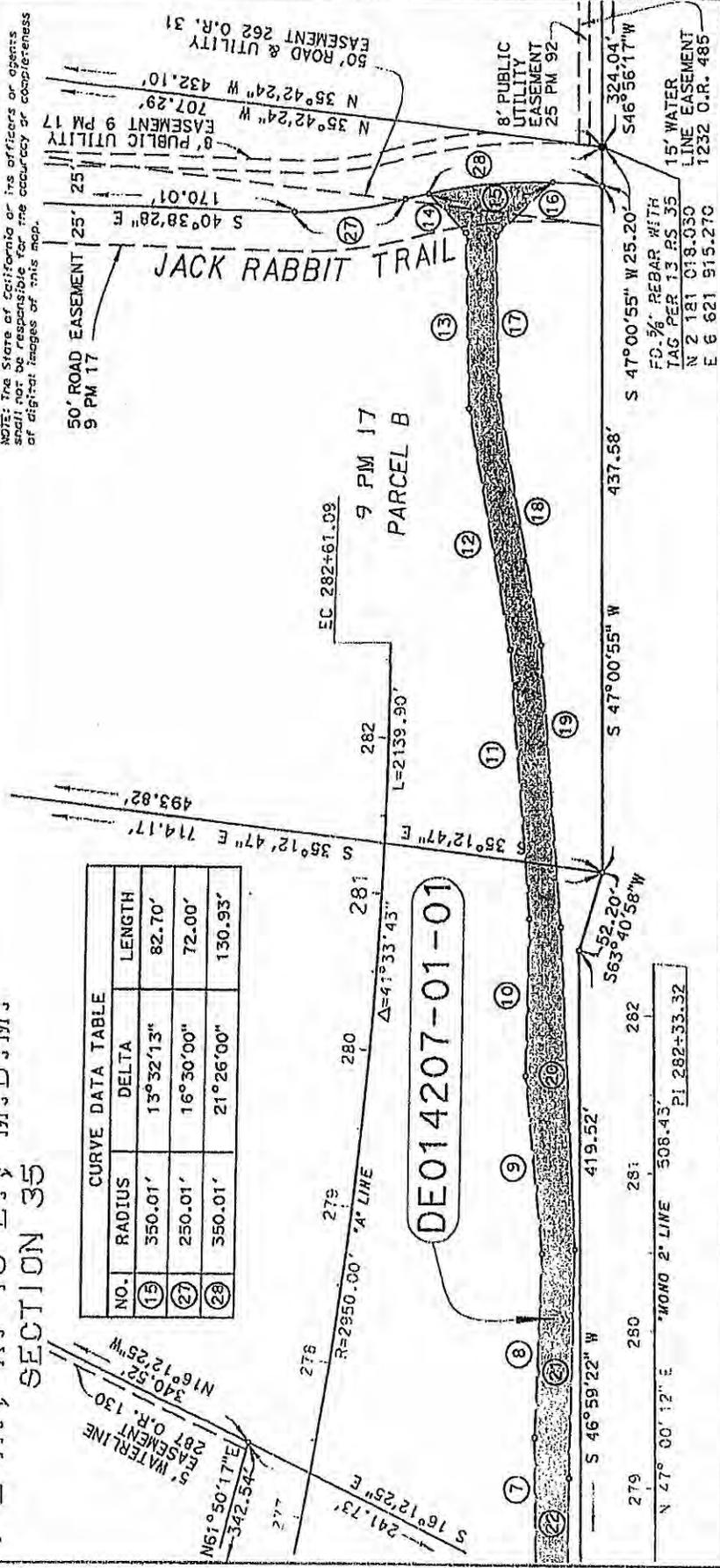
# UNINCORPORATED AREA OF TUOLUMNE COUNTY



T 2 N., R. 15 E., M.D.M.  
SECTION 35

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

NO.	RADIUS	DELTA	LENGTH
(15)	350.01'	13°32'13"	82.70'
(27)	250.01'	16°30'00"	72.00'
(28)	350.01'	21°26'00"	130.93'



DE014207-01-01

# UNINCORPORATED AREA OF TULUMNE COUNTY

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
DIRECTORS DEED  
DE 014207 -01-01**

**NOTES**  
Coordinates and bearings are on GCS 1983 (NAD 83) Zone 10. Distances are given in feet and distances are rounded to the nearest foot. All distances are in feet unless otherwise noted.

**LEGEND**  
 ■ 6" by 6" Concrete "DOT" Markers  
 ● Indicated Found Monument  
 \* Not reared (distances are indicated in feet unless otherwise noted)

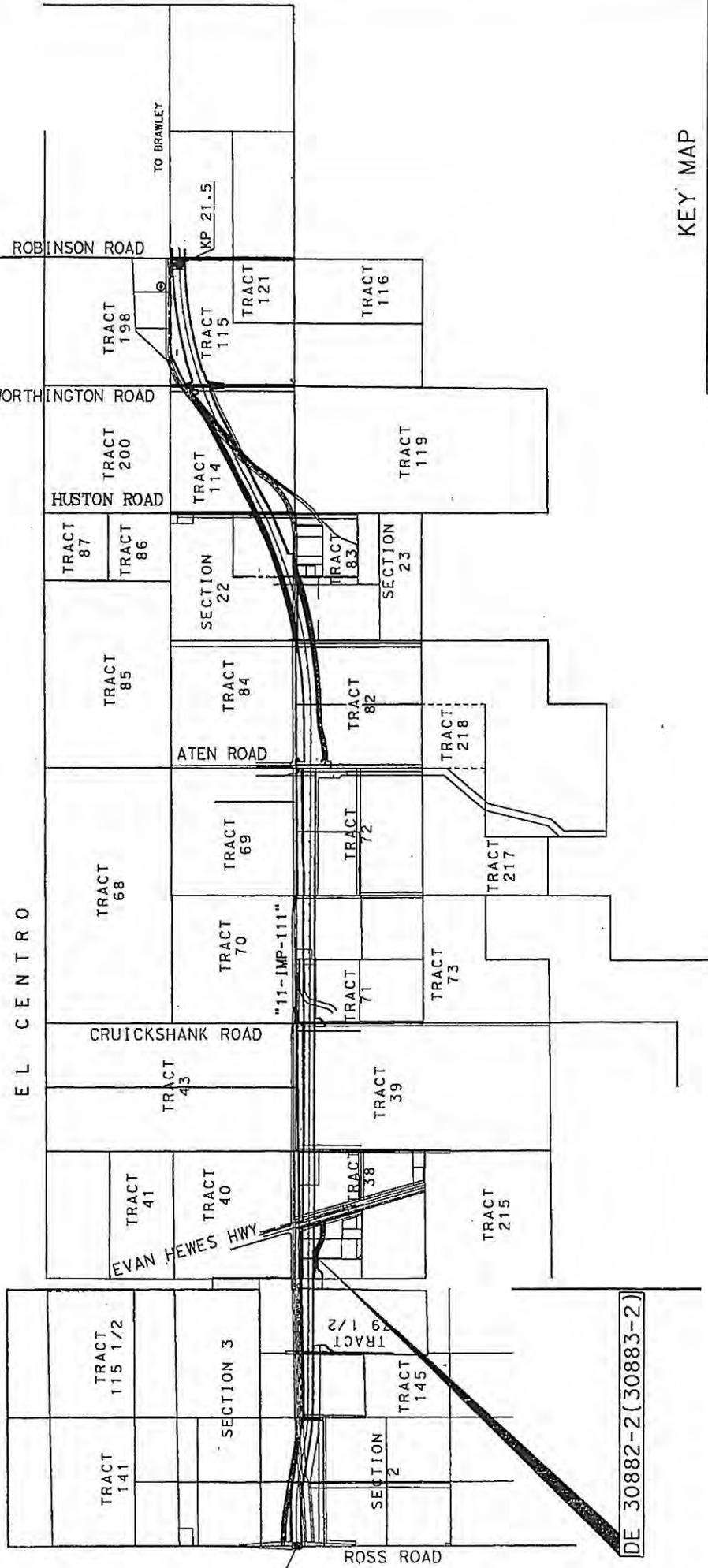
NO.	BEARING	DISTANCE	NO.	BEARING	DISTANCE
(7)	N 46°37'34" E	131.56'	(16)	N 85°20'04" W	50.77'
(8)	N 49°24'43" E	116.92'	(17)	S 45°48'09" W	100.91'
(9)	N 41°40'27" E	113.48'	(18)	S 37°05'26" W	161.56'
(10)	N 48°31'41" E	99.86'	(19)	S 42°59'08" W	181.24'
(11)	N 42°50'32" E	173.34'	(20)	S 44°30'36" W	205.05'
(12)	N 36°58'27" E	156.09'	(21)	S 48°43'18" W	145.43'
(13)	N 45°50'31" E	111.15'	(22)	S 47°48'16" W	188.59'
(14)	N 2°42'02" E	35.34'			



DISTRICT	COUNTY	ROUTE	SHEET	NO.	TOTAL SHEETS
10	TUO	108	5-3	3	3



COUNTY OF IMPERIAL



KEY MAP

STATE OF CALIFORNIA	
DEPARTMENT OF TRANSPORTATION	
DISTRICT II	
EXCESS PARCEL MAP	
DE30882-2(30883-2)	
RIGHT OF WAY MAP NO.	POB. 81317km
COUNTY	ROUTE
IMP	III
PM	9.4
SCALE	NONE
SHEET 1 OF 2	

E.A. 1993U2

DE 30882-2(30883-2)

COUNTY OF IMPERIAL  
T. 15 S., R. 14 E., S. B. M.

11 - IMP - 111

40' UTILITY EASE.  
TO: I.I.D.  
BK.: 1218 PG.: 5  
REC.: 11-12-65

PM 9.4

"6"

30882-2

32'

L=172'

L=196'

170'

170'

L=157'

L=164'

173'

178'

17'

R31099-A-3

RELINQUISHMENT  
TO: IMPERIAL COUNTY  
DATED 03/08/2010  
F/N 2010-006350

30878

PRIVATE DRAINAGE EASEMENT  
BENEFITING PARCEL 30878

DE 30882-2 (30883-2)

30882-2 AREA 0.3 AC  
30883-2 AREA 0.1 AC  
TOTAL AREA 0.4 AC

EVAN HEWES HWY (FORMER RTE 80)

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
DISTRICT II

EXCESS PARCEL MAP  
DE 30882-2 (30883-2)

RIGHT OF WAY  
MAP NO. Por. 81320m

COUNTY	ROUTE	PM	SCALE
IMP	III	9.4	NONE

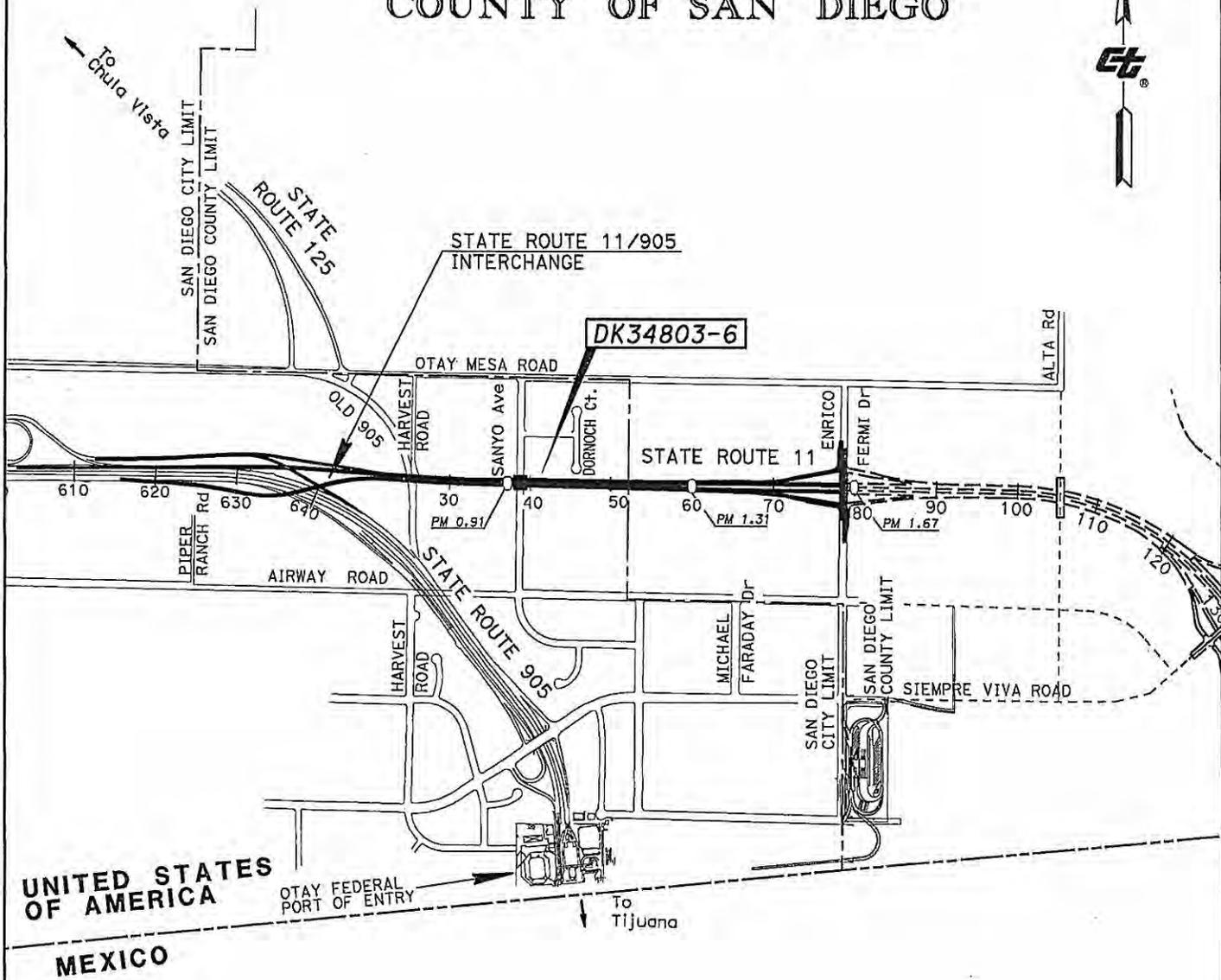
1993U2

SHEET 2 OF 2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

## COUNTY OF SAN DIEGO



NOTES	
All distances are in feet unless otherwise noted.	
LEGEND	

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
 DIRECTOR'S DEED**  
**DK34803-6**

SCALE: NONE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	0.97	1	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

# EXHIBIT "B"

CARNOUSTIE ROAD

CITY OF SAN DIEGO  
T. 18 S. R. 1 W. S.B.M.  
SECTION 36

MAP 11667

LOT 3

LOT 6

LOT 5

LOT 4

SEWER EASEMENT  
TO: SAN DIEGO COUNTY  
SANITATION DIST.

**DK34803-6**

AREA = 0.047 AC.  
(2,056 SQ. FT.)

L=34'

70'

61'

32'

SANYO AVENUE

DORNOCH COURT

STATE ROUTE 11-SD-11

40

41

PM 0.97

42

43

44

45

LEGEND



DK34803-6



ACCESS CONTROLLED  
RIGHT OF WAY

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DIRECTOR'S DEED  
DK 34803-6

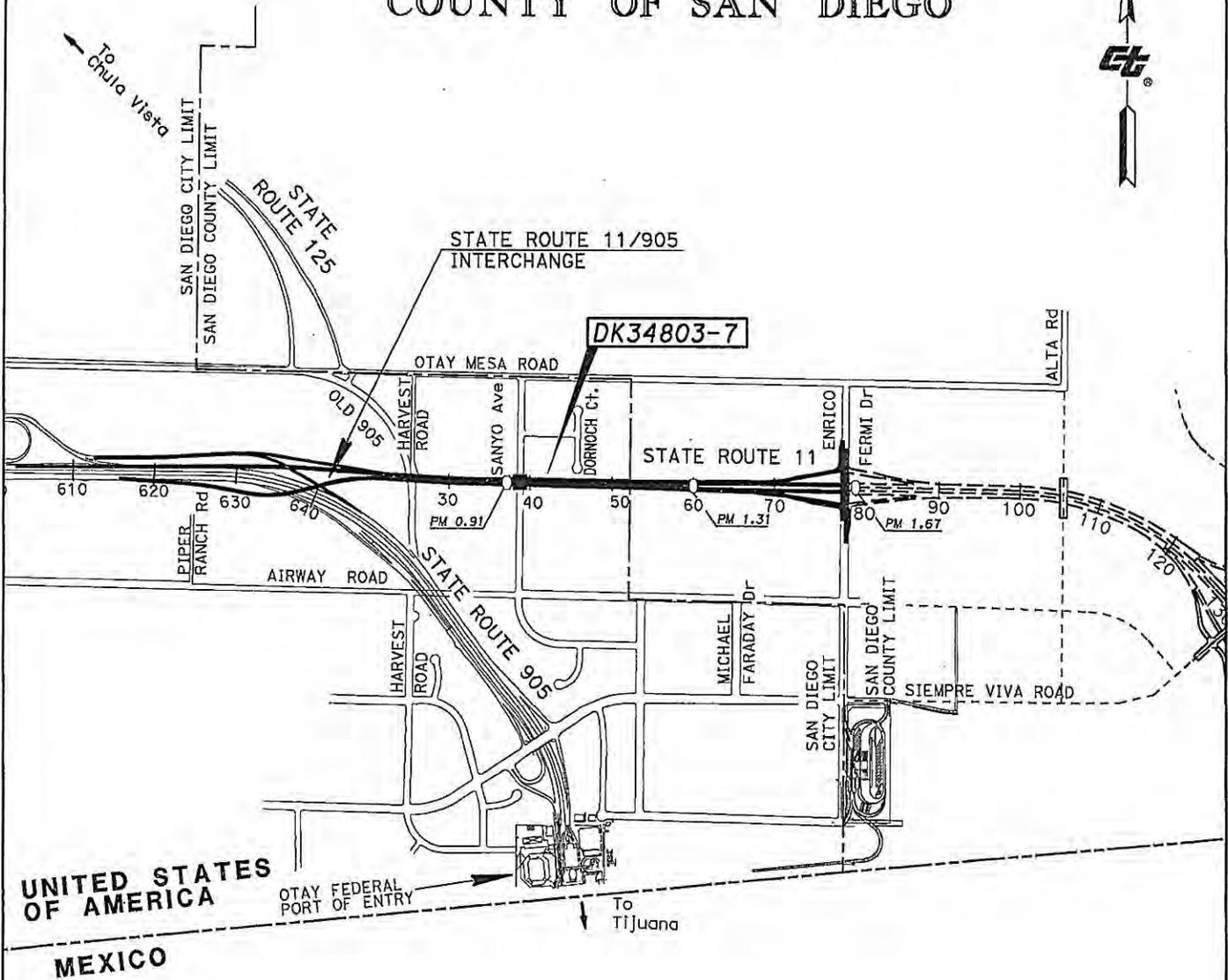


DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	0.97	2	2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

## COUNTY OF SAN DIEGO



UNITED STATES OF AMERICA

MEXICO

OTAY FEDERAL PORT OF ENTRY

To Tijuana

**NOTES**  
All distances are in feet unless otherwise noted.

**LEGEND**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
DIRECTOR'S DEED  
DK34803-7**

SCALE: NONE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	0.97	1	2

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

# EXHIBIT "B"

CARNOUSTIE ROAD

CITY OF SAN DIEGO  
T. 18 S. R. 1 W. S.B.M.  
SECTION 36

MAP 11667



LOT 3

LOT 6

LOT 4

WATER EASEMENT  
TO: OTAY WATER DISTRICT

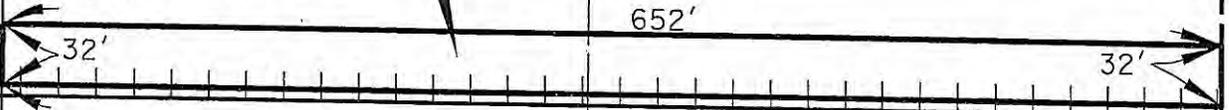
**DK34803-7**

AREA = 0.479 AC.  
(20,877 SQ. FT.)

LOT 5

SANYO AVENUE

DORNOCH COURT



STATE ROUTE 11-SD-11

40 41 PM 0.97 42 43 44 45

LEGEND



DK34803-7



ACCESS CONTROLLED  
RIGHT OF WAY

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DIRECTOR'S DEED  
DK 34803-7

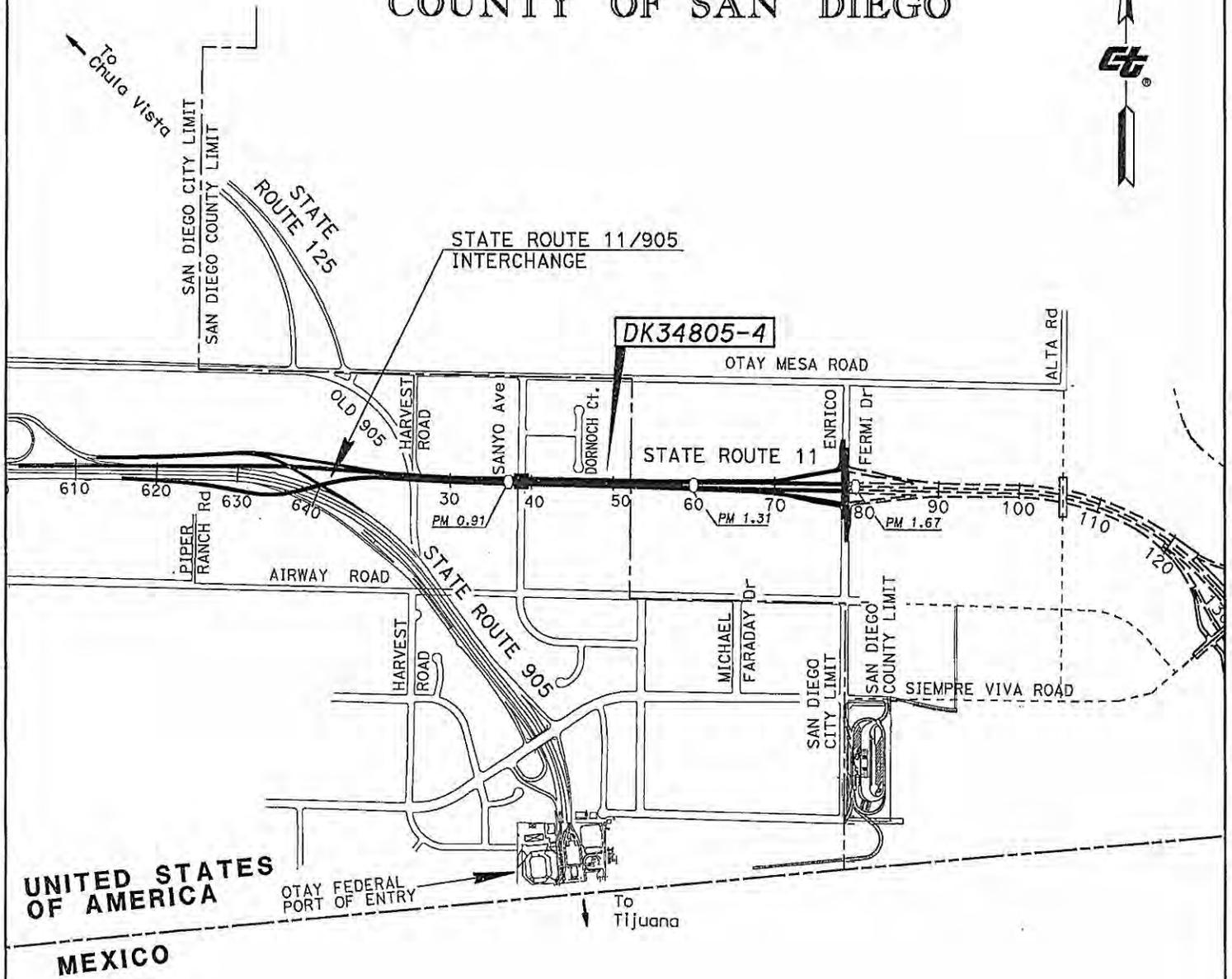


DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	0.97	2	2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

## COUNTY OF SAN DIEGO



NOTES
All distances are in feet unless otherwise noted.
LEGEND

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

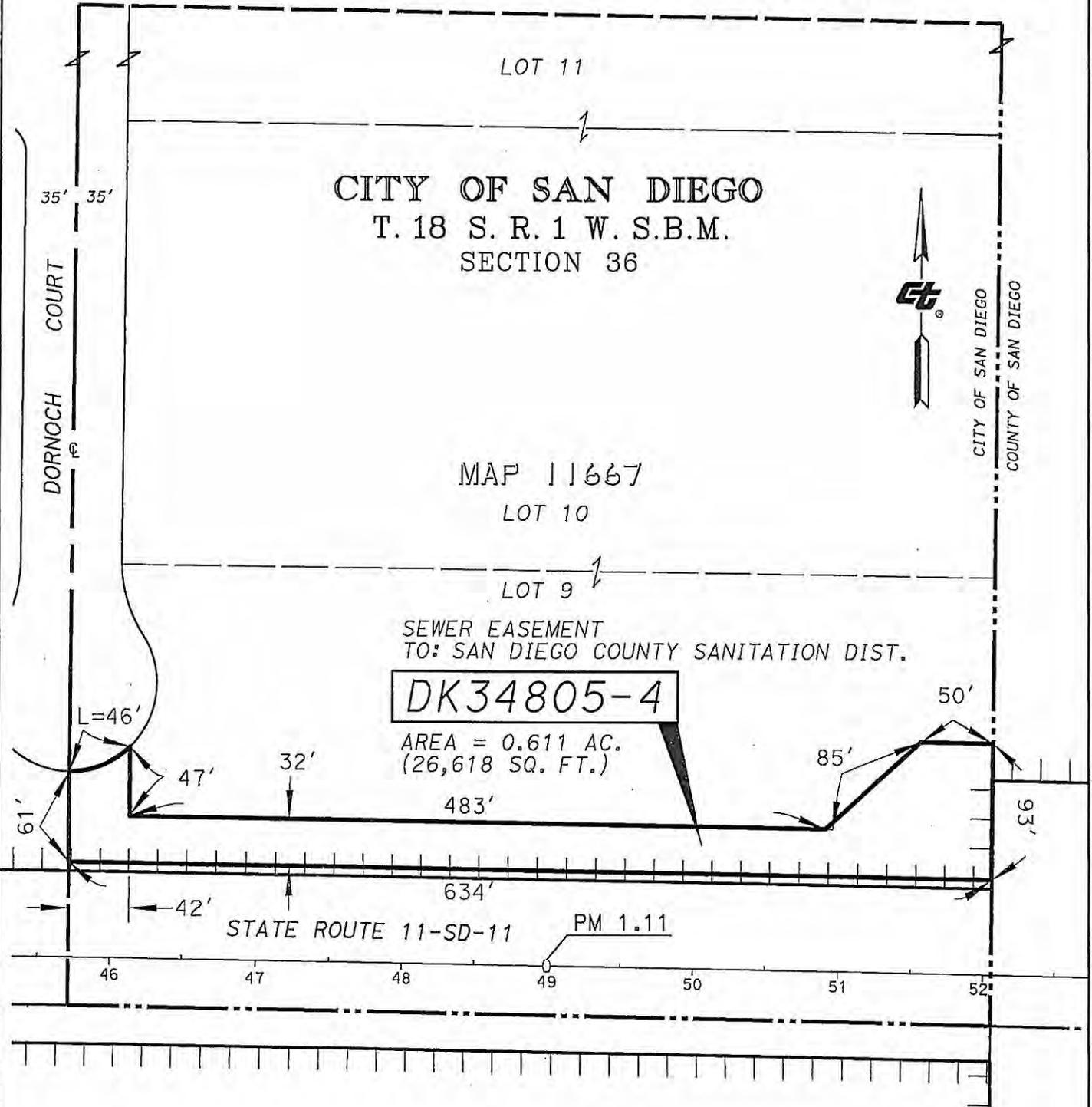
**RIGHT OF WAY  
DIRECTOR'S DEED  
DK34805-4**

SCALE: NONE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	0.97	1	2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



LEGEND



DK34805-4



ACCESS CONTROLLED  
RIGHT OF WAY

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DIRECTOR'S DEED  
DK 34805-4

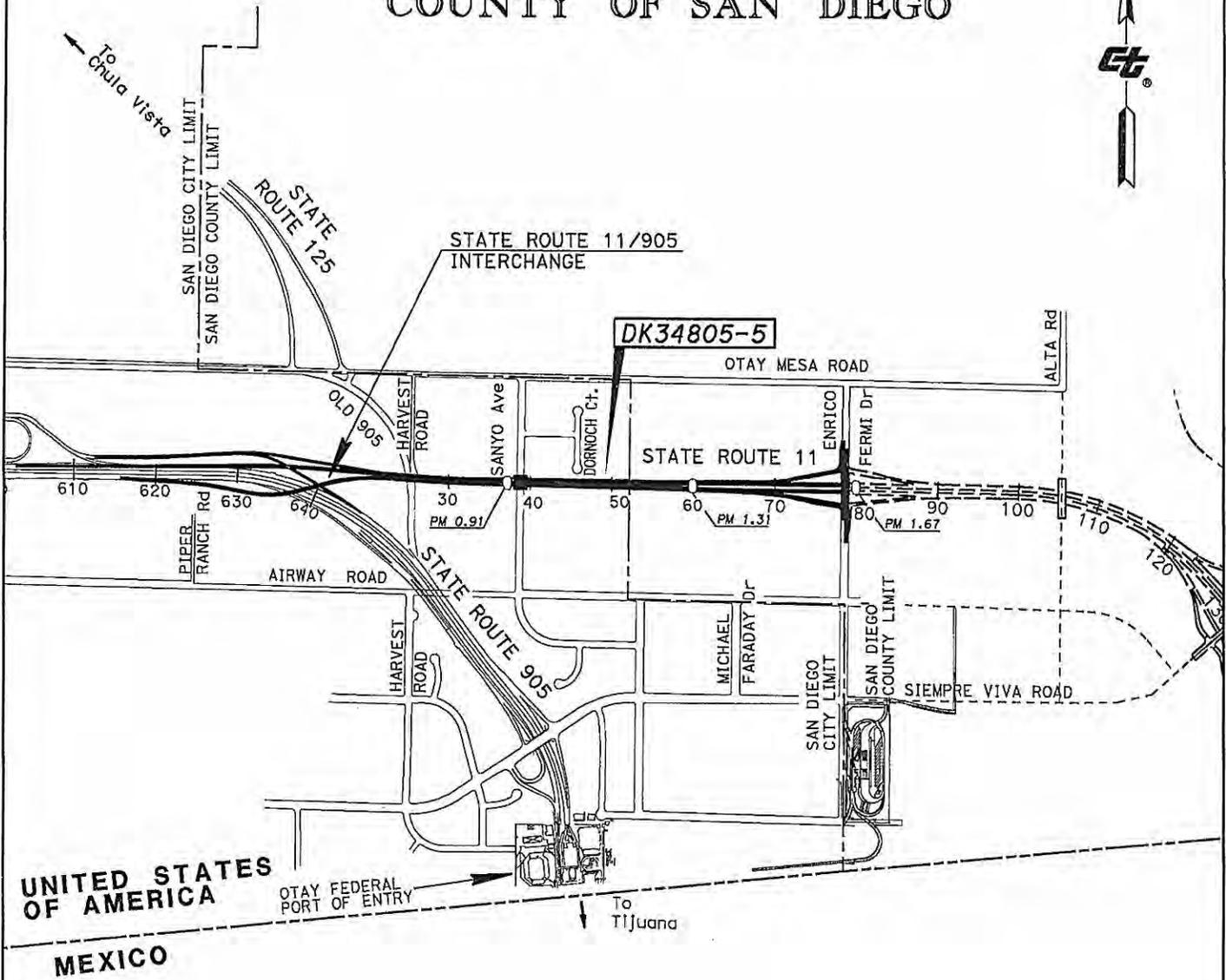


DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	sd	11	1.11	2	2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

## COUNTY OF SAN DIEGO



NOTES	
All distances are in feet unless otherwise noted.	
LEGEND	

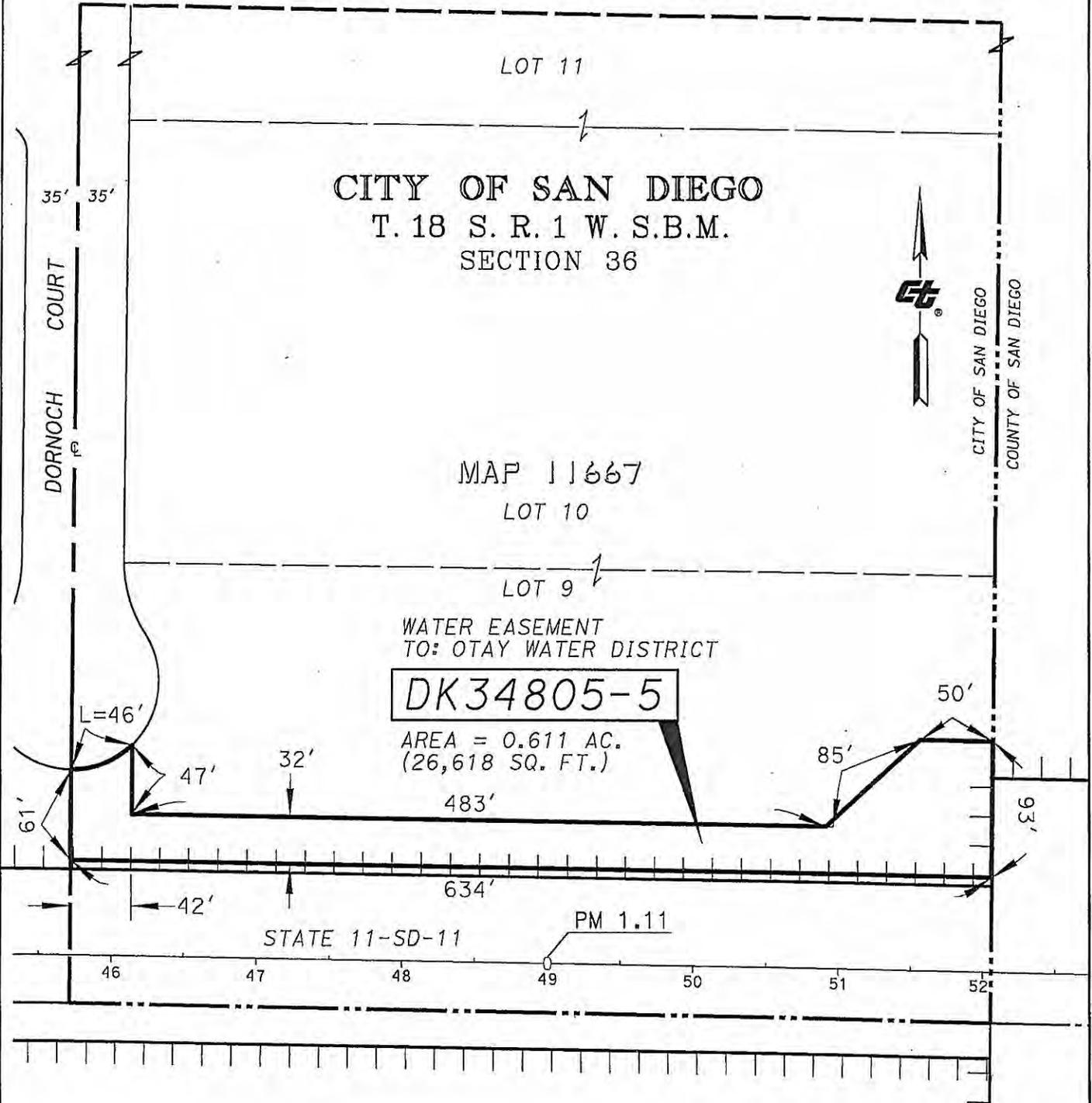
STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
DIRECTOR'S DEED  
DK34805-5**

SCALE: NONE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	0.97	1	2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



## LEGEND



DK34805-5



ACCESS CONTROLLED  
RIGHT OF WAY

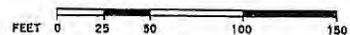
## NOTES

All distances are in feet unless otherwise noted.

## LEGEND

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DIRECTOR'S DEED  
DK 34805-5

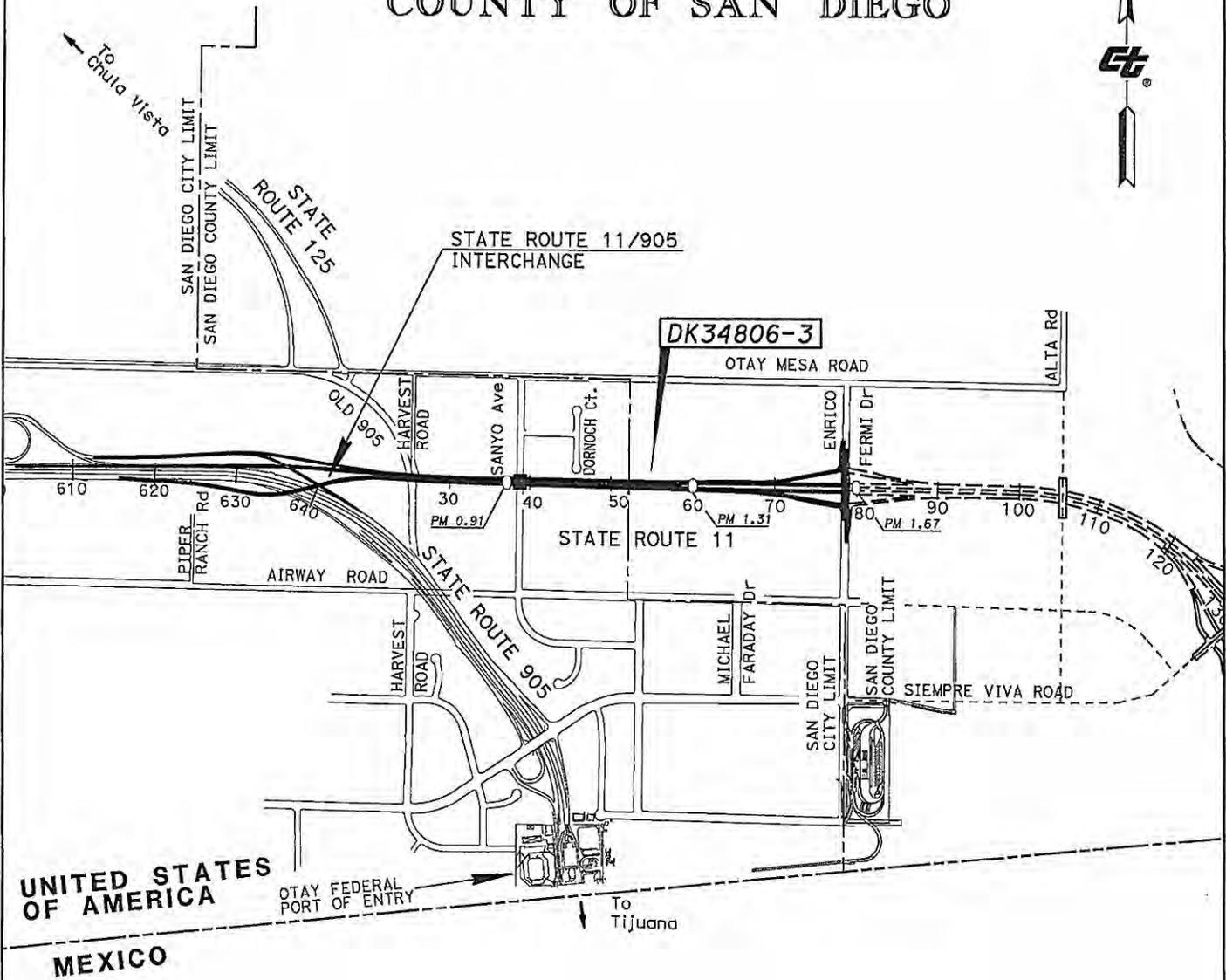


DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	sd	11	1.11	2	2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

## COUNTY OF SAN DIEGO



UNITED STATES OF AMERICA  
MEXICO

**NOTES**  
All distances are in feet unless otherwise noted.

**LEGEND**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
DIRECTOR'S DEED  
DK34806-3**

SCALE: NONE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	0.97	1	2

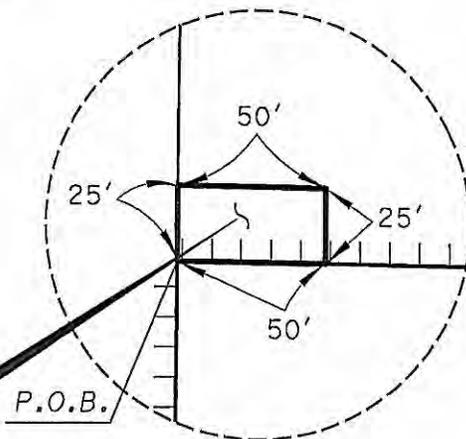
# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

OTAY MESA ROAD

P.O.C.

COUNTY OF  
SAN DIEGO  
T.18S. R.1W. S.B.M.  
NE 1/4  
SECTION 36



SEWER EASEMENT  
TO: SAN DIEGO COUNTY  
SANITATION DIST.

**DK34806-3**

AREA = 0.029 AC.  
(1,250 SQ. FT.)

P.O.B.

SEE  
DETAIL

55

STATE ROUTE 11-SD-11

60

PM 1.40

65

MAP 15769  
LOT 1

LEGEND



DK34806-3



ACCESS CONTROLLED  
RIGHT OF WAY

NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DIRECTOR'S DEED  
DK 34806-3

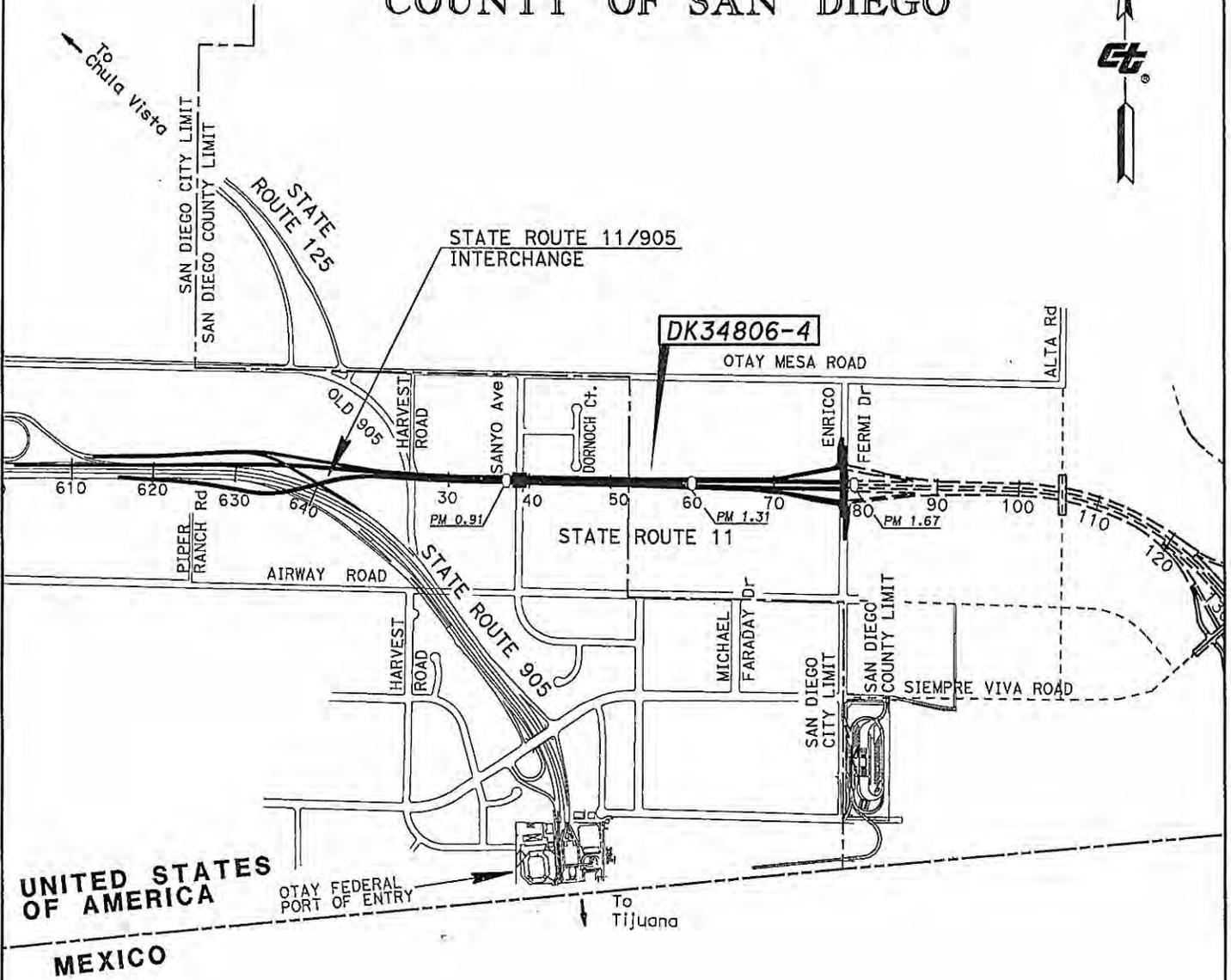


DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	1.40	2	2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

## COUNTY OF SAN DIEGO



UNITED STATES OF AMERICA  
MEXICO

OTAY FEDERAL PORT OF ENTRY  
To Tijuana

**NOTES**  
All distances are in feet unless otherwise noted.

**LEGEND**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
DIRECTOR'S DEED  
DK34806-4**

SCALE: NONE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	0.97	1	2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

OTAY MESA ROAD

COUNTY OF  
SAN DIEGO  
T.18S. R.1W. S.B.M.  
NE 1/4  
SECTION 36



ESMNT. FOR ACCESS, CONST. & MAINT. OF SEWER  
TO: SAN DIEGO COUNTY  
SANITATION DIST.

**DK34806-4**

AREA = 0.766 AC.  
(33,386 SQ. FT.)

1112'

1114'

30'

55

STATE ROUTE 11-SD-11

60

PM 1.40

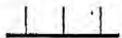
65

MAP 15769  
LOT 1

LEGEND



DK34806-4



ACCESS CONTROLLED  
RIGHT OF WAY

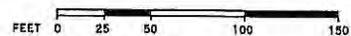
NOTES

All distances are in feet unless otherwise noted.

LEGEND

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTOR'S DEED  
DK 34806-4**

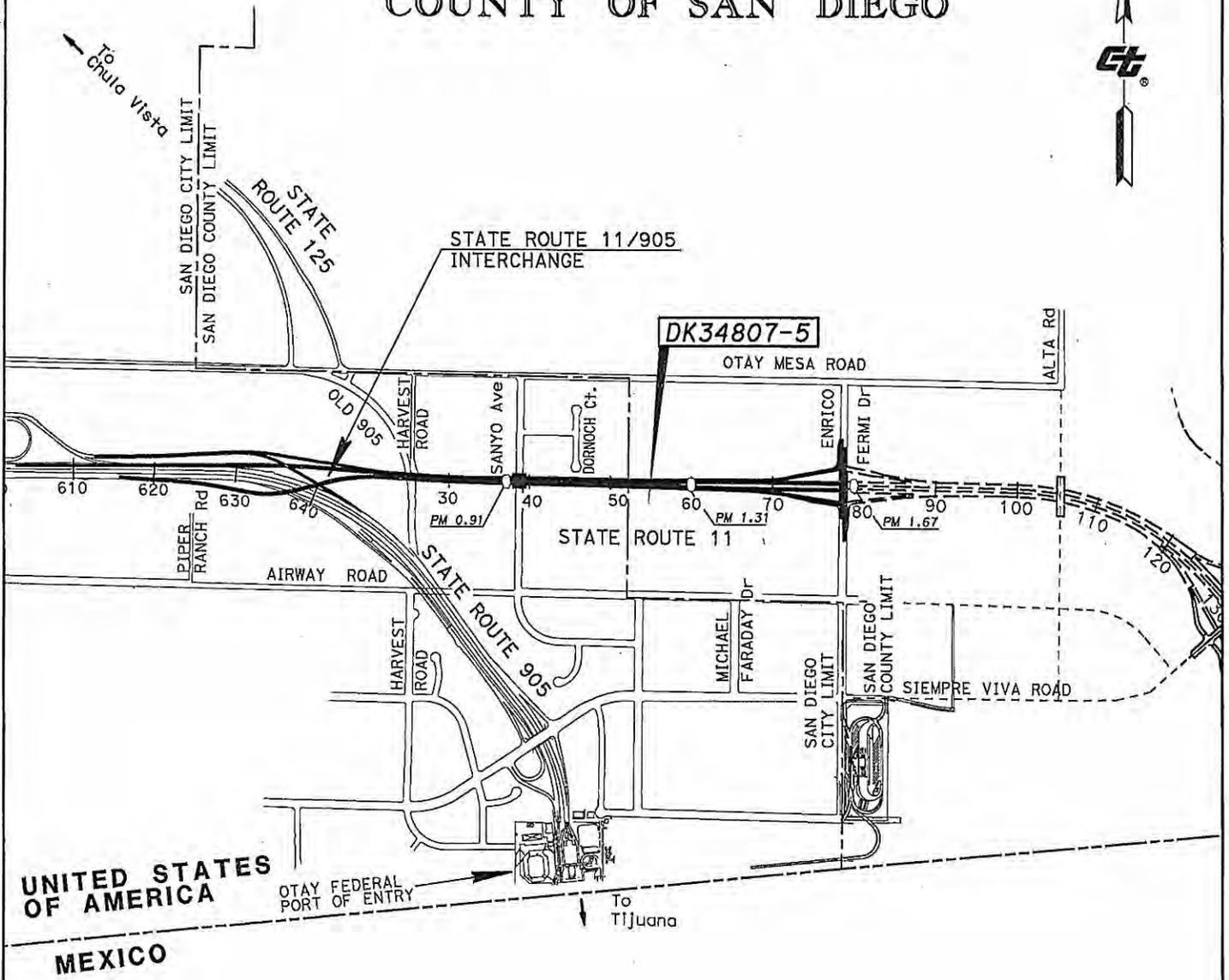


DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	1.40	2	2

# EXHIBIT "B"

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

## COUNTY OF SAN DIEGO



UNITED STATES OF AMERICA  
MEXICO

**NOTES**  
All distances are in feet unless otherwise noted.

**LEGEND**

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
DIRECTOR'S DEED  
DK34807-5**

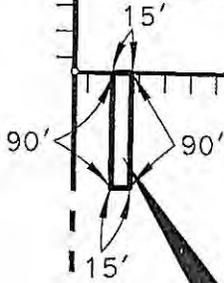
SCALE: NONE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	0.97	1	2

# EXHIBIT "B"

52 53 54 55 56 57 58 59 60 61  
 PM 1.2

STATE ROUTE 11-SD-11



SEWER EASEMENT  
 TO: SAN DIEGO COUNTY SANITATION DIST.

**DK34807-5**

AREA = 0.031 AC.  
 (1,350 SQ. FT.)



COUNTY OF SAN DIEGO

T. 18 S. R. 1 W.

S.B.M.

NE 1/4 SECTION 36

CITY OF SAN DIEGO  
 COUNTY OF SAN DIEGO

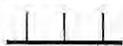
MAP 15769  
 LOT 1

AIRWAY LANE

LEGEND



DK34807-5



ACCESS CONTROLLED  
 RIGHT OF WAY

NOTES

All distances are in feet unless  
 otherwise noted.

LEGEND

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
 DIRECTOR'S DEED  
 DK 34807-5**



AIRWAY ROAD

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
11	SD	11	1.2	2	2



# CITY OF SANTEE

EXHIBIT "B"

REVISED MAP OF  
FANITA RANCHO  
MAP 688  
BLOCK A



AREA=2360 SQ. FT.  
DD27014-01-01

ACCESS EASEMENTS  
PARCELS 2 & 3

19'

75'

84'

ACCESS EASEMENT  
DOC. NO.: 77-138784  
REC.: 04/15/1977

ROS 11607

4'  
UTILITY EASEMENT  
TO: S.D.G.&E.  
DOC. NO.: 19074  
REC.: 01/31/1969

APPROX. LOCATION 16'  
ACCESS EASEMENT  
DOC. NO.: BK. 1705, PG. 16  
REC.: 06/12/1944  
DOC. NO.: BK. 2110, PG. 353  
REC.: 05/06/1946  
DOC. NO.: 74-302086  
REC.: 11/15/1974

LOT 3

KP 24.7  
PM 15.3

11-SD-52

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 11

DIRECTOR'S DEED MAP  
DD27014-01-01

RIGHT OF WAY  
MAP NO. Por. 47545m

COUNTY	ROUTE	KP/PM	SCALE
SD	52	24.7/15.3	NONE

E.A. 010612

SHEET 2 OF 2



EXHIBIT "B"

# CITY OF SANTEE

OVERLAPPING AREA

POB  
Found 2" IP w/ Tag, stamped  
"LS 2813 NOTHOMB", per PM  
13713 (See PM 11991). Reset

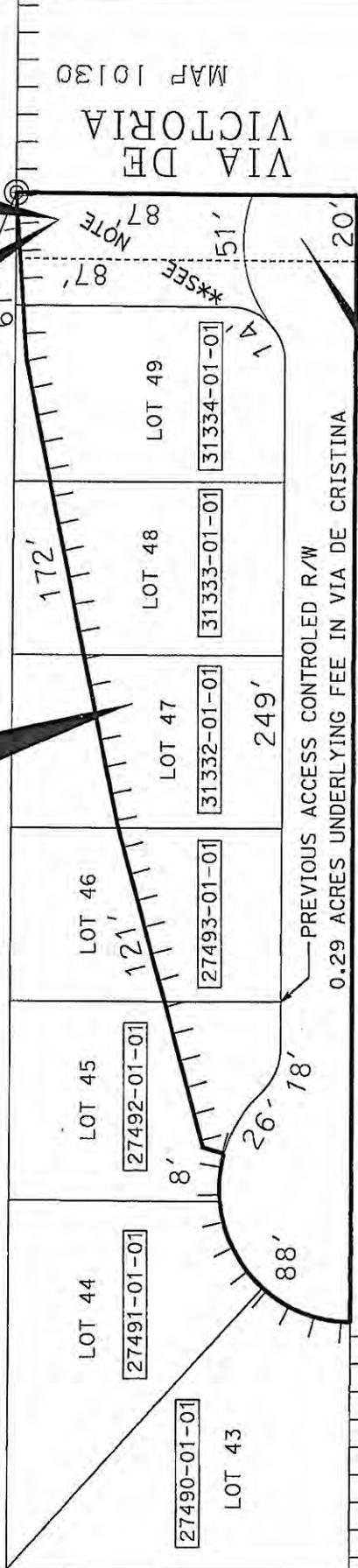
20 FOOT WIDE  
MAINT. & ACCESS  
EASEMENT RESERVED  
TO: STATE OF CA  
REC: 11-25-2015  
0.06 ACRES

0.82 ACRES/35,599 SQ. FT.

DD27492-01-01

31334-2

33501-1



VIA DE CRISTINA  
MAP 10130

0.02 ACRES UNDERLYING FEE  
IN VIA DE CRISTINA  
(WITHIN EASEMENT AREA)

MAP 7623

POT  
Found 2' IP w/ Tag Stamped  
"LS 2813 NOTHOMB" Per Map 15432  
107.158 m RT 1249+63.385 "S1" Line

**\*\*NOTE:**  
UNDERLYING FEE IN THIS PORTION OF VIA  
DE VICTORIA WAS CLOSED BY FREEWAY  
AGREEMENT, AND IS NOW CONSIDERED  
PART OF THE FEE PARCEL OF LOT 49  
AREA = 0.08 ACRES OR 3439 SQ. FT.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 11

DIRECTOR'S DEED MAP  
DD27492-01-01

RIGHT OF WAY MAP NO.	POR. 47544M	
COUNTY	ROUTE	POST MILE
SD	52	15.2
		SCALE
		NONE
		SHEET 2 OF 2

E.A. 010612

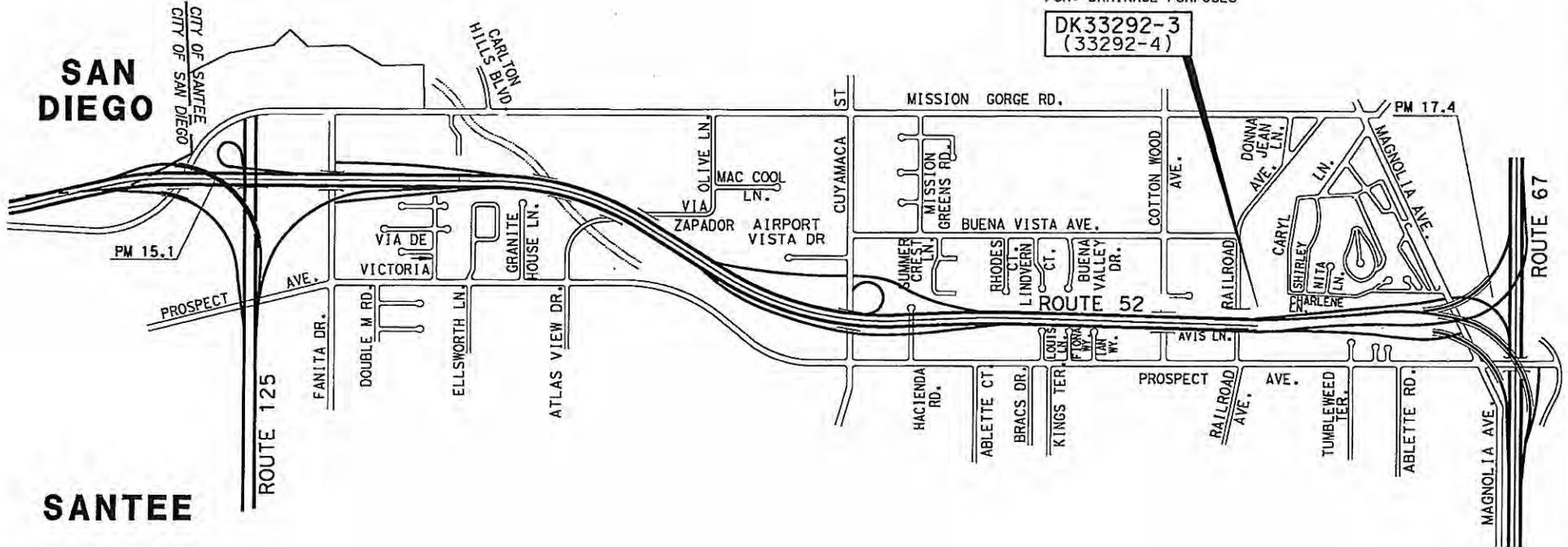
DATE PLOTTED:	TIME PLOTTED:	USER ID:	FILE PATH:
21-JAN-2016	11:31	s124164	U:\JohnY\Via_de_Cristina\DD27492_01_01.DGN

# CITY OF SANTEE



TO: CITY OF SANTEE  
FOR: DRAINAGE PURPOSES

DK33292-3  
(33292-4)

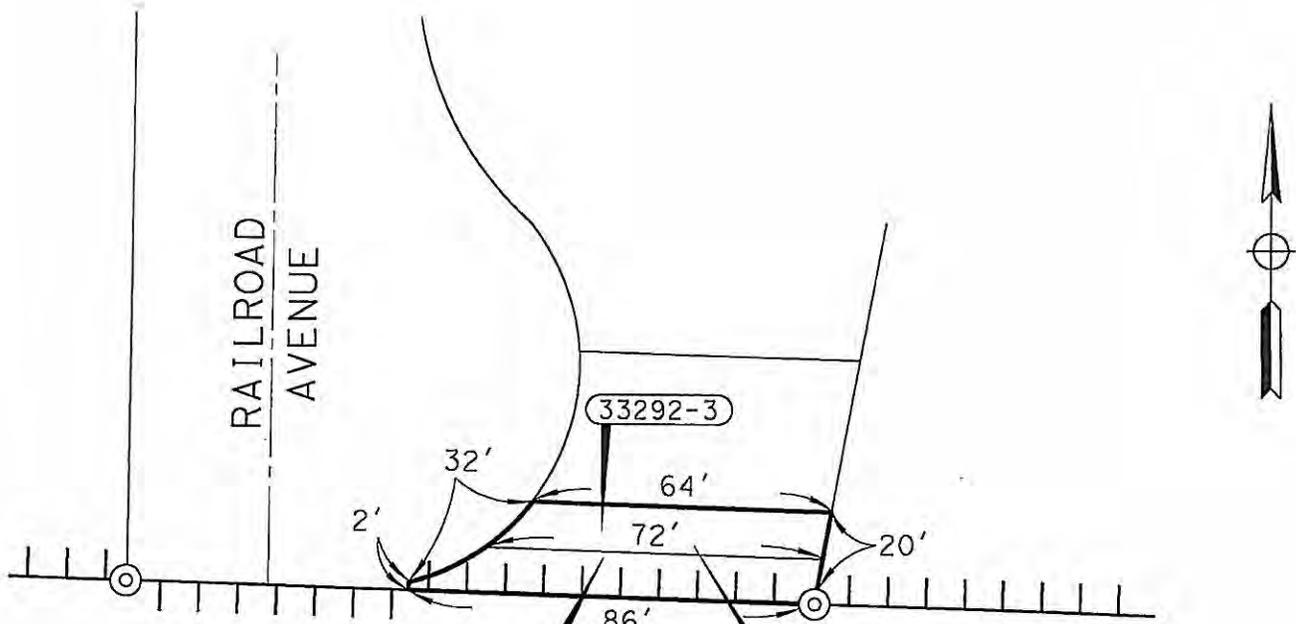


KEY MAP

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT II			
DIRECTOR'S DEED MAP DK33292-3 (33292-4)			
RIGHT OF WAY MAP NO.		Por. 47526-1km	
COUNTY	ROUTE	RP/PM	SCALE
SD	52	27.2/16.9	NONE
			SHEET 1 OF 2

E.A. 010622

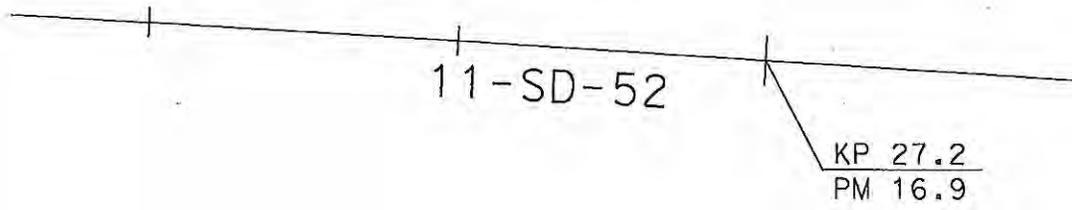
# CITY OF SANTEE



33292-3 = 664 SQ. FT.  
 33292-4 = 784 SQ. FT.  
 TOTAL AREA = 1448 SQ. FT.

**DK33292-3  
 (33292-4)**

TO: CITY OF SANTEE  
 FOR: DRAINAGE PURPOSES

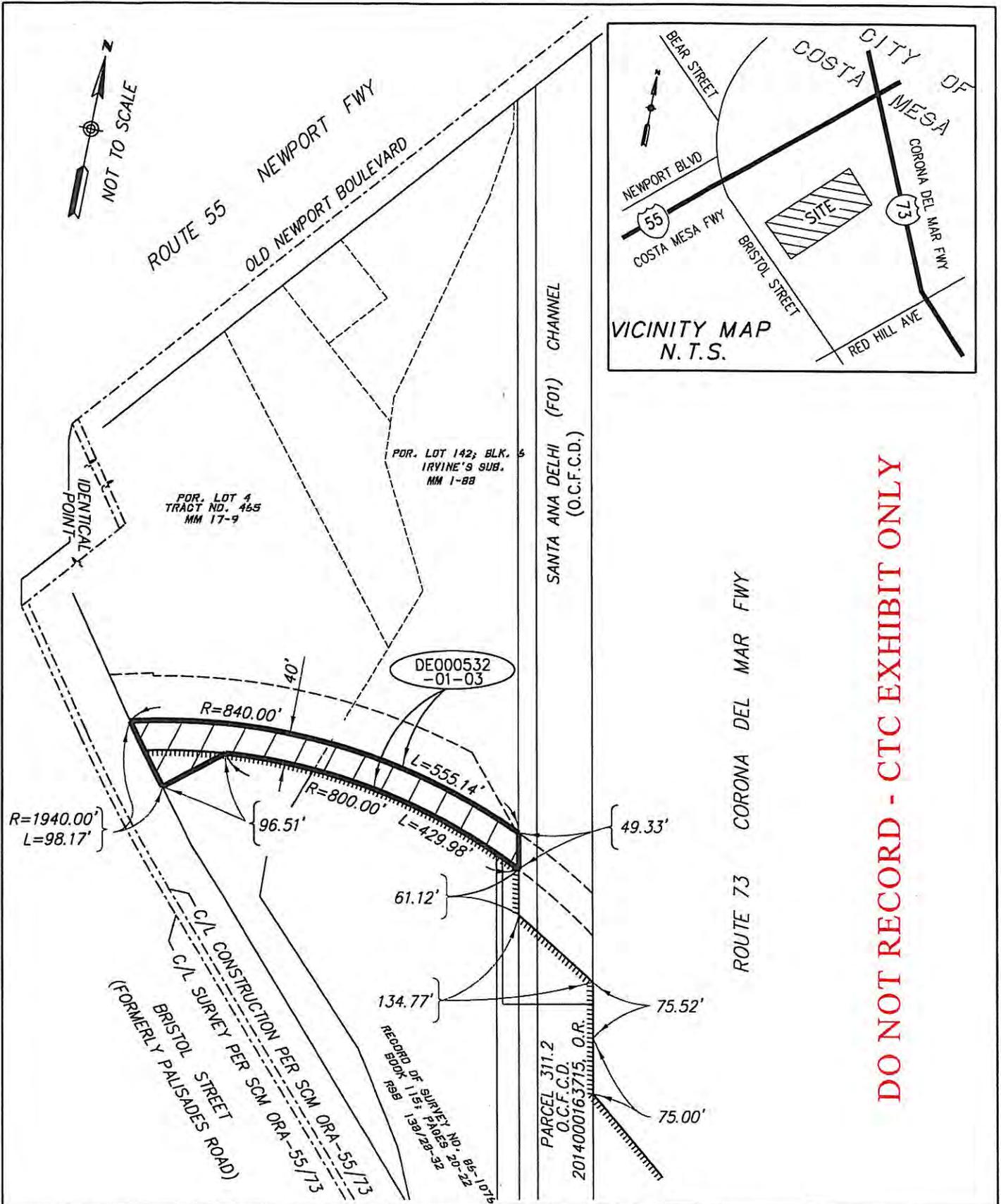


**STATE OF CALIFORNIA**  
**DEPARTMENT OF TRANSPORTATION**  
 DISTRICT II

**DIRECTOR'S DEED MAP**  
**DK33292-3 (33292-4)**

RIGHT OF WAY MAP NO. Por. 47554m

E.A. 010622	COUNTY	ROUTE	KP/PM	SCALE
	SD	52	27.2/16.9	NONE
				SHEET 2 OF 2



STATE OF CALIFORNIA--DEPARTMENT OF TRANSPORTATION--DISTRICT 12

PARCEL DE000532-01-03  
**DIRECTOR'S DEED**

**"C.T.C." - EXHIBIT ONLY**

PAGE 1 OF 1

SCALE: NO SCALE  
DRAWN: M.S.  
CHECKED: R.R.  
DATE: FEB/2016

DISTRICT: 12  
COUNTY: ORA  
RTE: 55/73  
P.M.: 4.6/26.4

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18–19, 2016

**Reference No.:** 2.7c.(1) – 2.7c.(2)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Gary Cathey, Chief  
Division of Aeronautics

**Subject:** FINANCIAL ALLOCATION AMENDMENTS FOR LOCALLY ADMINISTERED AERONAUTICS PROJECTS AT PUBLIC-USE AIRPORTS  
RESOLUTION FDOA–2015–08, AMENDING RESOLUTION FDOA–2010–05  
RESOLUTION FDOA–2015–09, AMENDING RESOLUTION FDOA–2014–09

## RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) approve the following:

Project	Resolution FDOA	Amending FDOA	Current Allocation	Cost Saving	Revised Allocation
<b>Brackett Field Airport</b> ALUCP - Airport Land Use Compatibility Plan Update LA-25-10-1	2015–08	2010–05	\$97,000	\$7,000	\$90,000
<b>Montague/Yreka Field</b> Install Precision Approach Path Indicator on Runway 14 SIS-2-14-1	2015–09	2014–09	\$68,000	\$30,210	\$37,790

## ISSUE:

The California Aid to Airports Program (CAAP) for Acquisition and Development Projects listed above have each been awarded with cost savings. The implementing agencies for these projects are now requesting that the Commission reduce the currently allocated Locally Administered Aeronautics Projects at Public-Use Airports.

The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote boxes.

Be it Resolved, that the CAAP funds currently allocated for each project are hereby amended by its award cost savings, in accordance with the attached revised vote boxes.

2.7 Aeronautic Financial Matters

Project # Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.7c.(1) Financial Allocation Amendment: Aeronautics Program</b>		<b>Resolution FDOA-2015-08</b> Amending Resolution FDOA-2010-05	
1 \$97,000 \$90,952 <u>Los Angeles County</u> <u>Regional Planning</u> <u>Department</u> Los Angeles	Brackett Field Airport ALUCP - Airport Land Use Compatibility Plan Update LA-25-10-1	2010-11 602-0041 10.10.020.200	\$97,000 \$90,000
<b><u>Amend Resolution FDOA–2010–05 to de-allocate \$7,000 to reflect project savings at completion.</u></b>			
<b>2.7c.(2) Financial Allocation Amendment: Aeronautics Program</b>		<b>Resolution FDOA-2015-09</b> Amending Resolution FDOA-2014-09	
2 \$68,000 \$37,790 <u>City of Montague</u> Siskiyou	Montague/Yreka Field Install Precision Approach Path Indicator on Runway 14 SIS-2-14-1	2014–15 602-0041 10.10.020.200	\$68,000 \$37,790
<b><u>Amend Resolution FDOA–2014–09 to de-allocate \$30,210 to reflect project savings at award.</u></b>			

**M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18-19, 2016

**Reference No.:** 2.9  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** **TECHNICAL CORRECTIONS TO PREVIOUSLY APPROVED RESOLUTIONS**

**RECOMMENDATION:**

The California Department of Transportation recommends that the California Transportation Commission (Commission) approve the following technical corrections to Resolutions TIRCP-1516-02, TIRCP-1516-03 and TIRCP-1516-06 as follows:

<b>Project</b>	<b>Resolution</b>	<b>Originally Approved</b>	<b>Proposed Technical Correction</b>
<b>Regional Transit Interconnectivity &amp; Environmental Sustainability</b> Purchase 13 60-foot battery electric articulate buses and 16 45-battery electric busses for bus rapid transit route and two long-distance commuter routes.	TIRCP-1516-02	October 21-22, 2015	Revise the Budgetary information <u>From:</u> 2015-16 302-0042R SHA <u>To:</u> 2015-16 301-0046R PTA
<b>SMFTA Light Rail Vehicle Fleet Expansion.</b> Purchase 8 zero emission light rail vehicles for fleet expansion.	TIRCP-1516-03	December 9-10, 2015	Revise the Budgetary information <u>From:</u> 2015-16 302-0042R SHA <u>To:</u> 2015-16 301-0046R PTA
<b>Purchase Nine Fuel Efficient, Tier IV EMD Locomotives</b> Purchase nine locomotives that contribute to the purchase of 20 locomotives that complete Metrolink’s locomotive replacement program and expand service with three locomotives.	TIRCP-1516-06	March 16-17, 2016	Revise the Budgetary information <u>From:</u> 2015-16 302-0042R SHA <u>To:</u> 2015-16 301-0046R PTA

**ISSUE:**

The Commission approved the following Resolutions TIRCP 1516-02, TIRCP-1516-03 and TIRCP-1516-06, at previous meetings, with language in each vote box stating the allocation was contingent upon approval of a Budget Revision by the California Department of Finance (Finance).

Finance has approved the Budget Revision, however, it was not approved for Budget Item of 302-0042R from the State Highway Account (SHA), but rather for Budget Item 301-0046R from the Public Transportation Account (PTA). Therefore a technical correction is needed for the three projects listed above to correct funding from the PTA fund and not the SHA fund.

The required changes are reflected in bold for each of the vote boxes on the following attachments.

There are no changes to Book Item Memorandums.

Attachments

2.6 Mass Transportation Financial Matters

(TECHNICALLY CORRECTED 5/18/2016)

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Prgm'd Amount	Program Code	Fund Type
District-County		Adv. Phase		Fund Type
		EA		
<b>2.6g.</b>	<b>Transit and Intercity Rail Capital Program Project</b>		<b>Resolution TIRCP-1516-02</b>	
1	<b>Regional Transit Interconnectivity &amp; Environmental Sustainability</b> . Purchase 13 60-foot battery electric articulated buses and 16 45-foot battery electric buses for bus rapid transit route and two long-distance commuter routes.	07-CP005	2015-16	\$24,403,000
\$24,403,000	(CEQA - NOE, 9/16/2015.)	GGRF/15-16	<b>301-0046R</b>	
Antelope Valley Transportation Authority (AVTA)		CONST	<b>PTA</b>	
<u>LACMTA</u>		\$24,403,000	30.10.070.000	
07-Los Angeles		0016000048		
		S		
		T343GA		
<p><b>A technical correction was approved at the May 2016 meeting to revise the Budget Item and Fund Type for this project from "302-0042R/SHA" to "301-0046R/PTA".</b></p> <p><u>Outcome/Output:</u> Will result in increased ridership and reduce greenhouse gas emissions.</p> <p><b><u>CONTINGENT UPON APPROVAL OF THE EXECUTED AGREEMENT WITH CALIFORNIA STATE TRANSPORTATION AGENCY.</u></b></p>				

2.6 Mass Transportation Financial Matters

(TECHNICALLY CORRECTED 5/18/2016)

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Fund Type
<u>RTPA/CTC</u>		Prgm'd Amount	Program Code	
District-County		Project ID		
		Adv. Phase		
		EA		
<b>2.6g.</b>	<b>Transit and Intercity Rail Capital Program Project</b>		<b>Resolution TIRCP-1516-03</b>	
1	<b>SFMTA Light Rail Vehicle Fleet Expansion.</b>	04-CP006	2015-16	
\$41,181,000	Purchase 8 zero emission light rail vehicles for fleet expansion.	TIRCP/2015-16	<b>301-0046R</b>	\$41,181,000
		CONST	<b>PTA</b>	
San Francisco	(CEQA - SE, 9/25/2015.)	\$41,181,000	30.10.070.000	
Municipal		0016000121		
Transportation Agency		S		
<u>MTC</u>		R344GA		
04-San Francisco	<b>A technical correction was approved at the May 2016 meeting to revise the Budget Item and Fund Type for this project from "302-0042R/SHA" to "301-0046R/PTA".</b>			
	<u>Outcome/Output:</u> Increase ridership, reduce greenhouse gas emissions and integration with local, regional and state transit systems.			
	<b><u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u></b>			

2.6 Mass Transportation Financial Matters

(TECHNICALLY CORRECTED 5/18/2016)

Project #	Allocation Amount	Recipient	Project Title	Location	Project Description	PPNO Program/Year Phase	Prgm'd Amount	Budget Year Item #	Amount by
<u>RTPA/CTC</u>						Project ID		Fund Type	Fund Type
District-County						Adv. Phase		Program Code	
						EA			
<b>2.6g.(2) Allocation Amendment - Transit and Intercity Rail Capital Program Project</b>						<b>Resolution TIRCP-1516-06, Amending Resolution TIRCP-1516-01</b>			
1	\$41,181,000	Southern California Regional Rail Authority <u>LACMTA</u> 07-Los Angeles	<b>Purchase Nine Fuel Efficient, Tier IV EMD Locomotives. <del>Replace seven and purchase two additional locomotives to increase service on the Antelope Valley and Ventura line.</del> Purchase nine locomotives that contribute to the purchase of 20 locomotives that complete Metrolink's locomotive replacement program and expand service with three locomotives.</b>			07-CP002 TIRCP/ CONST \$41,181,000 0016000009 S R341GA		2015-16 <b>301-0046R</b> <b>PTA</b> 30.10.070.000	\$41,181,000
<p>(CEQA - CE, 15260.)</p> <p><b>A technical correction was approved at the May 2016 Meeting to revise the Budget Item and Fund Type for this project from "302-0042R/SHA" to "301-0046R/PTA".</b></p> <p>March 2016-The California State Transportation Agency concurs with this revision to the project description. There is no change to the overall allocation.</p> <p>(Change to Program Code made via the Change List for the August 2015 CTC Meeting.)</p> <p><u>Outcome/Output:</u> Increase ridership and reduces GHG emissions, in addition to benefiting disadvantaged communities throughout the service area.</p> <p><b><u>CONTINGENT ON APPROVED EXECUTIVE AGREEMENT WITH CALIFORNIA STATE TRANSPORTATION AGENCY.</u></b></p>									

**INNOVATIONS IN TRANSPORTATION**

INFORMATION ON THIS ITEM WILL BE  
PROVIDED PRIOR TO THE MAY 18-19, 2016 CALIFORNIA  
TRANSPORTATION COMMISSION MEETING

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 4.6  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Katie Benouar, Chief  
Division of  
Transportation Planning

Subject: **CALIFORNIA METROPOLITAN PLANNING ORGANIZATION REGIONAL  
TRANSPORTATION PLAN REVIEW REPORT DECEMBER 2015**

## **SUMMARY:**

The 2015 Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) Review Report (Report) is to comply with California Government Code Section 14032(a) to review, evaluate, and report on the content of long range Regional Transportation Plans (RTPs) prepared by Regional Transportation Agencies. This review consists of MPOs' first round of RTPs (as of December 2015) which incorporate a Sustainable Communities Strategy (SCS) element to reduce Green House Gases (GHGs) for cars and light trucks in their regions. Reports generated are used to assist with updates of the California RTP Guidelines. The RTP Guidelines are intended to set forth a uniform statewide transportation planning framework which promotes an integrated, multi-modal, and cooperative planning process. The RTP Guidelines are developed by the California Transportation Commission (Commission) through a stakeholder driven public process in cooperation with the California Department of Transportation (Department), the 18 MPOs, and the 26 Regional Transportation Planning Agencies (RTPAs) located throughout the State who prepare RTPs.

The goals are:

- To inform the Commission as to the current status of the recently adopted RTPs since the passing of Senate Bill (SB) 375.
- To present and discuss the content of recently adopted RTPs regarding: SCS, the Public participation process, Tribal Government consultation, performance measures, financial elements and transportation expenditures, with the ultimate goal of identifying areas for improvement in the next iteration of the, RTP Guidelines.

This Report does not represent an evaluation of the RTPs, but rather outlines general observations and recommendations regarding RTP content over five focus areas. The purpose of this effort is to identify changes or additions to improve and clarify the next update of the RTP Guidelines. The Report is intended to serve as a resource for the Commission to inform the update of the 2010 California RTP Guidelines and RTP Checklist. Once updated and adopted by the Commission, the RTP Guidelines and Checklist will be used by MPOs and RTPAs during the development of their next round of RTPs.

**BACKGROUND:**

The targeted review yielded several general observations regarding RTPs and the post-SB 375 long range planning process.

The SB 375 planning process integrates land use, transportation and housing policy, and has resulted in numerous improvements in the way that regions and local governments plan for the future. The MPOs have collaborated closely with local governments in their regions to develop forecasts of future growth and development, and to formulate a set of strategies by which land use policies can be better integrated with the transportation system.

The regional transportation planning process has become more transparent and inclusive, resulting in the public and stakeholders being much more engaged in the process.

A statewide comparison of pre and post SB 375 MPO investments described in the RTPs was attempted. However, considerable differences between the magnitude and nature of investments between MPOs and a wide variety of designations or categories for funding streams did not allow for one-to-one comparisons.

MPOs with federally-recognized Tribal Governments in their regions included general information within the RTP about the Tribal Governments in their regions. There are many resources available for MPOs that would like additional assistance in this area.

Considerable effort has gone into the development of SCS Performance Measures for MPOs as reflected in the RTPs that were reviewed. The concept of performance measurement is continually evolving and collaboration is underway on performance measures for both the statewide and metropolitan planning processes as the federal Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) rulemaking process continues, and the 2015 Fixing America's Surface Transportation (FAST) Act is implemented.

Attachment



# California Metropolitan Planning Organization Regional Transportation Plan Review Report

## DECEMBER 2015

This Report complies with a  
request from the  
California Transportation Commission to the  
California Department of Transportation  
pursuant to Government Code Section 14032(a)



**CALIFORNIA DEPARTMENT OF TRANSPORTATION  
DIVISION OF TRANSPORTATION PLANNING**

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## Purpose and Summary

The purpose of the 2015 Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP) Review Report (Report) is to comply with California Government Code Section 14032(a) to review, evaluate, and report on the content of long range Regional Transportation Plans (RTPs) prepared by regional transportation agencies. This review consists of MPOs' first round of RTPs (as of December 2015) which incorporate a Sustainable Communities Strategy (SCS) element to reduce Green House Gases (GHG) for all cars and light trucks in their regions. Reports generated are used to assist with updates of the [California RTP Guidelines](#). The RTP Guidelines are intended to set forth a uniform statewide transportation planning framework which promotes an integrated, multi-modal, and cooperative planning process. The Guidelines are developed by the California Transportation Commission (CTC) through a stakeholder driven public process in cooperation with the California Department of Transportation (Caltrans), the 18 MPOs, and the 26 Regional Transportation Planning Agencies (RTPAs) located throughout the State who prepare RTPs.

The RTP Guidelines were last updated in 2010, due to the passing of Senate Bill 375 (SB 375) (Steinberg 2008) entitled: "The Sustainable Communities and Climate Protection Act of 2008." [SB 375](#) served as landmark legislation establishing the linkage of land use and transportation in long range regional plans to achieve greenhouse gas (GHG) emissions reductions. Pursuant to SB 375, MPOs are now required to develop a Sustainable Communities Strategy (SCS) element within their RTPs. The SCS element must demonstrate how the RTP meets the regional GHG emission reduction targets for cars and light trucks established for all MPOs by the California Air Resources Board (ARB) as mandated by SB 375. The 2010 RTP Guidelines outlined SCS requirements and best practices information for MPOs to use in demonstrating how they meet the GHG emissions reduction targets established for them by ARB for the years 2020 through 2035.

This Report does not represent an evaluation of the plans, but rather outlines general observations and recommendations regarding RTP content over five focus areas. The purpose of this effort is to identify changes or additions to improve and clarify the next update of the RTP Guidelines. The Report is intended to serve as a resource for the CTC to inform the next update of the 2010 California RTP Guidelines and RTP Checklist. Once updated and adopted by the CTC, the Guidelines and Checklist will then be used by MPOs, and RTPAs during the development of their next round of RTPs.

Due to the substantive changes to the metropolitan transportation planning process resulting from SB 375, this Report focuses on review of MPO RTPs. A review of plans prepared by rural RTPAs was not undertaken as part of this Report. It is important to note, however; that improving the RTP Guidelines in areas such as public participation, Tribal consultation, and performance measurement is helpful to both MPOs and RTPAs; therefore, this effort should benefit both types of agencies. In the event there are significant changes to the non-metropolitan planning process in the future, a review report addressing RTPA RTPs may be conducted if needed.

## Overview of Focus Areas

Given the complexity of RTPs, five specific focus areas were identified by the CTC and Caltrans to be reviewed in this Report. These focus areas were chosen based on the fact that they address core federal and State planning requirements promoting transparency in the regional transportation planning process. The five focus areas that were targeted for review in this Report include:

### **1. Sustainable Communities Strategy**

The SCS within the RTP integrates transportation, land use, and housing in the planning process which is vital to reducing GHG emissions from cars and light trucks. MPOs work with local land use authorities and other appropriate entities to address regional land uses, regional housing needs, regional resource areas, farmland, and regional transportation needs in the RTP (RTP Guidelines, Chapter 6).

### **2. Public Participation Process**

Consultation and coordination are part of the collaborative process in transportation planning. Public participation and consultation during the development of the RTP is an essential element of the overall planning process. Public participation, public outreach, public awareness and public input are all part of this process (RTP Guidelines, page 61).

### **3. Tribal Government Consultation**

Tribal Government Consultation includes conducting meetings with representatives of the federally recognized Tribal Governments during the preparation of the RTP, prior to taking action, and ensuring consideration of input from the tribes (RTP Guidelines, page 96).

### **4. Financial Element and Transportation Expenditures**

Federal statute and regulations, and state statute require RTPs to contain an estimate of funds available for the 20 year planning horizon. The financial element of the RTP identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in the plan (RTP Guidelines, page 96).

### **5. Performance Measures**

Transportation performance measures consist of objective and measurable criteria that are used to evaluate the performance and effectiveness of the transportation system, government policies, plans, and programs. Performance measures use statistical evidence to determine progress toward specific and defined objectives. Performance measures help set goals and outcomes, detect and correct problems, and document accomplishments (RTP Guidelines, Page 117).

## Overview of Methodology

To identify improvements for the next update of the RTP Guidelines, Caltrans staff conducted a targeted review of available statewide RTP guidance and MPO RTPs including the following documents:

- The 2010 RTP Guidelines and checklist.
- Sections of each MPO's final RTP-SCS pertaining to the five focus areas.
- MPO responses to requirements outlined in the RTP Checklist.
- Glossaries of terms and related acronyms in each RTP-SCS, technical appendices, and Public Participation Plans.

The review was conducted to achieve the following objectives:

- To inform the CTC as to the current status of the recently adopted RTPs since the passing of SB 375.
- To present and discuss the content of recently adopted RTPs regarding: SCS, the public participation process, Tribal Government consultation, performance measures, financial elements and transportation expenditures, with the ultimate goal of identifying areas for improvement in the next iteration of the Guidelines.

The review focused on answering the following questions:

- How do each of the MPO RTP-SCSs describe and document the: (1) SCS, (2) public participation process, (3) Tribal Government consultation process, (4) financial element and transportation expenditures, and (5) performance measurement? Is this information provided in an accessible and understandable manner?
- Do the RTP Guidelines adequately address federal and State planning requirements and provide sufficient guidance for the areas of SCS, public participation, Tribal Government consultation, financial element and transportation expenditures, and performance measures. How could these areas be improved in the RTP Guidelines?

All information gathered during the review was documented in a series of matrices which are available in Appendices P, Q, R and S. A more detailed description of each focus area review methodology and results is available in Chapters 2–7.

## Summary of Results and Recommendations

### General Observations

The targeted review yielded the following general observations regarding RTPs and the post-SB 375 long range planning process:

- The SB 375 planning process integrates land use, transportation and housing policy, and has resulted in numerous improvements in the way that regions and local governments plan for the future. The MPOs have collaborated closely with local governments in their regions to develop forecasts of future growth and development, and to formulate a set of strategies by which land use policies can be better integrated with the transportation system.
- The regional transportation planning process has become more transparent and inclusive, resulting in the public and stakeholders being much more engaged in the process.
- A statewide comparison of pre and post SB 375 MPO investments described in the RTPs was attempted. However, considerable differences between the magnitude and nature of investments between MPOs and a wide variety of designations or categories for funding streams did not allow for one-to-one comparisons.
- MPOs with federally-recognized Tribal Governments in their regions included general information within the RTP about the Tribal Governments in their regions. There are many resources available for MPOs that would like additional assistance in this area.
- Considerable effort has gone into the development of SCS Performance Measures for MPOs as reflected in the RTPs that were reviewed. The concept of performance measurement is continually evolving, however; and collaboration is underway on Performance Measures for both the statewide and metropolitan planning processes as the federal Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) rulemaking process continues, and the 2015 Fixing America's Surface Transportation (FAST) Act is implemented.

### Specific Recommendations for the next RTP Guidelines

In addition to the general observations outlined above, review of the RTPs and current guidelines yielded the following 14 recommendations for improvements and considerations during the next RTP Guidelines update (detailed information regarding review results for each focus area is available in Chapters 2-8.):

**Recommendation #1:** To comply with Assembly Bill 441 (AB 441) (Monning, 2012), the next update of the RTP Guidelines shall include an attachment (pursuant to California Government Code §14522.3) of the policies, practices, or projects that have been employed by MPOs that promote health and health equity.

**Recommendation #2:** The CTC and Caltrans will need to ensure the next update of the RTP Guidelines addresses any recent federal RTP requirements promulgated since the last update of

the RTP Guidelines in 2010. The guidelines should also include relevant federal requirements when the Federal Highway Administration (FHWA) releases the Final Rules regarding performance measures, as well as any other new planning-related requirements pursuant to the FAST Act and any other federal or State statutory requirements enacted as the guidelines are developed.

**Recommendation #3:** The CTC should consider developing two separate guidelines, one for MPOs and one for RTPAs. The increased complexity of federal and state requirements for MPOs has created a wider gap between MPO requirements and RTPA requirements.

**Recommendation #4:** For the MPOs, the CTC should consider changing from a “checklist approach” with “yes/no” responses to a standardized questionnaire organized pursuant to federal and State requirements. The MPO responses would be short narrative summaries that identify how the RTP-SCS addressed the requirements. After the RTPA Review Report is completed, the CTC can determine whether or not to change from a checklist to a questionnaire format for the RTPAs. The standardized questionnaire or checklist should cite the exact federal and state requirements at the end of each question, correct any erroneous statutory citations, and add relevant statutes that are missing. Each checklist item needs the corresponding statutory requirement identified.

**Recommendation #5:** Expand the RTP checklist to identify the specific federal RTP requirements suggested in Appendix G.

**Recommendation #6:** Expand the RTP checklist to identify the specific state RTP requirements suggested in Appendix H.

**Recommendation #7:** As the state of practice for developing SCSs has evolved, the CTC should include more SCS element-focused Best Practices in the RTP Guidelines. The CTC should request MPO and stakeholder submittal of Best Practices examples for successful SCS elements as used in their latest RTPs. This recommendation will not be used to establish a baseline for SCS development.

**Recommendation #8:** As a best practice, the RTP Guidelines could recommend that MPOs add the terms in Appendix T: Suggested Terms to Include in RTP-SCS Glossary, and their definitions to RTP-SCS glossaries to facilitate better public understanding of scenario planning, forecasting, modeling and performance measures concepts.

**Recommendation #9:** During the development of the next RTP Guidelines update, the CTC and Caltrans should continue to use a facilitated process similar to what was done in the development of the 2010 RTP Guidelines; allowing for the viewpoints of multiple stakeholders during the development of the 2010 RTP Guidelines. There are now numerous stakeholders interested in active participation in the development of the next *RTP Guidelines*. The CTC and Caltrans should schedule multiple workshops, track and document all comments, and develop a transparent process demonstrating that the CTC considered inclusion of all stakeholder comments.

**Recommendation #10:** The CTC should expand guidance in the RTP Guidelines to assist MPOs in achieving compliance with the federal requirements as they consult and engage with the Tribal Governments in the development and implementation of the public participation plan.

**Recommendation #11:** The CTC should continue collaboration with MPOs, RTPAs, State agencies, and Tribal Governments to complete the development of a core set of standardized performance measures and indicators that align with federal and state requirements.

**Recommendation #12:** The CTC should also provide guidance on how current State Transportation Improvement Program (STIP) Guidelines can affect RTPs, and how the new requirements or processes could impact how RTPs are developed and implemented.

**Recommendation # 13:** Align the RTP Guidelines to reflect changes to the environmental review process and traffic impact analysis methodology resulting from SB 743 and the shift from Level of Service measurement to Vehicle Miles Traveled. It should be noted; however, that SB 743 California Environmental Quality Act (CEQA) guidance is not final at this time and implementation issues still need to be evaluated. Only final SB 743 CEQA guidance will be reflected in the RTP Guidelines.

**Recommendation #14:** As technological advances in transportation evolve (i.e. shared mobility, autonomous and connected vehicles etc.), the next RTP Guidelines development process should include a discussion of the challenges associated with long range planning to address new infrastructure considerations and needs in this emerging policy area.

## Chapter 1—MPOs and RTPs: Then and Now

For over 40 years, federal laws, State statute, and regulations have required that MPOs in California prepare RTPs. An RTP is a long-range planning document (covering a minimum of 20 years) created through extensive public and stakeholder input, along with the cooperation of FHWA, the Federal Transit Administration (FTA), Caltrans, the California ARB and the California Department of Housing and Community Development (HCD).

The purpose of the RTP is to:

- Establish regional goals
- Identify present and future transportation needs, deficiencies, and constraints
- Analyze potential solutions
- Estimate available transportation funding
- Propose investments
- Through the Sustainable Communities Strategy (SCS) identify a forecasted development pattern, integrated with the transportation network and policies, which will reduce regional GHG emissions for cars and light trucks

Per the 2010 California Regional Transportation Plan Guidelines, an RTP is defined as:

*“...a Federal and State mandated planning document prepared by MPOs and RTPAs. The plan describes existing and projected transportation needs, conditions and financing affecting all modes within a 20-year horizon”.*

The FHWA defines a Long Range Transportation Plan (LRTP) as:

*“A document resulting from regional or statewide collaboration and consensus on a region or state’s transportation system, and serving as the defining vision for the region’s or state’s transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.”*

For some urbanized areas, it may also be referred to as a Metropolitan Transportation Plan (MTP).

Regional planning in California involves unique aspects different from other states. California has 58 counties, each of which has its own local transportation agency or transportation commission. California has some of the largest MPOs in the country (18) in terms of both population and land base. Pursuant to Government Code Section 29532 et seq., 26 RTPAs also exist and prepare RTPs. A total of 21 of the RTPAs represent rural areas and counties and 5 RTPAs are located within MPOs. See Map of California MPOs and Transportation Planning Agencies RTPAs on page 9 (Figure 1).

Two additional features unique to California notably impact the development of contemporary RTPs and their regional transportation improvement programs (RTIPs): 1) SB 375 (Steinberg, 2008), significant State legislation related to GHG emissions reduction goals and strategies; 2)

Transportation funding generated at the local level through the passage of city and county Sales Tax Measures focused on transportation improvements (See Appendix A: California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans). It is important to note that the planning requirements specified in SB 375 pertain only to MPOs.

Figure 1: Map of California Metropolitan Planning Organizations (MPOs) and Transportation Planning Agencies (RTPAs)



## California MPOs and RTP—A Historical Perspective

MPOs are regional agencies created by federal law passed in the early 1970s. MPOs are typically organized into governance structures called councils of governments and are directed by boards comprised of representatives from local governments and transportation agencies. One of the primary core functions of an MPO is to develop an RTP through a planning process that adheres to federal planning regulations and State statute. The FHWA specifies that the other core functions of an MPO include:

- Establish a setting for regional decision-making
- Involve the public in this decision-making
- Identify and evaluate alternative transportation improvement options; prepare an Overall Work Program (OWP)
- Develop a Federal Transportation Improvement Program (FTIP)<sup>1</sup>

The first RTPs were developed in the mid-1970s by both MPOs and RTPAs. On April 1, 1975, 41 RTPs were submitted to the California Transportation Board, the predecessor to the CTC, to be included in the first CTP. Over half of the RTPs, 23, were prepared by Caltrans for regional agencies. In its July 1975 proposed CTP, Caltrans included plan summaries prepared by the Caltrans districts and planning agencies for each of the RTPs except for the Tahoe MPO. See Appendix L: Brief History of Regional Transportation Planning in California, for additional historical information about the genesis of regional transportation planning in California, and also Appendix M: Map—California Regional Transportation Planning Agencies (1975).<sup>2</sup>

## California MPOs and RTPs Today

Since the first California RTPs were generated almost 40 years ago, the number of MPOs and RTPAs required to produce them has increased. Currently, there are 18 MPOs and 26 RTPAs with member jurisdictions of 58 counties and 480 incorporated cities.<sup>3</sup> This Report is a review of the 18 MPOs current RTPs. One MPO, the Metropolitan Transportation Commission (MTC) which encompasses nine counties of the San Francisco Bay Area, has its genesis in California law. Another MPO, the Tahoe Metropolitan Planning Organization (TMPO) is a bi-state agency created by the United States Congress and a compact between California and Nevada, governed by federal, California, and Nevada statutes. Except for TMPO, all California MPO boundaries align along county boundaries; four are multi-county; the remaining ones are located within a single county.

<sup>1</sup> *The Transportation Planning Process: Key Issues*, FHWA, [http://www.planning.dot.gov/documents/briefingbook/bbook\\_07.pdf](http://www.planning.dot.gov/documents/briefingbook/bbook_07.pdf), accessed July 1, 2014, p. 4.

<sup>2</sup> Caltrans, *California Transportation Plan, Volume 2 – Regional Transportation Plan Summaries*, July 1975.

<sup>3</sup> California Department of Housing and Community Development, *Housing Element Compliance Report* dated December 29, 2014, <http://hcd.ca.gov/hpd/hrc/plan/he/status.pdf>, accessed December 30, 2014.

In addition:

- The 18 MPOs represent 84 percent of California's population.
- Four of the largest MPOs in the nation reside in California and represent over three-fourths of the State's total population: Southern California Association of Governments (SCAG), MTC, Sacramento Area Council of Governments (SACOG) and San Diego Association of Governments (SANDAG).
- Thirteen are single-county MPOs that represent 22 percent of total county population.
- Ten are federally-designated Transportation Management Areas (TMAs).
- 61 percent of Federally-recognized Tribal Governments are located within MPO areas.
- 58 percent of Federally-recognized Tribal Governments are located within RTPA areas<sup>4</sup>.

Appendix N: California Metropolitan Planning Organizations, provides additional information about California MPOs regarding: year created, population data, member jurisdictions, federally recognized Tribal Governments, and adoption date of current RTP.

The length and content of California RTPs prepared by MPOs have grown gradually in size over the years. However, MPO RTPs have doubled in size following the passage of SB 375 in 2008. SB 375 added the following requirements to an RTP prepared by an MPO:

- Transportation projects identified in the RTP must be modeled to determine their impacts on regional GHG emissions.
- The RTP must contain an SCS that includes a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve, if feasible, the GHG emission reduction target approved for the region by ARB.
- The MPO will need to increase its coordination with cities and counties within the region to work towards strategies that will reduce regional GHG emissions.
- The MPO must prepare an Alternative Planning Strategy (APS) if the SCS is unable to reduce the GHG emissions to achieve the GHG emission reduction targets established by the ARB. The APS shall be a separate document from the RTP, but it may be adopted concurrently with the RTP (not subject to CEQA).

These new requirements must be reflected not only in the RTP itself, but also in the associated appendices, public participation plans, and environmental documents. Additional time and resources were needed to prepare SB 375 compliant RTPs and the new requirements resulted in larger documents. The increase in RTP and supporting documentation length as a result of new content related to SB 375 is reflected in Table 1 on the following page.

RTPs are often used as a planning document to bridge regional land use and transportation because transportation planning recognizes the critical links between transportation and other societal goals. Since the passage of SB 375, RTPs have been further recognized as a vehicle

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<sup>4</sup> Percentages of tribes within MPOs and RTPAs areas sum to greater than 100 percent because certain MPOs also include RTPAs, and 7 tribes are in more than one MPO and/or RTPA.

that uses transportation and land use to help shape an area’s economic health and quality of life. The transportation system provides for the mobility of people and goods, and influences patterns of growth and economic activity through accessibility to land. The performance of this system affects public policy concerns, including, but not limited to: GHG emissions, natural resources, environmental protection and conservation, social equity, smart growth, affordable housing, jobs/housing balance, economic development, safety, and security.

The following Table (Table 1: Document Pages of 18 MPOs’ Pre-SB 375 RTP and Adopted RTP-SCS Reviewed for 2015 MPO RTP Review Report) shows the volume of growth, by the number of increased pages, between the most recent RTPs adopted prior to SB 375 and the first adopted RTP-SCS for the eighteen MPOs. We acknowledge that there are increased costs associated with preparing the RTP-SCS due to the adoption of SB 375.

<b>Table 1: Document Pages of 18 MPOs’ Pre-SB 375 RTP and Adopted RTP-SCS Reviewed for 2015 MPO RTP Review Report</b>					
<b>MPOs</b>	<b>Pre-SB 375 RTP Number of Pages RTP, Appendices, PPP</b>	<b>Pre-SB 375 RTP Number of Pages Draft and Final PEIR</b>	<b>Most Recent RTP-SCS Adoption Date</b>	<b>Number of Pages RTP-SCS, Appendices, PPP</b>	<b>Number of Pages Draft and Final PEIR</b>
1. Merced County Association of Governments	207	47	9/2014	410	259
2. Kings County Association of Governments	437	326	7/2014	500	478
3. Madera County Transportation Commission	366	497	7/2014	264	1,005
4. Tulare County Association of Governments	332	442	6/2014	516	942
5. San Joaquin Council of Governments	537	669	6/2014	902	1,292
6. Fresno Council of Governments	551	596	6/2014	2,375	966
7. Kern Council of Governments	320	450	6/2014	643	1,183
8. Stanislaus Council of Governments	319	682	6/2014	982	564
9. Association of Monterey Bay Area Governments	181	614	6/2014	544	1,254
10. Santa Barbara County Association of Governments	443	735	8/2013	879	1,212

**Table 1: Document Pages of 18 MPOs' Pre-SB 375 RTP and Adopted RTP-SCS Reviewed for 2015 MPO RTP Review Report**

MPOs	Pre-SB 375 RTP Number of Pages RTP, Appendices, PPP	Pre-SB 375 RTP Number of Pages Draft and Final PEIR	Most Recent RTP-SCS Adoption Date	Number of Pages RTP-SCS, Appendices, PPP	Number of Pages Draft and Final PEIR
11. Metropolitan Transportation Commission	1,355	682	7/2013	3,168	5,754
12. Butte County Association of Governments	204	422	12/2012	447	380
13. Tahoe Metropolitan Planning Organization	218	384	12/2012	306	3,264
14. Southern California Association of Governments	2,583	1,064	4/2012	2,768	642
15. Sacramento Area Council of Governments	932	1,567	4/2012	2,241	1,217
16. San Diego Association of Governments	702	1,088	10/2011	3,793	4,225
17. Shasta County Regional Transportation Agency	232	463	6/2015	386	494
18. San Luis Obispo Council of Governments	356	870	12/2014	3,070	766
<b>TOTAL</b>	<b>10,275</b>	<b>11,598</b>	<b>TOTAL</b>	<b>24,194</b>	<b>25,897</b>

For many of the MPOs, the FHWA and the FTA provided the majority of planning funds utilized by the MPOs to conduct their respective transportation planning activities. These federal metropolitan planning funds are referred to as PL (FHWA) and 5303 (FTA). Federal planning funds are allocated to MPOs to ensure an annual source of planning funds is available to conduct the federally required planning activities relating to the development of RTPs. MPOs have received over \$119 million during FYs 2013–14 and 2014–15 in PL and 5303 funds, administered by Caltrans.

It is critical to note that as California MPOs are now subject to additional State regulations and are required to address the connection between transportation and land use in order to reduce GHG emissions, they must dedicate considerable resources to carry out SB 375 requirements. Within the last five years, MPOs have received one-third (\$30 million) of a \$90 million allocation of voter approved Proposition 84 funding (Sustainable Communities and Climate Change Reduction) which they have used for SCS development, public outreach, data collection

and increased modeling capacity to support SB 375 implementation.<sup>5</sup> Additional resources specific to SB 375 implementation beyond these funding programs have not been identified. See Appendix J: Proposition 84-Strategic Growth Council Programs and MPOs, for additional information.

## RTP Guidelines and Previous Evaluation Reports

The RTP Guidelines have multiple purposes:

1. Promote an integrated, statewide, multi-modal, regional transportation planning process, and effective transportation investments.
2. Set forth a uniform transportation planning framework throughout California by identifying federal and State requirements and statutes impacting the development of the RTPs.
3. Promote a continuous, comprehensive, and cooperative transportation planning process that facilitates the rapid and efficient development and implementation of projects that maintain California's commitment to public health and environmental quality.
4. Promote a planning process that considers the views of all stakeholders.
5. Identify the requirements for development of an SCS to address the integration of land use and transportation to achieve regional GHG reduction as specified by SB 375.

With these basic purposes in mind, and to inform and guide MPOs and RTPAs as they prepare their RTPs, the CTC (and its predecessor the California Transportation Board), has issued RTP Guidelines over the last 40 years.<sup>6</sup> Pursuant to California Gov. Code §14032(a), historically the CTC has periodically requested Caltrans prepare a report for CTC consideration in the development of each successive iteration of RTP Guidelines.

Since its creation in 1978, the CTC has issued nine versions of the RTP Guidelines and one supplement. The first edition in 1978 consisted of 18 pages of guidelines and 55 pages of federal and State laws and regulations in appendices. The current edition, the 2010 RTP Guidelines, consists of a total of 245 pages of guidelines and appendices.

Along with input from MPOs, RTPAs, and other stakeholders, regional planners in the Caltrans Division of Transportation Planning (DOTP) have generated seven RTP evaluation reports since September 1979. The last Report was provided to the CTC in 2003. Appendix O provides a chronology that sets forth RTP Guidelines and RTP adoption timeframes, identifies major

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<sup>5</sup> CA Public Resources Code 75065(c) states: The sum of ninety million dollars (\$90,000,000) shall be available for planning grants and planning incentives, including revolving loan programs and other methods to encourage the development of regional and local land use plans that are designed to promote water conservation, reduce automobile use and fuel consumption, encourage greater infill and compact development, protect natural resources and agricultural lands, and revitalize urban and community centers. The complete text of Proposition 84 can be found at [http://www.parks.ca.gov/pages/1008/files/prop\\_84\\_text.pdf](http://www.parks.ca.gov/pages/1008/files/prop_84_text.pdf), accessed February 28, 2015.

<sup>6</sup> California Gov. Code §14522 provides “[i]n cooperation with the regional transportation planning agencies, the commission may prescribe study areas for analysis and evaluation by such agencies and guidelines for the preparation of the regional transportation plans.”

legislation that triggered RTP Guidelines revisions and corresponding RTP updates, and highlights certain key policy and planning areas from respective federal and State legislation.

In addition to drawing upon past RTP Evaluation Reports, the CTC looks to federal and state legislation to initiate its updates to the RTP Guidelines. For example, as discussed earlier, the 2010 RTP Guidelines were updated mainly to reflect California's SB 375 climate change legislative requirements.

### **Organization of the 2015 MPO RTP Review Report**

Consistent with past evaluation reports, over the course of Chapters 2–8, the 2015 RTP Review Report will identify general RTP Guidelines and Checklist improvements as well as outline the background and requirements for each RTP focus area that was reviewed, provide an explanation of the review methodology and results, and outline specific recommendations that have been identified to improve or clarify the RTP Guidelines in these focus areas.

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## Chapter 2—General RTP Guidelines and Checklist Improvements

To identify general improvements to the 2010 RTP Guidelines and Checklist, both of these documents and all federal and State requirements referenced therein were carefully reviewed. Next, a master table of every guidelines chapter section and corresponding statutory requirements, recommendations and best practices was created which is provided as Appendix P: Master Review Table of 2010 RTP Guidelines Chapter Sections and Corresponding Requirements, Recommendations, Best Practices. Federal RTP requirements that are not currently specified in the checklist and are recommended to be included in the next update were compiled and are provided in Appendix G. State RTP requirements that are not currently specified in the checklist and are recommended to be included in the next update were also compiled and are provided in Appendix H. This information was used to formulate recommendations to address the following questions:

- What changes/additions to the RTP Guidelines should be made in order to ensure the document identifies all federal and state requirements relating to the development of RTPs?
- What changes/additions should be made to the RTP Checklist contained in the RTP Guidelines to ensure it captures federal and state requirements and facilitates a transparent RTP?
- How can the Guidelines and Checklist be improved to assist the MPOs in their RTP development?

### General RTP Guidelines and Checklist Improvements

Detailed review of the 2010 RTP Guidelines, Checklist, and relevant statutes resulted in the following recommendations for suggested improvements to the next iteration of the Guidelines:

**Recommendation #1:** To comply with Assembly Bill 441 (AB 441) (Monning, 2012), the next update of the RTP Guidelines shall include an attachment (pursuant to California Government Code §14522.3) of the policies, practices, or projects that have been employed by MPOs that promote health and health equity.

**Recommendation #2:** The CTC and Caltrans will need to ensure the next update of the RTP Guidelines addresses any recent federal RTP requirements promulgated since the last update of the RTP Guidelines in 2010. The guidelines should also include relevant federal requirements when the FHWA releases the Final Rules regarding performance measures, as well as any other new planning-related requirements pursuant to the FAST Act and any other federal or State statutory requirements enacted as the guidelines are developed.

**Recommendation #3:** The CTC should consider developing two separate guidelines, one for MPOs and one for RTPAs. The increased complexity of federal and state requirements for MPOs has created a wider gap between MPO requirements and RTPA requirements.

**Recommendation #4:** For the MPOs, the CTC should consider changing from a “checklist approach” with “yes/no” responses to a standardized questionnaire organized pursuant to federal and state requirements. The MPO responses would be short narrative summaries that identify how the RTP-SCS addressed the requirements. After the RTPA Review Report is completed, the CTC can determine whether or not to change from a checklist to a questionnaire format for the RTPAs. The standardized questionnaire or checklist should cite the exact federal and State requirements at the end of each question, correct any erroneous statutory citations, and add relevant statutes that are missing. Each checklist item needs the corresponding statutory requirement identified.

**Recommendation #5:** Expand the RTP checklist to identify the specific federal RTP requirements suggested in Appendix G.

**Recommendation #6:** Expand the RTP checklist to identify the specific state RTP requirements suggested in Appendix H.

Table 2 highlights the areas that could be expanded upon:

<b>Table 2: Incorporating Recommendation #5 and Recommendation #6</b>
<b>Appendix G: Federal RTP Checklist Requirements</b>
Metropolitan Planning
Public and Stakeholder Participation
Financial Element
<b>Appendix H: State RTP Checklist Requirements</b>
Full access to public programs and activities
Consistent outreach efforts
Public receipt of notices
Model(s) dissemination determination
Model(s) dissemination process
Best practically available scientific information re. resource areas and farmland

## Chapter 3–Focus Area #1: Sustainable Communities Strategy

### Focus Area Background

[SB 375](#) (Steinberg, 2008) entitled “The Sustainable Communities and Climate Protection Act of 2008,” was passed in California within an overarching climate change and GHG emissions reduction policy context, the goals of which were first articulated in 2005 when then Governor Arnold Schwarzenegger issued Executive Order S3-05. The California State Legislature enacted Assembly Bill (AB) 32 (Nunez, 2006), The Global Warming Solutions Act of 2006, which set up the legal and policy framework to address climate change by reducing GHG emissions to 1990 levels by the year 2020. AB 32 authorized the California Air Resources Board (ARB) to regulate sources of GHG emissions that effect climate change, among other things. SB 375 was crafted to support California climate change policy goals and framework within the context of transportation, land use and metropolitan regional planning.

Under SB 375, the ARB is responsible for setting GHG reduction targets for 2020 and 2035 for each of the eighteen MPOs in California. These targets were established by the Board in 2010 using a metric of per capita GHG emission reductions from passenger vehicles and light trucks. The ARB is also responsible for making a determination as to whether the SCS, if implemented, would achieve the regional targets set by the ARB.

### Focus Area Requirements

SB 375 influenced MPO regional planning and RTP development as follows:

- Requires the ARB to set regional targets for each MPO for reducing GHG emissions from light trucks and cars within their region by 2020 and 2035. California Government Code §65080(b)(2)(A).
- Requires CTC, in consultation with Caltrans and ARB, to maintain guidelines for travel demand modeling that MPOs use to develop their RTPs. California Government Code §14522.1.
- Requires MPOs to adopt an SCS, as part of their RTP, which specifies how the GHG emissions reduction target set by ARB would be achieved for the region. California Government Code §65080(b)(2)(B) et seq.
- Requires the SCS to include a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies will reduce the GHG emissions from automobiles and light trucks to achieve, if feasible, the GHG emission reduction target approved for the region by ARB.
- Requires transportation projects identified in the RTP to be modeled to determine their impacts on regional GHG emissions.

- Requires the MPO to increase coordination with jurisdictions in the region to work toward strategies that will reduce regional GHG emissions.
- Requires the ARB to conduct a limited review of each MPO's RTP-SCS to accept or reject the MPO's determination that the RTP-SCS would, if implemented, achieve the region's target. California Government Code §65080(b)(2)(J)(ii)
- Requires an MPO, if it finds that it cannot meet its targets with the SCS, to prepare an APS that identifies the actions that would need to be taken to achieve the targets. The APS is separate from the RTP and does not need to be financially constrained as are the RTP and the SCS.
- Exempts certain projects defined as transit priority projects from CEQA requirements. Such projects need to meet specific criteria and be consistent with an SCS or APS that has been determined to achieve the regional GHG emissions reduction target by the ARB. California Public Resources Code §21155 et seq.

To meet the new SB 375 requirements, additional MPO time and resources were necessary to collaborate with local governments, stakeholders and the public, to model alternative future scenarios, to comply with extensive new public participation requirements, and develop new components in the RTP document, but also in the RTP's appendices, and public participation plans.

### **Focus Area Review Methodology**

This focus area review was conducted through the development of a matrix consisting of questions pulled from the 2010 RTP Checklist related to federal and State requirements for the RTP-SCS as specified in 23 CFR 450.322 and California Government Code Section 65080(b)(2)(B). Utilizing the responses provided by the MPOs to these questions in the RTP-SCS Checklist, the corresponding sections of the RTP-SCS, appendices and public participation plans were reviewed. Observations regarding content for the focus area were then recorded in the review matrix. See Appendix Q: Sustainable Communities Strategy–MPO-RTP Review Questions Matrix for a template of the review matrix used. Completed MPO-RTP Review Questions Matrices for each MPO are on file at the Division of Transportation Planning, Caltrans.

Additionally, a review and inventory was conducted for each adopted RTP-SCS planning scenario, this information is available in Appendix B. Finally, a separate review and inventory was taken of the demographic forecasting and travel demand modeling tools used in the 18 MPOs' RTP-SCS based upon the following 2010 RTP Checklist question: General 5: Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (CA Government Code 14522.2), this information is available in Appendix D.

As the ARB is the responsible entity for determining whether the SCS, if implemented, would achieve the regional targets set by the ARB, a review of ARB staff reports and ARB actions were conducted to determine how SCS requirements were met.

## **Focus Area Results**

### **ARB Evaluation of SCSs – Did SCSs Achieve Their Targets?**

ARB's review of an SCS is limited to a technical evaluation to determine whether the SCS, if implemented, would achieve the regional targets set by the ARB. All 18 MPOs have adopted their first SCS; however, two MPOs were initially unable to meet the ARB's GHG emission reduction targets and are currently planning to, or are in the process of, amending their adopted RTP-SCS, to demonstrate target achievement. As of January 1, 2016, the ARB has completed a technical evaluation of the GHG emission determinations from 16 MPOs, including two SCSs from SANDAG, concluding that they are all able to achieve their regional targets. See Tables 3 and 4 for ARB actions taken regarding GHG quantification and a summary of SCS performance. For a complete historical summary of SB 375 implementation including MPO RTP Adoption and ARB Review please see Appendix C.

It should be noted that RTPs are also subject to thorough review by federal and state agencies through the air quality conformity determination process. This consultation process includes federal and State agencies (US Environmental Protection Agency-US EPA, Federal Highway Administration-FHWA, Federal Transit Administration-FTA, Caltrans and ARB), MPOs and local transit providers. Pursuant to a 2004 Memorandum of Understanding the FHWA and the FTA (in consultation with the US EPA Region 9 Office) jointly review the conformity analysis of an adopted RTP to determine if it conforms to the applicable State Implementation Plan (SIP) pursuant to US EPA's Transportation Conformity Rule, 40 CFR Parts 51 and 93. Table 3 includes information on both the RTPs' adoption dates and effective dates. The effective date is pursuant to federal requirements reflecting the date that the FHWA and the FTA issue their joint conformity determination for the 18 MPOs.

**Table 3: Adoption Dates and FHWA Conformity Determination Effective Dates for First SCSs**

Metropolitan Planning Organization (MPO)	MPO Board Adoption Date RTPs with SCS	ARB SB 375 GHG Quantification Determination Executive Order or Resolution	FHWA Conformity Determination for Nonattainment or Attainment-Maintenance Area (RTP Effective Date)
Merced CAG	9/2014	Pending amended SCS	12/12/2014
Kings CAG	7/2014	10/22/2015	12/12/2014
Madera CTC	7/2014	Pending amended SCS	12/12/2014
Tulare CAG	6/2014	10/22/2015	12/12/2014
San Joaquin COG	6/2014	5/21/2015	12/12/2014
Fresno COG	6/2014	1/29/2015	12/12/2014
Kern COG	6/2014	7/23/2015	12/12/2014
Stanislaus COG	6/2014	6/25/2015	12/12/2014
AMBAG	6/2014	11/20/2014	*
Santa Barbara CAG	8/2013	11/21/2013	*
MTC-ABAG	7/2013	4/10/2014	8/12/2013
Butte CAG	12/2012	4/25/2013	1/23/2013
Tahoe MPO	12/2012	4/25/2013	1/23/2013
SCAG	4/2012	6/4/2012	6/4/2012
SACOG	4/2012	6/12/2012	5/3/2012
SANDAG	10/2011	11/18/2011	12/2/2011
San Luis Obispo COG	4/2015	6/25/2015	*
Shasta County RTA	6/2015	10/22/2015	*

\* Because AMBAG, Santa Barbara CAG, San Luis Obispo COG, and Shasta County RTPA are in attainment maintenance areas, an FHWA conformity determination is not required. These MPOs have the option to update their RTP every 5 years. See Title 23 CFR Part 450.322(c).

Because of the cyclical nature of the RTP-SCS updates, several MPOs have already begun developing and adopting their second SCS. Table 4 summarizes the original targets established by ARB for each of the 18 regions, the dates of adoption of the first SCSs for each region, the forecasted GHG emissions reductions from these SCSs, and the status of ARB’s technical evaluations.

Table 4: Summary of SB 375 Targets, SCS Performance, and RTP-SCS Update Cycles						
MPO	Regional Targets <sup>1</sup>		SCS Performance <sup>2</sup>		1 <sup>st</sup> RTP/SCS Adoption	Expected 2 <sup>nd</sup> RTP/SCS Adoption
	2020	2035	2020	2035		
SANDAG*	-7 percent	-13 percent	-14 percent	-13 percent	October 2011	2015
SCAG*	-8 percent	-13 percent	-9 percent	-16 percent	April 2012	2016
SACOG*	-7 percent	-16 percent	-10 percent	-16 percent	April 2012	2016
MTC/ABAG*	-7 percent	-15 percent	-10 percent	-16 percent	July 2013	2017
Butte COG*	1 percent	1 percent	-2 percent	-2 percent	December 2012	2016
Tahoe MPO*	-7 percent	-5 percent	-12 percent	-7 percent	December 2012	2016
Santa Barbara*	0 percent	0 percent	-10 percent	-15 percent	August 2013	2017
Monterey Bay*	0 percent	-5 percent	-3.5 percent	-5.9 percent	June 2014	2018
San Luis Obispo*	-8 percent	-8 percent	9.4 percent	10.9 percent	April 2015	2019
Shasta*	0 percent	0 percent	-4.7 percent	-0.5 percent	June 2015	2019
Stanislaus COG*	-5 percent	-10 percent	-26.0 percent	-22 percent	June 2014	2018
Kern COG*	-5 percent	-10 percent	-14.1 percent	-16.6 percent	June 2014	2018
San Joaquin COG*	-5 percent	-10 percent	-24.4 percent	-23.7 percent	June 2014	2018
Fresno COG*	-5 percent	-10 percent	-8.5 percent	-10.5 percent	June 2014	2018
Tulare CAG*	-5 percent	-10 percent	-17.1 percent	-19.4 percent	June 2014	2018
Madera CTC	-5 percent	-10 percent	13.7 percent	9.1 percent	July 2014	2018
Kings CAG*	-5 percent	-10 percent	-5.1 percent	-12.1 percent	July 2014	2018
Merced CAG	-5 percent	-10 percent	-9.6 percent	-5.9 percent	September 2014	2018

<sup>1</sup> Targets were adopted by ARB in 2010 and are expressed as a percent change in per capita greenhouse gas emissions relative to 2005.

<sup>2</sup> The term “performance” refers to the MPO’s estimate of per capita GHG reductions that would be achieved if the SCS were implemented.

\* indicates that ARB has completed a technical evaluation of the MPO’s GHG quantification and accepted the MPO’s determination that the SCS, if implemented, would achieve the regional targets.

Source: Air Resources Board

The SCSs reviewed by the ARB to date demonstrate the use of several common land use and transportation strategies to meet the regional GHG reduction targets. These include sustainable land use policies such as urban infill, mixed use, and more compact development which locate new jobs and housing closer to existing or planned transit. These land use policies are supported by an increase in the amount of investment in transit and active transportation infrastructure, often by shifting funds away from new roadway capacity expansion projects. Several SCSs also make use of transportation demand management measures to reduce single-occupancy vehicle

travel and encourage alternative modes of travel. These measures include support for vanpool and carpool programs and developing or expanding complete streets and safe routes to school programs.

Overall, the regional transportation planning process has become more transparent and more inclusive, resulting in the public and stakeholders being much more engaged in the process. MPOs are responsible for developing a SCS as an integral part of their regularly updated RTP. The SCS contains land use, housing, and transportation strategies that, if implemented, would achieve the targets set by the ARB. Through collaboration between MPOs and local governments, alternative planning scenarios are evaluated in the development of the RTP/SCS. Once the RTP/SCS is adopted by the MPO, the ARB must determine whether the SCS, if implemented, would achieve its targets. If a region finds that it cannot meet its targets, it must prepare an APS that identifies the actions that would need to be taken to achieve the targets. Ultimately, it is through local land use decisions and project approvals by local governments that many of the policies and strategies of the SCS will be implemented. SB 375 offers CEQA streamlining incentives to developers and local governments for projects that are consistent with the region's SCS.

This new planning process integrates land use, transportation, and housing policies and has resulted in numerous improvements in the way that regions and local governments plan for the future. The MPOs have collaborated closely with local governments to develop forecasts of future growth and development, and to formulate a set of strategies by which land use policies can be better integrated with the transportation system. The process has also led to greater collaboration and communication among the MPOs on common technical and policy challenges. MPOs have improved their travel demand models in response to the need for new tools that can evaluate the impact of land use strategies on travel activity. Scenario planning is now widely embraced by the MPOs and the public, and this has encouraged a broader dialogue about many inter-related regional goals and provides the public and decision makers with information to make choices among alternative visions for the future. Some MPOs have established or expanded local funding programs as incentives for local governments to support sustainable land use policies and implementation of the SCS.

### **ARB Observations Regarding Community Benefits of an SCS**

ARB staff observed that regional goals for the RTP/SCSs are evolving in response to SB 375, and with them, the performance measures used by the MPOs to assess achievement of these goals. Public involvement in the SCS development process has helped to expand the list of performance measures beyond the traditional transportation mobility-based metrics to include those that reflect quality of life, public health, social equity, natural resources preservation, among others. While the focus of SB 375 is reducing GHG emissions from cars and light duty trucks, MPOs are finding that the strategies to achieve climate goals are often the same ones that help to achieve other important community goals. These goals include reducing infrastructure costs, increasing access to transportation options, increasing the supply of affordable housing, preserving open space and agricultural land, improving air quality, and improving public health as a result of opportunities for biking and walking.

## Review of Demographic Forecasts, Planning Assumptions and Travel Demand Modeling

Regional travel models have been used by MPOs in RTPs planning for decades. They are also a readily available tool for MPOs to quantify GHG emissions reductions for purposes of SB 375. However, most travel models were not designed to be sensitive to variables such as land use. Therefore, MPOs used additional tools, such as land use scenario planning tools, to determine if the SCS would achieve the SB 375 targets. Further, the complexity and variability in the modeling systems used by MPOs across the State make it difficult for the public to engage in discussions about technical issues such as assumptions and forecasts. MPOs have used scenario planning tools to enable better communication with the public throughout the SCS development process.

Federal regulations require adequate technical documentation of the input assumptions and the methods used to develop travel demand forecasts. The FHWA requires that “such documentation should be readily available to all interested parties, consistent with the public involvement provisions in the planning regulations.” 23 CFR 450.316 (b) (1)<sup>7</sup>. SB 375 added California Government Code Section 14522.2(a) which reads:

*“A metropolitan planning organization shall disseminate the methodology, results, and key assumptions of whichever travel demand models it uses in a way that would be useable and understandable to the public.”*

The 2010 RTP Guidelines Checklist includes a question regarding the above-referenced State requirement. It would be useful to add an additional question to the checklist that further aligns with both the federal and State requirements, such as:

How did the MPO disseminate the methodology, results, and key assumptions of the travel demand models it uses in a way that was useable and understandable to the public?  
23 CFR Part 450.316(a); 23 CFR 450.316 (d); CA Gov. Code §14522.2(a)

Caltrans staff conducted a review and inventory of the demographic forecasting and travel demand modeling tools used in the eighteen MPOs’ RTP-SCSs. This review was conducted based upon the following 2010 RTP Checklist question: General 5: Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process (CA Government Code 14522.2)? The results are located in Appendix D

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<sup>7</sup> U.S. Department of Transportation, Federal Highway Administration, Office of Planning, Environment, and Realty, *Certification Checklist for Travel Forecasting Methods*, <http://www.fhwa.dot.gov/planning/certcheck.cfm>, accessed January 14, 2015. Every four years FHWA California Division and the Federal Transit Administration (FHWA/FTA) conduct a joint review of each California MPO that serves as a transportation management area (TMA) to certify that it is performing the metropolitan planning processes pursuant to Federal statutes and regulations (“Certification Review”). TMAs include an urbanized area of 200,000 persons or larger. Ten of the eighteen California MPOs (56 percent) are TMAs. The remaining eight non-TMA MPOs must self-certify to FHWA/FTA that they are complying with federal requirements. All MPOs are required to submit a signed certification pursuant to the Master Fund Transfer Agreement (MFTA) between the MPO and Caltrans in order to receive their allocation of annual federal planning grant funding.

(California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools) which provides a compilation of the information for each of the MPOs.<sup>8</sup> In addition to the RTP-SCS, technical appendices, and supplemental reports were reviewed. A comprehensive review of the ARB staff reports was also required to find this information.

As shown on the following Table 5, all 18 MPOs have specified and shown how their travel demand modeling methodology, results and key assumptions were developed as part of the RTP process. Table 5 provides the page number or location for this travel demand modeling information, and provides the results and response to the 2010 RTP Checklist General Question No. 5 for each MPO RTP-SCS reviewed for the 2015 MPO RTP Review Report.

<b>Table 5: MPO Response to 2010 RTP Guidelines Checklist General Question No. 5: Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)</b>		
<b>MPO</b>	<b>Yes/No</b>	<b>Page # - MPO Response</b>
AMBAG	Yes	Appendix F
BCAG	Yes	Page 4-30
Fresno COG	Yes	Pages 1-2 through 1-3
Kern COG	Yes	Pages 1-1 through 1-6; Chapter 5
Kings CAG	Yes	Pages 2-12, 12-18; Appendix B
Madera CTC	Yes	Pages 3-4; Chapter 5 and Chapter 6
Merced CAG	Yes	Page 33
MTC	Yes	Draft Summary of Predicted Traveler Responses
SACOG	Yes	Chapter 5A-5C
SANDAG	Yes	Appendix B; Appendix D; TA 3; TA 15
San Joaquin COG	Yes	Air Quality Document
Santa Barbara CAG	Yes	Section 5.2; Appendix B and C; EIR
SCAG	Yes	Transportation Conformity Appendix
Stan COG	Yes	Chapter 4 and Chapter 6
Tahoe MPO	Yes	Chapter 7 and Appendix A
Tulare CAG	Yes	Pages 3-6 through 3-22
San Luis Obispo COG	Yes	Appendix C
Shasta RTA	Yes	Technical Methodology Appendix
Source: MPO 2010 RTP Checklists, on file with Office of Regional Planning, Division of Transportation Planning, Caltrans.		

<sup>8</sup> All MPOs used the current version of ARB’s Emission FACTors (EMFAC) model at the time of developing their RTP-SCS, therefore an “EMFAC” column is not included in Table 7. EMFAC is a California specific computer model that calculates daily emissions of air pollutants from on-road motor vehicles operating in California.

## **Review of RTP-SCS Technical and Supplemental Appendices**

The role that technical and supplemental appendices play in the MPO's RTP-SCS varies. Some plans directly refer to the appendices in the body of the RTP-SCS and/or the RTP Checklist while other others make no reference or refer to the appendices as non-binding and for information only. During the next RTP Guidelines update, the MPOs and the CTC should discuss the status of technical and supplemental appendices in an RTP-SCS, and in particular, any uniform formats that they could develop and use in future RTP-SCS preparation to facilitate better public understanding of the information.

## **Suggested Terms to Add to the RTP-SCS Glossaries**

Most of the MPO's RTP-SCS include a helpful glossary of terms either in the main document or as a separate appendix. The glossaries typically include acronyms and terms related to many aspects of transportation and planning, with a wide range of how comprehensive the list is. In order to promote better public understanding of scenario planning, forecasting, modeling, and performance measures, Appendix T: Suggested Terms to Include in RTP-SCS Glossary is a list that can be used as a starting point for discussion to develop a core list of terms that should be included in every RTP-SCS glossary.

## **Future ARB Target Update**

Because of the cyclical nature of RTP-SCS updates, several MPOs have already begun developing and adopting their second SCS. Table 4 has summarized the targets established by the Board for each of the 18 regions, the dates of adoption of the regional SCSs, the forecasted GHG reductions from these SCSs, and the status of ARB's technical evaluations.

The original targets were established by ARB in 2010. SB 375 requires ARB to update the targets every eight years consistent with each MPO's timeframe for updating its RTP under federal law. Under specified circumstances the ARB may update targets every four years. The ARB will begin working on a target update during 2016. As was done during initial target-setting, ARB will encourage the MPOs to recommend updated targets based on new planning scenarios that reflect new data and assumptions, new modeling tools (where applicable) and refined land use, and transportation strategies. The new targets will be informed by past SCS accomplishments and the improved technical capability of models to forecast emission reductions from land use, and transportation strategies. The target update will be conducted through a public process, including the exchange of technical information with affected and expert agencies including the MPOs, Caltrans, local air districts, and local governments.

## Focus Area Recommendations

Based on the review of ARB documentation as well as focused review of the RTP-SCSs, the following recommendation was identified to improve the Guidelines regarding the SCS focus area:

***Recommendation #7:*** As the state of practice for developing SCSs has evolved, the CTC should include more SCS element-focused Best Practices in the RTP Guidelines. The CTC should request MPO and stakeholder submittal of Best Practices examples for successful SCS elements as used in their latest RTPs.

## Chapter 4—Focus Area #2: Public Participation Process

### Focus Area Background

Consultation and coordination are part of the collaborative process in transportation planning. Public participation and consultation during the development of the RTP is an essential element of the overall RTP process. Public participation plans, public outreach, public awareness, and public input are all part of this process (RTP Guidelines, page 61).

### Focus Area Requirements

Development of the Public Participation Plan and the RTP shall include consultation and coordination with all interested parties and shall, at a minimum, describe explicit procedures, strategies and desired outcomes. Consultation shall not be limited to a public hearing notice to the general public and stakeholders. Providing access to information to the general public, incorporating public comments and input on plans, programs, and policies should also be embraced (RTP Guidelines, pages 61 and 62).

According to the RTP Guidelines, p. 62, as part of the public participation process, the consultation process shall:

- Provide adequate public notice and the opportunity to comment on proposed RTPs and public participation plans.
- Employ visualization techniques to describe the RTP.
- Make the RTP electronically accessible, such as the internet.
- Hold public hearings at convenient and accessible locations and times.
- Demonstrate explicit consideration and response to public input on the RTP (documentation).
- Seek out, and consider the needs of those traditionally underserved, by existing transportation systems, such as low income and minority households.
- Provide additional opportunities to comment on the RTP and the Federal Transportation Improvement Program, if the final version differs due to additional comments.
- Coordinate with the State transportation planning and public involvement processes.
- Periodically review intended RTP outcomes, products and/or services.

### Focus Area Review Methodology

This focus area review was conducted through the development of a matrix consisting of questions pulled from the 2010 RTP Checklist related to federal and state consultation and public participation requirements for the RTP-SCS as specified in 23 CFR 450.322, 23 CFR 450.316, California Government Code Sections 11135, 14522.2, and 65080(b)(2)(B). Utilizing the responses provided by the MPOs to these questions in the RTP-SCS Checklist, the corresponding sections of the RTP-SCS, appendices and public participation plans were reviewed. Observations regarding content for the focus area were then recorded in the review matrix. See Appendix R: Consultation and Public Participation—MPO-RTP Review Questions Matrix for a template of the review matrix used. Completed MPO-RTP Review Questions Matrices for each

MPO are on file at the Division of Transportation Planning, Caltrans. Additionally, a review of the 18 MPOs' RTP-SCS public participation plans and related documentation was conducted pursuant to the FHWA California Division's Planning Finding for the State of California's 2015 FSTIP and all incorporated FTIPs of the California MPOs (2015 FSTIP Planning Finding). In the 2015 FSTIP Planning Finding, FHWA requested that Caltrans and MPOs "pay continued attention in both the statewide and metropolitan planning processes regarding consultation with Indian Tribal Governments."<sup>9</sup>

## Focus Area Results

A review of each RTP-SCS public participation plan determined that general public participation requirements for all of the MPOs appeared to be met according to federal and State requirements, even with the added requirements of SB 375 that increased the transparency and public participation requirements for the RTP-SCS development process. Appendix R (Consultation and Public Participation–MPO-RTP Review Questions Matrix) describes in detail the various categories MPOs are required to address to satisfy the federal and State consultation and public participation process. The MPOs and the CTC should discuss the status of technical and supplemental appendices in an RTP-SCS and consider uniform formats that could be developed and used in the future to facilitate better public understanding of the information within the plan. Additionally, in order to promote better public understanding of scenario planning, forecasting, modeling and performance measures, Appendix T: Suggested Terms to Include in RTP-SCS Glossary provides a list that can be used as a starting point for discussion to develop a core list of terms that should be included in every RTP-SCS glossary.

## Focus Area Recommendations

Based on the focused review of the RTP-SCSs and public participation plans, the following recommendations were identified to improve the Guidelines and Checklist regarding this focus area:

**Recommendation #8:** As a best practice, the RTP Guidelines could recommend that MPOs add the terms in Appendix T: Suggested Terms to Include in RTP-SCS Glossary, and their definitions to RTP-SCS glossaries to facilitate better public understanding of scenario planning, forecasting, modeling, and performance measures concepts.

**Recommendation #9:** During the development of the next RTP Guidelines update, the CTC and Caltrans should continue to use a facilitated process similar to what was done in the development of the 2010 RTP Guidelines; allowing for the viewpoints of multiple stakeholders during the development of the 2010 RTP Guidelines. There are now numerous stakeholders interested in active participation in the development of the next *RTP Guidelines*. CTC and Caltrans should schedule multiple workshops, track and document all comments, and develop a transparent process demonstrating that the CTC considered inclusion of all stakeholder comments.

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<sup>9</sup> U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California's 2015 FSTIP*, December 15, 2014, p. 3-4, on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans.

## Chapter 5—Focus Area #3: Tribal Government Consultation

### Focus Area Background

During the development of the RTP, Tribal Government Consultation can be described as the MPO conducting meetings with representatives of the federally recognized Tribal Government during the preparation of the RTP prior to taking action(s) on the plan and making sure to consider input from the tribe. Tribal Government coordination is the comparison of the MPO's transportation plans, programs, projects and schedules with similar documents prepared by the tribe. The MPO needs to ensure consistency with tribal plans and the RTP (RTP Guidelines, page 71).

There are 110 federally-recognized Tribal Governments, almost 20 percent of the total number in the United States, located in California.<sup>10</sup> A total of 61 (55 percent) of the 110 federally-recognized Tribal Governments in California are located within California MPO areas. As sovereign nations, they are local land use authorities that participate in regional transportation planning, develop their own long-range transportation plans and safety plans, and partner with local, county, regional and state entities to plan, program and deliver transportation projects. Tribal Governments in California significantly contribute to the local economies where they reside.<sup>11</sup> In addition, Tribal Governments with gaming facilities in California significantly contribute to the local economies where they reside.<sup>12</sup>

### Focus Area Requirements

The RTP should include a discussion of consultation, coordination and communication with federally recognized Tribal Governments when the tribes are located within the boundary of an MPO. The MPO should establish a government-to-government relationship with each tribe in the region. This refers to the protocol for communicating between the MPOs and the Tribal Governments as a sovereign nation. This consultation process should be documented in the RTP. The initial point of contact for the Tribal Governments should be the Tribe's Chairperson (RTP Guidelines, page 71).

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<sup>10</sup> The number of federally recognized tribal governments for purposes of this Report is 110. The Washoe Tribe of Nevada and California includes the community of Woodfords located in Alpine County which has its own elected council. Representatives from the Washoe Tribe have been engaged in statewide and regional transportation planning with Caltrans and the Tahoe MPO. The most recent Federal Register lists 109 federally recognized tribes in California, <http://www.bia.gov/cs/groups/public/documents/text/idc006989.pdf>, accessed December 17, 2014.

<sup>11</sup> Chapter 3.1 Native American Freight Connections, *California Freight Mobility Plan*, 2014 [http://www.dot.ca.gov/hq/tpp/offices/ogm/CFMP/Dec2014/3-1\\_123014.pdf#zoom=75](http://www.dot.ca.gov/hq/tpp/offices/ogm/CFMP/Dec2014/3-1_123014.pdf#zoom=75); Beacon Economics, LLC., 2014 *California Tribal Gaming Impact Study*, <http://www.yourtribaleconomy.com/media/uploads/2014-California-Tribal-Gaming-Impact-Study.pdf>, accessed January 7, 2015.

<sup>12</sup> Beacon Economics, LLC., 2014 *California Tribal Gaming Impact Study: An Updated Analysis of Tribal Gaming Economic and Social Impacts with Expanded Study of RSTF and Charitable Effects*, 2014, <http://www.yourtribaleconomy.com/media/uploads/2014-California-Tribal-Gaming-Impact-Study.pdf>, accessed January 7, 2015.

The MPO should develop protocol and communication methods for outreach and consultation with the Tribal Governments. However, these protocol/communication methods should be re-evaluated if the agencies are unsuccessful in obtaining a response during RTP development. Documentation of the efforts to establish channels of communication is important (RTP Guidelines, on page 71).

Seventy-two percent of California MPOs have federally-recognized Tribal Governments in their regions. Pursuant to 23 CFR 450.316(e), MPOs are required to develop a separate, documented procedure that outlines the roles, responsibilities, and key decision points for consulting with Indian Tribal Governments throughout the regional planning process and development of the RTP-SCS. In the 2015 FSTIP Planning Finding, the FHWA requested that Caltrans and MPOs “pay continued attention in both the statewide and metropolitan planning processes regarding consultation with Indian Tribal Governments.” The FHWA further recommended that “Caltrans Regional Planning staff review these requirements with the non-TMA [Transportation Management Area] MPOs within California to ensure documented procedures are established in accordance with the Federal requirements.”<sup>13</sup>

### Focus Area Review Methodology

This focus area review was conducted through the development of a matrix consisting of questions pulled from the 2010 RTP Checklist related to federal and State consultation and public participation requirements for the RTP-SCS as specified in 23 CFR 450.322, 23 CFR 450.316, California Government Code Sections 11135, 14522.2, and 65080(b)(2)(B). Utilizing the responses provided by the MPOs to these questions in the RTP-SCS Checklist, the corresponding sections of the RTP-SCS, appendices and public participation plans were reviewed. Observations regarding content for the focus area were then recorded in the review matrix. See Appendix R: Consultation and Public Participation–MPO-RTP Review Questions Matrix for a template of the review matrix used. Completed MPO-RTP Review Questions Matrices for each MPO are on file at the Division of Transportation Planning, Caltrans.

A review of each RTP-SCS, public participation plan and related technical appendices was carried out to determine whether the MPOs that have Federally-recognized Tribal Governments in their regions conducted and *documented* the federally required, *separate* process of meaningful engagement and consultation. The review was conducted with the following questions in mind:

- Did the Federal Public Participation Plan (PPP) include tribal engagement and consultation?
- How was consultation and engagement documented in the RTP?
- How was the consultation and engagement process described in RTP?

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<sup>13</sup> U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California’s 2015 FSTIP*, December 15, 2014, p. 3-4, on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans.

## Focus Area Results

The 12 MPOs with Tribal Governments in their regions represented in their RTP Checklist that they met the federal requirements. Most of the MPOs included general information about the Tribal Governments in their region to varying degrees in their public participation plan and/or in RTP-SCS content. Some of the MPOs referred to the federal requirements, listed required activities, and described how they intended to consult and engage with the Tribal Governments in the public participation plan. Two of the MPOs, SANDAG and MTC, provided good examples of how to achieve compliance with the federal requirements. In their RTP-SCS, SANDAG and MTC set forth how they conducted the separate process of engagement and consultation, and provided the related documentation. SANDAG and MTC's separate process that was conducted, along with the related description and documentation in the RTP-SCS, could serve as models for the remaining MPOs to comply with the federal requirements.<sup>14</sup>

There are many resources available to MPOs for assistance in this area. For example, the Western Tribal Technical Assistance Program (Western TTAP), supported with federal funding, provides not only technical services to California and Nevada Tribes but also to MPOs, RTPAs, Caltrans, and local agencies regarding tribal transportation issues and how to work effectively with Tribal Governments and Native communities.

Regarding general Tribal Government consultation requirements, all of the MPOs with Tribal Governments in their regions documented conducting consultation, and appeared to meet federal and state requirements. It should also be noted that in the 2015 FSTIP Planning Finding, the FHWA requested that Caltrans and MPOs “pay continued attention in both the statewide and metropolitan planning processes regarding consultation with Indian Tribal Governments.”<sup>15</sup>

## Focus Area Recommendations

Based on the focused review of the RTP-SCSs and public participation plans, the following recommendation was identified to improve the Guidelines regarding this focus area:

**Recommendation #10:** The CTC should expand guidance in the RTP Guidelines to assist MPOs in achieving compliance with the federal requirements as they consult and engage with the Tribal Governments in the development and implementation of the public participation plan.

<sup>14</sup> Information regarding SANDAG's ongoing tribal engagement and consultation activities, along with RTP-SCS information can be found at the following links:

<http://www.sandag.org/?subclassid=105&fuseaction=home.subclasshome>;  
<http://www.sandag.org/index.asp?classid=19&subclassid=105&projectid=241&fuseaction=projects.detail>;  
<http://www.sandag.org/uploads/2050RTP/F2050rtpC.pdf>.

Information regarding MTC's tribal engagement and consultation documented in the RTP-SCS can be found at:

[http://www.mtc.ca.gov/get\\_involved/ppp/Final\\_PPP\\_Dec\\_3\\_2010.pdf](http://www.mtc.ca.gov/get_involved/ppp/Final_PPP_Dec_3_2010.pdf);  
[http://planbayarea.org/pdf/Draft\\_Plan\\_Bay\\_Area/Draft\\_PBA\\_Govt-Govt\\_Native\\_American\\_Tribes.pdf](http://planbayarea.org/pdf/Draft_Plan_Bay_Area/Draft_PBA_Govt-Govt_Native_American_Tribes.pdf); accessed June 18, 2014. Information regarding Western TTAP can be found at <http://www.nijc.org/ttap.html>.

<sup>15</sup> U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California's 2015 FSTIP*, December 15, 2014, p. 3-4, on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans.

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## Chapter 6—Focus Area #4: Financial Element and Transportation Expenditures

### Focus Area Background

Statutes and regulations at the federal and State level require RTPs to contain an estimate of funds available for the 20 year planning horizon. The discussion of financial information is fundamental to the development and implementation of the RTP. The financial portions of the RTP identify the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in other portions of the RTP. The intent is to define realistic financing constraints and opportunities. All projects, except illustrative projects (i.e., unconstrained projects), must be fully funded in order to be included in the RTP. With this financing information, alternatives are developed and used by the MPO, local agencies and state decision-makers in funding transportation projects. During programming and project implementation, the total cost of the project is refined and broken out by cost per phase (RTP Guidelines, page 96). Additionally, pursuant to the RTP Guidelines (p. 97), there are six major components that should be addressed in the financial portion of the plans:

- Projected Available Funds
- Projected Costs
- Projected Operation and Maintenance Costs
- Constrained RTP
- Un-Constrained (Illustrative) List of Projects
- Potential Funding Shortfall

Funding for California’s transportation network derives from federal, state, and local governments along with private investments. Approximately 25 percent of the State’s transportation funding comes from the federal government primarily through federal excise taxes on diesel and gasoline. Exclusive to California are State requirements pursuant to SB 45 (Kopp, 1997) that divide state transportation funding into two programs. A total of 75 percent of those federal and State funds go directly to MPOs and RTPAs that select projects to be included in their Regional Transportation Improvement Program (RTIP), a component of the RTP, which the CTC accepts (or rejects) in its entirety. The remaining 25 percent of this funding goes to the Interregional Transportation Improvement Program (ITIP) which programs projects to “improve state highways, the intercity passenger rail system, and interregional movement of people, vehicles, and goods.” Caltrans prepares the ITIP. The State Transportation Improvement Program (STIP), approved by the CTC, includes the RTIPs and the ITIP.

### Focus Area Requirements

#### Federal Requirements

An examination of financial resources is essential to the development and execution of a successful RTP. MPOs are required to meet specific requirements under Title 23 of the Code of Federal Regulations—Highways. The RTP must include a 20-year financial plan that

demonstrates how the transportation investments identified will be implemented, accompanied by clear justification for the project's need. All MPOs must establish the consistency of planned investments with available and reasonably expected funding sources. Revenue must be balanced against costs for the planned investments, including operational and maintenance costs for existing infrastructure. Additionally, all revenue and costs must be expressed in Year-of-Expenditure dollars, meaning MPOs must take into account reasonable levels of forecasted inflation. Existing circumstances and historical trends should also be taken into consideration.

All projects, regardless of short or long-term, must be "fiscally constrained." This means they need to demonstrate "sufficient funds (federal, State, local, and private) to implement proposed transportation systems, as well as operate and maintain the entire system, through the comparison of revenues and costs."

If funding shortfalls are identified, the plan must include recommendations on potential strategies to close the gap. In terms of air quality, MPOs in non-attainment or maintenance areas are also required to identify specific fiscal strategies that allow project implementation while reaching compliance.

While not required, MPOs may also include un-constrained (illustrative) candidate projects within their RTP. If financial resources became available, these projects may then be included in the adopted transportation plan.

### **State Requirements**

California Government Code Section 65080(4) specifies that the RTP must contain a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The State also has additional financial guidelines MPOs should consider. This includes highlighting projects of regional significance along with factors of local significance. Additionally, California statute requires consideration of system preservation, safety, and consistency between the first four years of RTP fund estimates and the first four years of STIP fund estimates, ensuring planning uniformity. Consistency statements between the RTP and ITIP, and RTP and FTIP, are also strongly suggested, depending on the MPO.

For example, while RTPs do not require formal approval from the federal or State government (apart from a federal conformity determination in nonattainment/maintenance areas), those entities work together to provide planning guidance and technical assistance throughout the entire process. On the whole, MPOs take this input into consideration, listening and incorporating suggestions throughout the document's creation. While there are certain core financial areas the MPOs must address in the RTP, the process of how the MPO achieves this can differ greatly.

### **Focus Area Review Methodology**

This focus area review was conducted through the development of a matrix consisting of questions pulled from the 2010 RTP Checklist related to federal and State consultation and

public participation requirements for the RTP-SCS as specified in 23 CFR 450.322, California Government Code Sections 65080(4)(A), 65080(b)(4), and relevant sections of the Statewide Transportation Improvement Program (STIP) Guidelines. Utilizing the responses provided by the MPOs to these questions in the RTP-SCS Checklist, the corresponding sections of the RTP-SCS and appendices were reviewed. Observations regarding content for the focus area were then recorded in the review matrix. See Appendix S: Financial–MPO-RTP Review Questions Matrix for a template of the review matrix used. Completed MPO-RTP Review Questions Matrices for each MPO are on file at the Division of Transportation Planning, Caltrans.

Additionally, a review of the pre- and post- SB 375 MPOs RTP financial elements sections and related appendices was also attempted in order to create a table that would show MPO expenditures by project type/mode type before and after SB 375. However, there is no uniform way that the MPOs report their information so it was impossible to create consistent consolidated information to be used for this Report.

### **Focus Area Results**

Each MPO represented that its RTP-SCS is fiscally constrained, meeting federal and State requirements. However, the CTC may consider adding the questions identified in Appendix G and Appendix S: Financial–MPO-RTP Review Questions Matrix to the next RTP checklist or standardized questionnaire that could assist readers in identifying where the RTP-SCS pages address financial planning requirements.

### **Statewide Comparison of SB 375 Effect on Investment Decisions**

For the 2015 MPO RTP Review Report, Caltrans staff attempted to conduct a statewide comparison of certain pre- and post- SB 375 MPO investments described in the RTPs in order to ascertain possible effects SB 375 now has on investment decisions and project priorities. Staff initially reviewed the funding allocations of four MPOs' that were described in their pre-SB 375 RTP and post- SB 375 RTP-SCS. Staff found that while it was possible in certain instances to look at broad trends on an individual MPO basis, a statewide comparison was unachievable for two reasons:

- The MPOs could not be compared to each other because of differences in their respective funding sources and a wide variety of differences between their designations or assignment of descriptive categories for their funding streams. For example, in some cases operation and maintenance (O and M) is included in the road designation. In other cases, O and M is a distinct funding category. In some instances, MPOs separate local roads from highways, while others do not.
- In several cases, the definition of investment categories has been updated from the definitions used in the pre-SB 375 RTP to reflect changing priorities and investments within the MPO region.

## Local Transportation Sales Tax Counties and MPOs in California

As previously mentioned in Chapter 1, in California, a county transportation commission or county transportation authority plays a significant role in developing and programming projects in a Regional Transportation Improvement Program. One-half of California MPOs are affected by local transportation sales taxes because all of the Self-Help Counties are located within MPOs' boundaries. Appendix E shows the RTP-SCS adoption dates for the MPOs included in this 2015 MPO RTP Review Report, their future estimated adoption years, and the terms of corresponding local transportation county sales tax (LTST) measures. Local governments provide half of all transportation funding through sources that include: local sales taxes, transit fares, development and impact fees, and property taxes. In California, voters in 20 of 58 counties have approved these LTST measures that require expenditure plans listing specific projects to be funded by designated sales tax revenues generated over a long period of time, typically 20 to 30 years. The information shows that the longevity of these LTST measures will influence the RTP-SCS of the MPOs for decades to come. With 90 percent of the LTST measures established pre-SB375, the earliest will expire or sunset in 2025. Three counties, Los Angeles, Imperial, and Santa Barbara, passed LTST measures two months after SB 375 was enacted (September 2008). However, the language was approved for publication on the ballot prior to SB 375. As of the date of this Report, post-SB 375 LTST measures have passed in Napa (2012) and Alameda (2014) counties.

Self-Help County transportation commissions and transportation authorities are statutorily authorized to fund and program projects included in the LTST measure expenditure plans. Because of the substantial funding amounts provided by Self-Help Counties to transportation infrastructure in California, Caltrans, Division of Transportation Planning obtained copies of the LTST ballot measure expenditure plans from the Registrar of Voters to provide the information in Appendix A: California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans. Based upon the original text of the ballot measures reviewed by voters during the county elections, Appendix A provides a snapshot of the program categories for each expenditure plan and corresponding time period for the duration of each ballot measure.

## Focus Area Recommendations

**See Recommendation #6:** Expand the RTP checklist to identify the specific federal RTP requirements suggested in Appendix G.

The following Tables 6 and 7 summarize Appendix G and Appendix S, and identify federal RTP requirements including suggested financial element questions for the next update of the RTP Guidelines Checklist:

<b>Table 6: Incorporating Appendix G and Appendix S</b>
<b>Appendix G: Federal RTP Checklist Requirements</b>
Metropolitan Planning
Public and Stakeholder Participation
Financial Element

<b>Table 7: Incorporating Appendix S</b>
<b>Appendix S: Financial – MPO-RTP Review Questions Matrix: These financial element questions could be included in the next update of the RTP Guidelines Checklist</b>
Are strategies to ensure availability of new funding sources described in the RTP?
Are long range funding sources reasonably expected to be available?
Is there an assessment of capital investment and other strategies to preserve the existing and projected future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs?
Are the design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in areas subject to conformity determinations? Are all improvements described in sufficient detail to develop cost estimates?
Does the financial plan demonstrate how adopted RTPs can be implemented under fiscal constraint?
Does the RTP consider preservation and safety incentives for resource areas or farmlands?

Since the questions directly align with federal requirements, FHWA could also use them to develop a matrix to use in their review process.

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## Chapter 7—Focus Area #5: Performance Measures

### Focus Area Background:

Transportation performance measures consist of a set of objective, measurable criteria used to evaluate the performance and effectiveness of the transportation system, government policies, plans and programs. Performance measures use statistical evidence to determine progress toward specific and defined objectives. This includes both evidence of fact, such as measurement of pavement surface smoothness or the percentage of transit service delivered on time (quantitative) and measurement of customer perception determined through customer surveys (qualitative). Performance measures help set goals and outcomes, detect and correct problems, and document accomplishments (RTP Guidelines, page 117).

California MPOs have been working among themselves and together with Caltrans, State agencies, and various stakeholders to try to develop a standardized set of core, California-specific performance monitoring indicators. In June 2013, SANDAG released its [\*Statewide Performance Monitoring Indicators for Transportation Planning Final Report \(2013 SANDAG Final Report\)\*](#), a deliverable pursuant to a Strategic Growth Council grant that supported SANDAG's sustainable communities planning efforts.

### Focus Area Requirements:

MAP-21 (Pub.L.112-141) proposed requirements anticipating that the States and MPOs will need to establish targets in key national performance areas to document expectations for future performance. For a number of years prior to MAP-21 (July 2012), California MPOs have worked among themselves and together with Caltrans and other State agencies to identify and develop a standardized set of core performance monitoring indicators that could be used by MPOs and State agencies.<sup>16</sup> This work continues as there are a number of challenges that influence agreement on a core set of indicators such as data availability and accessibility, cost to acquire data, and uncertainty regarding specific requirements under the FAST Act until the Final Rules are issued by the FHWA at a future date.

However, regarding the targeted review related to performance measures, the 2015 FSTIP Planning Finding issued by FHWA specifically requested that Caltrans pay continued attention to this area in both the statewide and metropolitan planning processes. Finding 4.B. states:

*MAP-21 Implementation: New Performance-Based Transportation Planning Requirements: Sections 1201 and 1202 of MAP-21 require that the metropolitan and statewide transportation planning processes provide for the establishment and use of a*

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<sup>16</sup> U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California's 2015 FSTIP*, December 15, 2014, p. 3, on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans. On June 2, 2014, the U.S. Department of Transportation issued the proposed rule related to these performance measures and standards: Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Proposed Rule, <http://www.gpo.gov/fdsys/pkg/FR-2014-06-02/pdf/2014-12155.pdf>, accessed June 2, 2014.

*performance-based approach to transportation decision making to support the national goals described in 23 USC 150(b) and 49 USC 5301(c). MAP-21 requires each State and each MPO to establish performance targets that address the performance measures described in 23 USC 150(C) [MAP-21 section 1203] in accord with the following schedule:*

- i. Pursuant to 23 USC 150(c), the U.S. DOT Secretary, in consultation with the State DOTs, MPOs and other stakeholders, shall promulgate a rulemaking that establishes performance measures and standards.*
- ii. Not later than 1 year after the U.S. DOT Secretary has promulgated the final rulemaking, each State shall set performance targets that reflect the measures identified in 23 USC 159(d)(3), (4), (5), and (6).*
- iii. Pursuant to 23 USC 134(h)(2)(C), not later than 180 days after the State or provider of public transportation establishes the performance targets, each MPO shall establish performance targets.<sup>17</sup>*

### **Focus Area Methodology:**

This focus area was analyzed through review of each RTP-SCS, technical and supplemental appendices to compile a list of performance measures and/or indicators for the 2015 MPO RTP Review Report that the MPOs identified they are using (See Appendix F: MPOs Adopted RTP-SCS Performance Measures).

### **Focus Area Results:**

Based on the RTP reviews conducted for this focus area, it appears the plans met the intent of the requirements regarding performance measures. It is important to note that performance measurement is a continually evolving area of practice. As such, a FHWA 2015 FSTIP Planning Finding (4.B) specifically requested that Caltrans pay continued attention in both the statewide and metropolitan planning processes to issues regarding performance measures. Appendix F, California MPOs Adopted RTP-SCS Performance Measures, provides a recent list of RTP-SCS performance measures as described by MPOs in their adopted RTP-SCS. The MPOs represent that these performance measures will be used to gauge their progress and steps forward in a number of transportation and land-use planning areas. In addition to reviewing the RTP-SCS, the technical appendices and supplemental reports were reviewed to complete the list for this Report. The information provided in Appendix F confirms that the number and type of measures vary widely across MPOs.

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<sup>17</sup> U.S. Department of Transportation, Federal Highway Administration, California Division, *Planning Finding for the State of California's 2015 FSTIP*, December 15, 2014, p. 3, on file, Climate Change and Regional Planning Branch, Office of Regional Planning, Division of Transportation Planning, Caltrans. On June 2, 2014, the U.S. Department of Transportation issued the proposed rule related to these performance measures and standards: Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Proposed Rule, <http://www.gpo.gov/fdsys/pkg/FR-2014-06-02/pdf/2014-12155.pdf>, accessed June 2, 2014.

## Focus Area Recommendations:

As previously mentioned, the number and type of performance measures vary widely across MPOs. However, long before MAP-21 was enacted in 2012, California MPOs have worked among themselves and together with Caltrans, State agencies, and various stakeholders to try to develop a standardized set of core, California-specific performance monitoring indicators. The *2013 SANDAG Final Report* describes the collective efforts that occurred between MPOs, State agencies and others to identify the most commonly used performance measures and indicators that could be monitored using statewide and regional data sources. The Report identifies nine proposed performance monitoring indicators, and offers five additional indicators to consider for future development.<sup>18</sup>

The CTC can build upon the recommendations from the *2013 SANDAG Final Report*, continue to work with State agencies, California Tribal Governments and various stakeholders, and look to recent efforts such as the California Transportation Plan update, CTP 2040 in order to finalize a set of California core performance indicators to include in the next *RTP Guidelines* update.<sup>19</sup>

## Anticipated FAST Act and Subsequent Performance Measures impacts:

The CTC can also build upon what is currently known regarding the FAST Act impacts on the MAP 21 proposed Performance Measures. As of the publication of this Report, the FAST Act:

- Makes no significant changes to the performance management policy requirements included in MAP 21. This includes no new national-level performance measures beyond what is currently being developed through the federal rule-making process.
- Expands the scope of the planning process to include addressing resiliency and reliability as well as enhancing travel and tourism of the transportation system.
- Adds language that the long-range transportation plan shall consider public ports and freight shippers.
- Encourages consideration of intermodal facilities that support intercity buses as part of the metropolitan and statewide planning process.<sup>20</sup>

The FAST Act Final Rules include:

- Safety Performance Measure (PM 1)
- Highway Safety Improvement Program
- FHWA/FTA Metropolitan and Statewide Planning
- CMAQ Weighting Factors

<sup>18</sup> *Statewide Performance Monitoring Indicators for Transportation Planning, Final Report*, June 28, 2013, [http://www.dot.ca.gov/hq/tpp/offices/ocp/ATLC/documents/august\\_15\\_2013/document\\_links/indicator.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/ATLC/documents/august_15_2013/document_links/indicator.pdf), accessed August 18, 2014.

<sup>19</sup>

[http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/Documents/index\\_docs/CTP\\_ReportPublicDraft\\_03022015.pdf#zoom=75](http://www.dot.ca.gov/hq/tpp/californiatrnsportationplan2040/Documents/index_docs/CTP_ReportPublicDraft_03022015.pdf#zoom=75), accessed March 3, 2015.

<sup>20</sup>

*AASHTO Summary of the new Surface Transportation Bill: Fixing America's Surface Transportation (FAST) Act*, December 16, 2015

- Planning and Environmental Linkage
- Pavement/Bridge Performance Measure (PM2)
- Asset Management Plan
- System Performance Measure (PM3)
- FTA National Transit Safety Program
- FTA Transit Asset Management Plans
- FTA Transit Agency Safety Plans
- FTA Guidance on the National Transit Safety Plan

It is understood that Performance Measures will be developed for all of the above listed Final Rules. However at the publication of this Report, no Final Rules have been released, and no additional information will be available until the Final Rules and the Performance Measures have been published.

**Recommendation #2:** The CTC and Caltrans will need to ensure that the next update of the RTP Guidelines addresses any recent federal RTP requirements promulgated since the last update of the RTP Guidelines in 2010. The guidelines should also include relevant federal requirements when the FHWA releases the Final Rules regarding performance measures, as well as any other new planning-related requirements pursuant to the FAST Act and any other federal or State statutory requirements enacted as the guidelines are developed.

**Recommendation #11:** The CTC should continue collaboration with MPOs, RTPAs, State agencies, and Tribal Governments to complete the development of a core set of standardized performance measures, and indicators that align with federal and State requirements.

## Chapter 8—Other Areas for Consideration in the RTP Guidelines

During review of the RTP-SCSs, the following additional topic areas and corresponding recommendations were identified as warranting consideration in future updates of the RTP Guidelines.

### **Governor’s Executive Orders and Other Significant Guidelines:**

Governor’s Executive Orders, such as the recently issued B-32-15 mandating a coordinated statewide freight planning process, have the potential to influence the various RTP elements and the overall process used by MPOs to develop and implement the plans. Additionally, updates to statewide guidelines which may influence the preparation of programming documents that are informed by the RTP (such as the STIP Guidelines) should be incorporated as applicable in the next RTP Guidelines update.

**Recommendation #12:** The CTC should also provide guidance on how current STIP Guidelines can affect RTPs, and how the new requirements or processes, could impact how RTPs are developed and implemented.

### **Shifting from Level of Service to Vehicle Miles Traveled Measurements:**

SB 743(Steinberg, 2013) requires the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Measurements of transportation impacts may include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.” Additionally, Caltrans is currently developing a Transportation Analysis Guide (TAG) as well as a Traffic Impact Study Guide (TISG) to develop transportation analysis procedures that are consistent with SB 743. As new CEQA Guidelines and traffic impact analysis guidelines are developed pursuant to SB 743, the environmental analysis and modeling chapters of the RTP Guidelines should be updated as appropriate.

**Recommendation # 13:** Align the RTP Guidelines to reflect changes to the environmental review process and traffic impact analysis methodology resulting from SB 743 and the shift from Level of Service measurement to Vehicle Miles Traveled. It should be noted, however; that SB 743 CEQA guidance is not final at this time and implementation issues still need to be evaluated. Only final SB 743 CEQA guidance will be reflected in the RTP Guidelines.

### **Technological Advancement and Long Range Transportation Planning:**

Since the last update of the RTP Guidelines in 2010, considerable technological advances in vehicle technology and infrastructure operations have been made. These advancements (autonomous and connected vehicles, intelligent transportation systems innovations etc.) and

their role in the long range planning process warrant discussion in the next version of the RTP Guidelines.

***Recommendation #14:*** As technological advances in transportation evolve (i.e. shared mobility, autonomous and connected vehicles etc.), the next RTP Guidelines development process should include a discussion of the challenges associated with long range planning to address new infrastructure considerations and needs, in this emerging policy area.

## Appendix A: California MPOs with Counties that have Local Sales Tax Measures and Related Transportation Expenditure Plans

The following provides a snapshot of the program categories for each expenditure plan and corresponding time period for the duration of each ballot measure, respectively:

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	LTST County	2014 County Pop. Estimate <sup>a</sup>	Passed by 2/3 Voters	Measure	Time Period	Transportation Expenditure Plan Program Categories
<b>Multiple County MPOs</b>						
SCAG	Los Angeles	10,041,797	11/2008	<p><b>Measure R</b> Synchronize traffic signals, Repair potholes, Extend light rail with airport connections, Improve freeway traffic flow (5,10,14, 60, 101,110, 138, 210, 405, 605, 710), Keep senior/student/disable fares low; Provide clean-fuel buses, Expand subway/Metrolink/bus service, Dedicate millions for community traffic relief.</p> <p>AB 2321 (Feuer, 2008) which authorized LA County Metropolitan Transportation Authority to impose the sales tax also includes a number of projects and corresponding funding amounts. See AB 2321 and related MTA Ordinance for additional information.</p>	30 years 2009-2039	<p>Transit Capital 35 percent New Rail and/or Bus Rapid Transit Capital Projects – Project definition depends on final environmental process</p> <p>Transit Capital 3 percent Metrolink Capital Improvement Projects Within L.A. County (Operations Maintenance and Expansion)</p> <p>Transit Capital 2 percent Metro Rail Capital–System Improvements, Rail Yards, Rail Cars</p> <p>Highway Capital 20 percent Carpool Lanes, Highways, Goods Movement, Grade Separations, Soundwalls</p> <p>Operations 5 percent Rail Operations (New Transit Project Operations and Maintenance)</p> <p>Operations 20 percent Bus Operations</p> <p>Local Return 15 percent Major street resurfacing, Rehabilitation and reconstruction, Pothole repair, left turn signals Bikeways, pedestrian improvements, Streetscapes, signal sync, transit</p>
	Orange	3,113,991	11/2006	<p><b>Renewed Measure M (Measure M2)</b> 1<sup>st</sup> Measure M passed by voters in 1990 for period of 20 years (1991-2011)</p>	30 years 2011 - 2041	<p>New Freeway Construction 43 percent Streets and Roads 32 percent Transit 35 percent</p>

**Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans**

MPO	LTST County	2014 County Pop. Estimate <sup>a</sup>	Passed by 2/3 Voters	Measure	Time Period	Transportation Expenditure Plan Program Categories
	Riverside	2,279,967	11/2002	<p><b>Measure A</b> To Relieve traffic congestion, improve safety and air quality...to extend for 30 years the current ½ cent sales tax to:</p> <ul style="list-style-type: none"> <li>Widen/improve routes 10, 15, 60, 71, 79, 86, 91, 111 and the 15/91 and 10/60 Interchanges</li> <li>Maintain community streets</li> <li>Expand transit for seniors and persons with disabilities</li> <li>Expand Metrolink commuter rail</li> </ul> <p>1<sup>st</sup> Measure A passed by voters in 1988 for period of 20 years (1989-2009)</p>	30 years 2009-2039	<p>State Highways/Regional Road Improvements 50 percent Local Streets and Roads 35 percent Public Transit 15 percent</p>
	San Bernardino	2,085,669	11/2004	<p><b>Measure I</b> Continuation of ½ cent sales tax for local transportation purposes and the transportation expenditure plan</p> <p>1<sup>st</sup> Measure A passed by voters in 1989 for period of 20 years (1990-2010)</p>	30 years 2010 - 2040	<p>San Bernardino Valley Subarea Freeway Projects 29 percent Freeway Interchange Projects 11 percent Major Street Projects 20 percent Local Street Projects 20 percent Metrolink/Rail Service 8 percent Senior/Disabled Transit 8 percent Express Bus/BRT Service 2 percent Traffic Mangmt Systems 2 percent</p> <p>Mountain/Desert Local Street Projects 70 percent Major Local Highway Projects 25 percent Senior/Disabled Transit 5 percent</p> <p>Cajon Pass 3 percent</p>
	Imperial	180,672	11/2008	<p><b>Measure D</b> “Safe Roads, Air Quality, Pothole Repair and Continuation Measure” Imperial County Local Transportation Authority Retail Transactions and Use Tax Ordinance and Expenditure Plan</p>	40 years 2010-2050	<p>State Highway Improvements 5 percent Transit 2 percent Local Street and Road Improvements 97 percent</p>

**Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans**

MPO	LTST County	2014 County Pop. Estimate <sup>a</sup>	Passed by 2/3 Voters	Measure	Time Period	Transportation Expenditure Plan Program Categories											
MTC	Santa Clara	1,868,558	11/2000	<b>Measure A</b> To: Connect Bart to Milpitas, San Jose, Santa Clara, Build rail connection from San Jose Airport to BART, Caltrain light rail, Purchase vehicles for disabled access, senior safety, clean air buses, Provide light rail throughout Santa Clara County, Expand, electrify Caltrain, Increase rail, bus service	30 years 2006-2036	Text of Measure A: <ul style="list-style-type: none"> <li>Extend BART from Fremont through Milpitas to Downtown San Jose and Santa Clara Caltrain Station</li> <li>Provide Connections from San Jose International Airport to BART, Caltrain and VTA Light Rail</li> <li>Extend Light Rail from Downtown San Jose to East Valley</li> <li>Purchase Low floor Light Rail Vehicles</li> <li>Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy</li> <li>Increase Caltrain Service</li> <li>Construct New Palo Alto Intermodal Transit Center</li> <li>Improve Bus Service in Major Bus Corridors</li> <li>Upgrade Altamont Commuter Express (ACE)</li> <li>Improve Highway 17 Express Bus Service</li> <li>Connect Caltrain with Dumbarton Rail Corridor</li> <li>Purchase Zero Emission Buses and Construct Service Facilities</li> <li>Develop New Light Rail Corridors</li> <li>Fund Operating and Maintenance Costs for Increased Bus, Rail and Paratransit Service</li> </ul>											
	Alameda	1,573,254	11/2000	<b>Measure B</b>	20 years 2002-2022	<table border="0"> <tr> <td>Mass Transit</td> <td>43 percent</td> </tr> <tr> <td>Highway Infrastructure</td> <td>17 percent</td> </tr> <tr> <td>Local Streets and Roads</td> <td>24 percent</td> </tr> <tr> <td>Bike and Ped Safety</td> <td>6 percent</td> </tr> <tr> <td>Special Transit – Seniors/Disabled</td> <td>10 percent</td> </tr> </table>	Mass Transit	43 percent	Highway Infrastructure	17 percent	Local Streets and Roads	24 percent	Bike and Ped Safety	6 percent	Special Transit – Seniors/Disabled	10 percent	
			Mass Transit	43 percent													
Highway Infrastructure	17 percent																
Local Streets and Roads	24 percent																
Bike and Ped Safety	6 percent																
Special Transit – Seniors/Disabled	10 percent																
		11/2014	<b>Measure BB</b> —extends Measure B to: <ul style="list-style-type: none"> <li>Expand and modernize BART in Alameda County</li> <li>Improve transit connections to jobs and schools</li> <li>Fix roads, improve highways and increase bike and ped safety</li> <li>Reduce traffic congestion and improve air quality</li> <li>Keep senior, student and disabled fares affordable</li> </ul>	23 year extension 2022-2045	<table border="0"> <tr> <td>BART, Bus, Senior/ Youth Transit</td> <td>48 percent</td> </tr> <tr> <td>Local Streets Maint. and Safety</td> <td>30 percent</td> </tr> <tr> <td>Traffic Relief on Highways</td> <td>9 percent</td> </tr> <tr> <td>Bike and Ped Paths and Safety</td> <td>8 percent</td> </tr> <tr> <td>Community Development Invest</td> <td>4 percent</td> </tr> <tr> <td>Technology</td> <td>1 percent</td> </tr> </table>	BART, Bus, Senior/ Youth Transit	48 percent	Local Streets Maint. and Safety	30 percent	Traffic Relief on Highways	9 percent	Bike and Ped Paths and Safety	8 percent	Community Development Invest	4 percent	Technology	1 percent
BART, Bus, Senior/ Youth Transit	48 percent																
Local Streets Maint. and Safety	30 percent																
Traffic Relief on Highways	9 percent																
Bike and Ped Paths and Safety	8 percent																
Community Development Invest	4 percent																
Technology	1 percent																

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	LTST County	2014 County Pop. Estimate <sup>a</sup>	Passed by 2/3 Voters	Measure	Time Period	Transportation Expenditure Plan Program Categories
	Contra Costa	1,087,008	11/2004	<p><b>Measure J</b> Extends ½ percent cent first established by Measure C</p> <p>1<sup>st</sup> transportation Measure C passed by voters in 1988 for period of 20 years (1989-2009)</p>	25 years 2010-2035	<p>Capital Improvement Projects 4.6 percent</p> <p>Countywide Capital/Maint. 26.6 percent</p> <p>Other Countywide Programs 18.3 percent</p> <p>Subregional Projects/Programs 19.6 percent</p> <p>Other 1.0 percent</p>
	San Francisco	836,620	11/2003 Special Election	<p><b>Proposition K</b> Superseded existing Expenditure Plan, implemented New Transportation Expend. Plan</p>	30 years 2004-2034	<p>Transit 65.5 percent</p> <p>Paratransit 8.6 percent</p> <p>Streets and Traffic Safety 24.6 percent</p> <p>Transportation Mangmt System 1.3 percent</p>
	San Mateo	745,193	11/2004	<p><b>Extension Measure A - San Mateo County Safe Roads, Traffic Relief and Public Transportation Measure</b></p> <p>Original Measure A passed in 1988 that expired 12/31/2008 (20 years)</p> <p>Purpose: Improve, construct, maintain and operate certain transportation projects and facilities contained in the 2004 Transportation Expenditure Plan adopted by County Board of Supervisors and all Cities in the County</p>	25 years 2009-2034	<p>Transit 30.0 percent</p> <p>Highways 27.5 percent</p> <p>Local Streets/Trans 22.5 percent</p> <p>Grade Separations 15.0 percent</p> <p>Pedestrian/Bike 3.0 percent</p> <p>Alternative Congestion Relief 1.0 percent</p>
	Sonoma	490,486	11/2004	<p><b>Measure M</b> Traffic Relief Act for Sonoma County</p> <p>To maintain local streets, fix potholes, accelerate widening Highway 101, restore and enhance transit, support development of passenger rail, and build bike/pedestrian routes</p>	20 years 2005-2025	<p>Fix Potholes, Maintain Streets and Keep Traffic Moving 40 percent</p> <p>Highway 101 Improvements 40 percent</p> <p>Bus, Rail, Bicycle and Pedestrian 19 percent</p> <p>Administration 1 percent</p>
	Marin	255,846	11/2004	<p><b>Measure A</b> Transportation Authority of Marin Traffic Relief and Better Transportation Act</p>	20 years 2005-2025	<p>Develop seamless local bus transit System, serves community needs, including special transit for seniors and disabled 55.0 percent</p> <p>Fully fund/ensure accelerated Completion of Highway 101 Carpool Lane Gap Closure 7.5 percent</p> <p>Maintain, improve, manage local Trans. infrastructure, Incl. roads, bikeways, sidewalks, paths 6.5 percent</p> <p>Reduce school related congestion, Provide safer access to schools 11.0 percent</p>

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	LTST County	2014 County Pop. Estimate <sup>a</sup>	Passed by 2/3 Voters	Measure	Time Period	Transportation Expenditure Plan Program Categories
	Napa	139,255	11/2012	<b>Measure T</b> Napa Countywide Road Maintenance Act	25 years 2018-2043	Local Streets and Roads Maintenance Program Total 99.00 percent  Distribution: American Canyon 7.70 percent Calistoga 2.70 percent City of Napa 40.35 percent Napa County 39.65 percent St. Helena 5.90 percent Yountville 2.70 percent Administration 1.00 percent
SACOG	Sacramento	1,454,406	11/2004	<b>Measure A</b> To relieve traffic congestion, improve safety, and match state/federal funds by: Improving I-5, I-80, US 50, SR 99; Constructing a new road connecting I-5/SR 99/US 50; Maintaining/improving local roads; Increasing transit for seniors and disabled; Expanding/planning for light rail and commuter rail	30 years 2009–2039	Local Road Maintenance, Safety and Congestion Relief Program 38.00 percent Transit Congestion Relief Prog. 38.25 percent Senior/Disabled Trans.Services 4.50 percent Freeway Safety, Congestion Relief Program 12.00 percent Safety, Streetscaping, Pedestrian and Bicycle Facilities 5.00 percent Trans-Related Air Quality 1.50 percent General Program Admin .75 percent
Single County MPOs						
SANDAG	San Diego	3,194,362	11/2004	<b>Proposition A</b> San Diego County Transportation Improvement Program (TransNet Extension)  To relieve traffic congestion, improve safety, and match federal/state funds by: <ul style="list-style-type: none"> <li>Expanding I-5, I-8, I-15, SR 52, SR 54, SR 56, SR 67, SR 76, SR 78, SR 94, SR 125, I-805;</li> <li>Maintaining/improving local roads</li> <li>Increasing transit for seniors/disabled persons</li> <li>Expanding commuter express bus, trolley, Coaster services</li> </ul>	40 years 2008-2048	Congestion Relief Program—Highway and transit capital projects 42.40 percent  Congestion Relief Program—Operating Support for the BRT/Rail Transit Capital Improvements 8.10 percent  Congestion Relief Program—Transit System Service Improvements 6.50 percent  Local Programs 33.00 percent

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	LTST County	2014 County Pop. Estimate <sup>a</sup>	Passed by 2/3 Voters	Measure	Time Period	Transportation Expenditure Plan Program Categories
SBCAG	Santa Barbara	433,398	11/2008	<p><b>Measure A</b>                      Santa Barbara County Road Repair, Traffic Relief                      Purpose:                      Repair potholes                      Provide safe routes to school                      Widen Highway 101 south of Santa Barbara to relieve congestion                      Implement local street/highway safety improvements                      Expand public bus services/passenger rail, with increased senior/disable accessibility                      Synchronize traffic signals                      Earthquake retrofit bridges/overpasses                      Increase pedestrian/bike safety</p> <p>Continuation of 1989 measure that expired 2010</p>	30 years 2010-2040	Highway 101 Widening: Carpinteria to Santa Barbara 13.4 percent  High Priority Transportation Projects: North County Subregion 43.3 percent South County Subregion 43.3 percent
Fresno COG	Fresno	964,040	11/2006	<p><b>Measure C</b>                      Fresno County Transportation, Safety, Road Repair Measure</p> <p>Extension of a 1986 measure that expired in 2007</p>	20 years 2007-2027	Local Transportation Program 34.6 percent Regional Transportation Prog. 30.4 percent Regional Public Transit Prog. 24.0 percent Alternative Transportation Prog 6.0 percent Environmental Enhance Program 3.5 percent Administration/Planning Prog. 1.5 percent
San Joaquin COG	San Joaquin	710,731	11/2006	<p><b>Measure K Renewal</b>                      Traffic Relief, Safety, Transit, and Road Maintenance Program</p> <ul style="list-style-type: none"> <li>Widening/improving Routes I-5, I-205, 99, 12, and 120</li> <li>Expanding ACE commuter rail and seniors/disable transit services</li> <li>Fixing potholes/resurfacing local roads</li> <li>Reducing high accident locations countywide</li> </ul> <p>1<sup>st</sup> Measure K for 20 years 1991-2011</p>	30 years 2011-2041	Local Street Repair/Road Safety 35.0 percent Congestion Relief Projects 32.5 percent Railroad Crossing Safety Projects 2.5 percent Passenger Rail, Bus, Bicycles 30.0 percent

Appendix A : California MPOs with Counties that have Local Transportation Sales Tax Measures and Related Transportation Expenditure Plans						
MPO	LTST County	2014 County Pop. Estimate <sup>a</sup>	Passed by 2/3 Voters	Measure	Time Period	Transportation Expenditure Plan Program Categories
Tulare CAG	Tulare	459,446	11/2006	<p><b>Measure R</b></p> <p>Regional - Major new projects to:</p> <ul style="list-style-type: none"> <li>• Improve freeway interchanges</li> <li>• Add additional lanes</li> <li>• Increase safety</li> <li>• Improve and reconstruct major commute corridors</li> </ul> <p>Local transportation program potential uses:</p> <ul style="list-style-type: none"> <li>• Pothole repair</li> <li>• Repave streets</li> <li>• Bridge repair or replacement</li> <li>• Traffic signals</li> <li>• Add additional lanes to existing streets/roads</li> <li>• Improve sidewalks</li> <li>• Separate street traffic from rail traffic</li> </ul> <p>Multi-modal mitigation program</p> <ul style="list-style-type: none"> <li>• New routes to enhance existing transit</li> <li>• Low emission buses</li> <li>• Night/weekend service</li> <li>• Bus shelters</li> <li>• Regional bike routes</li> <li>• Preliminary light rail investment</li> </ul>	30 years 2007-2037	<p>Regional Projects 50 percent</p> <p>Local Programs 35 percent</p> <p>Transit/Bicycle/Environmental 14 percent</p> <p>Administration/Planning 1 percent</p>
Madera CTC	Madera	153,897	11/2006	<p><b>Measure T</b></p> <p>Madera County Transportation Investment Measure</p> <p>To leverage federal and state matching funds; maintain, improve, make streets and roads safer (including maintenance districts); Extend Route 41 freeway, construct passing lanes; improve Avenue 12, Gateway, Cleveland, Route 99/23 interchange; improve access to schools, hospitals, farm to market operations; increase senior/disabled transportation</p> <p>1<sup>st</sup> Measure A - 15 years, 1990-2005</p>	20 years	<p>Commuter Corridors/Farm to Market Program 51.00 percent</p> <ul style="list-style-type: none"> <li>• 26 percent to Regional Streets/Highways</li> <li>• 25 percent Regional Rehab/Reconstruct/Maint</li> </ul> <p>Safe Routes to Schools and Jobs 44 percent</p> <ul style="list-style-type: none"> <li>• 13 percent Street Maintenance</li> <li>• 8.75 percent City Street Supplemental</li> <li>• 21.75 percent Flexible Program</li> <li>• .5 percent ADA compliance</li> </ul> <p>Street Maintenance Program 13 percent</p> <p>Transit Enhancement Program 2 percent</p> <p>Environmental Enhancement 2 percent</p> <p>Transportation Authority Salaries 1 percent</p>

<sup>a</sup>California Department of Finance estimates were used for consistency, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php>, accessed June 3, 2014.

Sources: County of Alameda, Registrar of Voters. 2014 Measure BB, <http://www.acgov.org/rov/elections/20141104/documents/MeasureBB-v5.pdf>, accessed November 7, 2014; County of Contra Costa Transportation Authority. 2004 Measure J – Contra Costa’s Transportation Sales Tax Expenditure Plan, <http://www.ccta.net/sources/detail/2/1>, accessed January 30, 2015; County of Fresno, Registrar of Voters. 2006 Measure C – Fresno County Transportation, Safety, Road Repair Measure and Measure C Extension Expenditure Plan; County of Imperial. Registrar of Voters. 2008 Measure D Renewal – Safe Roads, Air Quality, Pothole Repair Continuation Measure and Expenditure Plan; County of Los Angeles. Registrar of Voters. 2008 County Measure R – Traffic Relief, Rail Extensions, Reduce Foreign Oil Dependence; Proposed Ordinance of Measure R and Expenditure Plan; County of Madera, Elections Department. 2006 Voter’s Pamphlet – Madera County Transportation Investment Measure T; County of Marin, Department of Elections. 2004 Measure A - Traffic Relief and Better Transportation Act and Marin County Transportation Sales Tax Expenditure Plan; County of Napa. Elections Division. 2012 Authority Ordinance No. 2012-01 – Napa Countywide Maintenance Act and Expenditure Plan; County of Orange. Registrar of Voters. 2006 Measure “M” Transportation Improvement Plan; County of Riverside. Registrar of Voters. 2002 Measure A to Relieve Traffic Congestion, Improve safety and Air Quality, and Expenditure Plan; County of Sacramento. Voter Registration and Elections. 2004 Measure A and Sacramento County Transportation Expenditure Plan 2009-2039; County of San Bernardino, Elections Office of the Registrar of Voters. 2004 Measure I - San Bernardino County Transportation Authority Ordinance No. 04-01 and Transportation Expenditure Plan; County of San Diego, Registrar of Voters. 2004 Proposition A – San Diego County Transportation Improvement Program and TransNet Extension Ordinance and Expenditure Plan; County of San Francisco. Registrar of Voters. 2003 Measure K – Sales Tax for Transportation and Expenditure Plan; County of San Joaquin. Registrar of Voters Department. 2006 Measure K Renewal – San Joaquin Local Transportation Improvement Plan: Traffic Relief, Safety, Transit, and Road Maintenance Program; County of San Mateo, Office of Assessor-County Clerk-Recorder and Chief Elections. 2004 Measure A – San Mateo County Safe Roads, Traffic Relief and Public Roads Transportation Measure and Transportation Expenditure Plan; County of Santa Barbara, Registrar of Voters. 2008 Measure A – Santa Barbara County Road Repair, Traffic Relief and Transportation Safety Measure and Transportation Investment Plan; County of Santa Clara, Registrar of Voters, Official Ballot, County of Santa Clara, November 2000, Complete Text of Measure A; County of Sonoma. Registrar of Voters. 2004 Quarter Cent Sales Tax- Measure M – Traffic Relief Act for Sonoma County and Expenditure Plan; County of Tulare, Registrar of Voters. 2006 ½ Cent Transportation Sales Tax Measure Expenditure Plan.

## Appendix B: California MPOs Adopted RTP-SCS Scenario

A review and inventory was conducted for each adopted RTP-SCS planning scenario. With information from each of the MPO’s adopted RTP document, the following tables show a compilation of the adopted RTP-SCS planning scenarios for the eighteen MPOs included in the 2015 MPO RTP Review Report.

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	Adopted RTP-SCS Scenario
Shasta RTA 6/2015	<p>Future Land Use Scenarios (page 81 to 82)                      Scenario A: Rural and Peripheral Growth                      Scenario B: Urban Core and Corridors                      Scenario C: Distinct Cities and Towns                      Melding Scenarios B (Urban) and C (Distinct Cities)                      The three scenarios were tested using the ‘UPlan’ urban growth model. UPlan geographically allocates forecast growth and associated development throughout the region based on numerically weighted growth ‘attractors’ (such as transportation accessibility, infrastructure capacity, and enterprise zones); growth ‘discouragers’ (such as flood zones, severe topography, and environmentally sensitive lands); and growth ‘masks’ (such as bodies of water). Land is developed within the model in order of highest attraction value, until all growth has been accommodated within the region.                      Following an extensive public engagement effort, during which approximately one in seventy adult residents in Shasta County participated, near-equal preference was expressed for Scenario B and Scenario C. Viewed together, these two Scenarios captured nearly 90 percent of the community’s votes. The final report recommended that a melding of Scenario B and Scenario C be used to inform implementation efforts.</p>
San Luis Obispo COG 4/2015	<p>Future Land Use Scenarios (page 2-22 to 2-25)                      2020 Scenario:                      New Housing: 44 percent Multi-family housing                      New Employment: 93 percent in urbanized areas (cities and unincorporated urban communities)                      2035 Scenario 1: Current Trends:                      New Housing: 25 percent Multi-family housing                      New Employment: 85 percent in urbanized areas (cities and unincorporated urban communities)                      2035 Scenario 2: Preferred Growth Scenario                      New Housing: 35 percent Multi-family housing                      New Employment: 90 percent in urbanized areas (cities and unincorporated urban communities)                      2035 Scenario 3: High Intensity Scenario                      New Housing: 45 percent Multi-family housing</p>

<b>Appendix B: California MPOs Adopted RTP-SCS Scenario</b>	
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	New Employment: 95 percent in urbanized areas (cities and unincorporated urban communities)
Merced CAG 9/2014	Scenario B: Blueprint, new growth at approximately 35 percent more density than historical pattern (pp. 62- 64)  RTP states none of the scenarios meet CARB 2035 target of-10 percent GHG emissions reduction per capita; will be preparing an Sustainable Communities Strategy (p. 64)
Kings CAG 7/2014	Scenario No.2 : 10-15 percent transit investment with associated land use recommendations (12-16)
Madera CTC 7/2014	Hybrid Scenario (1-18, 6-27)  States “based upon results of alternative scenario development process, Madera County is not able to meet the SCS GHG 5 and 10 percent GHG emission reduction targets.” (1-18)
Tulare CAG 6/2014	Blueprint scenario (SCS-10)  Based on application of development principles adopted as part of the 2009 Tulare County Regional Blueprint: 25 percent higher overall density for new development compared to Trend scenario and increased emphasis on transit
San Joaquin COG 6/2014	Scenario C–Enhanced–“Region-specific, balanced multi-modal plan” (Appendix M, p. 8-9)  <ul style="list-style-type: none"> <li>• Future growth aligned with recent general plan updates, climate/sustainability action plans and regional studies that identify mixed-use neighborhoods and shift greater proportion of growth to existing/planned Bus Rapid Transit (BRT) and transit corridors</li> <li>• Increased use of horizontal and vertical mixed-use</li> <li>• Increased use of development in select corridors to promote increased biking, walking, transit</li> <li>• Shift to smaller lot homes and attached housing types</li> <li>• Greater reinvestment in downtown and infill opportunities</li> <li>• Transportation investment to begin to focus more on TSM and TDM strategies</li> </ul>

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<b>MPO</b>	<b>Adopted RTP-SCS Scenario</b>
Fresno COG 6/2014	<p>Scenario B: current planning assumptions proposed by membership agencies (RTP-SCS 4-6)</p> <p>“Hybrid” concept based on elements of several alternative growth scenarios developed originally by Fresno COG Blueprint Roundtable-May 29, 2008 (RTP-SCS 4-5)</p>
Kern COG 6/2014	<p>Vision: “Maintain, Fix and Finish What We Have” (ES-2)</p> <p>No preferred scenario stated per se but the foundation of the SCS is the Kern Regional Blueprint (2008) based on the local General Plans of the cities and county (4-5, 4-6)</p> <p>Utilized Directions to 2050 community engagement program that built upon Kern Regional Blueprint. Identified 3 priorities incorporated into SCS:</p> <ul style="list-style-type: none"> <li>• Enhance economic vitality</li> <li>• Provide adequate and equitable services</li> <li>• Conserve energy and natural resources, develop alternatives (2-12; 4-6)</li> </ul> <p>The Policy Element consists of 7 stated policy goals with related strategic action element aligned with each goal (2-1 - 11) Performance measures are aligned with each goal (2-16; D-9)</p>
Stanislaus COG 6/2014	<p>Scenario 3: Moderate Change (p. 66)</p> <ul style="list-style-type: none"> <li>• Emphasizes pattern of development comprised of compact, mixed-use neighborhoods and infill development, especially in downtowns</li> <li>• Greater mix of housing types</li> <li>• Higher percentage of new multi-family, mixed-use housing within and adjacent to downtowns/urban centers</li> <li>• Limited lower density, large-lot, single-family development</li> <li>• Transportation investment: 61 percent roadway, 33 percent transit, 5 percent Bike/ped</li> </ul>

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MPO	Adopted RTP-SCS Scenario
<p>AMBAG 6/2014</p>	<p>The Preferred SCS Scenario is a combination Hybrid Scenario A and Hybrid Scenario B (4-6; E-6, F-23). Projects from both hybrids were included in mix that provides investment in safety, maintenance, operations, transit, complete streets and active transportation (E-6)</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>• Focus additional growth within existing neighborhood communities in and adjacent to existing commercial corridors</li> <li>• Encourage/facilitate better jobs/housing balance</li> <li>• Encourage mixed use development within existing commercial corridors that have high quality transit service in order to support walkability and convenient access to services</li> </ul> <p>Transportation</p> <ul style="list-style-type: none"> <li>• A greater investment in bicycle and pedestrian infrastructure such that people can chose to walk or bike for shorter distance trips</li> <li>• Focus on creating more “Complete Streets” and encouraging “active transportation such as walking, and biking that are commonly associated with first and last mile of travel</li> <li>• Increase investment in local rapid/express bus services or rail service along high quality transit corridors</li> <li>• Focus transportation funding on safety, maintenance, and rehabilitation of existing roadway, and transit facilities throughout the region</li> </ul>
<p>Santa Barbara CAG 8/2013</p>	<p>Scenario 3+ Enhanced transit Strategy- Variation on and Combination of Scenarios 3 and 7 which is a Transit-Oriented Development (TOD)/Infill plan (1-2; 6-6)</p> <p>Consists of 3 core, inter-related components:</p> <ul style="list-style-type: none"> <li>• Land use plan, including residential densities and building intensities sufficient to accommodate projected population, household and employment growth</li> <li>• Multi-modal transportation network to serve the region’s transportation needs</li> <li>• “Regional Greenprint” cataloguing open space, habitat, and farmland as constraints to urban development</li> </ul>

<b>Appendix B: California MPOs Adopted RTP-SCS Scenario</b>	
<b>MPO</b>	<b>Adopted RTP-SCS Scenario</b>
MTC 7/2013	<p>Plan Bay Area Preferred Scenario (PBA p. 26)</p> <p>Land Use Pattern–Jobs-Housing Connections Strategy</p> <ul style="list-style-type: none"> <li>• Focuses 78 percent of new housing and 62 percent of new jobs in Priority Development Areas</li> <li>• Reduces GHG emissions, limits growth outside of the region’s core, and preserves natural resources and open space</li> </ul> <p>Transportation Network–Preferred Transportation Investment Strategy</p> <ul style="list-style-type: none"> <li>• Devotes 87 percent of funding to operate and maintain existing transportation network</li> <li>• Directs remaining funding to next-generation transit projects and other high-performing projects, to programs aimed at supporting focused growth and reducing GHG emissions, and to county-level agencies for locally designated priorities</li> </ul>
Butte CAG 12/2012	<p>Scenario 1: Balanced (4-6, 4-7)</p> <ul style="list-style-type: none"> <li>• Balanced share of new housing within the center, established, and new growth areas</li> <li>• Contains reasonable levels of infill development</li> <li>• Consistent with local and general plans and draft habitat conservation plan</li> <li>• Consistent with BCAG long-term regional growth forecasts by jurisdiction</li> </ul>
Tahoe MPO 12/2012	<p>Alternative 3–low development and highly incentivized redevelopment and RTP Transportation Strategy Package C (CARB Staff April 2013 Tech Eval, p. 2-3)</p> <ul style="list-style-type: none"> <li>• Changes existing land use designation for commercial/public services to mixed-use</li> <li>• Focuses on environmental redevelopment of existing built environment, such as community centers that provide sidewalks, trails, and transit access, with streamlined regulatory process</li> <li>• Variety of bicycle and pedestrian strategies, revitalization projects, Lake Tahoe Waterborne Transit Project, enhanced inter-regional transit operations</li> </ul>

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	Adopted RTP-SCS Scenario
SCAG 4/2012	<p>RTP-SCS is the Preferred Alternative B (p. 32-34); CARB May 2012 Staff Report, p. 39-40</p> <p>Based on the Guiding Principles listed below, “three alternatives were defined and compared against a ‘No Project Baseline’ representing projects in the 2011 FTIP that...received full environmental clearance. Out of this evaluation, a preferred alternative was selected for the 2012-2035 RTP/SCS. The preferred alternative builds on the region’s success over the last four years in implementing the previous 2008 RTP and moves the region forward in meeting mobility, air quality, public health, integrated land use and transportation strategies, and other regional goals.” (p. 34)</p> <p>Guiding Principles used to develop Preferred Alternative:</p> <ul style="list-style-type: none"> <li>• Alternatives should strongly consider regional economic competitiveness and overall econ development to help region recover, prosper</li> <li>• Transportation investment commitments made by CTCs through local sales tax expenditure plans, adopted long-range plans, and board-adopted resolutions will be fully respected</li> <li>• Sub-regional SCS submitted by the Gateway COG and the Orange County COG will be respected and integrated into the alternatives</li> <li>• New investment strategies proposed over and beyond the CTC commitments will be funded only through new funding sources identified and approved by the Regional Council</li> <li>• Ensuring an appropriate level of funding for system preservation will be given a priority</li> <li>• Each of the alternatives will be evaluated using a set of accepted performance measures</li> </ul> <p>According to CARB May 2012 Staff Report (p. 39-40), two major policy objectives drive the alternative:</p> <ul style="list-style-type: none"> <li>• Greater focus on regional growth around High Quality Transit Areas (HQTA)</li> <li>• Accommodating future housing market demand</li> </ul>

Appendix B: California MPOs Adopted RTP-SCS Scenario	
MPO	Adopted RTP-SCS Scenario
SACOG 4/2012	<p>Appears Scenario 3 was chosen as preference at Sacramento County and regional workshops; Scenario 2 was preferred in Sutter and Placer counties. However, in the adopted MTP/SCS it is not clearly stated anywhere, including the appendices exactly what are the attributes of the scenario that was actually chosen as the MTP/SCS. (p. 16-23)</p> <p>Scenario 3: Land Use:</p> <ul style="list-style-type: none"> <li>• Highest share of new compact housing (75 percent)</li> <li>• Highest share of growth in Transit Priority Areas (TPAs)</li> <li>• Least dispersed development pattern/fewest developed acres</li> </ul> <p>Transportation</p> <ul style="list-style-type: none"> <li>• Highest amount of transit service</li> <li>• Highest amount of BRT, streetcar and rail</li> <li>• Least amount of new roads and road expansions</li> <li>• Same road maintenance and rehabilitation as Scenario ? [incomplete sentence in document–p. 16)</li> <li>• Most bicycle, pedestrian street, and trail projects</li> </ul> <p>Scenario 2: Land Use:</p> <ul style="list-style-type: none"> <li>• Higher share of new compact housing (68 percent, same as Blueprint)</li> <li>• More growth in TPAs</li> <li>• Less dispersed development pattern than Scenario 1/fewer developed acres</li> </ul> <p>Transportation:</p> <ul style="list-style-type: none"> <li>• More transit service Scenario</li> <li>• More BRT, streetcar and LRT Scenario</li> <li>• Less new road capacity and road expansion Scenario</li> <li>• More bicycle and pedestrian street and trail projects</li> </ul>

<b>Appendix B: California MPOs Adopted RTP-SCS Scenario</b>	
<b>MPO</b>	<b>Adopted RTP-SCS Scenario</b>
<p>SANDAG 10/2011</p>	<p>Hybrid Scenari –Preferred Revenue Constrained Transportation (Technical Appendix 9–SANDAG Board Agenda Item 10-12-13, December 17, 2010)</p> <p>Goal of developing scenarios: “attempt to build and operate as much of the Unconstrained Transportation Network as possible, given revenue availability and flexibility, and project priorities.” Merged 2 of 4 proposed scenarios: Fusion and Highway Emphasis Scenarios. See Technical Appendix 9 for detailed information.</p> <p>Hybrid Scenario was then developed as preferred scenario versus no additional expansion of the regional transportation network-No Build Alternative (2-4, 2-5)</p> <p>RTP-SCS “building blocks” include: (3-4)</p> <ul style="list-style-type: none"> <li>• Land use pattern that accommodates region’s future employment and housing needs, and protects sensitive habitats and resource areas</li> <li>• Transportation network of public transit, managed lanes, and highways, local streets, bikeways and walkways built and maintained with reasonably expected funding</li> <li>• Managing demands on transportation system (TDM) in ways that reduce or eliminate traffic congestions during peak periods of demand</li> <li>• Managing transportation system (TSM) through measures that maximize efficiency of transportation network</li> <li>• Innovative pricing policies and other measures designed to reduce VMT and traffic congestion during peak periods of demand</li> </ul>
<p>Sources: 18 MPOs’ RTP-SCS, related Technical Appendices and Supplemental Reports on file, Office of Regional Planning, Division of Transportation Planning, Caltrans; CARB Technical Evaluations of the Greenhouse Gas Emission Reduction Quantifications (CARB Staff Reports) issued as of January 29, 2015, <a href="http://www.arb.ca.gov/cc/sb375/sb375.htm">http://www.arb.ca.gov/cc/sb375/sb375.htm</a></p>	

## Appendix C: Historical Summary of SB 375 Implementation

The following Appendix is a historical summary of the implementation of SB 375 focusing on the first round of the MPOs' adoption of their RTP-SCSs and the related CARB review:

Appendix C: Historical Summary of SB 375 Implementation: MPO RTP Adoption and ARB Review		
Date	Responsible Party	Action
09/23/2010	CARB	Set GHG passenger and light truck reduction targets for 2020 and 2035 for 18 MPOs
04/2011	SANDAG	Draft RTP with SCS for public review
07/2011-09/2011	CARB	Review and technical evaluations of SANDAG draft RTP-SCS
10/28/2011	SANDAG	Board adopts RTP-SCS
11/01/2011	CARB	Accepts SANDAG's quantification of GHG emission reductions from its Final RTP-SCS
11/2011	SACOG	Draft RTP with SCS for public review
12/2011	SCAG	Draft RTP with SCS for public review
04/04/2012	SCAG	Board adopts RTP-SCS
04/19/2012	SACOG	Board adopts RTP-SCS
05/2012	CARB	Review and technical evaluation of Final SACOG RTP-SCS
05/2012	CARB	Review and technical evaluation of Final SCAG RTP-SCS
06/04/2012	CARB	Accepts SCAG's quantification of GHG emission reductions from its Final RTP-SCS
6/12/2012	CARB	Accepts SACOG's quantification of GHG emission reductions from its Final RTP-SCS
08/2012	TMPO/TRPA	Draft RTP with SCS for public review
09/2013	Butte CAG	Draft RTP with SCS for public review
12/12/2012	TMPO/TRPA	Board adopts RTP-SCS
12/13/2012	Butte CAG	Board adopts RTP-SCS
03/2013	MTC	Draft RTP with SCS for public review
04/2013	SBCAG	Draft RTP with SCS for public review
04/2013	CARB	Review and technical evaluation of Butte CAG Final RTP-SCS
04/21/2013	CARB	Review and technical evaluation of TMPO/TRPA Final RTP-SCS
04/25/2013	CARB	Accepts Butte CAG's quantification of GHG emission reductions from its Final RTP-SCS
04/25/2013	CARB	Accepts TMPO/TRPA's quantification of GHG emission reductions from its Final RTP-SCS
07/18/2013	MTC/ABAG	Board adopts RTP-SCS
08/15/2013	SBCAG	Board adopts RTP-SCS
11/2013	CARB	Review and technical evaluation of SBCAG Final RTP-SCS
11/21/2013	CARB	Accepts SBCAG's quantification of GHG emission reductions from its Final RTP-SCS
04/2014	CARB	Review and technical evaluation of MTC/ABAG Final RTP-SCS
04/10/2014	CARB	Accepts MTC/ABAG's quantification of GHG emission reductions from its Final RTP-SCS
6/11/2014	AMBAG	Board adopts RTP-SCS
6/18/2014	Stanislaus COG	Board adopts RTP-SCS
6/19/2014	Kern COG	Board adopts RTP-SCS
6/26/2014	Fresno COG	Board adopts RTP-SCS
6/26/2014	San Joaquin COG	Board adopts RTP-SCS
6/30/2014	Tulare CAG	Board adopts RTP-SCS
7/11/2014	Madera CTC	Board adopts RTP-SCS
7/30/2014	Kings CAG	Board adopts RTP-SCS
8/2014	CARB	Preliminary Draft <a href="#">Staff Report</a> on SB 375 Greenhouse Gas Reduction Target Update Process
9/25/2014	Merced CAG	Board adopts RTP-SCS

<b>Appendix C: Historical Summary of SB 375 Implementation: MPO RTP Adoption and ARB Review</b>		
10/2014	CARB	<a href="#">Staff Report</a> on SB 375 Greenhouse Gas Emissions Reduction Target Update Process
11/2014	CARB	Review and technical evaluation of AMBAG Final RTP-SCS
1//29/2015	CARB	Accepts Fresno COG's quantification of GHG emission reductions from its Final RTP-SCS
2/2015	CARB	Review and technical evaluation of Fresno COG Final RTP-SCS
4/2015	San Luis Obispo COG	Board adopts RTP-SCS
5/2015	CARB	Review and technical evaluation of San Joaquin COG Final RTP-SCS
6/2015	CARB	Review and technical evaluation of Stanislaus COG Final RTP-SCS
6/2015	CARB	Review and technical evaluation of San Luis Obispo COG Final RTP-SCS
6/2015	Shasta RTA	Board adopts RTP-SCS
7/2015	CARB	Review and technical evaluation of Kern COG Final RTP-SCS
10/2015	CARB	Review and technical evaluation of Tulare CAG Final RTP-SCS
10/2015	CARB	Review and technical evaluation of Kings COG Final RTP-SCS
10/2015	CARB	Review and technical evaluation of Shasta County RTPA Final RTP-SCS
Sources: California Environmental Protection Agency, Air Resources Board, Climate Change - SB 375 Implementation, Sustainable Communities, <a href="http://www.arb.ca.gov/cc/sb375/sb375.htm">http://www.arb.ca.gov/cc/sb375/sb375.htm</a> , accessed February 28, 2015; Office of Regional Planning, Division of Transportation Planning, Caltrans.		

## Appendix D: California MPOs RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Tools

This Appendix inventories the MPOs’ response to Gov. Code 14522.2 and 2010 RTP Checklist question (General 5): Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? In addition to the RTP-SCS, technical appendices and supplemental reports were reviewed to compile this information. It should be noted that this table applies only to the first round of the MPOs’ SCSs. The following table lists the demographic forecasting, land use scenario and TDM tools used by each of the MPOs<sup>20</sup>:

<b>Appendix D: California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools</b>			
<b>MPO</b> <i>2010 RTP Guidelines</i> <b>Chapter 3 - Modeling Group Designation</b>	<b>Regional Demographic Forecasting</b>	<b>Land Use Scenario Planning</b>	<b>Travel Demand Modeling (TDM)</b>
<b>Shasta RTA</b> <b>B</b>	Shasta SIM (page 86)	UPlan Urban Growth Model (page 81)	Shasta SIM (page 95)
<b>San Luis Obispo COG</b> <b>B</b>	<ul style="list-style-type: none"> <li>• 2040 Regional Growth Forecast (AECOM, 2011)</li> <li>• SLOCOG Regional Land Use Model (RLUM) and CommunityViz Indicators (page 2-27)</li> </ul>	SLOCOG Regional Land Use Model (RLUM) and CommunityViz Indicators (page 2-21)	Regional Traffic Model (RTM) (page 2-34)
<b>Merced CAG</b> <b>B</b>	<i>SJV Demographic Forecasts: 2010 to 2050</i>	Envision Tomorrow (SJVRPA’s Director’s Committee 2/4/2014 letter to CARB, p.7)	Updated three county travel demand model (MCAG, StancOG and SJCOG)Tri-county TDM (StanCOG and SJCOG)
<b>Kings CAG</b> <b>B</b>	<i>SJV Demographic Forecasts: 2010 to 2050</i>	GIS and a spreadsheet tool to allocate future land use	KCAG travel demand model was developed under San Joaquin Valley Model Improvement Program (SJMIP) (12-18)
<b>Madera CTC</b> <b>B</b>	<i>SJV Demographic Forecasts: 2010 to 2050</i>	UPlan (SJVRPA’s Director’s Committee 2/4/2014 letter to CARB, p. 10)	San Joaquin Valley Model Improvement Program (SJMIP)

<sup>20</sup> All MPOs used ARB’s Emission FACTors (EMFAC) model available at the time of developing their RTP-SCS, therefore an “EMFAC” column is not included in Table 7. EMFAC is a California specific computer model that calculates daily emissions of air pollutants from on-road motor vehicles operating in California.

<b>Appendix D: California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools</b>			
<b>MPO 2010 RTP Guidelines Chapter 3 - Modeling Group Designation</b>	<b>Regional Demographic Forecasting</b>	<b>Land Use Scenario Planning</b>	<b>Travel Demand Modeling (TDM)</b>
<b>Tulare CAG C</b>	<i>SJV Demographic Forecasts: 2010 to 2050</i>	Envision Tomorrow–business as usual scenario UPlan–alternative scenario development  (SJRPA’s Director’s Committee 2/4/2014 letter to CARB, p.11)	TCAG travel demand model was developed under San Joaquin Valley Model Improvement Program (SJMIP)
<b>San Joaquin COG D</b>	Population and household projections were based on SJV Demographic Forecasts: 2010 to 2050. Employment projections: University of the Pacific; employment forecasts: HIS-Global Insight regional forecasting models using Aremos forecasting software  Forecast based upon UOP’s San Joaquin County specific econometric model with drivers linked to state and national forecasts to account for macro trends. (SJRPA’ Director’s Committee 2/4/2014 letter to CARB, p.5)	Envision Tomorrow to allocate the project number and types of housing and employment locations (SJRPA’ s Director’s Committee 2/4/2014 letter to CARB, p.7)	Three county travel demand model (MCAG, StanCOG and SJCOG) was developed under San Joaquin Valley Model Improvement Program (SJMIP)
<b>Fresno COG D</b>	<i>SJV Demographic Forecasts: 2010 to 2050</i>	Envision Tomorrow to allocate the projected number and types of housing and employment locations (SJRPA’s Director’s Committee 2/4/2014 letter to CARB, p.7)	FresnoCOG travel demand model was developed under San Joaquin Valley Model Improvement Program (SJMIP)
<b>Kern COG D</b>	2009 KernCOG Forecast (G-8)	Updated KernCOG UPlan to allocate the projected number and types of housing and employment locations (SJRPA’ Director’s Committee 2/4/2014 letter to CARB, p.9)	KernCOG travel demand model developed under San Joaquin Valley Model Improvement Program (SJMIP)
<b>Stanislaus COG D</b>	<i>SJV Demographic Forecasts: 2010 to 2050 (Appendix J)</i>	Envision Tomorrow to allocate the projected number and types of housing and employment locations (SJRPA’s Director’s Committee 2/4/2014 letter to CARB, p.7)	Three county travel demand model (MCAG, StanCOG and SJCOG) was developed under San Joaquin Valley Model Improvement Program (SJMIP)
<b>AMBAG C</b>	Center for Continuing Study of the California Economy developed regional growth projections, used same method as “other MPOs” (ABAG, SACOG, SCAG, SBCAG per CARB November 2014 Staff Report, p. 6) which emphasizes employment as primary driver of long-term population change at regional scale vs. cohort component	UPlan Cluster model (F-13)	Trip-based, four-step Regional Travel Demand Model (RTDM) run in TransCAD version 6.0 platform, includes Monterey, San Benito, Santa Cruz counties (F-5)

<b>Appendix D: California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools</b>			
<b>MPO</b> <i>2010 RTP Guidelines</i> <b>Chapter 3 - Modeling Group Designation</b>	<b>Regional Demographic Forecasting</b>	<b>Land Use Scenario Planning</b>	<b>Travel Demand Modeling (TDM)</b>
	method which assumes birth, death, migration rates to project growth (A-6)		
<b>Santa Barbara CAG</b>  <b>C</b>	SBCAG 2012 Regional Growth Forecast (CARB November 2013 Staff Report, p. 7)	UPlan (D-1)	Upgraded “4D” multi-modal travel model; variable add-on can account for Density, Diversity, Design and Destination – four Ds (D-6)  CARB November 2013 Staff Report, p. 11)
<b>MTC</b>  <b>E</b>	Prepared by Center for Continuing Study of the California Economy (CCSCE); assumes job growth is driving force behind regional population and household growth; Microsoft Excel-based model utilizing Microsoft Access, ESRI and ESRO ArcGIS databases to process, refine, and consolidate large datasets. Final regional forecast validated by CCSCE, UC Berkeley, CA Dept. of Finance and CA HCD (Final Forecast of Jobs, Population and Housing, p. 2)	Urban Simulation (UrbanSim) developed by UC Berkeley (CARB April 2014 Staff Report, p. 53)	Coordinated Travel Regional Activity-Based Modeling Platform (CT_RAMP) called Travel Model One (CARB April 2014 Staff Report, p. 53)
<b>Butte CAG</b>  <b>B</b>	2010-2035 BCAG Regional Growth Forecast	BCAG Regional Land Use Allocation Model (CARB April 2013 Staff Report, p. 22)	3-step BCAG Regional Travel Demand Model (CARB April 2013 Staff Report, p. 22-23)
<b>Tahoe MPO</b>  <b>B</b>	Based upon 2010 U.S. Census tract level data from eastern El Dorado County and for eastern Placer County to derive population estimates	Crowdbrite–map-based computer technology; online crowd-sourcing tool (7-5)	Lake Tahoe Activity-Based Transportation Model - resident model and visitor model (C-1; CARB Staff April 2013 Tech Eval, p. 18) Trip Reduction Impact Analysis (TRIA) model (C-1, 10) Calculation of share of VMT attributable to California portion of Lake Tahoe Region (C-1)
<b>SCAG</b>  <b>E</b>	SCAG Integrated Growth Forecast (CARB May 2012 Staff Report, p. 30-32)	SCAG Sketch Planning Model (CARB May 2012 Staff Report, p. 36-40)	SCAG Travel Demand Model uses TransCAD to calculate changes in travel demand based on number of different modeling inputs; is an aggregation of different sub-models, including an Auto Availability Model and 4D Model (CARB May 2012 Staff Report, p. 17-19, 27-28)
<b>SACOG</b>  <b>E</b>	Prepared by Center for Continuing Study of the California Economy (CCSCE) and DB Consulting (CARB May 2012 Staff Report, p. 38)	I-PLACE3S Model (CARB May 2012 Staff Report, p. 21)	Sacramento Activity-Based Travel Simulation Model (SACSIM) (CARB May 2012 Staff Report, p. 22)

<b>Appendix D: California MPO RTP-SCS Regional Demographic Forecasting, Land Use Scenario Planning and TDM Models and Tools</b>			
<b>MPO</b>  <i>2010 RTP Guidelines</i> <b>Chapter 3 - Modeling Group Designation</b>	<b>Regional Demographic Forecasting</b>	<b>Land Use Scenario Planning</b>	<b>Travel Demand Modeling (TDM)</b>
<b>SANDAG</b>  <b>E</b>	2050 Regional Growth Forecast which consists of 3 models: <ul style="list-style-type: none"> <li>• Demographic and Economic Forecasting Model (DEFM)</li> <li>• Inter-regional Commute Model (IRCM)</li> <li>• Urban Development Model (UDM)</li> </ul>	Envision 2050 (9-9)	4-step SANDAG TRM based on TransCAD platform (CARB Staff Info Report September 2011, p. 12)
Sources: 18 MPOs' RTP-SCS, related Technical Appendices and Supplemental Reports on file, Office of Regional Planning, Division of Transportation Planning, Caltrans; CARB Technical Evaluations of the Greenhouse Gas Emission Reduction Quantifications (CARB Staff Reports) issued as of January 29, 2015, <a href="http://www.arb.ca.gov/cc/sb375/sb375.htm">http://www.arb.ca.gov/cc/sb375/sb375.htm</a> .			

## Appendix E: RTP-SCS Adoption Dates, Future Estimated Adoption Years, and Local Transportation County Sales Tax Measure Terms

The information shows that the longevity of these LTST measures will influence the RTP-SCS of the MPOs for decades to come. As of December 2015, the following table is intended to show only those MPOs with LTST measures. The following tables show the RTP-SCS adoption dates for the MPOs included in this Report, their future estimated adoption years, and the terms of corresponding local transportation county sales tax (LTST) measures:

Appendix E: 2015 MPO RTP Review Report RTP-SCS Adoption Dates, Future Estimated Adoption Years, and Local Transportation County Sales Tax Measure Terms					
MPO	LTST County	2014 County Population Estimate <sup>a</sup>	Passed by 2/3 Voters	Local Transportation Sales Tax Measure	LTST Measure Term
SCAG RTP-SCS Adoption Date: 4/2012 Estimated: 2016, 2020 2024, 2028 2032, 2036 2040	Los Angeles	10,041,797	11/2008	Measure R	30 years 2009–2039
	Orange	3,113,991	11/2006	Measure M (Measure M2)	30 years 2011–2041
	Riverside	2,279,967	11/2002	Measure A	30 years 2009–2039
	San Bernardino	2,085,669	11/2004	Measure I	30 years 2010–2040
	Imperial	180,672	11/2008	Measure D	40 years 2010–2050
MTC RTP-SCS Adoption Date: 7/2013 Estimated: 2017, 2021 2025, 2029 2033, 2037	Santa Clara	1,868,558	11/2000	Measure A	30 years 2006–2036
	Alameda	1,573,254	11/2000	Measure B	20 years 2002–2022
			11/2014	Measure BB Extends Measure B	23 year extension 2022–2045
	Contra Costa	1,087,008	11/2004	Measure J	25 years 2010–2035
	San Francisco	836,620	11/2003	Proposition K	30 years 2004–2034
	San Mateo	745,193	11/2004	Extension Measure	25 years 2009–2034
	Sonoma	490,486	11/2004	Measure M	20 years 2005–2025
	Marin	255,846	11/2004	Measure A	20 years 2005–2025
	Napa	139,255	11/2012	Measure T	25 years 2018–2043

Appendix E: 2015 MPO RTP Review Report RTP-SCS Adoption Dates, Future Estimated Adoption Years, and Local Transportation County Sales Tax Measure Terms					
MPO	LTST County	2014 County Population Estimate <sup>a</sup>	Passed by 2/3 Voters	Local Transportation Sales Tax Measure	LTST Measure Term
SACOG RTP-SCS Adoption Date: 4/2012 Estimated: 2015, 2019 2023, 2027 2031, 2035 2039	Sacramento	1,454,406	11/2004	Measure A	30 years 2009–2039
SANDAG RTP-SCS Adoption Date: 10/2011 Estimated: 2015, 2019 2023, 2027 2031, 2035 2039, 2043 2047	San Diego	3,194,362	11/2004	Proposition A	40 years 2008–2048
SBCAG RTP-SCS Adoption Date: 8/2013 Estimated: 2017, 2021 2025, 2029 2033, 2037	Santa Barbara	433,398	11/2008	Measure A	30 years 2010–2040
Fresno COG RTP-SCS Adoption Date: 6/2014 Estimated: 2018, 2022 2026	Fresno	964,040	11/2006	Measure C	20 years 2007–2027
San Joaquin COG RTP-SCS Adoption Date: 6/2014 Estimated: 2018, 2022 2026, 2030	San Joaquin	710,731	11/2006	Measure K	30 years 2011–2041

**Appendix E: 2015 MPO RTP Review Report RTP-SCS Adoption Dates, Future Estimated Adoption Years, and Local Transportation County Sales Tax Measure Terms**

MPO	LTST County	2014 County Population Estimate <sup>a</sup>	Passed by 2/3 Voters	Local Transportation Sales Tax Measure	LTST Measure Term
2034, 2038					
Tulare CAG Adoption Date: 6/2014 Estimated: 2018, 2022 2026, 2030 2034	Tulare	459,446	11/2006	Measure R	30 years 2007–2037
Madera CTC RTP-SCS Adoption Date: 6/2014 Estimated: 2018, 2022 2026	Madera	153,897	11/2006	Measure T	20 years 2007–2027

<sup>a</sup>California Department of Finance estimates were used for consistency, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php>, accessed June 3, 2014.  
Sources: Office of Regional Planning, Division of Transportation Planning, Caltrans; County of Alameda, Registrar of Voters. 2014 Measure BB, <http://www.acgov.org/rov/elections/20141104/documents/MeasureBB-v5.pdf>, accessed November 7, 2014; County of Contra Costa Transportation Authority. 2004 Measure J – Contra Costa’s Transportation Sales Tax Expenditure Plan, <http://www.ccta.net/sources/detail/2/1>, accessed January 30, 2015; County of Fresno, Registrar of Voters. 2006 Measure C – Fresno County Transportation, Safety, Road Repair Measure and Measure C Extension Expenditure Plan; County of Imperial. Registrar of Voters. 2008 Measure D Renewal – Safe Roads, Air Quality, Pothole Repair Continuation Measure and Expenditure Plan; County of Los Angeles. Registrar of Voters. 2008 County Measure R – Traffic Relief, Rail Extensions, Reduce Foreign Oil Dependence; Proposed Ordinance of Measure R and Expenditure Plan; County of Madera, Elections Department. 2006 Voter’s Pamphlet – Madera County Transportation Investment Measure T; County of Marin, Department of Elections. 2004 Measure A - Traffic Relief and Better Transportation Act and Marin County Transportation Sales Tax Expenditure Plan; County of Napa. Elections Division. 2012 Authority Ordinance No. 2012-01 – Napa Countywide Maintenance Act and Expenditure Plan; County of Orange. Registrar of Voters. 2006 Measure “M” Transportation Improvement Plan; County of Riverside. Registrar of Voters. 2002 Measure A to Relieve Traffic Congestion, Improve Safety and Air Quality, and Expenditure Plan; County of Sacramento. Voter Registration and Elections. 2004 Measure A and Sacramento County Transportation Expenditure Plan 2009-2039; County of San Bernardino, Elections Office of the Registrar of Voters. 2004 Measure I - San Bernardino County Transportation Authority Ordinance No. 04-01 and Transportation Expenditure Plan; County of San Diego, Registrar of Voters. 2004 Proposition A – San Diego County Transportation Improvement Program and TransNet Extension Ordinance and Expenditure Plan; County of San Francisco. Registrar of Voters. 2003 Measure K – Sales Tax for Transportation and Expenditure Plan; County of San Joaquin. Registrar of Voters Department. 2006 Measure K Renewal – San Joaquin Local Transportation Improvement Plan: Traffic Relief, Safety, Transit, and Road Maintenance Program; County of San Mateo, Office of Assessor-County Clerk-Recorder and Chief Elections. 2004 Measure A – San Mateo County Safe Roads, Traffic Relief and Public Roads Transportation Measure and Transportation Expenditure Plan; County of Santa Barbara, Registrar of Voters. 2008 Measure A – Santa Barbara County Road Repair, Traffic Relief and Transportation Safety Measure and Transportation Investment Plan; County of Sonoma. Registrar of Voters. 2004 Quarter Cent Sales Tax- Measure M – Traffic Relief Act for Sonoma County and Expenditure Plan; County of Tulare, Registrar of Voters. 2006 ½ Cent Transportation Sales Tax Measure Expenditure Plan.

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## Appendix F: MPOs Adopted RTP-SCS Performance Measures

This recent list of RTP-SCS performance measures are selected by the MPOs and described in their adopted RTP-SCS. The MPOs represented that these performance measures will be used to gauge their progress and steps forward in a number of transportation and land-use planning areas. This confirms that the number and type of measures vary widely across MPOs. The following tables show the Adopted RTP-SCS Performance Measures:

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
<p><b>Shasta RTA</b> 6/2015 Regional Performance Measures and Draft MAP 21 Performance Measures</p>	<p>2015-2035 Regional Performance Measures (page 75 to 79)</p> <p>When considering performance measures, the following criteria are used:</p> <ul style="list-style-type: none"> <li>-Is it required by federal or State law?</li> <li>Is it instrumental when competing for transportation planning and capital funds?</li> <li>-Is it tied to RTP goals and objectives?</li> <li>Is data readily available (e.g. no additional cost to generate or acquire data) and routinely updated so that performance can be tracked over time?</li> <li>Is it analogous to that which is used by other regions and state departments (i.e. is it consistent with accepted methodology and data standards to allow for comparison)?</li> </ul> <p>The prominence of performance measures has been elevated in the most recent federal transportation bill (MAP 21). MAP 21 is now a performance and outcome-based program that looks to invest resources in projects that best address a set of national goals. Performance measures selected for the 2015 RTP are tentative pending the final outcome of federal performance measure rulemakings. Results will be incorporated into the scheduled 2018 RTP update.</p> <p>2015 RTP and SCS Performance Measures: Transportation System Utilization and Mode Share</p> <ul style="list-style-type: none"> <li>Average Daily VMT</li> <li>Average Daily SB 375 VMT</li> <li>Miles of roadway at LOS 'D', 'E', and 'F'</li> <li>Daily Transit Boardings</li> <li># of miles of bikeways</li> <li>Class I</li> <li>Class II</li> <li>Percentage of trips by mode</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<ul style="list-style-type: none"> <li>• Drive alone</li> <li>• Shared ride (2 persons)</li> <li>• Shared ride (3+ persons)</li> <li>• School bus</li> <li>• Transit</li> <li>• Bike</li> <li>• Walk</li> </ul> <p>Mobility/Accessibility</p> <ul style="list-style-type: none"> <li>• Number of Households within ½ mile of transit</li> <li>• Number of Jobs within ½ mile of transit</li> <li>• Average commute time (minutes) by workers</li> <li>• Average trip duration (minutes) by mode                             <ul style="list-style-type: none"> <li>• Drive alone</li> <li>• Shared Ride 2</li> <li>• Shared Ride 3+</li> <li>• School bus</li> <li>• Transit</li> <li>• Bike</li> <li>• Walk</li> <li>• All Modes</li> </ul> </li> </ul> <p>Safety</p> <ul style="list-style-type: none"> <li>• Number of fatalities</li> <li>• Number of injuries</li> <li>• Number of bicycle and pedestrian collisions</li> </ul> <p>Environment</p> <ul style="list-style-type: none"> <li>• Pounds of CO2/year/capita–Passenger Vehicles Only</li> <li>• GHG Reductions (SB 375) per capita</li> <li>• Prime agricultural lands saved from conversion (acres)</li> <li>• Environmentally sensitive lands saved from conversion (acres)</li> </ul> <p>Draft MAP 21 Performance Measures:</p> <ul style="list-style-type: none"> <li>• Serious injuries per VMT</li> <li>• Number of serious injuries</li> <li>• Fatalities per VMT</li> <li>• Number of fatalities</li> <li>• Pavement condition on the Interstate System</li> <li>• Pavement condition on the non-Interstate National Highway System</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<ul style="list-style-type: none"> <li>• Bridge condition on the National Highway System</li> <li>• Traffic congestion</li> <li>• On-road mobile sources emissions</li> <li>• Freight movement on the Interstate system</li> <li>• Performance of the Interstate system</li> <li>• Performance of the non-Interstate NHS</li> </ul> <p>Note: The proposed methodology for each MAP 21 performance measure has not been finalized. The final measures and methodology will not be official until the FHWA and FTA post Notices of Final Rulemakings (tentatively late 2015/early 2016). Targets to be developed by Caltrans in 2016 (tentatively).</p>
	<p>Performance Monitoring Indicators and MAP 21 Categories (page 7-5 to 7-6)</p>
<p><b>San Luis Obispo COG 12/2014 Performance Monitoring Indicators</b></p>	<p><b>Congestion Reduction</b></p> <ul style="list-style-type: none"> <li>• Vehicle Miles Traveled per capita</li> <li>• Percentage of Congested Freeway</li> <li>• Mode Share</li> </ul> <p><b>Infrastructure Condition</b></p> <ul style="list-style-type: none"> <li>• State of Good Repair</li> </ul> <p><b>System reliability</b></p> <ul style="list-style-type: none"> <li>• Freeway/Highway Buffer Index (PeMS)</li> </ul> <p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Fatalities/Serious Injuries per capita</li> <li>• Fatalities/Serious Injuries per VMT</li> </ul> <p><b>Economic Vitality</b></p> <ul style="list-style-type: none"> <li>• Transit Accessibility</li> <li>• Travel time to Jobs</li> </ul> <p><b>Environmental Sustainability</b></p> <ul style="list-style-type: none"> <li>• Change in Ag land</li> <li>• CO<sub>2</sub> Emissions</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
<b>Merced CAG</b> RTP-SCS 9/2014	Goal Area and Measure (p. 63)
	Congestion–percentage of time delayed Transit–daily bus riders Air Quality–tons per day of pollutants Climate Change–reduction in GHG from 2005 to... Farmland–farm acres developed
<b>Kings CAG</b> RTP-SCS 7/2014	RTP-SCS (p. 12-19)
	<ul style="list-style-type: none"> <li>• Preservation of Agricultural and Resource Lands</li> <li>• Environmental, Economic Opportunities, and Equity in Access</li> <li>• Reduce Emissions</li> <li>• Improve Public Health</li> <li>• System Preservation</li> <li>• Economic Development</li> </ul>
<b>Madera CTC</b> RTP-SCS 7/2014  50 Measures/Indicators 7 – Land Use 8 – Transportation 6 - Healthy Environment 25 - Social Equity 4 – Resource Conserve	RTP-SCS Performance Measures of Modeled Scenarios (p. 6-18)
	<ul style="list-style-type: none"> <li>• Residential density (LU)</li> <li>• Percent of work trips less than 10 miles (LU)</li> <li>• Work trip length distribution – Minutes (Miles) (LU)</li> <li>• Percent of work trips crossing county boundaries (LU)</li> <li>• Housing (LU)</li> <li>• Compact development (LU)</li> <li>• Access to transit line (LU)</li> <li>• (Recurrent) person delay per capita (T)</li> <li>• Average distance for work trips in minutes and miles (T)</li> <li>• Percent of work trips accessible in 30 minutes (T)</li> <li>• Percent of non-work trips accessible in 15 minutes (T)</li> <li>• VMT (T)</li> <li>• Congested VMT (T)</li> <li>• Commute travel (work trip) mode share (T)</li> <li>• Criteria pollutants emissions (HE)</li> <li>• GHG reduction (HE)</li> <li>• Fuel consumption (HE)</li> <li>• Active transportation and transit travel (HE)</li> <li>• Near-roadway exposures (HE)</li> <li>• Percent investment in active transportation (HE)</li> <li>• Accessibility (SE)</li> <li>• All Zones to All Zones: (SE)                             <ul style="list-style-type: none"> <li>○ Peak Drive Alone Travel Time (SE)</li> <li>○ Peak Shared Ride Travel Time (SE)</li> <li>○ Peak Transit Travel Time (SE)</li> <li>○ Off-Peak Drive Alone Travel Time (SE)</li> <li>○ Off-Peak Shared Ride Travel Time (SE)</li> <li>○ Off-Peak Transit Travel Time (SE)</li> </ul> </li> <li>• All Zones to EJ Zones: (SE)</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<ul style="list-style-type: none"> <li>○ Peak Drive Alone Travel Time (SE)</li> <li>○ Peak Shared Ride Travel Time (SE)</li> <li>○ Peak Transit Travel Time (SE)</li> <li>○ Off-Peak Drive Alone Travel Time (SE)</li> <li>○ Off-Peak Shared Ride Travel Time (SE)</li> <li>○ Off-Peak Transit Travel Time (SE)</li> <li>● EJ Zones to All Zones:               <ul style="list-style-type: none"> <li>○ Peak Drive Alone Travel Time (SE)</li> <li>○ Peak Shared Ride Travel Time (SE)</li> <li>○ Peak Transit Travel Time (SE)</li> <li>○ Off-Peak Drive Alone Travel Time (SE)</li> <li>○ Off-Peak Shared Ride Travel Time (SE)</li> <li>○ Off-Peak Transit Travel Time (SE)</li> </ul> </li> <li>● Equity (SE)</li> <li>● Transit person miles travel (PMT) for all zones–Daily PMT (SE)</li> <li>● Transit PMT for EJ zones–Daily PMT (SE)</li> <li>● Land consumption (RC)</li> <li>● Important farmland (RC)</li> <li>● Environmental resource land (RC)</li> <li>● Water consumption (RC)</li> </ul> <p>Note: All links to RTP documents broken on 1/18/2015; ORP reviewed hard copy of adopted RTP-SCS obtained by District 6</p>
	RTP-SCS Performance Results (p. SCS-10)
<b>Tulare CAG</b> RTP-SCS 6/2014	<ul style="list-style-type: none"> <li>● Per Capita GHG Reduction</li> <li>● Reduced VMT</li> <li>● Reduced Criteria Air Emissions</li> <li>● Reduced Commute Times</li> <li>● Proximity of Housing to Jobs</li> <li>● Decreased Consumption of Important Farmland to Accommodate Growth</li> <li>● Improved Reliability of Road System</li> <li>● Increased Use of Active Transportation Modes</li> <li>● Expanded Use of Transit</li> <li>● Reduced Impact on Environmental Resources</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
San Joaquin COG RTP-SCS 6/2014	Chapter 5 – Performance of SCS Appendix M – Performance Measures Tables M.1 and M.2
	<p><b>Land Use Mix:</b></p> <ul style="list-style-type: none"> <li>• Percent of New Growth in Transit-Oriented Development/Infill Sites (Acres)</li> <li>• Percent of New Growth in Existing Urbanized Area (Acres)</li> <li>• Acres of Prime Farmland Consumed:               <ul style="list-style-type: none"> <li>○ Percent of Total New Development</li> </ul> </li> <li>• Energy Use per Household (in Million BTUs/Year/Household)</li> <li>• Water Consumption per Household (in Gallons/Day/Household)</li> </ul> <p><b>Improve Air Quality and Reduce Greenhouse Gases:</b></p> <ul style="list-style-type: none"> <li>• GHG Emissions percent Change From 2005</li> <li>• VMT daily per capita</li> </ul> <p><b>Maximize Mobility and Accessibility</b></p> <ul style="list-style-type: none"> <li>• Average Trip Length</li> <li>• Congested Travel Time (Vehicle Hours of Delay in Millions)</li> <li>• Transit Ridership (Boardings)</li> <li>• Bike and Walk Trips</li> <li>• Average Travel Time (in minutes)</li> </ul> <p><b>Increase Safety and Security</b></p> <ul style="list-style-type: none"> <li>• Accident Rate Per 100,000 VMT</li> </ul> <p><b>Preserve Efficiency of Existing Transportation System</b> Housing and Employment near Major Transit Routes and Stations</p> <ul style="list-style-type: none"> <li>• All Bus Transit (2+ Buses per Hour)               <ul style="list-style-type: none"> <li>○ Housing</li> <li>○ Employment</li> </ul> </li> <li>• High-Quality Transit Areas (Routes, Hubs and Stations)               <ul style="list-style-type: none"> <li>○ Housing</li> <li>○ Employment</li> </ul> </li> <li>• Total Land Consumed for New Development</li> </ul> <p><b>Support Economic Vitality–Job Creation</b></p> <ul style="list-style-type: none"> <li>• Direct, Indirect and Induced Employment from Transportation</li> </ul> <p><b>Improve Public Health and Build on Active Transportation</b></p> <ul style="list-style-type: none"> <li>• Residential Density (Units/Net Acre) for New Growth</li> <li>• Total Miles of New Bikeways (in Lane Miles)</li> <li>• Trip Mode Share               <ul style="list-style-type: none"> <li>○ Drive Alone</li> <li>○ Shared Ride 2</li> <li>○ Shared Ride 3</li> <li>○ Transit (Walk + Drive)</li> <li>○ Walk</li> <li>○ Bike</li> </ul> </li> <li>• Criteria Pollutants per Capita (In Tons Daily)</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
<b>Fresno COG</b> RTP-SCS 6/2014	Focus Groups Top 10 SCS Performance Indicators (p. 4-11)
	<ul style="list-style-type: none"> <li>• Criteria Pollutant Emissions</li> <li>• Transit Oriented Development</li> <li>• VMT</li> <li>• GHG Emission Reduction</li> <li>• Land Consumption</li> <li>• Compact Development</li> <li>• Residential Density</li> <li>• Important Farmland</li> <li>• Housing by Types</li> <li>• Active Transportation and Public Transit</li> </ul> Note: Unable to read Appendix J–Item 8 PMs either online or in print, but the 10 are listed in SCS chapter
<b>Kern COG</b> RTP-SCS 6/2014	Integrated Performance Measures, Smart Mobility and Environmental Justice Analysis (p. D-9)
	<ul style="list-style-type: none"> <li>• Average Travel Time- Peak Highway Trips, Peak Transit Trips</li> <li>• Average Travel Time to Job Centers-Highway Trips, Transit Trips</li> <li>• Average Level of Congestion Hours</li> <li>• Annualized Accident Statistics for Annual Average Daily Traffic</li> <li>• Average Daily Investment per Passenger Mile Traveled–Highways, Transit</li> <li>• Average Trip Delay Time in Hours</li> <li>• Percentage Change NOx/PM by Air Basin</li> <li>• Percentage Change in Households within ¼ mile of Roadway Volumes Greater than 100,000</li> <li>• Percentage Change in Maintenance Dollars Per Lane Miles</li> <li>• Percentage of Expenditures versus Passenger Miles Traveled in 2035–Highways, Transit</li> <li>• Percentage of Farmland outside City Spheres of Influence</li> </ul>
<b>Stanislaus COG</b> RTP-SCS 6/2014  28 measures, 4 categories 14 transportation related 8 land use based 6 EJ related	2014 RTP/SCS Performance Measures (SCS p. 19; 31-32; 87-90; 120-121)
	<p><b>Quality of Life</b></p> <ul style="list-style-type: none"> <li>• Jobs-housing balance (LUB)</li> <li>• Affordability of new housing stock (LUB)</li> <li>• Vehicle hours of congestion (TR)</li> <li>• Average bike or walk trip length (TR)</li> <li>• Percent of housing within 1/2 mile of parks and open space (LUB)</li> <li>• Percent of housing within 500 feet of major transportation corridor (LUB)</li> </ul> <p><b>Mobility and Accessibility</b></p> <ul style="list-style-type: none"> <li>• Percent of low-income and/or minority persons benefitting from roadway expenditures (TR)</li> <li>• Percent of housing within ½ mile of frequent transit service (TR)</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<ul style="list-style-type: none"> <li>• Percent of low-income housing within ½ mile of frequent transit service (TR)</li> <li>• Peak period transit ridership (TR)</li> <li>• Percentage of congested lane miles (TR)</li> <li>• Congested lane miles on goods movement corridors (TR)</li> <li>• Weekday vehicle miles of travel per capita (TR)</li> <li>• Injury or fatality rate per 1000,000 vehicle miles traveled (TR)</li> </ul> <p><b>Environment and Sustainability</b></p> <ul style="list-style-type: none"> <li>• Housing mix by housing type (LUB)</li> <li>• Total bikeway improvement funding (TR)</li> <li>• Roadway maintenance (TR)</li> <li>• GHG emissions per capita (TR)</li> <li>• Health-based criteria pollutant emissions</li> <li>• Overall residential density (LUB)</li> <li>• Acres of land consumed per 1,000 new residents (LUB)</li> <li>• Total acres of land consumed by new development (LUB)</li> <li>• Total acres of Prime Farmland consumed by new development (LUB)</li> </ul> <p><b>Environmental Justice PM Summary, p. 120-122</b></p> <ul style="list-style-type: none"> <li>• Percentage of low-income housing/population within ½ mile of frequent transit</li> <li>• Percentage of low-income and/or minority population benefiting from roadway expenditures</li> <li>• Percent of housing within 500 feet of a major transportation corridor</li> <li>• Disparity in countywide housing-type stock               <ul style="list-style-type: none"> <li>○ Average income for single-family housing</li> <li>○ Average income for attached housing</li> </ul> </li> <li>• Comparison of investments by minority versus non-minority and low-income populations</li> </ul>
	MTP-SCS Regional Performance Measures (p. 5-4, G-2)
<p style="text-align: center;"><b>AMBAG</b> MTP-SCS 6/2014</p>	<p><b>Access and Mobility</b></p> <ul style="list-style-type: none"> <li>• Work Trips Within 30 Minutes (percent)               <ul style="list-style-type: none"> <li>○ Drive Alone</li> <li>○ Carpool</li> <li>○ Transit</li> </ul> </li> <li>• Commute Travel Time (minutes)</li> </ul> <p><b>Economic Vitality</b></p> <ul style="list-style-type: none"> <li>• Jobs Near High Quality Transit (percent)</li> <li>• Daily Truck Delay (hours)</li> </ul> <p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• GHG Reductions (Percent reduction from 2005 baseline)</li> <li>• Open Space Consumed (acres)</li> <li>• Farmland Converted (acres)</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<p><b>Healthy Communities</b></p> <ul style="list-style-type: none"> <li>• Alternative Transportation Trips (percent)</li> <li>• Air Pollution—all vehicles (tons/day)</li> <li>• Peak Period Congested Vehicle Miles of Travel (miles)</li> </ul> <p><b>Social Equity</b></p> <ul style="list-style-type: none"> <li>• Distribution of MTP/SCS Investments (percent)               <ul style="list-style-type: none"> <li>○ Low income population</li> <li>○ Non low income population</li> <li>○ Minority population</li> <li>○ Non minority population</li> <li>○ Poverty population</li> <li>○ Non poverty population</li> </ul> </li> </ul> <p><b>System Preservation and Safety</b></p> <ul style="list-style-type: none"> <li>• Maintain the Transportation System (percent)</li> <li>• Fatalities and Injuries per capita</li> </ul>
	RTP-SCS Goals, Objectives, and Performance Measures (p. 4-15)
<p><b>Santa Barbara CAG</b> RTP-SCS 8/2013</p> <p>31 PMs for Goals and Objectives 20 Performance Results – Preferred Scenario</p>	<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• GHG emissions per capita from autos/light trucks</li> <li>• VMT per capita</li> <li>• On-road fuel consumption per capita</li> <li>• Criteria pollutant emissions per capita</li> <li>• Percent Ag land and open space retained per year in incorporated areas</li> <li>• Percent Ag land and open space retained per year in unincorporated areas</li> <li>• Percent alternative transportation trips</li> <li>• New zoning capacity &gt;20 du/acre within ½ mile of frequent and reliable transportation corridor</li> <li>• Percent of new housing unit capacity accommodated by infill development</li> <li>• Cost per unit of VMT reduction</li> <li>• Cost per unit of GHG reduction</li> </ul> <p><b>Mobility and System Reliability</b></p> <ul style="list-style-type: none"> <li>• Roadway Level of Service (LOS)</li> <li>• Average travel distance (all trips and work trips)</li> <li>• Average travel time</li> <li>• Average commute time (workers)</li> <li>• Transit ridership</li> <li>• Transit accessibility (percent population and jobs within ½ mile of bus stop with frequent and reliable transit service)</li> <li>• Percent mode share (all trips)</li> <li>• Percent mode share (workers)</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<p><b>Equity</b></p> <ul style="list-style-type: none"> <li>• New affordable and workforce housing units by affordability level</li> <li>• New affordable and workforce housing units within ½ mile of frequent and reliable transit corridor</li> <li>• Transit accessibility (percent of low income and minority population with 12 mile of bus stop with frequent and reliable transit service)</li> <li>• Average trip time for low income and minority communities</li> </ul> <p><b>Health and Safety</b></p> <ul style="list-style-type: none"> <li>• Accident Data on State Highways (SWITRS)</li> <li>• Percent bike and walk trips to total trips</li> <li>• Measure effectiveness of outreach</li> </ul> <p><b>Prosperous Economy</b></p> <ul style="list-style-type: none"> <li>• Net commuter savings (time)</li> <li>• Net commuter cost avoided (money)</li> <li>• Percent increase in affordable and workforce housing near jobs</li> <li>• Percent increase in affordable and workforce housing near transit</li> <li>• Percent of agricultural land conserved</li> </ul> <p>Performance Results – Preferred Scenario (6-42)</p> <p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• GHG Emissions Per Capita (Lbs. per day)</li> <li>• Percent alternative Transportation Trips (No School Bus)</li> <li>• Percent alternative Transportation Trips (Includes School Bus)</li> </ul> <p><b>Mobility and System Reliability</b></p> <ul style="list-style-type: none"> <li>• Average Travel Distance (All Trips) [Miles]</li> <li>• Average Travel Time (All Trips) [Minutes]</li> <li>• Average Commute Time (Workers) [Miles]</li> <li>• Daily Transit Ridership</li> <li>• Transit Accessibility (percentage of Jobs Within ½ Mile of Bus Stop with 15 minute or less headways)</li> <li>• Percent drive-Alone Mode Share (All Trips)</li> <li>• Percent drive-Alone Mode Share (Workers)</li> </ul> <p><b>Equity</b></p> <ul style="list-style-type: none"> <li>• Average Trip Time for Low Income and Minority Communities</li> <li>• Transit Accessibility for Low Incomes (percentage of Population within ½ Mile of Bus Stop with 15 minute or less headways)</li> </ul> <p>Health and Safety</p> <ul style="list-style-type: none"> <li>• Percent bike and Walk Trips to Total Trips</li> </ul> <p>Prosperous Economy</p> <ul style="list-style-type: none"> <li>• Net Commuter Savings (Time) [Minutes]</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
MTC RTP-SCS 7/2013	Adopted Plan Bay Area Performance Targets (PBA p. 19-20)
	<ul style="list-style-type: none"> <li>• Reduce per-capita CO<sub>2</sub> emissions from cars and light-duty trucks by 15 percent (Statutory requirement is for year 2035, per SB 375)</li> <li>• House 100 percent of the region’s projected growth (from a 2010 baseline year) by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents (Statutory requirement, per SB 375)</li> <li>• Reduce premature deaths from exposure to particulate emissions</li> <li>• Reduce premature deaths from exposure to fine particulates (PM<sub>2.5</sub>) by 10 percent</li> <li>• Reduce coarse particulate emissions (PM<sub>10</sub>) by 30 percent</li> <li>• Achieve greater reductions in highly impacted areas</li> <li>• Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrians)</li> <li>• Increase the average daily time walking or biking per person for transportation by 70 percent (for an average of 15 minutes per person per day)</li> <li>• Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries) (Note: Base year is 2010)</li> <li>• Decrease by 10 percentage points (to 56 percent, from 66 percent) the share of low-income and lower-middle income residents’ household income consumed by transportation and housing</li> <li>• Increase gross regional product (GRP) by 110 percent—an average annual growth rate of approximately 1 percent (in current dollars)</li> <li>• - Increase non-auto mode share by 10 percentage points (to 26 percent of trips) <ul style="list-style-type: none"> <li>– Decrease automobile vehicle miles traveled per capita by 10 percent</li> </ul> </li> <li>• Maintain the transportation system in a state of good repair <ul style="list-style-type: none"> <li>– Increase local road pavement conditions index (PCI) to 75 or better</li> <li>– Decrease distressed lane-miles of state highways to less than 10 percent of total lane–miles</li> <li>– Reduce share of transit assets past their useful life to 0 percent (Note Baseline year is 2012)</li> </ul> </li> <li>• Equity Issues and Performance Measures</li> <li>• Housing and Transportation Affordability</li> <li>• Percent of income spent on housing and transportation by low-income households</li> <li>• Potential for Displacement</li> <li>• Percent of rent-burdened households in high-growth areas</li> <li>• Healthy Communities</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<ul style="list-style-type: none"> <li>• Average daily vehicle miles traveled per populated square mile within 1, 000 feet of heavily used roadways</li> <li>• Access to Jobs</li> <li>• Average travel time in minutes for commute trips</li> <li>• Equitable Mobility</li> <li>• Average travel time in minutes for non-work-based trips</li> </ul>
Butte CAG RTP-SCS 12/2012	BCAG 2012 MTP – Performance Indicators and Measures (p. 3-27)
	<p><b>Safety and Public Health</b></p> <ul style="list-style-type: none"> <li>• Fatalities per VMT</li> <li>• Fatalities per Passenger Mile by Transit Mode Share</li> <li>• Percentage of Trips by Pedestrian and Bicycle Mode Share</li> </ul> <p><b>Mobility and Accessibility</b></p> <ul style="list-style-type: none"> <li>• Average Peak Period Travel Time</li> <li>• Percentage of Population within 2 miles of State Highway</li> <li>• Percentage of Population within ¼ of Existing Transit Route</li> </ul> <p><b>Reliability</b></p> <ul style="list-style-type: none"> <li>• Congested Vehicle Miles of Travel</li> </ul> <p><b>Productivity</b></p> <ul style="list-style-type: none"> <li>• Average Peak Period Vehicle Trips</li> <li>• Transit Passengers per Vehicle Revenue Mile</li> </ul> <p><b>System Preservation</b></p> <ul style="list-style-type: none"> <li>• Total Number of Distressed Lane Miles by Jurisdiction</li> <li>• Percentage of Distressed Lane Miles by Jurisdiction</li> </ul> <p><b>Environmental Stewardship</b></p> <ul style="list-style-type: none"> <li>• Air Quality Conformity (non-attainment pollutants)</li> <li>• Per Capita Vehicle Miles of Travel</li> <li>• Per Capita Acres of Developed Land</li> <li>• Acres of Prime Farmland Avoided</li> <li>• Percentage of Development Occurring within Butte Regional Conservation Plan–Urban Permit Areas</li> </ul> <p><b>Social Equity</b></p> <ul style="list-style-type: none"> <li>• Percentage of Higher Density Low Income Housing within ¼ mile of Existing Transit Route</li> <li>• Percentage of Higher Density Low Income Housing</li> <li>• Percentage of Minority Area Population within 1/3 mile of Existing Transit Route</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
Tahoe MPO RTP-SCS 12/2012	Transportation Trends and Performance Measures (p. 1-8)
	<p><b>System Usage and Mode Share</b></p> <ul style="list-style-type: none"> <li>• Mode Share (within, to, and from the Region)</li> <li>• Mode Share (to commercial and recreation sites)</li> </ul> <p><b>Access</b></p> <ul style="list-style-type: none"> <li>• Share of dwelling units with access to transit, bike, and pedestrian facilities</li> <li>• Share of recreation areas served by transit, bike, and pedestrian facilities</li> <li>• Share of commercial core areas meeting pedestrian and transit-oriented development design standards</li> <li>• Quality of Service</li> </ul> <p><b>Environmental Impact</b></p> <ul style="list-style-type: none"> <li>• VMT</li> <li>• Traffic Volume</li> <li>• GHG</li> </ul> <p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Vehicle Collisions</li> <li>• Bicycle and Pedestrian Collisions</li> </ul>
SCAG RTP-SCS 4/2012	Adopted 2012-2035 RTP/SCS Outcomes and Performance Measures /Indicators (RTP/SCS p. 166)
	<p><b>Location Efficiency</b></p> <ul style="list-style-type: none"> <li>• Share of growth in HQTA</li> <li>• Land Consumption</li> <li>• Average distance for work or non-work trips</li> <li>• Percent of work trips less than 3 miles</li> <li>• Work trip length distribution</li> </ul> <p><b>Mobility and Accessibility</b></p> <ul style="list-style-type: none"> <li>• Person delay per capita</li> <li>• Person delay by facility type (mixed flow, HOV, arterials)</li> <li>• Truck Delay by facility type (highway arterials)</li> <li>• Travel time distribution for transit, SOV, HOW for work and non-work trips</li> </ul> <p><b>Safety and Health</b></p> <ul style="list-style-type: none"> <li>• Collision/accident rates by severity by mode</li> <li>• Criteria pollutants emissions</li> </ul> <p><b>Environmental Quality</b></p> <ul style="list-style-type: none"> <li>• Criteria pollutant and greenhouse gas emissions</li> </ul> <p><b>Economic Well-Being</b></p> <ul style="list-style-type: none"> <li>• Additional jobs supported by improving competitiveness</li> <li>• Additional jobs supported by transportation investment</li> <li>• Net contribution to gross regional product</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<p><b>Investment Effectiveness</b></p> <ul style="list-style-type: none"> <li>Benefit/cost ratio</li> </ul> <p>System Sustainability</p> <ul style="list-style-type: none"> <li>Cost per capita to preserve multimodal system to current and state of good repair conditions</li> </ul>
	Appendix G-6 – Performance Measures for the MTP/SCS
<p><b>SACOG</b> MTP-SCS 4/2012</p> <p>71 Specific Measures for 30 Indicators 18 - Land Use Measures 33 – Transportation 9- Environmental 11 – Environmental Justice</p>	<p><b>Housing</b></p> <ul style="list-style-type: none"> <li>Growth in housing units by Community Type</li> <li>Change in housing product mix, 2008 to 2035, and by Community Type</li> <li>Housing growth through reinvestment</li> </ul> <p><b>Employment</b></p> <ul style="list-style-type: none"> <li>Employment growth in different Community Types by sector</li> <li>Employment growth by Community Type</li> <li>Employment growth through reinvestment</li> </ul> <p><b>Land Usage</b></p> <ul style="list-style-type: none"> <li>Compact development: growth in population compared with acres developed</li> <li>Farmland acres developed–total and per capita</li> <li>Vernal pool acres developed</li> <li>Developed acres by Community Type</li> </ul> <p><b>Mix of Uses</b></p> <ul style="list-style-type: none"> <li>Jobs-Housing balance within four-mile radius of employment centers</li> <li>Mix of use by Community Type</li> </ul> <p><b>Transit-oriented development</b></p> <ul style="list-style-type: none"> <li>Growth in dwelling units within half-mile of quality transit (in TPA) by county</li> <li>Growth in employees within half-mile of quality transit (in TPA) by county</li> <li>New housing product mix in TPAs by county</li> <li>Proximity to transit by Community Type</li> </ul> <p><b>Urban Design</b></p> <ul style="list-style-type: none"> <li>Change in street pattern in different Community Types</li> <li>Change in residential density by Community Type</li> </ul> <p><b>Driving access</b></p> <ul style="list-style-type: none"> <li>Total jobs within 30-minute drive by Community Type</li> </ul> <p><b>Vehicle Miles Traveled (VMT)</b></p> <ul style="list-style-type: none"> <li>Total weekday VMT and average annual growth rates–regionally, by county, and per capita</li> <li>Weekday VMT by source and total</li> <li>Commute share of household-generated VMT</li> <li>Weekday VMT by source per capita or per job</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<ul style="list-style-type: none"> <li>• Total VMT per capita</li> <li>• Percent change in VMT per capita or per job compared to 2008</li> <li>• Weekday household-generated VMT per capita by Community Type</li> <li>• Weekday household-generated VMT per capita by TPA</li> <li>• Household-generated commute VMT by Community Type and regional total</li> <li>• Commute VMT per worker by Community type and regional total</li> </ul> <p><b>Congested Vehicle Miles Traveled (VMT)</b></p> <ul style="list-style-type: none"> <li>• Congested VMT total and per capita</li> <li>• Congested VMT by source–total, per capita, per job</li> <li>• Congested VMT for household-generated travel by Community Type</li> </ul> <p><b>Transit Service</b></p> <ul style="list-style-type: none"> <li>• Increases in transit vehicle service hours per day by transit type</li> </ul> <p><b>Transit productivity</b></p> <ul style="list-style-type: none"> <li>• Weekday transit vehicle service hours</li> <li>• Weekday passenger boardings</li> <li>• Weekday boardings per service hour</li> <li>• Farebox revenues as percent of operating costs (farebox recovery rate)</li> </ul> <p><b>Bicycle Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Increases in miles of bicycle route mileage by county</li> <li>• Bike route miles per 100,000 population</li> </ul> <p><b>Transit, Walk and bike travel</b></p> <ul style="list-style-type: none"> <li>• Weekday person trips by transit, walk, and bike modes</li> <li>• Transit, walk, and bike trips per capita</li> </ul> <ul style="list-style-type: none"> <li>• Transit, bike, and walk trips per capita by Community Type</li> <li>• Transit trips per capita by Transit Priority Area (TPA)</li> </ul> <p><b>Roadway Utilization/Optimal Use</b></p> <ul style="list-style-type: none"> <li>• Underutilized, optimally utilized, over-utilized roadways by roadway type</li> </ul> <p><b>Commute Travel</b></p> <ul style="list-style-type: none"> <li>• Weekday commute tours by mode</li> <li>• Commute mode share</li> </ul> <p><b>Non-Commute Travel</b></p> <ul style="list-style-type: none"> <li>• Weekday non-commute person trips by mode</li> <li>• Non-commute mode share</li> </ul> <p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Percent reduction in accident rates</li> </ul> <p><b>Farmland Impacts</b></p> <ul style="list-style-type: none"> <li>• Farmland conversion</li> <li>• Acres of impact from growth and transportation projects by type of farmland</li> <li>• Percent of Williamson Act contract acres impacted</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<p><b>Habitat Impacts</b></p> <ul style="list-style-type: none"> <li>• Percent of habitat and land cover impacted</li> <li>• Acres of impact from growth and transportation projects by type of wildland habitat/land cover</li> </ul> <p><b>Floodplain development</b></p> <ul style="list-style-type: none"> <li>• Percent of housing units expected to be constructed in 200-year floodplain</li> </ul> <p><b>Toxic air contaminants</b></p> <ul style="list-style-type: none"> <li>• Percent of population within 500 feet of high-volume roadway by county, region</li> </ul> <p><b>Greenhouse gas emissions</b></p> <ul style="list-style-type: none"> <li>• GHG emissions by sector</li> <li>• GHG emission reduction per capita by pounds per day, percentage</li> </ul> <p><b>Environmental Justice</b></p> <p><b>EJ – Land Use</b></p> <ul style="list-style-type: none"> <li>• Percent of EJ Area and Non-EJ Area population in Community Types</li> <li>• Percent of EJ Area and Non-EJ Area population in TPAs by county</li> </ul> <p><b>EJ – Housing</b></p> <ul style="list-style-type: none"> <li>• Housing product mix in EJ and Non-EJ Areas by Community Type</li> </ul> <p><b>EJ – Transit service</b></p> <ul style="list-style-type: none"> <li>• Increases in daily transit vehicle service hours in EJ Areas</li> </ul> <p><b>EJ – Transit accessibility</b></p> <ul style="list-style-type: none"> <li>• Accessibility from EJ and Non-EJ Areas within 30 minutes by car to jobs, retail jobs, medical jobs, higher education, park acres</li> </ul> <p><b>EJ – Mode share</b></p> <ul style="list-style-type: none"> <li>• EJ and Non-EJ Area transit mode share</li> <li>• Bike and Walk mode share in EJ and Non-EJ Areas</li> </ul> <p><b>EJ- Auto accessibility</b></p> <ul style="list-style-type: none"> <li>• Accessibility from EJ and Non-EJ Areas within 30 minutes by car to jobs, retail jobs, medical jobs, higher education, park acres</li> </ul> <p><b>EJ – Comparison of transit and auto accessibility</b></p> <ul style="list-style-type: none"> <li>• Percent of jobs, retail jobs, medical jobs, higher education enrollments, park acres accessible within 30 minutes by transit vs. car from EJ and Non-EJ Areas</li> </ul> <p><b>EJ – Toxic air contaminants</b></p> <ul style="list-style-type: none"> <li>• Percent of population in EJ and Non-EJ areas within 500 feet of high volume roadway by county, region</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
<p><b>SANDAG</b> RTP-SCS 10/2011</p> <p>6 Goals, 38 Regional PMs 4–System Preservation and Safety 7–Mobility 2–Prosperous Economy 4–Reliability 11–Health Environment 10–Social Equity</p>	<p>2050 RTP Goals and Regional Performance Measures (TA 3-3)</p> <p><b>System Preservation and Safety</b></p> <ol style="list-style-type: none"> <li>1. Annual projected number of vehicle injury/fatal collisions per 1,000 persons</li> <li>2. Annual projected number of bicycle/pedestrian injury/fatal collisions per 1,000 persons</li> <li>3. Percent of transportation investments toward maintenance and rehabilitation</li> <li>4. Percent of transportation investments toward operational improvements</li> </ol> <p><b>Mobility</b></p> <ol style="list-style-type: none"> <li>5. Average work trip travel time (in minutes)</li> <li>6. Average work trip travel speed by mode (in m.p.h)               <ul style="list-style-type: none"> <li>- Drive alone</li> <li>- Carpool</li> <li>- Transit</li> </ul> </li> <li>7. Percent of work and higher education trips accessible in 30 minutes in peak periods by mode               <ul style="list-style-type: none"> <li>- Drive alone</li> <li>- Carpool</li> <li>- Transit</li> </ul> </li> <li>8. Percent of non work-related trips accessible in 15 minutes by mode               <ul style="list-style-type: none"> <li>- Drive alone</li> <li>- Carpool</li> <li>- Transit</li> </ul> </li> <li>9. Out-of-pocket user costs per trip</li> <li>10. Number of interregional transit routes by service type</li> <li>11. Network enhancements by freight mode               <ul style="list-style-type: none"> <li>- Freight capacity acreage</li> <li>- Freight capacity mileage</li> </ul> </li> </ol> <p><b>Prosperous Economy</b></p> <ol style="list-style-type: none"> <li>12. Benefit/Cost Ratio</li> <li>13. Economic Impacts               <ul style="list-style-type: none"> <li>- Job Impacts (average number per year)</li> <li>- Output Impacts (gross regional product in millions-average amount per year)</li> <li>- Payroll Impacts (in millions- average amount per year)</li> </ul> </li> </ol> <p><b>Reliability</b></p> <ol style="list-style-type: none"> <li>14. Congested VMT               <ul style="list-style-type: none"> <li>- Percent of total auto travel in congested conditions (peak periods)</li> <li>- Percent of total auto travel in congested conditions (all day)</li> <li>- Percent of total transit travel in congested conditions (peak periods)</li> <li>- Percent of total transit travel in congested conditions (all day)</li> </ul> </li> </ol>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<p>15. Daily vehicle delay per capita (minutes)</p> <p>16. Daily truck hours of delay</p> <p>17. Percent of freeway VMT by travel speed by mode</p> <ul style="list-style-type: none"> <li>- Drive alone               <ul style="list-style-type: none"> <li>o Percent of VMT traveling from 0 to 35 mph</li> <li>o Percent of VMT traveling from 35 to 55 mph</li> <li>o Percent of VMT traveling greater than 55 mph</li> </ul> </li> <li>- Carpool               <ul style="list-style-type: none"> <li>o Percent of VMT traveling from 0 to 35 mph</li> <li>o Percent of VMT traveling from 35 to 55 mph</li> <li>o Percent of VMT traveling greater than 55 mph</li> </ul> </li> <li>- Truck               <ul style="list-style-type: none"> <li>o Percent of VMT traveling from 0 to 35 mph</li> <li>o Percent of VMT traveling from 35 to 55 mph</li> <li>o Percent of VMT traveling greater than 55 mph</li> </ul> </li> </ul> <p><b>Healthy Environment</b></p> <p>18. Gross acres of constrained lands consumed for transit and highway infrastructure</p> <p>19. On-road fuel consumption (all day) in gallons per capita</p> <p>20. Smog-forming pollutants for all vehicle types (daily pounds per capita)</p> <p>21. System wide VMT (all day) for all vehicle types per capita</p> <p>22. Transit passenger miles (all day) per capita</p> <p>23. Percent of peak-period trips within ½ miles of a transit stop</p> <p>24. Percent of daily trips within ½ miles of transit stop</p> <p>25. Work trip mode share (peak periods)</p> <ul style="list-style-type: none"> <li>- Drive alone</li> <li>- Carpool</li> <li>- Walk</li> <li>- Transit</li> <li>- Bike/Walk</li> </ul> <p>26. Work trip mode share (all day)</p> <ul style="list-style-type: none"> <li>- Drive alone</li> <li>- Carpool</li> <li>- Walk</li> <li>- Transit</li> <li>- Bike/Walk</li> </ul> <p>27. Non work trip mode share (peak periods)</p> <ul style="list-style-type: none"> <li>- Drive alone</li> <li>- Carpool</li> <li>- Walk</li> <li>- Transit</li> <li>- Bike/Walk</li> </ul> <p>28. Non work trip mode share (all day)</p> <ul style="list-style-type: none"> <li>- Drive alone</li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<ul style="list-style-type: none"> <li>- Carpool</li> <li>- Walk</li> <li>- Transit</li> <li>- Bike/Walk</li> </ul> <p>Social Equity</p> <p>29. Total bike and walk trips</p> <p>30. CO2 emissions for all vehicle types (daily pounds)</p> <p>31. Average travel time per person trip (in minutes)</p> <ul style="list-style-type: none"> <li>- Low Income Community of Concern</li> <li>- Non-Low Income population</li> <li>- Minority Community of Concern</li> <li>- Non-Minority population</li> <li>- Low Mobility Community of Concern</li> <li>- Non-Low Mobility population</li> <li>- Low Community Engagement Community of Concern</li> <li>- Non-Low Community Engagement population</li> </ul> <p>32. Percent of work trips accessible in 30 minutes in peak periods by mode</p> <ul style="list-style-type: none"> <li>- Low Income Community of Concern               <ul style="list-style-type: none"> <li>o Drive alone</li> <li>o Carpool</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Income population               <ul style="list-style-type: none"> <li>o Drive alone</li> <li>o Carpool</li> <li>o Transit</li> </ul> </li> <li>- Minority Community of Concern               <ul style="list-style-type: none"> <li>o Drive alone</li> <li>o Carpool</li> <li>o Transit</li> </ul> </li> <li>- Non-Minority population               <ul style="list-style-type: none"> <li>o Drive alone</li> <li>o Carpool</li> <li>o Transit</li> </ul> </li> <li>- Low Mobility Community of Concern               <ul style="list-style-type: none"> <li>o Drive alone</li> <li>o Carpool</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Mobility population               <ul style="list-style-type: none"> <li>o Drive alone</li> <li>o Carpool</li> <li>o Transit</li> </ul> </li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<p>33. Percent of homes within ½ mile of a transit stop</p> <ul style="list-style-type: none"> <li>- Low Income Community of Concern</li> <li>- Non-Low Income population</li> <li>- Minority Community of Concern</li> <li>- Non-Minority population</li> <li>- Low Mobility Community of Concern</li> <li>- Non-Low Mobility population</li> <li>- Low Community Engagement Community of Concern</li> <li>- Non-Low Community Engagement population</li> </ul> <p>34. Percent of population within 30 minutes of schools</p> <ul style="list-style-type: none"> <li>- Low Income Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Income population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Minority Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Minority population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Low Mobility Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Mobility population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Low Community Engagement Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Community Engagement population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> </ul> <p>35. Percent of population within 30 minutes of the San Diego International Airport</p> <ul style="list-style-type: none"> <li>- Low Income Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Income population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Minority Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<ul style="list-style-type: none"> <li>- Non-Minority population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Low Mobility Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Mobility population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Low Community Engagement Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Community Engagement population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> </ul> <p>36. Percent of population within 15 minutes of healthcare</p> <ul style="list-style-type: none"> <li>- Low Income Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Income population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Minority Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Minority population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Low Mobility Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li>   <li>- Non-Low Mobility population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Low Community Engagement Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> <li>- Non-Low Community Engagement population               <ul style="list-style-type: none"> <li>o Drive Alone</li> <li>o Transit</li> </ul> </li> </ul> <p>37. Percent of population within 15 minutes of parks or beaches</p> <ul style="list-style-type: none"> <li>- Low Income Community of Concern               <ul style="list-style-type: none"> <li>o Drive Alone</li> </ul> </li> </ul>

Appendix F: California MPOs Adopted RTP-SCS Performance Measures	
MPO	Adopted RTP-SCS Performance Measures
	<ul style="list-style-type: none"> <li>○ Transit</li> <li>- Non-Low Income population               <ul style="list-style-type: none"> <li>○ Drive Alone</li> <li>○ Transit</li> </ul> </li> <li>- Minority Community of Concern               <ul style="list-style-type: none"> <li>○ Drive Alone</li> <li>○ Transit</li> </ul> </li> <li>- Non-Minority population               <ul style="list-style-type: none"> <li>○ Drive Alone</li> <li>○ Transit</li> </ul> </li> <li>- Low Mobility Community of Concern               <ul style="list-style-type: none"> <li>○ Drive Alone</li> <li>○ Transit</li> </ul> </li> <li>- Non-Low Mobility population               <ul style="list-style-type: none"> <li>○ Drive Alone</li> <li>○ Transit</li> </ul> </li> <li>- Low Community Engagement Community of Concern               <ul style="list-style-type: none"> <li>○ Drive Alone</li> <li>○ Transit</li> </ul> </li> <li>- Non-Low Community Engagement population               <ul style="list-style-type: none"> <li>○ Drive Alone</li> <li>○ Transit</li> </ul> </li> </ul> <p>38. Distribution of RTP expenditures per capita</p> <ul style="list-style-type: none"> <li>- Low Income Community of Concern</li> <li>- Non-Low Income population</li> <li>- Minority Community of Concern</li> <li>- Non-Minority population</li> <li>- Low Mobility Community of Concern</li> <li>- Non-Low Mobility population</li> <li>- Low Community Engagement Community of Concern</li> <li>- Non-Low Community Engagement population</li> </ul>

## Appendix G: Federal RTP Checklist Requirements

Appendix G provides a list of federal RTP requirements that are recommended to be included in the next update of the checklist for the RTP Guidelines. These questions directly align with federal requirements:

Metropolitan Planning Questions:	
1.	Was projected transportation demand of persons and goods in the Metropolitan Planning Area over the period of RTP described? §450.322 (f)(1)
2.	Were operational and management strategies to improve performance of existing transportation facilities to relieve vehicular congestion and maximize safety/mobility of people and goods described? §450.322 (f)(3)
3.	Was assessment made of capital investment and other strategies to preserve the existing and projected future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? Did RTP consider projects/strategies that address areas or corridors where current/projected congestion threatens efficient functioning of key elements of metro area’s transportation system? §450.322 (f)(5)
4.	Were design concept and design scope descriptions of all existing and proposed transportation facilities in described in sufficient detail, regardless of funding source, in non-attainment and maintenance areas for conformity determinations? In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates. §450.322 (f)(6)
5.	Was transportation and transit enhancement described? §450.322 (f)(9)
6.	Does RTP-SCS include a safety element? §450.322(h)

Public Participation Questions:	
1.	Did MPO provide timely notice and reasonable access to information about transportation issues and processes? §450.316(a)(1)(ii)
2.	Did MPO employ visualization techniques to describe the RTP and RTIPs? Did MPO clearly articulate what were the techniques and how were they used? §450.316(a)(1)(iii)
3.	Did MPO make public information (technical information and meeting notices) available in electronically accessible formats and means – i.e. on the web? §450.316(a)(1)(iv)
4.	Did MPO hold any public meetings at convenient and accessible locations and times? §450.316(a)(1)(v)
5.	Did MPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services? §450.316(a)(1)(vii)

6. Did MPO provide an additional opportunity for public comment, if the final RTP or RTIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably foresee from public involvement efforts? §450.316(a)(1)(viii)
7. Did MPO coordinate with the statewide transportation planning public involvement and consultation processes pursuant to §450 Subpart B—Statewide Transportation Planning and Programming, §450.210 - Interested parties, public involvement, and consultation? §450.316(a)(1)(ix)
8. Did MPO provide a 45 calendar day public comment period of 45 calendar days before the initial or revised participation plan was adopted? Did MPO post approved participation plan on its website? §450.316(a)(3)
9. Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities pursuant to 23 CFR Part 450.316(3)(b)? (this is for MPO non-attainment and maintenance areas only) [2003 Eval Report]
10. Did MPO, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d), which may be included in the agreement(s) developed under §450.314. How did MPO document this process? §450.316(e)

Financial Element Questions:
1. Does the financial plan include recommendations on any additional financial strategies to fund projects and programs included in the RTP? In the case of new funding sources, were strategies identified for ensuring their availability? 450.322(f)(10)(iii)
2. For the outer years of the RTP (i.e. beyond first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands. Is the future funding source(s) reasonably expected to be available? 450.322(f)(10)(v)
3. Is there an assessment of capital investment and other strategies to preserve the existing and projected future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? RTP may consider projects/strategies that address areas or corridors where current/projected congestion threatens efficient functioning of key elements of metro area's transportation system. §450.322 (f)(5)
4. Are the design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in non-attainment and maintenance areas for conformity determinations? Are areas, proposed improvements described in sufficient detail to develop cost estimates? §450.322 (f)(6)
5. Does the financial plan demonstrate how adopted RTP can be implemented? §450.322 (f)(10)

## Appendix H: State RTP Checklist Requirements

Appendix H provides a list of State RTP requirements that are recommended to be included in the next update of the checklist for the RTP Guidelines, California Government Code addresses specific requirements for both RTPAs and MPOs.

1. Was a description of how RTP took steps to comply with Gov Code §11135 provided? Gov Code §11135 states: No person ...shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, ...be unlawfully denied full and equal access to...any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the State.
2. Were outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including but not limited to , affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations? Gov. Code §65080(b)(2)(F)(i)
3. Is there a process for enabling members of the public to provide a single request to receive notices, information and updates? Gov. Code §65080(b)(2)(F)(vi)
4. Did MPO disseminate model(s) it used in a way that would be useable and understandable to the public? How was this described in RTP? Did MPO disseminate the methodology, results, and key assumptions of whichever travel demand models it used in a way that would be useable and understandable to the public? Gov. Code §14522.2 (a)
5. How did MPO disseminate the methodology, results, and key assumptions of whichever travel demand models it uses in a way that was useable and understandable to the public? 23 CFR Part 450.316(a); 23 CFR 450.316 (d); CA Gov. Code §14522.2(a)
6. Did MPO gather/consider best practically available scientific information re: resource areas and farmland in the region as defined in 65080.01 a and b? How was this documented in RTP? Gov. Code §65080(b)(2)(B)(v)
7. Did MPO consider financial incentives for cities and counties that have resource areas or farmland or financial assistance for counties to address countywide service responsibilities in counties that contribute to greenhouse gas emissions reductions by implementing policies for growth to occur in cities? Gov. Code §65080(4)(C)

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## Appendix I: Senate Bill (SB) 375 (Steinberg 2008) entitled: “The Sustainable Communities and Climate Protection Act of 2008”

Appendix I is the text of the landmark 2008 SB 375 legislation now incorporated into the California Government Code requiring Metropolitan Planning Organizations to develop a SCS element within their RTPs to reduce GHG emissions for cars and light trucks within their regions to meet the targets established by the ARB.

The bill text is also available via the California Legislature’s webpage via the link: [www.leginf.ca.gov/billinfo.html](http://www.leginf.ca.gov/billinfo.html).

### Senate Bill No. 375

#### CHAPTER 728

An act to amend Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and to add Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and to amend Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality.

[Approved by Governor September 30, 2008. Filed with Secretary of State September 30, 2008.]

#### legislative counsel’s digest

SB 375, Steinberg. Transportation planning: travel demand models: sustainable communities strategy: environmental review.

(1) Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation.

This bill would require the commission to maintain guidelines, as specified, for travel demand models used in the development of regional transportation plans by metropolitan planning organizations. The bill would require the commission to consult with various agencies in this regard, and to form an advisory committee and to hold workshops before amending the guidelines.

This bill would also require the regional transportation plan for regions of the state with a metropolitan planning organization to adopt a sustainable communities strategy, as part of its regional transportation plan, as specified, designed to achieve certain goals for the reduction of greenhouse gas emissions from automobiles and light trucks in a region. The bill would require the State Air Resources Board, working in consultation with the metropolitan planning organizations, to provide each affected region with

greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 by September 30, 2010, to appoint a Regional Targets Advisory Committee to recommend factors and methodologies for setting those targets, and to update those targets every 8 years. The bill would require certain transportation planning and programming activities by the metropolitan planning organizations to be consistent with the sustainable communities strategy contained in the regional transportation plan, but would state that certain transportation projects programmed for

85 funding on or before December 31, 2011, are not required to be consistent with the sustainable communities strategy process. To the extent the sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets, the bill would require affected metropolitan planning organizations to prepare an alternative planning strategy to the sustainable communities strategy showing how the targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The bill would require the State Air Resources Board to review each metropolitan planning organization's sustainable communities strategy and alternative planning strategy to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. The bill would require a strategy that is found to be insufficient by the state board to be revised by the metropolitan planning organization, with a minimum requirement that the metropolitan planning organization must obtain state board acceptance that an alternative planning strategy, if implemented, would achieve the targets. The bill would state that the adopted strategies do not regulate the use of land and are not subject to state approval, and that city or county land use policies, including the general plan, are not required to be consistent with the regional transportation plan, which would include the sustainable growth strategy, or the alternative planning strategy. The bill would also require the metropolitan planning organization to hold specified informational meetings in this regard with local elected officials and would require a public participation program with workshops and public hearings for the public, among other things. The bill would enact other related provisions.

Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program.

(2) The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Existing law requires the housing element to identify the existing and projected housing needs of all economic segments of the community.

Existing law requires the housing element, among other things, to contain a program which sets forth a 5-year schedule of actions of the local government to implement the goals and objectives of the housing element. Existing law requires the program to identify actions that will be undertaken to make sites available to accommodate various housing needs, including, in certain cases, the rezoning of sites to accommodate 100 percent of the need for housing for very low and low-income households.

This bill would instead require the program to set forth a schedule of actions during the planning period, as defined, and require each action to have a timetable for implementation. The bill would generally require rezoning of certain sites to accommodate certain housing needs within specified times, with an opportunity for an extension time in certain cases,

and would require the local government to hold a noticed public hearing within 30 days after the deadline for compliance expires. The bill would, under certain conditions, prohibit a local government that fails to complete a required rezoning within the timeframe required from disapproving a housing development project, as defined, or from taking various other actions that would render the project infeasible, and would allow the project applicant or any interested person to bring an action to enforce these provisions. The bill would also allow a court to compel a local government to complete the rezoning within specified times and to impose sanctions on the local government if the court order or judgment is not carried out, and would provide that in certain cases the local government shall bear the burden of proof relative to actions brought to compel compliance with specified deadlines and requirements.

Existing law requires each local government to review and revise its housing element as frequently as appropriate, but not less than every 5 years.

This bill would extend that time period to 8 years for those local governments that are located within a region covered by a metropolitan planning organization in a nonattainment region or by a metropolitan planning organization or regional transportation planning agency that meets certain requirements. The bill would also provide that, in certain cases, the time period would be reduced to 4 years or other periods, as specified.

The bill would enact other related provisions. Because the bill would impose additional duties on local governments relative to the housing element of the general plan, it would thereby impose a state-mandated local program.

(3) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

This bill would exempt from CEQA a transit priority project, as defined, that meets certain requirements and that is declared by the legislative body of a local jurisdiction to be a sustainable communities project. The transit priority project would need to be consistent with a metropolitan planning organization's sustainable communities strategy or an alternative planning strategy that has been determined by the State Air Resources Board to achieve the greenhouse gas emission reductions targets. The bill would provide for limited CEQA review of various other transit priority projects.

The bill, with respect to other residential or mixed-use residential projects meeting certain requirements, would exempt the environmental documents for those projects from being required to include certain information regarding growth inducing impacts or impacts from certain vehicle trips.

The bill would also authorize the legislative body of a local jurisdiction to adopt traffic mitigation measures for transit priority projects. The bill would exempt a transit priority project seeking a land use approval from compliance with additional measures for traffic impacts, if the local jurisdiction has adopted those traffic mitigation measures.

(4) The California Constitution requires the state to reimburse local

agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

*The people of the State of California do enact as follows:*

SECTION 1. The Legislature finds and declares all of the following:

(a) The transportation sector contributes over 40 percent of the greenhouse gas emissions in the State of California; automobiles and light trucks alone contribute almost 30 percent. The transportation sector is the single largest contributor of greenhouse gases of any sector.

(b) In 2006, the Legislature passed and the Governor signed Assembly Bill 32 (Chapter 488 of the Statutes of 2006; hereafter AB 32), which requires the State of California to reduce its greenhouse gas emissions to 1990 levels no later than 2020. According to the State Air Resources Board, in 1990 greenhouse gas emissions from automobiles and light trucks were 108 million metric tons, but by 2004 these emissions had increased to 135 million metric tons.

(c) Greenhouse gas emissions from automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel. However, even taking these measures into account, it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.

(d) In addition, automobiles and light trucks account for 50 percent of air pollution in California and 70 percent of its consumption of petroleum. Changes in land use and transportation policy, based upon established modeling methodology, will provide significant assistance to California's goals to implement the federal and state Clean Air Acts and to reduce its dependence on petroleum.

(e) Current federal law requires regional transportation planning agencies to include a land use allocation in the regional transportation plan. Some regions have engaged in a regional "blueprint" process to prepare the land use allocation. This process has been open and transparent. The Legislature intends, by this act, to build upon that successful process by requiring metropolitan planning organizations to develop and incorporate a sustainable communities strategy which will be the land use allocation in the regional transportation plan.

(f) The California Environmental Quality Act (CEQA) is California's premier environmental statute. New provisions of CEQA should be enacted so that the statute encourages developers to submit applications and local governments to make land use decisions that will help the state achieve its climate goals under AB 32, assist in the achievement of state and federal air quality standards, and increase petroleum conservation.

(g) Current planning models and analytical techniques used for making transportation infrastructure decisions and for air quality planning should be able to assess the effects of policy choices, such as residential development patterns, expanded transit service and accessibility, the walkability of communities, and the use of economic incentives and

disincentives.

(h) The California Transportation Commission has developed guidelines for travel demand models used in the development of regional transportation plans. This act assures the commission's continued oversight of the guidelines, as the commission may update them as needed from time to time.

(i) California local governments need a sustainable source of funding to be able to accommodate patterns of growth consistent with the state's climate, air quality, and energy conservation goals.

SEC. 2. Section 14522.1 is added to the Government Code, to read:

14522.1. (a) (1) The commission, in consultation with the department and the State Air Resources Board, shall maintain guidelines for travel demand models used in the development of regional transportation plans by federally designated metropolitan planning organizations.

(2) Any revision of the guidelines shall include the formation of an advisory committee that shall include representatives of the metropolitan planning organizations, the department, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. Before amending the guidelines, the commission shall hold two workshops on the guidelines, one in northern California and one in southern California. The workshops shall be incorporated into regular commission meetings.

(b) The guidelines shall, at a minimum and to the extent practicable, taking into account such factors as the size and available resources of the metropolitan planning organization, account for all of the following:

(1) The relationship between land use density and household vehicle ownership and vehicle miles traveled in a way that is consistent with statistical research.

(2) The impact of enhanced transit service levels on household vehicle ownership and vehicle miles traveled.

(3) Changes in travel and land development likely to result from highway or passenger rail expansion.

(4) Mode splitting that allocates trips between automobile, transit, carpool, and bicycle and pedestrian trips. If a travel demand model is unable to forecast bicycle and pedestrian trips, another means may be used to estimate those trips.

(5) Speed and frequency, days, and hours of operation of transit service.

SEC. 3. Section 14522.2 is added to the Government Code, to read:

14522.2. (a) A metropolitan planning organization shall disseminate the methodology, results, and key assumptions of whichever travel demand models it uses in a way that would be useable and understandable to the public.

(b) Transportation planning agencies other than those identified in paragraph (1) of subdivision (a) of Section 14522.1, cities, and counties are encouraged, but not required, to utilize travel demand models that are consistent with the guidelines in the development of their regional transportation plans.

SEC. 4. Section 65080 of the Government Code is amended to read:

65080. (a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad,

maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) The regional transportation plan shall be an internally consistent document and shall include all of the following:

(1) A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons may quantify a set of indicators including, but not limited to, all of the following:

(A) Measures of mobility and traffic congestion, including, but not limited to, daily vehicle hours of delay per capita and vehicle miles traveled per capita.

(B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions.

(C) Measures of means of travel, including, but not limited to, percentage share of all trips (work and nonwork) made by all of the following:

(i) Single occupant vehicle.

(ii) Multiple occupant vehicle or carpool.

(iii) Public transit including commuter rail and intercity rail.

(iv) Walking.

(v) Bicycling.

(D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C).

(E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket.

(F) The requirements of this section may be met utilizing existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required.

(2) A sustainable communities strategy prepared by each metropolitan planning organization as follows:

(A) No later than September 30, 2010, the State Air Resources Board shall provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively.

(i) No later than January 31, 2009, the state board shall appoint a Regional Targets Advisory Committee to recommend factors to be considered and methodologies to be used for setting greenhouse gas emission reduction targets for the affected regions. The committee shall be composed of representatives of the metropolitan planning organizations, affected air districts, the League of California Cities, the California State Association

of Counties, local transportation agencies, and members of the public, including homebuilders, environmental organizations, planning organizations, environmental justice organizations, affordable housing organizations, and others. The advisory committee shall transmit a report with its recommendations to the state board no later than September 30, 2009. In recommending factors to be considered and methodologies to be used, the advisory committee may consider any relevant issues, including, but not limited to, data needs, modeling techniques, growth forecasts, the impacts of regional jobs-housing balance on interregional travel and greenhouse gas emissions, economic and demographic trends, the magnitude of greenhouse gas reduction benefits from a variety of land use and transportation strategies, and appropriate methods to describe regional targets and to monitor performance in attaining those targets. The state board shall consider the report prior to setting the targets.

(ii) Prior to setting the targets for a region, the state board shall exchange technical information with the metropolitan planning organization and the affected air district. The metropolitan planning organization may recommend a target for the region. The metropolitan planning organization shall hold at least one public workshop within the region after receipt of the report from the advisory committee. The state board shall release draft targets for each region no later than June 30, 2010.

(iii) In establishing these targets, the state board shall take into account greenhouse gas emission reductions that will be achieved by improved vehicle emission standards, changes in fuel composition, and other measures it has approved that will reduce greenhouse gas emissions in the affected regions, and prospective measures the state board plans to adopt to reduce greenhouse gas emissions from other greenhouse gas emission sources as that term is defined in subdivision (i) of Section 38505 of the Health and Safety Code and consistent with the regulations promulgated pursuant to the California Global Warming Solutions Act of 2006 (Division 12.5 (commencing with Section 38500) of the Health and Safety Code).

(iv) The state board shall update the regional greenhouse gas emission reduction targets every eight years consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan under federal law until 2050. The state board may revise the targets every four years based on changes in the factors considered under clause (iii) above. The state board shall exchange technical information with the Department of Transportation, metropolitan planning organizations, local governments, and affected air districts and engage in a consultative process with public and private stakeholders prior to updating these targets.

(v) The greenhouse gas emission reduction targets may be expressed in gross tons, tons per capita, tons per household, or in any other metric deemed appropriate by the state board.

(B) Each metropolitan planning organization shall prepare a sustainable communities strategy, subject to the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, including the requirement to utilize the most recent planning assumptions considering local general plans and other factors. The sustainable communities strategy shall (i) identify the general location of uses, residential densities, and building intensities within the region; (ii) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region,

population growth, household formation and employment growth; (iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584; (iv) identify a transportation network to service the transportation needs of the region; (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01; (vi) consider the state housing goals specified in Sections 65580 and 65581; (vii) set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board; and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506). Within the jurisdiction of the Metropolitan Transportation Commission, as defined by Section 66502, the Association of Bay Area Governments shall be responsible for clauses (i), (ii), (iii), (v), and (vi), the Metropolitan Transportation Commission shall be responsible for clauses (iv) and (viii); and the Association of Bay Area Governments and the Metropolitan Transportation Commission shall jointly be responsible for clause (vii).

(C) In the region served by the multicounty transportation planning agency described in Section 130004 of the Public Utilities Code, a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (H), for that subregional area. The metropolitan planning organization may adopt a framework for a subregional sustainable communities strategy or a subregional alternative planning strategy to address the intraregional land use, transportation, economic, air quality, and climate policy relationships. The metropolitan planning organization shall include the subregional sustainable communities strategy for that subregion in the regional sustainable communities strategy to the extent consistent with this section and federal law and approve the subregional alternative planning strategy, if one is prepared pursuant to subparagraph (H), for that subregional area to the extent consistent with this section. The metropolitan planning organization shall develop overall guidelines, create public participation plans pursuant to subparagraph (E), ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.

(D) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county. Notice of the meeting shall be sent to the clerk of the board of supervisors and to each city clerk. The purpose of the meeting shall be to present a draft of the sustainable communities strategy to the members of the board of supervisors and the city council members in that county and to solicit and consider their input and recommendations.

(E) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any, that includes all of the following:

(i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.

(ii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.

(iii) Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy and the alternative planning strategy.

(iv) Preparation and circulation of a draft sustainable communities strategy and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.

(v) At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy, if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

(vi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.

(F) In preparing a sustainable communities strategy, the metropolitan planning organization shall consider spheres of influence that have been adopted by the local agency formation commissions within its region.

(G) Prior to adopting a sustainable communities strategy, the metropolitan planning organization shall quantify the reduction in greenhouse gas emissions projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established by the state board.

(H) If the sustainable communities strategy, prepared in compliance with subparagraph (B) or (C), is unable to reduce greenhouse gas emissions to achieve the greenhouse gas emission reduction targets established by the state board, the metropolitan planning organization shall prepare an alternative planning strategy to the sustainable communities strategy showing how those greenhouse gas emission targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The alternative planning strategy shall be a separate document from the regional transportation plan, but it may be adopted concurrently with the regional transportation plan. In preparing the alternative planning strategy, the metropolitan planning organization:

(i) Shall identify the principal impediments to achieving the targets within the sustainable communities strategy.

(ii) May include an alternative development pattern for the region pursuant to subparagraphs (B) to (F), inclusive.

(iii) Shall describe how the greenhouse gas emission reduction targets would be achieved by the alternative planning strategy, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for achievement of the greenhouse gas emission reduction targets.

(iv) An alternative development pattern set forth in the alternative planning strategy shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the greenhouse gas emission reduction targets approved by the state board.

(v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an alternative planning strategy shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(I) (i) Prior to starting the public participation process adopted pursuant to subparagraph (E) of paragraph (2) of subdivision (b) of Section 65080, the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy. The state board shall respond to the metropolitan planning organization in a timely manner with written comments about the technical methodology, including specifically describing any aspects of that methodology it concludes will not yield accurate estimates of greenhouse gas emissions, and suggested remedies. The metropolitan planning organization is encouraged to work with the state board until the state board concludes that the technical methodology operates accurately.

(ii) After adoption, a metropolitan planning organization shall submit a sustainable communities strategy or an alternative planning strategy, if one has been adopted, to the state board for review, including the quantification of the greenhouse gas emission reductions the strategy would achieve and a description of the technical methodology used to obtain that result. Review by the state board shall be limited to acceptance or rejection of the metropolitan planning organization's determination that the strategy submitted would, if implemented, achieve the greenhouse gas emission reduction targets established by the state board. The state board shall complete its review within 60 days.

(iii) If the state board determines that the strategy submitted would not, if implemented, achieve the greenhouse gas emission reduction targets, the metropolitan planning organization shall revise its strategy or adopt an alternative planning strategy, if not previously adopted, and submit the strategy for review pursuant to clause (ii). At a minimum, the metropolitan planning organization must obtain state board acceptance that an alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets established for that region by the state board.

(J) Neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land, nor, except as provided by subparagraph (I), shall either one be subject to any state approval. Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. Nothing in this

section shall be interpreted to limit the state board's authority under any other provision of law. Nothing in this section shall be interpreted to authorize the abrogation of any vested right whether created by statute or by common law. Nothing in this section shall require a city's or county's land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy. Nothing in this section requires a metropolitan planning organization to approve a sustainable communities strategy that would be inconsistent with Part 450 of Title 23 of, or Part 93 of Title 40 of, the Code of Federal Regulations and any administrative guidance under those regulations. Nothing in this section relieves a public or private entity or any person from compliance with any other local, state, or federal law.

(K) Nothing in this section requires projects programmed for funding on or before December 31, 2011, to be subject to the provisions of this paragraph if they (i) are contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, (ii) are funded pursuant to Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or (iii) were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects. Nothing in this section shall require a transportation sales tax authority to change the funding allocations approved by the voters for categories of transportation projects in a sales tax measure adopted prior to December 31, 2010. For purposes of this subparagraph, a transportation sales tax authority is a district, as defined in Section 7252 of the Revenue and Taxation Code, that is authorized to impose a sales tax for transportation purposes.

(L) A metropolitan planning organization, or a regional transportation planning agency not within a metropolitan planning organization, that is required to adopt a regional transportation plan not less than every five years, may elect to adopt the plan not less than every four years. This election shall be made by the board of directors of the metropolitan planning organization or regional transportation planning agency no later than June 1, 2009, or thereafter 54 months prior to the statutory deadline for the adoption of housing elements for the local jurisdictions within the region, after a public hearing at which comments are accepted from members of the public and representatives of cities and counties within the region covered by the metropolitan planning organization or regional transportation planning agency. Notice of the public hearing shall be given to the general public and by mail to cities and counties within the region no later than 30 days prior to the date of the public hearing. Notice of election shall be promptly given to the Department of Housing and Community Development. The metropolitan planning organization or the regional transportation planning agency shall complete its next regional transportation plan within three years of the notice of election.

(M) Two or more of the metropolitan planning organizations for Fresno County, Kern County, Kings County, Madera County, Merced County, San Joaquin County, Stanislaus County, and Tulare County may work together to develop and adopt multiregional goals and policies that may address interregional land use, transportation, economic, air quality, and climate relationships. The participating metropolitan planning organizations may also develop a multiregional sustainable communities strategy, to the extent consistent with federal law, or an alternative planning strategy for adoption by the metropolitan planning organizations. Each participating metropolitan planning organization shall consider any adopted multiregional goals and

policies in the development of a sustainable communities strategy and, if applicable, an alternative planning strategy for its region.

(3) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all transportation projects proposed for development during the 20-year or greater life of the plan. The action element shall consider congestion management programming activities carried out within the region.

(4) (A) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.

(B) The financial element of transportation planning agencies with populations that exceed 200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following:

- (i) State highway expansion.
- (ii) State highway rehabilitation, maintenance, and operations.
- (iii) Local road and street expansion.
- (iv) Local road and street rehabilitation, maintenance, and operation.
- (v) Mass transit, commuter rail, and intercity rail expansion.
- (vi) Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations.
- (vii) Pedestrian and bicycle facilities.
- (viii) Environmental enhancements and mitigation.
- (ix) Research and planning.
- (x) Other categories.

(C) The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Except as otherwise provided in this subdivision, each transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission

and the Department of Transportation. A transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area may at its option adopt and submit a regional transportation plan every five years. When applicable, the plan shall be consistent with federal planning and programming requirements and shall conform to the regional transportation plan guidelines adopted by the California Transportation Commission. Prior to adoption of the regional transportation plan, a public hearing shall be held after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

SEC. 5. Section 65080.01 is added to the Government Code, to read:  
65080.01. The following definitions apply to terms used in Section

65080:

(a) "Resource areas" include (1) all publicly owned parks and open space; (2) open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans; (3) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plant Protection Act; (4) lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts; (5) areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance; (6) areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy; and (7) an area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.

(b) "Farmland" means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

(1) Classified as prime or unique farmland or farmland of statewide importance.

(2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

(c) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

(d) "Consistent" shall have the same meaning as that term is used in Section 134 of Title 23 of the United States Code.

(e) "Internally consistent" means that the contents of the elements of the regional transportation plan must be consistent with each other.

SEC. 6. Section 65400 of the Government Code is amended to read:

65400. (a) After the legislative body has adopted all or part of a general plan, the planning agency shall do both of the following:

(1) Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan

or element of the general plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.

(2) Provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes all of the following:

(A) The status of the plan and progress in its implementation.

(B) The progress in meeting its share of regional housing needs determined pursuant to Section 65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to paragraph (3) of subdivision (c) of Section 65583.

The housing element portion of the annual report, as required by this paragraph, shall be prepared through the use of forms and definitions adopted by the Department of Housing and Community Development pursuant to the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2). Prior to and after adoption of the forms, the housing element portion of the annual report shall include a section that describes the actions taken by the local government towards completion of the programs and status of the local government's compliance with the deadlines in its housing element. That report shall be considered at an annual public meeting before the legislative body where members of the public shall be allowed to provide oral testimony and written comments.

(C) The degree to which its approved general plan complies with the guidelines developed and adopted pursuant to Section 65040.2 and the date of the last revision to the general plan.

(b) If a court finds, upon a motion to that effect, that a city, county, or city and county failed to submit, within 60 days of the deadline established in this section, the housing element portion of the report required pursuant to subparagraph (B) of paragraph (2) of subdivision (a) that substantially complies with the requirements of this section, the court shall issue an order or judgment compelling compliance with this section within 60 days. If the city, county, or city and county fails to comply with the court's order within 60 days, the plaintiff or petitioner may move for sanctions, and the court may, upon that motion, grant appropriate sanctions. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment is not carried out within 60 days, the court may issue further orders as provided by law to ensure that the purposes and policies of this section are fulfilled. This subdivision applies to proceedings initiated on or after the first day of October following the adoption of forms and definitions by the Department of Housing and Community Development pursuant to paragraph (2) of subdivision (a), but no sooner than six months following that adoption.

SEC. 7. Section 65583 of the Government Code is amended to read:

65583. The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community. The element shall contain all of the following:

(a) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. The assessment and inventory shall include all of the following:

(1) An analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels, including extremely low income households, as defined in subdivision (b) of Section 50105 and Section 50106 of the Health and Safety Code. These existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584. Local agencies shall calculate the subset of very low income households allotted under Section 65584 that qualify as extremely low income households. The local agency may either use available census data to calculate the percentage of very low income households that qualify as extremely low income households or presume that 50 percent of the very low income households qualify as extremely low income households. The number of extremely low income households and very low income households shall equal the jurisdiction's allocation of very low income households pursuant to Section 65584.

(2) An analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.

(3) An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.

(4) (A) The identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The identified zone or zones shall include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7), except that each local government shall identify a zone or zones that can accommodate at least one year-round emergency shelter. If the local government cannot identify a zone or zones with sufficient capacity, the local government shall include a program to amend its zoning ordinance to meet the requirements of this paragraph within one year of the adoption of the housing element. The local government may identify additional zones where emergency shelters are permitted with a conditional use permit. The local government shall also demonstrate that existing or proposed permit processing, development, and management standards are objective and encourage and facilitate the development of, or conversion to, emergency shelters. Emergency shelters may only be subject to those development and management standards that apply to residential or commercial development within the same zone except that a local government may apply written, objective standards that include all of the following:

(i) The maximum number of beds or persons permitted to be served nightly by the facility.

(ii) Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.

(iii) The size and location of exterior and interior onsite waiting and client intake areas.

(iv) The provision of onsite management.

(v) The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart.

(vi) The length of stay.

(vii) Lighting.

(viii) Security during hours that the emergency shelter is in operation.

(B) The permit processing, development, and management standards applied under this paragraph shall not be deemed to be discretionary acts within the meaning of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(C) A local government that can demonstrate to the satisfaction of the department the existence of one or more emergency shelters either within its jurisdiction or pursuant to a multijurisdictional agreement that can accommodate that jurisdiction's need for emergency shelter identified in paragraph (7) may comply with the zoning requirements of subparagraph (A) by identifying a zone or zones where new emergency shelters are allowed with a conditional use permit.

(D) A local government with an existing ordinance or ordinances that comply with this paragraph shall not be required to take additional action to identify zones for emergency shelters. The housing element must only describe how existing ordinances, policies, and standards are consistent with the requirements of this paragraph.

(5) An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities, supportive housing, transitional housing, and emergency shelters identified pursuant to paragraph (7). Transitional housing and supportive housing shall be considered a residential use of property, and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone.

(6) An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

(7) An analysis of any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter. The need for emergency shelter shall be assessed based on annual and seasonal need. The need for emergency shelter may be reduced by the number of supportive housing units that are identified in an adopted 10-year plan to end chronic homelessness and that are either vacant or for which funding has been identified to allow construction during the planning period.

(8) An analysis of opportunities for energy conservation with respect to residential development.

(9) An analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use. "Assisted housing developments," for the purpose of this section, shall mean multifamily rental housing that receives governmental assistance under federal programs listed in subdivision (a) of

Section 65863.10, state and local multifamily revenue bond programs, local redevelopment programs, the federal Community Development Block Grant Program, or local in-lieu fees. "Assisted housing developments" shall also include multifamily rental units that were developed pursuant to a local inclusionary housing program or used to qualify for a density bonus pursuant to Section 65916.

(A) The analysis shall include a listing of each development by project name and address, the type of governmental assistance received, the earliest possible date of change from low-income use and the total number of elderly and nonelderly units that could be lost from the locality's low-income housing stock in each year during the 10-year period. For purposes of state and federally funded projects, the analysis required by this subparagraph need only contain information available on a statewide basis.

(B) The analysis shall estimate the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could change from low-income use, and an estimated cost of preserving the assisted housing developments. This cost analysis for replacement housing may be done aggregately for each five-year period and does not have to contain a project-by-project cost estimate.

(C) The analysis shall identify public and private nonprofit corporations known to the local government which have legal and managerial capacity to acquire and manage these housing developments.

(D) The analysis shall identify and consider the use of all federal, state, and local financing and subsidy programs which can be used to preserve, for lower income households, the assisted housing developments, identified in this paragraph, including, but not limited to, federal Community Development Block Grant Program funds, tax increment funds received by a redevelopment agency of the community, and administrative fees received by a housing authority operating within the community. In considering the use of these financing and subsidy programs, the analysis shall identify the amounts of funds under each available program which have not been legally obligated for other purposes and which could be available for use in preserving assisted housing developments.

(b) (1) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.

(2) It is recognized that the total housing needs identified pursuant to subdivision (a) may exceed available resources and the community's ability to satisfy this need within the content of the general plan requirements outlined in Article 5 (commencing with Section 65300). Under these circumstances, the quantified objectives need not be identical to the total housing needs. The quantified objectives shall establish the maximum number of housing units by income category, including extremely low income, that can be constructed, rehabilitated, and conserved over a five-year time period.

(c) A program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing

and subsidy programs when available and the utilization of moneys in a low- and moderate-income housing fund of an agency if the locality has established a redevelopment project area pursuant to the Community Redevelopment Law (Division 24 (commencing with Section 33000) of the Health and Safety Code). In order to make adequate provision for the housing needs of all economic segments of the community, the program shall do all of the following:

(1) Identify actions that will be taken to make sites available during the planning period of the general plan with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory completed pursuant to paragraph (3) of subdivision (a) without rezoning, and to comply with the requirements of Section 65584.09. Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing.

(A) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, rezoning of those sites, including adoption of minimum density and development standards, for jurisdictions with an eight-year housing element planning period pursuant to Section 65588, shall be completed no later than three years after either the date the housing element is adopted pursuant to subdivision (f) of Section 65585 or the date that is 90 days after receipt of comments from the department pursuant to subdivision (b) of Section 65585, whichever is earlier, unless the deadline is extended pursuant to subdivision (f). Notwithstanding the foregoing, for a local government that fails to adopt a housing element within 120 days of the statutory deadline in Section 65588 for adoption of the housing element, rezoning of those sites, including adoption of minimum density and development standards, shall be completed no later than three years and 120 days from the statutory deadline in Section 65588 for adoption of the housing element.

(B) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, the program shall identify sites that can be developed for housing within the planning period pursuant to subdivision (h) of Section 65583.2. The identification of sites shall include all components specified in subdivision (b) of Section 65583.2.

(C) Where the inventory of sites pursuant to paragraph (3) of subdivision (a) does not identify adequate sites to accommodate the need for farmworker housing, the program shall provide for sufficient sites to meet the need with zoning that permits farmworker housing use by right, including density and development standards that could accommodate and facilitate the feasibility of the development of farmworker housing for low- and very low income households.

(2) Assist in the development of adequate housing to meet the needs of extremely low, very low, low-, and moderate-income households.

(3) Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons

with disabilities. The program shall remove constraints to, and provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities.

(4) Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action.

(5) Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

(6) Preserve for lower income households the assisted housing developments identified pursuant to paragraph (9) of subdivision (a). The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified in paragraph (9) of subdivision (a), except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve local regulation and technical assistance.

(7) The program shall include an identification of the agencies and officials responsible for the implementation of the various actions and the means by which consistency will be achieved with other general plan elements and community goals. The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort.

(d) (1) A local government may satisfy all or part of its requirement to identify a zone or zones suitable for the development of emergency shelters pursuant to paragraph (4) of subdivision (a) by adopting and implementing a multijurisdictional agreement, with a maximum of two other adjacent communities, that requires the participating jurisdictions to develop at least one year-round emergency shelter within two years of the beginning of the planning period.

(2) The agreement shall allocate a portion of the new shelter capacity to each jurisdiction as credit towards its emergency shelter need, and each jurisdiction shall describe how the capacity was allocated as part of its housing element.

(3) Each member jurisdiction of a multijurisdictional agreement shall describe in its housing element all of the following:

(A) How the joint facility will meet the jurisdiction's emergency shelter need.

(B) The jurisdiction's contribution to the facility for both the development and ongoing operation and management of the facility.

(C) The amount and source of the funding that the jurisdiction contributes to the facility.

(4) The aggregate capacity claimed by the participating jurisdictions in their housing elements shall not exceed the actual capacity of the shelter.

(e) Except as otherwise provided in this article, amendments to this article that alter the required content of a housing element shall apply to both of the following:

(1) A housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when a city, county, or city and county submits a draft to the department for review pursuant to Section 65585 more than 90 days after the effective date of the amendment to this section.

(2) Any housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when the city, county, or city and county fails to submit the first draft to the department before the due date specified in Section 65588 or 65584.02.

(f) The deadline for completing required rezoning pursuant to subparagraph (A) of paragraph (1) of subdivision (c) shall be extended by one year if the local government has completed the rezoning at densities sufficient to accommodate at least 75 percent of the sites for low- and very low income households and if the legislative body at the conclusion of a public hearing determines, based upon substantial evidence, that any of the following circumstances exist:

(1) The local government has been unable to complete the rezoning because of the action or inaction beyond the control of the local government of any other state federal or local agency.

(2) The local government is unable to complete the rezoning because of infrastructure deficiencies due to fiscal or regulatory constraints.

(3) The local government must undertake a major revision to its general plan in order to accommodate the housing related policies of a sustainable communities strategy or an alternative planning strategy adopted pursuant to Section 65080.

The resolution and the findings shall be transmitted to the department together with a detailed budget and schedule for preparation and adoption of the required rezonings, including plans for citizen participation and expected interim action. The schedule shall provide for adoption of the required rezoning within one year of the adoption of the resolution.

(g) (1) If a local government fails to complete the rezoning by the deadline provided in subparagraph (A) of paragraph (1) of subdivision (c), as it may be extended pursuant to subdivision (f), except as provided in paragraph (2), a local government may not disapprove a housing development project, nor require a conditional use permit, planned unit development permit, or other locally imposed discretionary permit, or impose a condition that would render the project infeasible, if the housing development project (A) is proposed to be located on a site required to be rezoned pursuant to the program action required by that subparagraph; and (B) complies with applicable, objective general plan and zoning standards and criteria, including design review standards, described in the program action required by that subparagraph. Any subdivision of sites shall be subject to the Subdivision Map Act. Design review shall not constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) A local government may disapprove a housing development described in paragraph (1) if it makes written findings supported by substantial evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project

upon the condition that it be developed at a lower density.

(3) The applicant or any interested person may bring an action to enforce this subdivision. If a court finds that the local agency disapproved a project or conditioned its approval in violation of this subdivision, the court shall issue an order or judgment compelling compliance within 60 days. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment has not been carried out within 60 days, the court may issue further orders to ensure that the purposes and policies of this subdivision are fulfilled. In any such action, the city, county, or city and county shall bear the burden of proof.

(4) For purposes of this subdivision, “housing development project” means a project to construct residential units for which the project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of at least 49 percent of the housing units for very low, low-, and moderate-income households with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing.

(h) An action to enforce the program actions of the housing element shall be brought pursuant to Section 1085 of the Code of Civil Procedure.

SEC. 8. Section 65584.01 of the Government Code is amended to read:

65584.01. (a) For the fourth and subsequent revision of the housing element pursuant to Section 65588, the department, in consultation with each council of governments, where applicable, shall determine the existing and projected need for housing for each region in the following manner:

(b) The department’s determination shall be based upon population projections produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans, in consultation with each council of governments. If the total regional population forecast for the planning period, developed by the council of governments and used for the preparation of the regional transportation plan, is within a range of 3 percent of the total regional population forecast for the planning period over the same time period by the Department of Finance, then the population forecast developed by the council of governments shall be the basis from which the department determines the existing and projected need for housing in the region. If the difference between the total population growth projected by the council of governments and the total population growth projected for the region by the Department of Finance is greater than 3 percent, then the department and the council of governments shall meet to discuss variances in methodology used for population projections and seek agreement on a population projection for the region to be used as a basis for determining the existing and projected housing need for the region. If no agreement is reached, then the population projection for the region shall be the population projection for the region prepared by the Department of Finance as may be modified by the department as a result of discussions with the council of governments.

(c) (1) At least 26 months prior to the scheduled revision pursuant to Section 65588 and prior to developing the existing and projected housing need for a region, the department shall meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region’s housing needs. The council of governments shall provide data assumptions from the council’s projections, including, if available, the following data for the region:

(A) Anticipated household growth associated with projected population increases.

(B) Household size data and trends in household size.

(C) The rate of household formation, or headship rates, based on age, gender, ethnicity, or other established demographic measures.

(D) The vacancy rates in existing housing stock, and the vacancy rates for healthy housing market functioning and regional mobility, as well as housing replacement needs.

(E) Other characteristics of the composition of the projected population.

(F) The relationship between jobs and housing, including any imbalance between jobs and housing.

(2) The department may accept or reject the information provided by the council of governments or modify its own assumptions or methodology based on this information. After consultation with the council of governments, the department shall make determinations in writing on the assumptions for each of the factors listed in subparagraphs (A) to (F), inclusive, of paragraph (1) and the methodology it shall use and shall provide these determinations to the council of governments.

(d) (1) After consultation with the council of governments, the department shall make a determination of the region's existing and projected housing need based upon the assumptions and methodology determined pursuant to subdivision (c). The region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan. Within 30 days following notice of the determination from the department, the council of governments may file an objection to the department's determination of the region's existing and projected housing need with the department.

(2) The objection shall be based on and substantiate either of the following:

(A) The department failed to base its determination on the population projection for the region established pursuant to subdivision (b), and shall identify the population projection which the council of governments believes should instead be used for the determination and explain the basis for its rationale.

(B) The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (c). The objection shall include a proposed alternative determination of its regional housing need based upon the determinations made in subdivision (c), including analysis of why the proposed alternative would be a more reasonable application of the methodology and assumptions determined pursuant to subdivision (c).

(3) If a council of governments files an objection pursuant to this subdivision and includes with the objection a proposed alternative determination of its regional housing need, it shall also include documentation of its basis for the alternative determination. Within 45 days of receiving an objection filed pursuant to this section, the department shall consider the objection and make a final written determination of the region's existing and projected housing need that includes an explanation of the information upon which the determination was made.

SEC. 9. Section 65584.02 of the Government Code is amended to read:

65584.02. (a) For the fourth and subsequent revisions of the housing element pursuant to Section 65588, the existing and projected need for

housing may be determined for each region by the department as follows, as an alternative to the process pursuant to Section 65584.01:

(1) In a region in which at least one subregion has accepted delegated authority pursuant to Section 65584.03, the region's housing need shall be determined at least 26 months prior to the housing element update deadline pursuant to Section 65588. In a region in which no subregion has accepted delegation pursuant to Section 65584.03, the region's housing need shall be determined at least 24 months prior to the housing element deadline.

(2) At least six months prior to the department's determination of regional housing need pursuant to paragraph (1), a council of governments may request the use of population and household forecast assumptions used in the regional transportation plan. This request shall include all of the following:

(A) Proposed data and assumptions for factors contributing to housing need beyond household growth identified in the forecast. These factors shall include allowance for vacant or replacement units, and may include other adjustment factors.

(B) A proposed planning period that is not longer than the period of time covered by the regional transportation improvement plan or plans of the region pursuant to Section 14527, but a period not less than five years, and not longer than six years.

(C) A comparison between the population and household assumptions used for the Regional Transportation Plan with population and household estimates and projections of the Department of Finance.

(b) The department shall consult with the council of governments regarding requests submitted pursuant to paragraph (2) of subdivision (a). The department may seek advice and consult with the Demographic Research Unit of the Department of Finance, the State Department of Transportation, a representative of a contiguous council of governments, and any other party as deemed necessary. The department may request that the council of governments revise data, assumptions, or methodology to be used for the determination of regional housing need, or may reject the request submitted pursuant to paragraph (2) of subdivision (a). Subsequent to consultation with the council of governments, the department will respond in writing to requests submitted pursuant to paragraph (1) of subdivision (a).

(c) If the council of governments does not submit a request pursuant to subdivision (a), or if the department rejects the request of the council of governments, the determination for the region shall be made pursuant to Sections 65584 and 65584.01.

SEC. 10. Section 65584.04 of the Government Code is amended to read: 65584.04. (a) At least two years prior to a scheduled revision required by Section 65588, each council of governments, or delegate subregion as applicable, shall develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, where applicable pursuant to this section. The methodology shall be consistent with the objectives listed in subdivision (d) of Section 65584.

(b) (1) No more than six months prior to the development of a proposed methodology for distributing the existing and projected housing need, each council of governments shall survey each of its member jurisdictions to request, at a minimum, information regarding the factors listed in subdivision

(d) that will allow the development of a methodology based upon the factors established in subdivision (d).

(2) The council of governments shall seek to obtain the information in a manner and format that is comparable throughout the region and utilize readily available data to the extent possible.

(3) The information provided by a local government pursuant to this section shall be used, to the extent possible, by the council of governments, or delegate subregion as applicable, as source information for the methodology developed pursuant to this section. The survey shall state that none of the information received may be used as a basis for reducing the total housing need established for the region pursuant to Section 65584.01.

(4) If the council of governments fails to conduct a survey pursuant to this subdivision, a city, county, or city and county may submit information related to the items listed in subdivision (d) prior to the public comment period provided for in subdivision (c).

(c) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community. The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, and how each of the factors listed in subdivision (d) is incorporated into the methodology, shall be distributed to all cities, counties, any subregions, and members of the public who have made a written request for the proposed methodology. The council of governments, or delegate subregion, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.

(d) To the extent that sufficient data is available from local governments pursuant to subdivision (b) or other sources, each council of governments, or delegate subregion as applicable, shall include the following factors to develop the methodology that allocates regional housing needs:

(1) Each member jurisdiction's existing and projected jobs and housing relationship.

(2) The opportunities and constraints to development of additional housing in each member jurisdiction, including all of the following:

(A) Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.

(B) The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities. The council of governments may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. The determination of available land suitable for urban development may exclude lands where the Federal Emergency Management Agency (FEMA) or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding.

(C) Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis.

(D) County policies to preserve prime agricultural land, as defined pursuant to Section 56064, within an unincorporated area.

(3) The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.

(4) The market demand for housing.

(5) Agreements between a county and cities in a county to direct growth toward incorporated areas of the county.

(6) The loss of units contained in assisted housing developments, as defined in paragraph (9) of subdivision (a) of Section 65583, that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.

(7) High-housing cost burdens.

(8) The housing needs of farmworkers.

(9) The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.

(10) Any other factors adopted by the council of governments.

(e) The council of governments, or delegate subregion, as applicable, shall explain in writing how each of the factors described in subdivision (d) was incorporated into the methodology and how the methodology is consistent with subdivision (d) of Section 65584. The methodology may include numerical weighting.

(f) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by a city or county shall not be a justification for a determination or a reduction in the share of a city or county of the regional housing need.

(g) In addition to the factors identified pursuant to subdivision (d), the council of governments, or delegate subregion, as applicable, shall identify any existing local, regional, or state incentives, such as a priority for funding or other incentives available to those local governments that are willing to accept a higher share than proposed in the draft allocation to those local governments by the council of governments or delegate subregion pursuant to Section 65584.05.

(h) Following the conclusion of the 60-day public comment period described in subdivision (c) on the proposed allocation methodology, and after making any revisions deemed appropriate by the council of governments, or delegate subregion, as applicable, as a result of comments received during the public comment period, each council of governments, or delegate subregion, as applicable, shall adopt a final regional, or subregional, housing need allocation methodology and provide notice of the adoption of the methodology to the jurisdictions within the region, or delegate subregion as applicable, and to the department.

(i) (1) It is the intent of the Legislature that housing planning be coordinated and integrated with the regional transportation plan. To achieve this goal, the allocation plan shall allocate housing units within the region consistent with the development pattern included in the sustainable communities strategy.

(2) The final allocation plan shall ensure that the total regional housing need, by income category, as determined under Section 65584, is maintained, and that each jurisdiction in the region receive an allocation of units for low- and very low income households.

(3) The resolution approving the final housing need allocation plan shall demonstrate that the plan is consistent with the sustainable communities strategy in the regional transportation plan.

SEC. 11. Section 65587 of the Government Code is amended to read:

65587. (a) Each city, county, or city and county shall bring its housing element, as required by subdivision (c) of Section 65302, into conformity with the requirements of this article on or before October 1, 1981, and the deadlines set by Section 65588. Except as specifically provided in subdivision (b) of Section 65361, the Director of Planning and Research shall not grant an extension of time from these requirements.

(b) Any action brought by any interested party to review the conformity with the provisions of this article of any housing element or portion thereof or revision thereto shall be brought pursuant to Section 1085 of the Code of Civil Procedure; the court's review of compliance with the provisions of this article shall extend to whether the housing element or portion thereof or revision thereto substantially complies with the requirements of this article.

(c) If a court finds that an action of a city, county, or city and county, which is required to be consistent with its general plan, does not comply with its housing element, the city, county, or city and county shall bring its action into compliance within 60 days. However, the court shall retain jurisdiction throughout the period for compliance to enforce its decision. Upon the court's determination that the 60-day period for compliance would place an undue hardship on the city, county, or city and county, the court may extend the time period for compliance by an additional 60 days.

(d) (1) If a court finds that a city, county, or city and county failed to complete the rezoning required by subparagraph (A) of paragraph (1) of subdivision (c) of Section 65583, as that deadline may be modified by the extension provided for in subdivision (f) of that section, the court shall issue an order or judgment, after considering the equities of the circumstances presented by all parties, compelling the local government to complete the rezoning within 60 days or the earliest time consistent with public hearing notice requirements in existence at the time the action was filed. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment is not carried out, the court shall issue further orders to ensure that the purposes and policies of this article are fulfilled, including ordering, after considering the equities of the circumstances presented by all parties, that any rezoning required by subparagraph (A) of paragraph (1) of subdivision (c) of Section 65583 be completed within 60 days or the earliest time consistent with public hearing notice requirements in existence at the time the action was filed and may impose sanctions on the city, county, or city and county.

(2) Any interested person may bring an action to compel compliance with the deadlines and requirements of paragraphs (1), (2), and (3) of subdivision (c) of Section 65583. The action shall be brought pursuant to Section 1085 of the Code of Civil Procedure. An action may be brought pursuant to the notice and accrual provisions of subdivision (d) of Section 65009. In any such action, the city, county, or city and county shall bear the burden of proof.

SEC. 12. Section 65588 of the Government Code is amended to read:

65588. (a) Each local government shall review its housing element as frequently as appropriate to evaluate all of the following:

(1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.

(2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.

(3) The progress of the city, county, or city and county in implementation of the housing element.

(b) Except as provided in paragraph (7) of subdivision (e), the housing element shall be revised as appropriate, but not less than every eight years, to reflect the results of this periodic review, by those local governments that are located within a region covered by (1) a metropolitan planning organization in a region classified as nonattainment for one or more pollutants regulated by the federal Clean Air Act or (2) a metropolitan planning organization or regional transportation planning agency that is required, or has elected pursuant to subparagraph (L) of paragraph (2) of subdivision (b) of Section 65080, to adopt a regional transportation plan not less than every four years, except that a local government that does not adopt a housing element within 120 days of the statutory deadline for adoption of the housing element shall revise its housing element as appropriate, but not less than every four years. The housing element shall be revised, as appropriate, but not less than every five years by those local governments that are located within a region covered by a metropolitan planning organization or regional transportation planning agency that is required to adopt a regional transportation plan not less than every five years, to reflect the results of this periodic review. Nothing in this section shall be construed to excuse the obligations of the local government to adopt a revised housing element no later than the date specified in this section.

(c) The review and revision of housing elements required by this section shall take into account any low- or moderate-income housing provided or required pursuant to Section 65590.

(d) The review pursuant to subdivision (c) shall include, but need not be limited to, the following:

(1) The number of new housing units approved for construction within the coastal zone after January 1, 1982.

(2) The number of housing units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, required to be provided in new housing developments either within the coastal zone or within three miles of the coastal zone pursuant to Section 65590.

(3) The number of existing residential dwelling units occupied by persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been authorized to be demolished or converted since January 1, 1982, in the coastal zone.

(4) The number of residential dwelling units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been required for replacement or authorized to be converted or demolished as identified in paragraph (3). The location of the replacement units, either onsite, elsewhere within the locality's jurisdiction within the coastal zone, or within three miles of the coastal zone within the locality's jurisdiction, shall be designated in the review.

(e) Notwithstanding subdivision (b) or the date of adoption of the housing

elements previously in existence, each city, county, and city and county shall revise its housing element according to the following schedule:

(1) Local governments within the regional jurisdiction of the Southern California Association of Governments: June 30, 2006, for the fourth revision.

(2) Local governments within the regional jurisdiction of the Association of Bay Area Governments: June 30, 2007, for the fourth revision.

(3) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2002, for the third revision, and June 30, 2008, for the fourth revision.

(4) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2002, for the third revision, and June 30, 2009, for the fourth revision.

(5) Local governments within the regional jurisdiction of the San Diego Association of Governments: June 30, 2005, for the fourth revision.

(6) All other local governments: December 31, 2003, for the third revision, and June 30, 2009, for the fourth revision.

(7) (A) All local governments within a metropolitan planning organization in a region classified as nonattainment for one or more pollutants regulated by the federal Clean Air Act (42 U.S.C. Sec. 7506), except those within the regional jurisdiction of the San Diego Association of Governments, shall adopt the fifth revision of the housing element no later than 18 months after adoption of the first regional transportation plan to be adopted after September 30, 2010.

(B) All local governments within the regional jurisdiction of the San Diego Association of Governments shall adopt their fifth revision no more than five years from the fourth revision and their sixth revision no later than 18 months after adoption of the first regional transportation plan to be adopted after the fifth revision due date.

(C) All local governments within the regional jurisdiction of a metropolitan planning organization or a regional transportation planning agency that has made an election pursuant to subparagraph (L) of paragraph (2) of subdivision (b) of Section 65080 shall be subject to the eight-year planning period pursuant to subdivision (b) of Section 65588 and shall adopt its next housing element 18 months after adoption of the first regional transportation plan following the election.

(f) For purposes of this article, "planning period" shall be the time period for periodic revision of the housing element pursuant to this section.

SEC. 13. Section 21061.3 of the Public Resources Code is amended to read:

21061.3. "Infill site" means a site in an urbanized area that meets either of the following criteria:

(a) The site has not been previously developed for urban uses and both of the following apply:

(1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses, and the remaining 25 percent of the site adjoins parcels that have previously been developed for qualified urban uses.

(2) No parcel within the site has been created within the past 10 years unless the parcel was created as a result of the plan of a redevelopment agency.

(b) The site has been previously developed for qualified urban uses.  
 SEC. 14. Chapter 4.2 (commencing with Section 21155) is added to  
 Division 13 of the Public Resources Code, to read:

#### Chapter 4.2. Implementation of the Sustainable Communities Strategy

21155. (a) This chapter applies only to a transit priority project that is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

(b) For purposes of this chapter, a transit priority project shall (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

21155.1. If the legislative body finds, after conducting a public hearing, that a transit priority project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the transit priority project is declared to be a sustainable communities project and shall be exempt from this division.

(a) The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

(2) (A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered

Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, “wetlands” has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) “Riparian areas” means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines.

(ii) “Wildlife habitat” means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of “significant value” includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.

(6) The transit priority project site is not subject to any of the following:

(A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

(B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.

(C) Risk of a public health exposure at a level that would exceed the

standards established by any state or federal agency.

(D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

(7) The transit priority project site is not located on developed open space.

(A) For the purposes of this paragraph, “developed open space” means land that meets all of the following criteria:

(i) Is publicly owned, or financed in whole or in part by public funds.

(ii) Is generally open to, and available for use by, the public.

(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

(B) For the purposes of this paragraph, “developed open space” includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

(8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

(b) The transit priority project meets all of the following land use criteria:

(1) The site of the transit priority project is not more than eight acres in total area.

(2) The transit priority project does not contain more than 200 residential units.

(3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.

(4) The transit priority project does not include any single level building that exceeds 75,000 square feet.

(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.

(6) The transit priority project is determined not to conflict with nearby operating industrial uses.

(7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

(c) The transit priority project meets at least one of the following three criteria:

(1) The transit priority project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued

availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

21155.2. (a) A transit priority project that has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to Section 21081, shall be eligible for either the provisions of subdivision (b) or (c).

(b) A transit priority project that satisfies the requirements of subdivision (a) may be reviewed through a sustainable communities environmental assessment as follows:

(1) An initial study shall be prepared to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable for the purposes of this subdivision.

(2) The sustainable communities environmental assessment shall contain measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.

(3) A draft of the sustainable communities environmental assessment shall be circulated for public comment for a period of not less than 30 days. Notice shall be provided in the same manner as required for an environmental impact report pursuant to Section 21092.

(4) Prior to acting on the sustainable communities environmental assessment, the lead agency shall consider all comments received.

(5) A sustainable communities environmental assessment may be approved by the lead agency after conducting a public hearing, reviewing the comments received, and finding that:

(A) All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed.

(B) With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:

(i) Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.

(ii) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be,

adopted by that other agency.

(6) The legislative body of the lead agency shall conduct the public hearing or a planning commission may conduct the public hearing if local ordinances allow a direct appeal of approval of a document prepared pursuant to this division to the legislative body subject to a fee not to exceed five hundred dollars (\$500).

(7) The lead agency's decision to review and approve a transit priority project with a sustainable communities environmental assessment shall be reviewed under the substantial evidence standard.

(c) A transit priority project that satisfies the requirements of subdivision (a) may be reviewed by an environmental impact report that complies with all of the following:

(1) An initial study shall be prepared to identify all significant or potentially significant effects of the transit priority project other than those that do not need to be reviewed pursuant to Section 21159.28 based upon substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable for the purposes of this subdivision.

(2) An environmental impact report prepared pursuant to this subdivision need only address the significant or potentially significant effects of the transit priority project on the environment identified pursuant to paragraph (1). It is not required to analyze off-site alternatives to the transit priority project. It shall otherwise comply with the requirements of this division.

21155.3. (a) The legislative body of a local jurisdiction may adopt traffic mitigation measures that would apply to transit priority projects. These measures shall be adopted or amended after a public hearing and may include requirements for the installation of traffic control improvements, street or road improvements, and contributions to road improvement or transit funds, transit passes for future residents, or other measures that will avoid or mitigate the traffic impacts of those transit priority projects.

(b) (1) A transit priority project that is seeking a discretionary approval is not required to comply with any additional mitigation measures required by paragraph (1) or (2) of subdivision (a) of Section 21081, for the traffic impacts of that project on intersections, streets, highways, freeways, or mass transit, if the local jurisdiction issuing that discretionary approval has adopted traffic mitigation measures in accordance with this section.

(2) Paragraph (1) does not restrict the authority of a local jurisdiction to adopt feasible mitigation measures with respect to the effects of a project on public health or on pedestrian or bicycle safety.

(c) The legislative body shall review its traffic mitigation measures and update them as needed at least every five years.

SEC. 15. Section 21159.28 is added to the Public Resources Code, to read:

21159.28. (a) If a residential or mixed-use residential project is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board pursuant to subparagraph (I) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code has accepted the metropolitan

planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets and if the project incorporates the mitigation measures required by an applicable prior environmental document, then any findings or other determinations for an exemption, a negative declaration, a mitigated negative declaration, a sustainable communities environmental assessment, an environmental impact report, or addenda prepared or adopted for the project pursuant to this division shall not be required to reference, describe, or discuss (1) growth inducing impacts; or (2) any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.

(b) Any environmental impact report prepared for a project described in subdivision (a) shall not be required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project.

(c) "Regional transportation network," for purposes of this section, means all existing and proposed transportation system improvements, including the state transportation system, that were included in the transportation and air quality conformity modeling, including congestion modeling, for the final regional transportation plan adopted by the metropolitan planning organization, but shall not include local streets and roads. Nothing in the foregoing relieves any project from a requirement to comply with any conditions, exactions, or fees for the mitigation of the project's impacts on the structure, safety, or operations of the regional transportation network or local streets and roads.

(d) A residential or mixed-use residential project is a project where at least 75 percent of the total building square footage of the project consists of residential use or a project that is a transit priority project as defined in Section 21155.

SEC. 16. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

## Appendix J: Proposition 84 - Strategic Growth Council Programs and MPOs

The Strategic Growth Council Sustainable Communities Planning Grants and Incentives Program is a competitive grants program created under the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84), administered by the Department of Conservation, on behalf of the Strategic Growth Council.

The following tables provide information from the Strategic Growth Council and California Natural Resources Agency Bond Accountability websites regarding funding awarded to MPOs to support SB 375 implementation:

Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)				
MPO	Award Date	Project	Description	Amount
ABAG	6/2014	Plan Bay Area Implementation	The Association of Bay Area Governments and the Metropolitan Transportation Commission propose to continue implementation of Plan Bay Area-the region's first Sustainable Communities Strategy. This grant will allow ABAG and MTC partnership with local jurisdictions, to support development of complete communities within Priority Development Areas that are healthy, sustainable and equitable. It will also allow regional agencies to link planning and implementation to accomplish the goals of SB 375.	\$983, 541
AMBAG	6/2014	AMBAG Sustainable Communities Strategy Implementation Project (SCSI)	The goal of the SCSIP is to implement the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) by making it possible for infill development to become a reality in high quality transit corridors. High quality transit corridors are corridors with rail or transit service at 15 minute headways or better. Opportunity Areas are within a half mile of transit stops along high quality transit corridors. To create consistency with the SCS at the local level the SCSIP will remove barriers to mixed use infill development in Opportunity Areas via revised local policies and ordinances that implement innovative transportation strategies and create incentives for transit oriented development. This will create consistency with the land use pattern envisioned in the 2035 MTP/SCS in local policies. Additionally, the SCSIP will result in economic development strategies that revitalize cities as well as build strong stakeholder buy-in, particularly in disadvantaged communities.	\$491,770

<b>Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)</b>				
MPO	Award Date	Project	Description	Amount
SCAG	6/2014	Sustainable Communities Strategy Implementation in Southern California Through Sustainability Projects	SCAG and six co-applicant cities submitted a Joint Proposal with Project Title above. This Proposal is a critical component to fully implement the adopted 2012-2035 RTP/SCS to achieve GHG reduction and other sustainability goals. This Proposal includes six sustainability projects focusing on implementing key SCS strategies across a diverse SCAG region. These projects include: Mixed-Use Development Standards (Burbank), Downtown Specific Plan (Hemet), Complete Streets Master Plan (Lancaster), Form-Based Street Design Guidelines (Pasadena); Healthy RC Sustainability Action Plan (Rancho Cucamonga), and Climate Action Plan (Seal Beach). In addition, the proposal also includes using regional forums to share the tools developed and lessons learned among all local jurisdictions in the region.	\$983,541
SACOG	6/2014	Accelerating Local Implementation of Sacramento Region Metropolitan Transportation Plan/Sustainable Communities Strategy	This is a collaborative project of SACOG and its member agencies. It provides an innovative, 3-year assistance program to help jurisdictions overcome barriers and accelerate implementation of local infill/revitalization plans to help realize regional GHG reduction targets. Based on jurisdictions' interests, the project: *Continues a pilot assistance program on strategies to revitalize and intensify central cores, commercial corridors, and established suburbs through the Urban Sustainability Accelerator Program in Portland - a laboratory of successful infill implementation for small- and mid-sized cities. *Leverages local expertise from policy and implementation work of Sacramento County and WALKSacramento to help jurisdictions and developers implement active design/transportation improvements and promote public health. *Engages renowned experts from the Center for Public Interest Design to help build resident capacity for community revitalization in South Sacramento EJ areas.	\$885,186
ABAG	5/2012	Plan Bay Area Implementation	Support the implementation of the San Francisco region's "Plan Bay Area", the first SCS to be integrated into an RTP (adopted in July 2013). ABAG/MTC monitors the performance of programs that support of the SCS, provides assistance to local governments implementing the strategy, and incorporates lessons learned into future SCS development.	\$1,000,000

<b>Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)</b>				
MPO	Award Date	Project	Description	Amount
BCAG	5/2012	BCAG MTP/SCS Transit and Non-Motorized Transportation Plan	This long-range plan integrates into the region's 2016-2040 MTP/SCS by coordinating local plans into one regional bike, transit and pedestrian plan, identifying improvements to the bike, pedestrian and transit networks, compiling the goals, policies, and objectives in place for alternative transportation modes, incorporate a thorough public involvement process, and quantify project objectives.	\$300,000
FresnoCOG	5/2012	San Joaquin Valley Greenprint, Modeling and SCS Completion Project	Complete Greenprint Integration, Valley – wide Model Refinement, and Sustainable Communities Strategy implementation to accomplish the strategies developed the Blueprint Roadmap aimed at protecting, preserving and enhancing environmental, agricultural, natural and recreational lands and resources, encouraging location and resource efficient development and promoting in-fill development within existing communities.	\$1,000,000
SANDAG	5/2012	Implementing the SANDAG Sustainable Communities Strategy	Expands the region's ability to collaborate with other California MPOs in order to more efficiently carry out activities necessary to implement SB 375. Develops strategic initiatives and generates outcomes for developing regional transit oriented development strategies, preparing active transportation early action programs, organizing 'safe routes to transit' programs, and constructing alternative land use/transportation scenarios.	\$1,000,000
SLOCOG	5/2012	SLOCOG Prop 84-2012 Grant Application	Develop a SCS as part of the County's next RTP update. Provide outreach to the public, federal, state and member agencies and communities of interest, develop and integrate its RHNA, GIS mapping and modeling of land use patterns and development of alternative scenarios, measure traffic impacts, and design a comprehensive planning effort for analysis of GHG generation.	\$333,716
SBCAG	5/2012	Sustainable Strategy for Jobs, Housing, and Commuting	Proposals develops in collaboration with local member jurisdictions an intensive Transit-Oriented Development plan, including enhanced regional transit options and commuter rail, as part of the SCS. Addresses central issues the region faces: a significant jobs/housing imbalance and a geographically constrained transportation network and development pattern, which together have resulted in steadily increasingly long-distance commuting patterns and regional economic disparities.	\$229,515

<b>Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)</b>				
MPO	Award Date	Project	Description	Amount
Shasta RTPA	5/2012		Building on collaborative regional efforts toward a comprehensive growth and development plan, this collaborative will result in a jointly developed SCS, provide missing links bring SCS into reality, create the ability to measure, track, and report progress toward program objectives, and, refine implementation strategies over time.	\$528,570
SCAG	5/2012	Building Sustainable Communities in Southern California	Employing three initiatives to support local jurisdictions' efforts to implement the 2012 RTP/SCS: General Plan Update assistance (technical and financial), SCS implementation performance monitoring tools, assessments and reports, and, development of the SCS Implementation Guidebook, best practices resources and a regional learning network.	\$1,000,000
TahoeMPO	5/2012	Enhancing the Tahoe Basin Sustainable Communities Program	This TMPO collaboration with local governments implements SB 375 and AB 32 at the local, state, and regional level and furthers the Tahoe Sustainable Communities efforts already underway. The Program serves as a bridge between planning and implementation for regional and local stakeholders.	\$875,000
ABAG-MTC	12/2010	One Bay Area: A Community Strategy for a Sustainable Region	Successfully adopt a Sustainable Communities Strategy (SCS) that meets the region's greenhouse gas reduction target established by the California Air Resources Board and future housing demand for all income categories.	\$1,000,000
AMBAG	12/2010	Joint Work Program for the Sustainable Communities Strategy	Implements a program that ensures the region's cities and counties are more actively engaged in the Sustainable Communities Strategy planning process and can articulate its implications on a local level. Provides respective Boards with an informed framework to refer to when considering significant policy decisions.	\$750,000
BCAG	12/2010	Coordinated development of the RTP, SCS and RHNA	Coordinates the County's Regional Transportation Plan, Sustainable Communities Strategy and Regional Housing Needs Assessment to meet the goals of Senate Bill 375 and the Grant Program. Integrates and aligns regional land use, affordable housing, resource protection, and transportation planning to meet the State's GHG reduction targets.	\$100,000

<b>Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)</b>				
MPO	Award Date	Project	Description	Amount
SACOG	12/2010	Integrating and Implementing the Sustainable Communities Strategy and the Rural Urban Connections Strategy	These strategies address the region’s vision for sustainable communities to promote equity, strengthen the economy, protect the environment, and promote safety and health. They adapted the region's Greenprint (Rural-Urban Connections Strategy) to advance rural sustainability, and the region's Blueprint for smart growth and land use in the development of SACOG’s Metropolitan Transportation Plan/Sustainable Communities Strategy.	\$750,000
SANDAG	12/2010	SANDAG Sustainable Communities Planning Grant and Incentive Program: Regional SB375 Plus Funding	Supported the region as they prepared workplans for updating the Regional Comprehensive Plan (RCP) to address policy gaps; implemented visualization tools to enhance the RCP Update public involvement process, partnered with local jurisdictions to implement procedures that enable CEQA streamlining benefits, and incorporated new indicators into the RCP Monitoring Report that measure progress toward RCP and SCS implementation.	\$750,000
San JoaquinCOG	12/2010	San Joaquin Valley Blueprint Roadmap Program	This program aims to integrate local planning efforts with the Sustainable Communities Strategy (SCS) by enabling small and medium-size city and county staffs to gain the skills, knowledge, and tools to update their general plan and/or prepare a climate action plan in-house with a minimum of outside assistance. As part of the SCS development program, the COG is working with valley cities and counties to update their general plans and/or to prepare climate action plans to address climate change, reduce greenhouse gas emissions, and align with the Strategic Growth Council objectives.	\$1,000,000
SLOCOG	12/2010	SLOCOG 375+	The County's refined program details housing and commercial demand, and increases community participation and understanding of a compliant Sustainable Communities Strategy (SCS). It develops compelling, educational, visioning materials; resource inventories and land use implementation strategies and priorities, guidelines and recommended regulations that promote sustainable, affordable, mixed-use, infill development. It will implement adopted principles that integrate housing, healthy communities, land, and transportation issues while analyzing potential economic impacts of the SCS vs. business-as-usual development.	\$239,000

<b>Proposition 84 SGC - Sustainable Communities Planning Grant and Incentive Program (2010-2014)</b>				
MPO	Award Date	Project	Description	Amount
SBCAG	12/2010	Enhanced Sustainable Communities Strategy	Development of an enhanced Sustainable Communities Strategy including identification of greenways for agricultural preservation, wildlife/open space corridors, targeted outreach to economically disadvantaged areas, best practices, simulation modeling and use of three dimensional tools and the Internet, evaluation of economic growth scenarios.	\$125,000
Shasta RTPA	12/2010	Shasta County Beta-SCS and Regional GIS/Climate Change Accountability Platform	This project capitalizes on the momentum and interest generated through the Regional Blueprint toward regional planning and sustainability by developing a suite of GIS-based urban spatial analysis tools, rural/ small town growth management tools, a Complete Streets Level of Service and Non-Motorized Network Integration study, an intelligent transportation systems network planning and integration strategy for travel-related performance measures, and implementing an internet accessible Regional GIS/Climate Change Accountability platform.	\$300,000
SCAG	12/2010	Sustainable Communities Planning Grant and Incentives Program	Developed a multi-faceted approach for addressing the challenges of implementing SB 375 consisting of: conducting outreach throughout the region in the development of its sustainable communities strategy, preparing a regional economic development strategy, constructing planning tools and applying visualization techniques, and assisting jurisdictions interested in developing local sustainable plans.	\$1,000,000
Tahoe MPO	12/2010	Tahoe Basin Partnership for Sustainable Communities	The Regional Plan Update (RPU) is transforming outdated, rigid regulatory framework by integrating environmental, land use, transit and housing programs, while encouraging redevelopment as a means to meet economic, community and natural resource goals. It identifies redevelopment solutions that can transform areas from declining, seasonal, casino-based economies to a vibrant, year-round, ecotourism and environmental innovation-based economies.	\$995,000
<b>TOTAL</b>				<b>\$15,636,298</b>
Source: Strategic Growth Council, <a href="http://sgc.ca.gov/docs/SCPGIP_Awards_Rounds_1_2.pdf">http://sgc.ca.gov/docs/SCPGIP_Awards_Rounds_1_2.pdf</a> ; <a href="http://www.sgc.ca.gov/docs/Sustainable-Communities-Planning-Grant-Round-3-Awards.pdf">http://www.sgc.ca.gov/docs/Sustainable-Communities-Planning-Grant-Round-3-Awards.pdf</a> ; <a href="http://sgc.ca.gov/s_modeling incentiveawards.php">http://sgc.ca.gov/s_modeling incentiveawards.php</a> ; California Natural Resources Agency Bond Accountability, <a href="http://bondaccountability.resources.ca.gov/Program.aspx?ProgramPK=121&amp;Program=SGC%20Sustainable%20Communities%20Planning%20Grants%20-%20DOC&amp;PropositionPK=4">http://bondaccountability.resources.ca.gov/Program.aspx?ProgramPK=121&amp;Program=SGC%20Sustainable%20Communities%20Planning%20Grants%20-%20DOC&amp;PropositionPK=4</a> , accessed 2/28/2015.				

The Strategic Growth Council Modeling Incentives Program is a competitive program created under the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006 (Proposition 84). The program, defined by the Legislature in the Budget Act of 2009 (AB 1 Section 45, Item 0540-101-6051) and further defined by the Strategic Growth Council, has been administered by the California Department of Transportation (Caltrans), with assistance from the California Natural Resources Agency.<sup>21</sup>

Proposition 84 – SGC Modeling Incentives Program			
Implementing MPO	Grant Reference #	Project Description	Amount
AMBAG	0540-Caltrans/Resources #OCA09008-4 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375. Data gathering and model development to comply with SB 375.	\$400,000
BCAG	0540-Caltrans/Resources #OCA09008-1 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	\$400,000
MTC	0540-Caltrans/Resources #OCA09008-3 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	\$800,000
SACOG	0540-Caltrans/Resources #OCA09008-9 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	\$400,000
SANDAG	0540-Caltrans/Resources #OCA09008-10 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	\$400,000
San Joaquin Valley MPOs	0540-Caltrans/Resources #OCA09008-2 (8/12/2013)	Data collection and model development to meet the ARGB regional GHG emission reduction targets required by SB 375.	\$2,500,000
SLOCOG	0540-Caltrans/Resources #OCA09008-7 (8/12/2013)	Data collection and model development to meet the ARGB regional GHG emission reduction targets required by SB 375.	\$413,931
SBCAG	0540-Caltrans/Resources #OCA09008-11 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	\$399,998
Shasta RTPA	0540-Caltrans/Resources #OCA09008-8 (8/12/2013)	Data collection and model development to meet the ARGB regional GHG emission reduction targets required by SB 375.	\$399,999
SCAG	0540-Caltrans/Resources #OCA09008-6 (8/12/2013)	Data collection and model development to meet the ARB regional GHG emission reduction targets required by SB 375.	\$1,000,000
Tahoe MPO	0540-Caltrans/Resources #OCA09008-5 (8/12/2013)	Data collection and model development to meet the ARGB regional GHG emission reduction targets required by SB 375.	\$338,061
AMBAG	0540-OCA09017-2 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. AMBAG will establish a regional GIS system, develop a land use and scenario analysis tool, and integrate the land use model with the 4-step conventional regional travel demand model.	\$400,000
BCAG	0540-OCA09017-3 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to BCAG to acquire business data, traffic counts, and highway speed data. The agency will also develop GIS data and make improvements to their travel model and land use sketch model. The project will enable the BCAG to gather data and allow for the model development necessary to comply with SB 375, in order to reduce GHGs.	\$400,000

<sup>21</sup><http://bondaccountability.resources.ca.gov/Program.aspx?ProgramPK=105&Program=SGC%20Modeling%20Incentives%20-%20CNRA&PropositionPK=4>, accessed February 28, 2015.

Proposition 84 – SGC Modeling Incentives Program			
Implementing MPO	Grant Reference #	Project Description	Amount
MTC	0540-OCA09017-5 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to the MTC for work on an activity-based travel model, PECAS model development, and to collect land use data. Project will improve the modeling capacity of the MTC in order to meet the requirements of SB 375, aimed at reducing GHG.	\$800,000
SACOG	0540-OCA09017-6	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to the SACOG to enhance its capacity to model various pricing policies and transit sub-modes. Tasks include enhancing and refining inputs, re-programming, calibrating, validating and testing.	\$400,000
San Joaquin Valley MPOs	0540-OCA09017-7 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project will enable the SJCOG to update and improve their transportation models and integrate the 4D elasticity process into each model. This project will improve the modeling capacity of MPOs in order to meet the requirements of SB 375, aimed at reducing GHG.	\$2,500,000
SBCAG	0540-OCA09017-8	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to the SBCAG to update their transit network, integrate transit survey and traffic count data, select a land use modeling method, develop a sketch planning tool, and integrate land use scenario testing and applications. This project improves the modeling capacity of the SBCAG in order to meet the requirements of SB 375, aimed at reducing GHG.	\$400,000
SLOCOG	0540-OCA09017-11 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to SLOCOG to improve and develop data. The data will improve the land use dataset to more accurately reflect current uses. SLOCOG will improve the travel model by refining the traffic analysis zone structure and adding performance indicators. This project improves the modeling capacity of the SLOCOG in order to meet the requirements of SB 375, aimed at reducing GHG.	\$400,000
Shasta RTPA	0540-OCA09017-10 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to the Shasta RTPA to enhance their existing model and the modeling sensitivities (4-Ds). The agency will work on completing the parcel-based disaggregated analysis tool and collect and merge spatial and attribute data.	\$490,000
SCAG	0540-OCA09017-9 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project provides funds to SCAG to develop a sustainability tool, survey and analyze sustainable land use practices, develop a 2010 travel survey, and enhance the activity-based model and the 4-D model. This project improves the modeling capacity of the SCAG in order to meet the requirements of SB 375, aimed at reducing GHG.	\$1,000,000

Proposition 84 – SGC Modeling Incentives Program			
Implementing MPO	Grant Reference #	Project Description	Amount
Tahoe MPO	0540-OCA09017-1 (10/13/2009)	Proposition 84 Modeling Incentive funds were allocated to the SGC by the legislature to improve the modeling capacity of MPOs in order to meet the requirements of SB 375. This project enables the TMPO to update the TransCAD to analyze proposed land use and population impacts on transportation for the region. The project will also collect data on inter-regional travel patterns. The project will gather data and allow for the model development necessary to comply with SB 375, aimed at reducing GHG.	\$352,000
<b>TOTAL</b>			<b>14,593,989</b>
Source: California Natural Resources Agency Bond Accountability Website, SGC Modeling Incentives Program: <a href="http://bondaccountability.resources.ca.gov/Program.aspx?ProgramPK=105&amp;Program=SGC%20Modeling%20Incentives%20-%20CNRA&amp;PropositionPK=4">http://bondaccountability.resources.ca.gov/Program.aspx?ProgramPK=105&amp;Program=SGC%20Modeling%20Incentives%20-%20CNRA&amp;PropositionPK=4</a> , accessed February 28, 2015.			

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## Appendix K: Significant California Legislation and Policies that Triggered 2010 RTP Guidelines

<b>Key State GHG Reduction Laws and Policies that Affect Regional Planning in California</b>			
<b>Date</b>	<b>Bill/Order Number</b>	<b>Responsible Party</b>	<b>Action/Requirement</b>
06/01/2005	Executive Order S3-05	CalEPA Secretary	Reduce statewide GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 by 2050 Coordinate oversight efforts to meet targets with Secretaries of CalSTA, Dept. of Food and Ag, CNRA; Chairpersons of CARB, CEC; President of CPUC Report to Governor and Legislature biannually the impacts of global warming on California
09/27/2006	AB 32 – California Global Warming Solutions Act		Enacted, signed by Governor Arnold Schwarzenegger Identifies GHGs as specific air pollutants responsible for climate change Directs CARB to develop actions to reduce GHG Directs CARB to prepare scoping plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources/categories of sources by 2020 Update the scoping plan at least once every 5 years
01/25/2007	AB 32	CARB	Developed list of discrete early actions to begin reducing GHG Assembled inventory of historic emissions Established GHG reporting requirements Set 2020 emissions limit
09/20/2007	CA Government Code §14522	Caltrans, CTC	2007 RTP Guidelines Update
10/25/2007	AB 32	CARB	Adopted augmented list of early action measures
12/6/2007	AB 32	CARB	Adopted Mandatory Reporting regulations for GHG Set Target for 2020 GHG emissions
05/13/2008	CA Government Code §14522	Caltrans, CTC	2007 RTP Guidelines Update Addendum addressing climate change and GHG emission reductions
09/30/2008	SB 375 – Sustainable Communities and Climate Protection Act		Enacted, signed by Governor Arnold Schwarzenegger Requires CARB develop regional GHG emission reduction targets for cars and light trucks for 18 MPO regions Requires each MPO develop a SCS in RTP Synchronized regional housing needs assessment (RHNA) process with RTP process

<b>Key State GHG Reduction Laws and Policies that Affect Regional Planning in California</b>			
<b>Date</b>	<b>Bill/Order Number</b>	<b>Responsible Party</b>	<b>Action/Requirement</b>
			Requires local governments to update housing element of general plans and other related requirements Requires CTC maintain guidelines for use of travel demand models used in development of RTPs
09/30/2008	AB 1358 California Complete Streets Act	Local Transportation Agencies	In order to reduce GHG, must: Find innovative ways to reduce VMT, shift from short trips in cars to biking, walking, public transit use. Identify how general plans will accommodate safe and convenient travel of pedestrians, bicyclists, children, persons with disabilities, seniors, and transit riders.
12/11/2008	AB 32	CARB	Climate Change Scoping Plan approved; framework for meeting AB 32's GHG reduction goal of returning to 1990 levels by 2020
2009	SB 375	CARB/RTAC	Recommendations of the Regional Targets Advisory Committee Pursuant to SB 375
04/12/2010	CA Government Code §14522	Caltrans, CTC	2010 RTP Guidelines Update
09/23/2010	SB 375	CARB	Set GHG passenger and light truck reduction targets for 2020 and 2035 for 18 MPOs; CARB may revise targets every 4 years, at a minimum must update every 8 years
12/17/2010		CARB	Decision to pursue Cap and Trade Program
Feb 2011	SB 375	CARB	No actions
July 2011	SB 375	CARB	Issued Description of Methodology for ARB Staff Review of Greenhouse Gas Reductions from Sustainable Communities Strategy (SCS) Pursuant to SB 375
10/20/2011	Subchapter 10 Climate Change, Article 5, Sections 95800 to 96023, Title 17, California Code of Regulations	CARB	Adopted Cap and Trade Program final regulations
01/01/2012	Cap and Trade Regulations		GHG rules effective date
09/12/2012	Cap and Trade Regulations amendment	CARB	No actions

<b>Key State GHG Reduction Laws and Policies that Affect Regional Planning in California</b>			
<b>Date</b>	<b>Bill/Order Number</b>	<b>Responsible Party</b>	<b>Action/Requirement</b>
09/30/2012	AB 1532 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund		Enacted Created GHG Reduction Fund Investment Plan Authorized the CARB to include use of market-based compliance mechanisms for achieving GHG emissions reductions. Requires Department of Finance (DOF), in consultation with the CARB and any other relevant state entity, to develop a three-year investment plan to be submitted to the Legislature
09/30/2012	SB 535 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund		Enacted Requires State Environmental Protection Agency to identify disadvantaged communities for investment opportunities. Requires DOF to allocate a specified percentage of available monies in the GHG Reduction Fund to projects that provide benefits to and are located within disadvantaged areas. Requires DOF develop funding guidelines that include how administering agencies should maximize benefits for disadvantaged communities
October 2012	AB 32		Final Regulations for Cap and Trade Program
11/14/2012	AB 32	CARB	First Cap and Trade Program auction held
01/01/2013		CARB	Cap-and-Trade Program rules effective date—compliance obligations begin
May 2014	AB 32	CARB	First Update to the Climate Change Scoping Plan
06/20/2014	SB 852 Budget Bill		Cap and Trade Fiscal Year (FY) 2014-15 one-time appropriations: High Speed Rail \$250,000,000 Clean Vehicle Program \$200,000,000 Housing/Sustainable Communities \$130,000,000 Transit \$50,000,000 Other \$242,000,000
06/20/2014	SB 862 Budget Trailer Bill		Established long-term Cap and Trade funding programs. Continuous appropriations for life of the Cap and Trade program commencing FY 2015-16: Transit and Intercity Rail Program 10 Percent Low Carbon Transit Operations Program 5 Percent Affordable Housing/Sustainable Communities Program 20 Percent

<b>Key State GHG Reduction Laws and Policies that Affect Regional Planning in California</b>			
<b>Date</b>	<b>Bill/Order Number</b>	<b>Responsible Party</b>	<b>Action/Requirement</b>
August 2014	SB 375	CARB	Preliminary Draft Staff Report–SB 375 GHG Emissions Reduction Target Update Process
<p><b>Sources:</b> Assembly Bill 32 Fact Sheet, <a href="http://www.arb.ca.gov/cc/factsheets/ab32factsheet.pdf">http://www.arb.ca.gov/cc/factsheets/ab32factsheet.pdf</a>, accessed on June 17, 2014; California Cap-and-Trade Program Summary Table, November 2012, Center for Climate and Energy Solutions, <a href="http://www.c2es.org/docUploads/California-Cap-Trade-Summary.pdf">http://www.c2es.org/docUploads/California-Cap-Trade-Summary.pdf</a>, accessed on May 14, 2014; California Global Warming Solutions Act Background, Center for Climate and Energy Solutions, <a href="http://www.c2es.org/us-states-regions/action/california/ab32">http://www.c2es.org/us-states-regions/action/california/ab32</a>, accessed on June 17, 2014.</p>			

## Appendix L: Brief History of Regional Transportation Planning in California

The following provides a brief history of how regional transportation planning in California happened, and highlights federal and State legislation that intersects with RTP and *RTP Guidelines* development in California up to but not including the most recent changes in State law related to climate change initiatives enacted through AB 32, the California Global Warming Solutions Act (Nunez, 2006), and SB 375, the Sustainable Communities and Climate Protection Act (Steinberg, 2008). The climate change legislation has been described elsewhere in this Report.

### The 1970s: AB 69 (Deddeh, 1972) and AB 402 (Alquist-Ingalls, 1977)

In response to exponential cost increases to build and maintain new and existing public transit and highways, along with increased single occupancy vehicle use, and public “skepticism about the benefits of fashionable public transportation investments,”<sup>22</sup> in 1972, the California legislature passed AB 69 (Deddeh, 1972), codified at Chapter 1253 (1972). Even though the first California Transportation Plan was ultimately rejected, this far-reaching legislation established fundamental components to regional transportation planning in California that exist today.

AB 69 (Deddeh, 1972):

- Created the California State Transportation Board (Section 13990.1 et al)
- Created the Department of Transportation (Caltrans), including the Division of Transportation Planning effective July 1, 1973 (Sections 14001; 14007)
- Established the Transportation Planning and Research Account to provide planning funds to transportation planning agencies (Section 13995)
- Required Caltrans prepare a California Transportation Plan adopted by the State Transportation Board and transmitted to the Legislature by January 1, 1976, that included regional transportation plans (RTPs) (Section 14040 et seq.)
- Required each regional transportation planning agency prepare, adopt, and transmit an RTP to Caltrans by April 1, 1975 (Section 14040.2; Section 65080(b))
- Provided that in addition to its other responsibilities, the State Transportation Board may adopt policy guidelines RTPAs should use to prepare their RTPs (Section 65083)

Pursuant to AB 69, RTPs were an integral component of the state transportation plan developed by the State Transportation Board. Over the next five-years, \$64 million of federal and State funding was spent for transportation planning in California, \$42 million of which was budgeted to the newly created California Department of Transportation (Caltrans, in 1973) in a single allocation that was distributed as planning grants to 41 regions by the State Transportation Board (Board) for the purpose of creating RTPs. In April 1973, the Board published the first Regional Transportation Plans Guidelines that provided general instructions and plan content description,

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<sup>22</sup> Ross D. Eckert, *California Transportation Planning: Examining the Entrails*, International Institute for Economic Research, Original Paper 19, February 1979, 7.

statutory authority, and required that the RTPs must be adopted and submitted to Caltrans no later than April 1, 1975.

By April 1, 1975, 41 regional transportation planning agencies submitted their adopted RTPs to Caltrans which included plans from four major urban areas, seven from small urban areas, and 30 from rural areas. Two of the RTPs for Santa Cruz and Monterey Local Transportation Commissions fell under the purview of AMBAG, a multi-county MPO. A total of 23 of the RTPs were prepared by Caltrans as requested by the RTPAs. At that time, two were small urban area MPOs (Butte COG and Stanislaus COG), two were small urban area RTPAs (Monterey and Santa Cruz), and the remaining were rural area RTPAs.<sup>23</sup> See Appendix M, Map - California Regional Transportation Planning Agencies (1975).

In March 1977, the Legislature rejected the inaugural California Transportation Plan for a number of reasons. Shortly thereafter, in September 1977, Governor Edmund G. Brown signed AB 402, the California Transportation Reform Act of 1977 (Alquist-Ingalls, 1977), which had the objective to provide a unified transportation policy. AB 402 abolished the California Transportation Board, along with the State Aeronautics Board, State Highway Commission and the California Toll Bridge Authority. AB 402 created the CTC effective February 1, 1978 to implement California transportation policy. In addition, the legislation created requirements that remain in varying forms today:

- Caltrans must submit a recommended proposed five-year state transportation improvement program (PSTIP) to CTC and all MPOs and RTPAs.
- MPOs must adopt and submit regional transportation improvement programs (RTIPs) to Caltrans and CTC.
- RTPAs in all other areas of the state must adopt comments regarding the STIP and submit them to Caltrans and CTC.
- The CTC must adopt a five-year STIP annually by July 1, and submit it to the Legislature and the Governor.
- The CTC must adopt guidelines to prepare the STIP and RTIPs, i.e. STIP Guidelines, which are developed in cooperation with Caltrans, MPOs and RTPAs.
- The CTC must provide a biennial report to the Legislature by December 31.
- The CTC may prescribe guidelines for the preparation of regional transportation plans in cooperation with the RTPAs.
- Each RTPA must prepare and adopt a regional transportation plan (RTP) by October 1, 1978
- The CTC may request evaluation report.<sup>24</sup>

From the mid-1970s forward, state revenue limitations, high inflation rates and a decrease of the federal Highway Trust Fund funded by gas taxes, significantly impacted planning and programming of transportation projects in California. As a result, planning, and funding emphasis shifted to federal programs that focused mainly on completion of the interstate system

<sup>23</sup> Eckert, *ibid*; Caltrans, California Transportation Plan: Regional Transportation Plan Summaries, Volume 2 (July 1975).

<sup>24</sup> Division of Transportation Planning, Caltrans, "AB-402 (Ingalls) Chapter 1106, Stats. 77 DOTP Analysis", September 28, 1977, Caltrans Library and History Center Archives...California Transportation Commission file.

by the end of the decade. During this period, State investment in transportation infrastructure was used as matching funds for the federal programs.

In California, public transit districts first sought voter approved LTST as a means to finance bus services, transit operation and capital improvements during the mid-1970s to 1982. During this time, voters in three counties, Los Angeles, Santa Cruz, and Santa Clara approved permanent sales taxes for these purposes. In the mid-1980s, the legislature started to sanction county-specific sales taxes for transportation projects. In 1984, the first county local transportation sales tax measure was approved by voters in Santa Clara County. Shortly thereafter, the legislature empowered all counties with the ability to adopt LTSTs which triggered numerous ballot proposals. Successful ballot measures have waxed and waned over the years depending upon the impacts related to anti-tax initiatives (Proposition 62), economic downturns decreasing both sales tax and fuel tax revenues, and increasing costs to repair, maintain and replace transportation infrastructure. Researchers claim there are four principle reasons why county LTST measures succeed in California: 1) the taxes must be approved directly by the voters; 2) the funds are raised and spent within the counties that enact them, so that voters experience the benefits of their tax expenditures directly in their own communities; 3) most of the LTSTs are temporary (typically lasting 15 or 20 years), after which they automatically expire or “sunset,” unless specifically reauthorized by another vote of the citizenry; and 4) the measures that the voters have approved most often contain lists of specific transportation projects to be financed.<sup>25</sup>

The first Transportation Blueprint in California was created in 1989 through a series of related legislation, primarily SB 300 and its trailer bill, AB 471, along with AB 680 and AB 973. The collective legislation significantly altered state-level transportation policy and expenditure priorities. Specifically the changes:

- Directed a considerable amount of estimated increased revenues to a broad range of new programs such as: Interregional Roads System, Commuter and Urban Rail Transit Intercity Rail, Traffic System Management, Flexible Congestion Relief, State-Local Transportation Partnership, Environmental Enhancement and Mitigation, and Highway Systems Operation and Protection Plan (predecessor to current State Highway Operation and Protection Program—SHOPP)
- Established a 10-year state transportation funding plan intended to provide a reliable, long-term funding stream
- Created one new capital program, a privatization program that included four demonstration projects<sup>26</sup>

The mid-1990s saw additional State requirements (SB 45, 1997) that divided state transportation funding into two programs which have been briefly explained in the Introduction of this Report.

During the 1990s urban growth outpaced transportation and land use planning policies throughout California. Out of this state of affairs, a shift to “blueprint planning” occurred from

<sup>25</sup> Amber E. Crabbe, Rachel Hiatt, Susan D. Poliwka and Martin Wachs, “Local Transportation Sales Taxes: California’s Experiment in Transportation Finance,” *Public Budgeting and Finance* Fall 2005, 96.

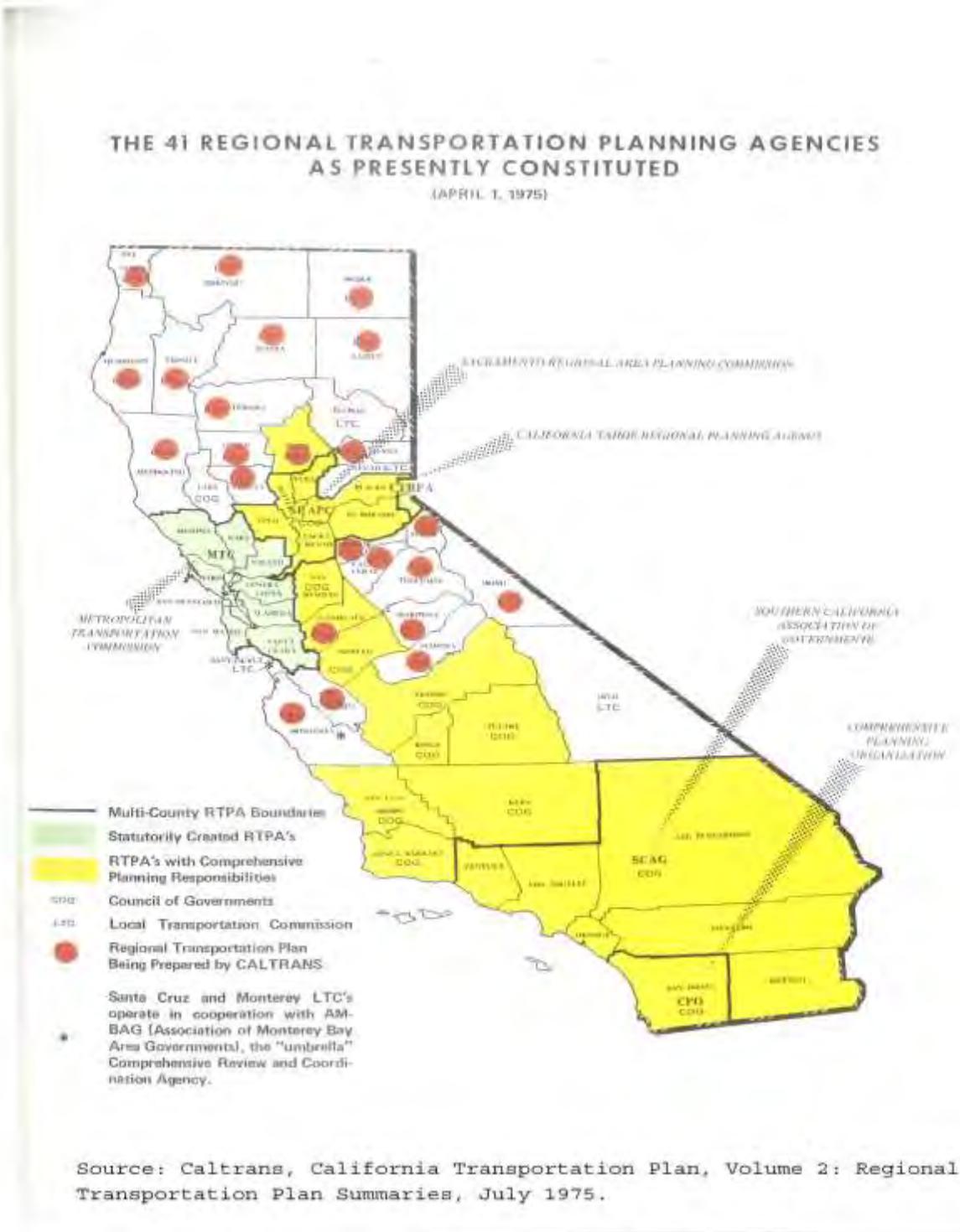
<sup>26</sup> Reno Damonkosh Giordano, *Statutory Policy and Financing from 1977 through 2006: Thirty Years of California Transportation Legislation*, 2007. Master’s Thesis, University of California, Davis, 36-38; 58-67.

the late 1990s, forward. In 2005, the term “blueprint planning” was adopted by the State when the California Regional Blueprint Planning Program was established by Caltrans. The Caltrans planning grants were provided to MPOs to facilitate extensive scenario planning, consensus-building and coordination of long-range planning surrounding transportation investment, air quality, and land use.<sup>27</sup>

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<sup>27</sup> See generally, Elisa Barbour and Michael Tietz, *Blueprint Planning in California: Forging Consensus on Metropolitan Growth and Development*, Occasional Papers, Public Policy Institute of California, June 21, 2006, [http://www.ppic.org/content/pubs/op/OP\\_606EBOP.pdf](http://www.ppic.org/content/pubs/op/OP_606EBOP.pdf), accessed October 26, 2014.

# Appendix M: Map—California Regional Transportation Planning Agencies (1975)



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## Appendix N: California Metropolitan Planning Organizations

Officially Designated MPO <sup>a</sup>	Year Created <sup>b</sup>	2014 percent of CA Population <sup>c</sup>	2014 County Population Estimate <sup>c</sup>	Member Jurisdictions <sup>d</sup>	Federally Recognized Tribal Governments <sup>e</sup> <i>*Denotes Tribe in more than one MPO/RTPA</i>	Current RTP-SCS Adoption Date <sup>f</sup>
San Diego Association of Governments (SANDAG)	1972	8.3 percent	3,194,362	San Diego County and 18 cities: <ul style="list-style-type: none"> <li>• Carlsbad</li> <li>• Chula Vista</li> <li>• Coronado</li> <li>• Del Mar</li> <li>• El Cajon</li> <li>• Encinitas</li> <li>• Escondido</li> <li>• Imperial Beach</li> <li>• La Mesa</li> <li>• Lemon Grove</li> <li>• National City</li> <li>• Oceanside</li> <li>• Poway</li> <li>• San Diego</li> <li>• San Marcos</li> <li>• Santee</li> <li>• Solana Beach</li> <li>• Vista</li> </ul>	<ul style="list-style-type: none"> <li>• Barona/Capitan Grande Band</li> <li>• Campo Band of Digueño Mission Indians</li> <li>• Ewiiapaayp Band of Kumeyaay Indians</li> <li>• Iipay Nation of Santa Ysabel</li> <li>• Inaja Band of Digueño Mission Indians</li> <li>• Jamul Indian Village</li> <li>• La Jolla Band of Luiseño Mission Indians</li> <li>• La Posta Band of Cahuilla and Cupeño Indians</li> <li>• Manzanita Band of the Kumeyaay Nation</li> <li>• Mesa Grande Band of Digueño Mission Indians</li> <li>• Pala Band of Luiseño Mission Indians</li> <li>• Pauma Band of Luiseño Mission Indians</li> <li>• Rincon Band of Luiseño Mission Indians</li> <li>• San Pasqual Band of Digueño Mission Indians</li> <li>• Sycuan Band of the Kumeyaay Nation</li> <li>• Viejas Tribal Government</li> </ul>	10/2011
Sacramento Area Council of Governments (SACOG)	1967	6.2 percent	1,454,406 95,733 206,381 73,682 182,404 366,115	Counties of Sacramento, Sutter, Yolo, Yuba, parts of El Dorado, Placer Counties, 22 cities and towns: <ul style="list-style-type: none"> <li>• Auburn</li> <li>• Citrus Heights</li> <li>• Colfax</li> <li>• Davis</li> <li>• Elk Grove</li> <li>• Folsom</li> <li>• Galt</li> <li>• Isleton</li> <li>• Lincoln</li> <li>• Live Oak</li> <li>• Loomis</li> <li>• Marysville</li> <li>• Placerville</li> <li>• Rancho Cordova</li> <li>• Rocklin</li> <li>• Roseville</li> <li>• Sacramento</li> </ul>	<ul style="list-style-type: none"> <li>• Wilton Rancheria</li> <li>• Yocha Dehe Wintun Nation</li> </ul>	4/2012

Officially Designated MPO <sup>a</sup>	Year Created <sup>b</sup>	2014 percent of CA Population <sup>c</sup>	2014 County Population Estimate <sup>c</sup>	Member Jurisdictions <sup>d</sup>	Federally Recognized Tribal Governments <sup>e</sup>  *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date <sup>f</sup>
				<ul style="list-style-type: none"> <li>• West Sacramento</li> <li>• Wheatland</li> <li>• Winters</li> <li>• Woodland</li> <li>• Yuba City</li> </ul>		
Southern California Association of Governments (SCAG)	1965	48 percent	10,041,797 3,113,991 2,279,967 2,085,669 842,967 180,672	Six Counties (Los Angeles, Orange, Riverside, San Bernardino, Ventura, Imperial) that serve as County Transportation Commissions and 191 cities*	<b>Riverside County:</b> <ul style="list-style-type: none"> <li>• Agua Caliente Band of Cahuilla Indians</li> <li>• Augustine Band of Cahuilla Indians</li> <li>• Cabazon Band of Mission Indians</li> <li>• Cahuilla Band of Mission Indians</li> <li>• Colorado River Indian Tribes*</li> <li>• Morongo Band of Mission Indians</li> <li>• Pechanga Band of Luiseño Indians</li> <li>• Ramona Band of Cahuilla Indians</li> <li>• Santa Rosa Band of Cahuilla Indians</li> <li>• Soboba Band of Luiseño Indians</li> <li>• Torres Martinez Desert Cahuilla Indians</li> </ul> <b>San Bernardino County:</b> <ul style="list-style-type: none"> <li>• Chemehuevi Indian Tribe</li> <li>• Colorado River Indian Tribes*</li> <li>• Fort Mojave Indian Tribe</li> <li>• San Manuel Band of Mission Indians</li> <li>• Twenty Nine Palms Band of Mission Indians</li> </ul> <b>Imperial County:</b> <ul style="list-style-type: none"> <li>• Quechan Tribe of the Fort Yuma Indian Reservation</li> <li>• Torres Martinez Desert Cahuilla Indians*</li> </ul>	4/2012
Tahoe Metropolitan Planning Organization (TMPO)	1969	.14 percent	55,000 <sup>g</sup>	Portions of El Dorado and Placer Counties, CA, portions of Washoe and Douglas Counties, NV	<ul style="list-style-type: none"> <li>• Washoe Tribe of Nevada and California</li> </ul>	12/2012
Butte County Association of Governments (BCAG)	1969	.6 percent	222,316	Butte County, cities of Biggs, Chico, Gridley, Oroville, Town of Paradise	<ul style="list-style-type: none"> <li>• Berry Creek Rancheria of Maidu Indians</li> <li>• Enterprise Rancheria</li> <li>• Mechoopda Indian Tribe of Chico Rancheria</li> <li>• Mooretown Rancheria of Maidu Indians</li> </ul>	12/2012

Officially Designated MPO <sup>a</sup>	Year Created <sup>b</sup>	2014 percent of CA Population <sup>c</sup>	2014 County Population Estimate <sup>c</sup>	Member Jurisdictions <sup>d</sup>	Federally Recognized Tribal Governments <sup>e</sup>  *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date <sup>f</sup>
Metropolitan Transportation Commission	1970	14.5 percent	1,573,254 1,087,008 255,846 139,255 836,620 745,193 1,868,558 424,233 490,486	Nine counties of the Bay Area: <ul style="list-style-type: none"> <li>• Alameda</li> <li>• Contra Costa</li> <li>• Marin</li> <li>• Napa</li> <li>• San Francisco</li> <li>• San Mateo</li> <li>• Santa Clara</li> <li>• Solano</li> <li>• Sonoma</li> <li>• 101 municipalities*</li> </ul>	<ul style="list-style-type: none"> <li>• Cloverdale Rancheria of Pomo Indians</li> <li>• Dry Creek Rancheria of Pomo Indians</li> <li>• Federated Indians of Graton Rancheria</li> <li>• Koi Nation</li> <li>• Lytton Rancheria</li> <li>• Kashia Band of Pomo Indians of the Stewarts Point Rancheria</li> </ul>	7/2013
Santa Barbara County Association of Governments (SBCAG)	1966	1.13 percent	433,398	Santa Barbara County and eight incorporated cities: <ul style="list-style-type: none"> <li>• Buellton</li> <li>• Carpenteria</li> <li>• Goleta</li> <li>• Guadalupe</li> <li>• Lompoc</li> <li>• Santa Barbara</li> <li>• Santa Maria</li> <li>• Solvang</li> </ul>	Santa Ynez Band of Chumash Indians	8/2013
Association of Monterey Bay Area Governments (AMBAG)	1968	2.0 percent	425,756 57,517 271,595	Three Counties (Monterey, San Benito, Santa Cruz) and 18 cities: <ul style="list-style-type: none"> <li>• Capitola</li> <li>• Carmel-By-the-Sea</li> <li>• Del Rey Oaks</li> <li>• Gonzales</li> <li>• Greenfield</li> <li>• Hollister</li> <li>• King City</li> <li>• Marina</li> <li>• Monterey</li> <li>• Pacific Grove</li> <li>• Salinas</li> <li>• San Juan Bautista</li> <li>• Sand City</li> <li>• Santa Cruz</li> <li>• Scotts Valley</li> <li>• Seaside</li> <li>• Solidad</li> <li>• Watsonville</li> </ul>	No Federally-recognized Tribal Governments	6/2014

Officially Designated MPO <sup>a</sup>	Year Created <sup>b</sup>	2014 percent of CA Population <sup>c</sup>	2014 County Population Estimate <sup>c</sup>	Member Jurisdictions <sup>d</sup>	Federally Recognized Tribal Governments <sup>e</sup>  *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date <sup>f</sup>
Fresno Council of Governments (FCOG)	1969	2.5 percent	964,040	Fresno County and 15 incorporated cities: <ul style="list-style-type: none"> <li>• Clovis</li> <li>• Coalinga</li> <li>• Firebaugh</li> <li>• Fowler</li> <li>• Fresno</li> <li>• Huron</li> <li>• Kerman</li> <li>• Kingsburg</li> <li>• Mendota</li> <li>• Orange Cove</li> <li>• Parlier</li> <li>• Reedley</li> <li>• San Joaquin</li> <li>• Sanger</li> <li>• Selma</li> </ul>	<ul style="list-style-type: none"> <li>• Big Sandy Rancheria of Mono Indians</li> <li>• Cold Springs Rancheria of Mono Indians</li> <li>• Table Mountain Rancheria</li> </ul>	6/2014
Kern Council of Governments (KCOG)	1967	2.3 percent	873,092	Kern County and 11 incorporated cities: <ul style="list-style-type: none"> <li>• Arvin</li> <li>• Bakersfield</li> <li>• California City</li> <li>• Delano</li> <li>• Maricopa</li> <li>• McFarland</li> <li>• Ridgecrest</li> <li>• Shafter</li> <li>• Taft</li> <li>• Tehachapi</li> <li>• Wasco</li> </ul>	<ul style="list-style-type: none"> <li>• Tejon Indian Tribe</li> </ul>	6/2014
San Joaquin Council of Governments	1968	1.9 percent	710,731	San Joaquin County and seven cities: <ul style="list-style-type: none"> <li>• Escalon</li> <li>• Lathrop</li> <li>• Lodi</li> <li>• Manteca</li> <li>• Ripon</li> <li>• Stockton</li> <li>• Tracy</li> </ul>	No Federally-recognized Tribal Governments	6/2014
Stanislaus Council of Governments (StanCOG)	1971	1.4 percent	526,042	Stanislaus County and nine incorporated cities: <ul style="list-style-type: none"> <li>• Ceres</li> <li>• Hughson</li> <li>• Modesto</li> <li>• Newman</li> <li>• Oakdale</li> <li>• Patterson</li> <li>• Riverbank</li> <li>• Turlock</li> <li>• Waterford</li> </ul>	No Federally-recognized Tribal Governments	6/2014

Officially Designated MPO <sup>a</sup>	Year Created <sup>b</sup>	2014 percent of CA Population <sup>c</sup>	2014 County Population Estimate <sup>c</sup>	Member Jurisdictions <sup>d</sup>	Federally Recognized Tribal Governments <sup>e</sup>  *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date <sup>f</sup>
Tulare Council Association of Governments (TCAG)	1971	1.2 percent	459,446	Tulare County and eight cities: <ul style="list-style-type: none"> <li>• Dinuba</li> <li>• Exeter</li> <li>• Farmersville</li> <li>• Lindsay</li> <li>• Porterville</li> <li>• Tulare</li> <li>• Visalia</li> <li>• Woodlake</li> </ul>	Tule River Indian Tribe	6/2014
Kings County Association of Governments (KCAG)	1967	.4 percent	150,181	Kings County and cities of: <ul style="list-style-type: none"> <li>• Avenal</li> <li>• Corcoran</li> <li>• Hanford</li> <li>• Lemoore</li> </ul>	<ul style="list-style-type: none"> <li>• Santa Rosa Rancheria Tachi Tribe</li> </ul>	7/2014
Merced Association of Governments (MCAG)	1967	.7 percent	264,922	Merced County and cities of: <ul style="list-style-type: none"> <li>• Merced</li> <li>• Los Banos</li> <li>• Atwater</li> <li>• Livingston</li> <li>• Gustine</li> <li>• Dos Palos</li> </ul>	No Federally-recognized Tribal Governments	9/2014
Madera County Transportation Commission (MCTC)	2000	.4 percent	153,897	Madera County and cities of: <ul style="list-style-type: none"> <li>• Madera</li> <li>• Chow Chilla</li> </ul>	<ul style="list-style-type: none"> <li>• North Fork Rancheria of Mono Indians</li> <li>• Picayune Rancheria of Chukchansi Indians</li> </ul>	7/2014
San Luis Obispo Council of Governments (SLOCOG)	1968	.7 percent	272,357	San Luis Obispo County and seven cities: <ul style="list-style-type: none"> <li>• Arroyo Grande</li> <li>• Atascadero</li> <li>• Grover Beach</li> <li>• Morrow Bay</li> <li>• Paso Robles</li> <li>• Pismo Beach</li> <li>• San Luis Obispo</li> </ul>	No Federally-recognized Tribal Governments	4/2015

Officially Designated MPO <sup>a</sup>	Year Created <sup>b</sup>	2014 percent of CA Population <sup>c</sup>	2014 County Population Estimate <sup>c</sup>	Member Jurisdictions <sup>d</sup>	Federally Recognized Tribal Governments <sup>e</sup>  *Denotes Tribe in more than one MPO/RTPA	Current RTP-SCS Adoption Date <sup>f</sup>
Shasta Regional Transportation Agency (RTA)	1981*	.5 percent	179,412	Shasta County and cities of: <ul style="list-style-type: none"> <li>• Anderson</li> <li>• Redding</li> <li>• Shasta Lake</li> </ul>	<ul style="list-style-type: none"> <li>• Redding Rancheria</li> <li>• Pit River Tribe* (includes Likely Rancheria, Lookout Rancheria, XL Ranch, Montgomery Creek and Roaring Creek Rancheria)</li> </ul>	6/2015

\*For a current list of the member jurisdictions for MTC and SCAG, along with the rest of the MPOs see California Department of Housing and Community Development, Housing Elements and Regional Housing Need Allocation, <http://www.hcd.ca.gov/hpd/hrc/plan/he/>.

Sources:

<sup>a</sup>The Federal-Aid Highway Act of 1978 first stipulated the requirements for designating a metropolitan planning organization as “by agreement among the units of general purpose local government and the Governor.” (23 U.S.C. 134 (b)(2), PL 95-599, November 6, 1978). In April 1983, the Business, Transportation and Housing Secretary informed U.S. Department of Transportation of the continuing designation of the then existing thirteen MPOs in California: Kern COG; Fresno COG; SCAG; Stanislaus CAG; AMBAG; SANDAG; MTC; Santa Barbara County-Cities Area Planning Council; San Joaquin COG; Butte CAG; Shasta RTPA; and Tulare CAG. Letter to Elizabeth Dole, Secretary of U.S. Department of Transportation from Kirk West, Secretary, BT and H Agency, dated April 20, 1983, on file, Climate Change and Regional Planning Branch, ORP, DOTP, Caltrans. The City of Madera qualified as a new urban area in 2000; the Madera metropolitan boundary covers the entire County of Madera. With the exception of Madera County Transportation Commission, all California MPOs are Councils of Governments (COGs).

<sup>b</sup>Elisa Barbour. *Metropolitan Growth Planning in California, 1900-2000*. San Francisco: Public Policy Institute of California, 2002, 159-164, and MPO websites see <sup>d</sup>below.

<sup>c</sup>California Department of Finance estimates were used for consistency, <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php>, accessed June 3, 2014.

<sup>d</sup><http://www.sandag.org/>; <http://sacog.org/>; <http://www.scag.ca.gov/>; <http://www.tahoempo.org/>; <http://www.bcag.org/>; <http://www.mtc.ca.gov/>; <http://www.sbcag.org/>; <http://www.ambag.org/>; <http://www.fresnocog.org/>; <http://www.maderactc.org/>; <http://www.mcagov.org/>; <http://www.sjcog.org/>; <http://www.stancog.org/>; <http://www.tularecog.org/>; <http://www.slocog.org/>; <http://www.sрта.ca.gov/>; [http://www.mtc.ca.gov/library/abcs\\_of\\_mtc/MTC-ABCs.pdf](http://www.mtc.ca.gov/library/abcs_of_mtc/MTC-ABCs.pdf), accessed on June 3, 2014.

<sup>e</sup>Federal Register, January 15, 2015, <http://www.gpo.gov/fdsys/pkg/FR-2015-01-14/pdf/2015-00509.pdf>, and Governor’s Office of Tribal Advisor, <http://tribalgovtaffairs.ca.gov/>, accessed January 20, 2015.

<sup>f</sup>Office of Regional Planning, Division of Transportation Planning, Caltrans, [http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index\\_files/MPO\\_RTP\\_Status\\_Chart\\_Website\\_2014-05-16.pdf](http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/MPO_RTP_Status_Chart_Website_2014-05-16.pdf), accessed June 3, 2014.

<sup>g</sup>[http://www.tahoempo.org/rtp\\_final/TAHOE%20RTP%2001%20Trends%20and%20Perf%20Meas.pdf](http://www.tahoempo.org/rtp_final/TAHOE%20RTP%2001%20Trends%20and%20Perf%20Meas.pdf), page 1-2, accessed June 9, 2014.

## Appendix O: RTP Guidelines Timeline and Major Legislation Triggers to RTP Guidelines Updates

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
4/1973	AB 69 (Deddeh, 1972) Ch. 1253	First guidelines, prepared by Caltrans submitted to California Transportation Board (CTB), predecessor of CTC	<i>Regional Transportation Plan (RTP) Guidelines</i>
4/01/1975		First RTPs prepared by RTPAs, submitted to CTB to be included in California Transportation Plan	Regional Transportation Plans
12/1975			Revised <i>RTP Guidelines</i>
3/1977		1 <sup>st</sup> California Transportation Plan (CTP) Included 41 RTPs Rejected by California Legislature	California Transportation Plan
9/1977	AB 402 California Transportation Reform Act of 1977 (Alquist-Ingalls, 1977)	Abolished CTB, Created California Transportation Commission Abolished California Transportation Plan, CTC instead to provide biennial report to the Legislature Replaced AB 69 (1972) requirements of RTPs Set forth policy, action, and financial element requirements to implement long- and short-term transportation goals of RTP in Gov. Code §65081	
5/1978	AB 402 (Alquist-Ingalls, 1977)		<i>RTP Guidelines</i> 18 guidelines pages 55 pages of appendices
11/1978		First RTPs to California Transportation Commission (CTC) and Caltrans under AB 402, to be submitted biennially thereafter	Regional Transportation Plans (RTPs) due to CTC and Caltrans
9/1979		First evaluation report prepared by Caltrans to CTC Recommended <i>RTP Guidelines</i> Update which didn't happen	Regional Transportation Plans Evaluation Report
1979/80		No <i>RTP Guidelines</i> Update	
11/1980		RTPs due to CTC and Caltrans	Second round of RTPs to CTC and Caltrans after AB 402

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
11/1981		<p>Deleted purpose “to review the usefulness of the regional transportation planning process”</p> <p>Deleted language re: federal regulatory requirements to develop prospectus, TSME and long-range element, staged multi-year TIP reviewed annually by each urbanized RTPA to confirm its validity</p> <p>Changes to MPOs vs. “urbanized RTPA” in 1978 report</p> <p>Provided brief recap of 1978 Evaluation Summary, Caltrans’ recommendations, with statement CTC did not update the 1978 <i>RTP Guidelines</i></p> <p>Set forth findings re: RTP policy, action, and financial elements</p> <p>Made 3 recommendations for future <i>RTP Guidelines</i> update</p>	RTP Evaluation Report of the 11/80 RTPs
11/1982			RTPs due to CTC and Caltrans
11/5/1982		Caltrans held workshop for RTPAs to gather additional comments/suggestions on guidelines revisions	
12/1982			<i>Regional Transportation Plan Guidelines (21 pages)</i>
11/1984			RTPs due to CTC and Caltrans
8/1986			Evaluation Report of the 1984 California RTPs 9 pages with Appendix of 1-2 page evaluation of each of 43 RTPAs RTPs
4/2/1987	<p>Surface Transportation and Uniform Relocation Act of 1987</p> <p>Federal-Aid Highway Act of 1987</p>		
09/21/1987	AB 84 (Lancaster, 1987)	<p>Added action element to RTP to include: Program for developing intra-city and intercity bicycle programs</p> <p>Optional list of State Highway System (SHS) projects prioritized re: increasing future capacity</p>	
10/1987		First Guidelines to provide list of state and federal legislative authorities (in Appendix N)	<i>RTP Guidelines</i> and Appendices 22 pages total
11/1988			RTPs due to CTC and Caltrans
12/1989			Evaluation Report of the 1988 California RTPs 39 pages, plus appendix of 1-2 page summary for each RTPA in alphabetical order

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
11/1990			RTPs due to CTC and Caltrans
12/18/1991	Intermodal Surface Transportation Efficiency Act (ISTEA)	Expired 1997	
7/1991		Asked CTC staff and DOTP managers if they have a copy; no copy in Caltrans Library; reviewed CTC Meeting books, there were no Guidelines updates in 1991. (6/4/14)	<i>Regional Transportation Plan Guidelines Update</i> – [can't find a copy even though cited in subsequent updates and RTP Evaluation Reports]
11/1992			RTPs due to CTC and Caltrans
12/1992	SB 1435 (Kopp, 1992) Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991	RTP must be submitted to CTC, CT by 6/1/93 and by 12/1 – even years thereafter (p. 3)  look for CTC letter that highlights Update changes	<i>Regional Transportation Plan Guidelines</i> 31 pages total
06/01/1993	CA Gov Code Section §65080(b),	Code section referenced in 1992 RTP Guidelines	RTPs and RTIPs due to CTC and Caltrans
09/1/1993			RTP Evaluation Report due to CTC per 1992 Guidelines Update never prepared
12/1/1993	CA Government Code §§65070-65073  ISTEA	Must be consistent with federal and state law, prepared by Caltrans	California Transportation Plan to Governor
11/1994		Prepared “to achieve conformance with transportation planning legislation, specifically ISTEA – 1991 and SB 1435 (Kopp) implementing ISTEA in California (p.1, 1999 Guidelines)	<i>Regional Transportation Plan Guidelines</i> 28 pages of Guidelines; 29 pages of appendices
12/1/1994			RTPs/RTIPs due to CTC and Caltrans
4/1995			Evaluation Report of the 1994 California RTPs
12/1/1996			RTPs/RTIPs due to CTC and Caltrans
10/1/1997	ISTEA Expired	6-month extension to March 31, 1998	
10/2/1997	SB 45 (Kopp, 1997)	Eliminated Gov. Code §65081, RTP content description shifted to §65080 Restructured the State Transportation Improvement Program (STIP) process Folded the Transportation Blueprint of the late 1980s to mid-1990s (SB 300, 1989 and related legislation) into regional (RTIP) and interregional (ITIP) programs STIP period changed from 7 to 4 years	
6/9/1998	Transportation Equity Act for the 21 <sup>st</sup> Century (TEA-21)	6-year reauthorization to 2003	

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
10/10/1999	SB 532 (Committee on Transportation, 1999)	<p>Changed RTP submission timeframe from 2 years to 3 years</p> <p>RTPAs to start submitting RTPs:                      Urban – every 3 years (September 1, 2004)                      Non-urban – every 4 years (September 1, 2005)</p>	
12/1999	<p>SB 45 (Kopp, 1997)</p> <p>TEA-21</p> <p>SB 532, (Committee on Transportation, 1999)</p>	<p>Shift in federal transportation policy from reliance on roads/vehicles to multimodal approach (p.2)</p> <p>Beginning September 1, 2001:                      MPOs must submit RTP every 3 years (urban areas)                      RTPAs must submit RTP every 4 years (non-urban)</p> <p>CTC adopted policy that beginning in 2002, RTPAs required to have a current RTP that addresses <i>RTP Guidelines</i> as a condition of accepting the RTIP (p. 45, Vol. II, 1999 Annual Report to CA Legislature)</p>	<p><i>Regional Transportation Plan Guidelines</i></p> <p>26 pages                      8 appendices                      1<sup>st</sup> time RTP Checklist included, based upon federal and state requirements</p>
9/28/2000	AB 2140 (Keeley, 2000)	<p>Amended Gov. Code §65080 to change RTP policy element content</p> <p>MPO optional to quantify set of transportation indicators without requirements for new data sources in number of areas: mobility/traffic congestion; road and bridge maintenance/rehab; means of travel and mode share measures; safety and security; equity and accessibility</p> <p>Changed financial element for MPO RTPs</p> <p>Added §65080.3 that provided MPOs could prepare and “alternative planning scenario” in RTP</p>	
9/01/2001	AB 133 (Alquist, 2001)	<p>Added the following §65080 (c):                      “Each regional transportation agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to issues of mobility for specific sectors of the community, including but not limited to senior citizens.”</p>	
04/2003		<p>Two Focus Areas:                      Assessed how well the plans conformed to the 1999 CTC guidelines Checklist                      Made 19 recommendations to improve regional transportation planning process</p>	<p>Evaluation Report of the 2001/02 California RTPs</p>
12/2003		<p>Based upon 2003 RTP Evaluation Report Results and 19 recommendations</p>	<p>Supplement to 1999 <i>RTP Guidelines</i>                      27 pages                      2 appendices</p>

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
09/01/2004	SB 532, (Committee on Transportation, 1999)	Due every 3 years	MPOs RTPs due to CTC and Caltrans
09/01/2005	SB 532, (Committee on Transportation, 1999)	Due every 4 years	RTPA RTPs due to CTC and Caltrans
08/10/2005	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)	<p>Key planning features:</p> <p>Safety and security of transportation system considered separate planning factors</p> <p>Long range transportation planning developed in consultation with State, tribal, local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation</p> <p>MPO RTP/MTP must contain: operational and management strategies to improve performance of existing transportation facilities; investment and other strategies that provide for multimodal capacity increases based on regional priorities and needs; proposed transportation and transit enhancement activities</p> <p>Specifically added pedestrian, bicycle, disabled representatives as parties provided with opportunity to participate in planning processes</p> <p>Enhanced public participation - public meetings held at convenient and accessible locations, times; visualization techniques used to describe plans; public information available in an electronically accessible format</p> <p>Also: Changed conformity updates to every 4 years</p> <p>Established Highway Safety Improvement Program as a formula program that significantly increased safety funding</p> <p>Established Equity Bonus Program Increased funding and added new programs focused on the environment</p> <p>Established tolling and innovative financing programs</p> <p>Added streamlined environmental process</p>	

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
09/27/2006	AB 32 (Nunez, 2006) California Global Warming Solutions Act	Identified GHGs as specific air pollutants responsible for climate change Directed California Air Resources Board (CARB) to develop actions to reduce GHG Directed CARB to prepare scoping plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions from sources/categories of sources by 2020 CARB must update scoping plan at least once every five years	
09/29/2006	SB 1587 (Lowenthal, 2006)	MPOs to update RTP every four years, except RTPAs in federally designated air quality attainment areas that do not contain an urbanized area may submit every 5 years	
09/20/2007	SB 1587 (Lowenthal, 2006)  SAFETEA-LU	Performance Measures as best practices p. 61-62  Transportation Modeling federal requirements p.67-68	<i>Regional Transportation Plan Guidelines</i> 79 pages 9 appendices
05/2008	AB 32 (Nunez, 2006)	Performance Measures Transportation Modeling requirements p.4	Addendum to 2007 RTP Guidelines 9 pages
9/30/2008	SB 375 (Steinberg, 2008) Sustainable Communities and Climate Protection Act	Empowered CARB to set regional targets for each MPO for reducing GHG emissions from light trucks and cars within their region  Requires CTC, in consultation with Caltrans and CARB to maintain guidelines for travel demand modeling that MPOs use to develop their RTPs  Requires MPOs adopt a SCS or an APS as part of their RTP that specifies how the GHG emissions reduction target set by CARB will be achieved for the region  Requires CARB to conduct a limited review of each MPO's RTP-SCS to accept or reject the MPO's determination that the RTP-SCS will achieve the region's target.  Exempts certain projects defined as transit priority projects from CEQA requirements when such projects meet certain requirements and are consistent with an SCS or APS that has been determined to achieve the regional GHG emissions reduction target by CARB.	

Date	Legislation or Policy Trigger	Outcome(s)	Document(s)
10/11/2009	SB 575 (Steinberg, 2009)	<p>Changed §65080 (b)(2)( E ) to include:</p> <p>The purpose of the [two informational] meetings shall be to present a draft of the SCS and alternative planning strategy, if any including the key land use planning assumptions...”</p>	
4/7/2010	<p>SB 375 (Steinberg, 2008)</p> <p>SB 575 (Steinberg, 2009)</p>	<p>Incorporated SB 375 requirements and 2007 RTP Guidelines Addendum</p>	<p><i>Regional Transportation Plan Guidelines</i>            142 pages of guidelines            11 appendices              247 pages total</p>
<p>Sources: <i>Caltrans RTP Guidelines</i> and <i>RTP Evaluation Reports</i>, Caltrans Library and History Center; Certain legislative history materials for the California State Legislature can be found in the Witikin Law Library, California State Library (Pre-1993) and online at <a href="http://www.leginfo.ca.gov">www.leginfo.ca.gov</a>; Ross, D. Eckert, <i>California Transportation Planning: Examining the Entrails, Original Paper 19</i>. Los Angeles: International Institute for Economic Research, 1979; Reno Damokosh Giordano, <i>Statutory Policy and Financing from 1977 through 2006: Thirty Years of California Transportation Legislation</i>, Master’s Thesis, University of California, Davis, 2007.</p>			

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## Appendix P: Master Review Table of 2010 RTP Guidelines Chapter Sections and Corresponding Federal and State Requirements; Recommendations; Best Practices

2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices			
Chapter 2 – The RTP Process			
Chapter Sections	Shall - Requirements	Should - Recommendations	Best Practices
2.1-State Requirements	Government Code §65080.1		
	Government Code §65080.3		
	Government Code §65080.5		
	Government Code §65081.1		
2.2-Background – Blueprint and Climate Change Legislation			
State:	Government Code §65080		
2.3-Federal Requirements			
	Title 23 CFR Part 450		
	Title 49 CFR Part 613		
Conformity requirements:	42 USC 7506(c) 23 USC 109(j) Title 23 CFR 93 Subpart A		
	Title VI – Civil Rights Act of 1964		
2.4-Relationship between RTP, OWP, FTIP STIP (RTIP and ITIP)			
MPO TIP - Federal:	Title 23 CFR Part 450.324(a)		
State:	Government Code §65082		
	Government Code §14526		
	Government Code §14527		
	Government Code §14529		
2.5-Consistency with Other Planning Documents	No requirements, except noted federal regs. require MPOs to consult with resource agencies during RTP development. (p. 23)		
2.6-Coordination with Other Planning Processes		Complete Streets CSMP	Complete Streets CSMP
<ul style="list-style-type: none"> <li>• Smart Mobility Framework</li> <li>• Complete Streets</li> <li>• Context Sensitive Solutions</li> <li>• Corridor System Management Planning</li> </ul>			
2.7-RTP Development Sequencing Process			
Federal:	Title 23 CFR Part 450		
State:	Government Code §65080		
2.8-RTP Adoption – Update Cycles and Amendments			
Federal MPOs : five years for attainment	Title 23 CFR Part 450.322(a), (c)		Coordinate with CT Districts

<b>2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices</b>			
four years for non-attainment-RTP effective on date of conformity determination issued by FHWA/FTA			
4 years for RTPAs – State:	Government Code §65080(d)		
<b>2.9-RTP Checklist</b>			
State: CTC is authorized to request an evaluation of all RTPs statewide, conducted by Caltrans. All MPOs/RTPAs required to submit RTP Checklist with Draft and Final RTP when submitted to Caltrans and CTC	Government Code §14032(a)		
<b>Chapter 3 - Modeling</b>			
<b>Chapter Sections</b>	<b>Requirements</b>	<b>Recommendations</b>	<b>Best Practices</b>
<b>3.1-Transportation Modeling - Projecting Future Demand</b>			
<b>3.2-RTP Modeling Requirements and Recommendations</b>			
MPOs only – Federal:	Title 23 CFR Part 450.322(a) Title 23 CFR Part 450.322(e) Title 23 CFR Part 450.322(f)(1) Title 40 CFR Part 93.111(a)		
Federal: Non-attainment ozone or CO, MPOs only >200K pop	Title 40 CFR Part 93.122(b)(1)(i)-(vi) Title 40 CFR Part 93.122(b)(2)		
State:	Government Code §14522.2 Government Code §65080(b)(2)(G)	Government Code §65080(b)(1) gives MPOs with a population of over 200,000 option to quantify various indicators of their regional transportation needs.	
<b>3.3-Regional Economic and Land Use Model Requirements and Recommendations</b>			
Federal:	Title 23 USC §109(h) Federal-Aid Highways Executive Order No. 12898 (1994) U.S. DOT Order Section 5610.2 U.S. DOT Order Section 6640.23		
<b>3.4-RTP Modeling Quality Control and Consistency</b>			
State	Government Code §14522.2		

<b>2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices</b>			
3.5-RTP Modeling as a Policy Tool			
3.6-Modeling References			Web Resources
<b>Chapter 4 – Consultation and Coordination</b>			
<b>Chapter Sections</b>	<b>Requirements</b>	<b>Recommendations</b>	<b>Best Practices</b>
4.1-Consultation and Coordination			
Federal: Regional and permit agencies	23 CFR Part 450.322(g)(1)		
Federal Conformity Regulations (US EPA):	Title 40 CFR Part 93 105(b) Title 40 CFR Part 51	Title 23 Part 450.316	Yes
SIP Development	Title 42 § 7504(b)		
4.2-Social Equity and Environmental Justice Considerations in the RTP			
Federal:	Title 23 CFR Part 450.316 (a)(1)(vii)		Yes
	Title VI, Civil Rights Act of 1964		
	Title 49 CFR Part 21.5		
	Title 42 USC Chapter 21 Section 20000(d)		
	U.S. DOT Order 5610.2 (1997)		
	U.S. DOT Order 6640.23 (1998)		
Presidential:	Executive Order 12898 on Environmental Justice, and related implementing orders		
State:	Government Code §11135		
4.3-Participation Plan [there is additional SCS component per SB 375]			
Federal:	Title 23 CFR Part 450.316		Yes, web links
Visualization techniques linked to SCS process Gov. Code §65080(b)(2)(B)	Title 23 CFR Part 450.316(a)(1)(iii)		
MPOs must adopt PPP for SCS development - State:	Government Code §65080(b)(2)(F)(i)-(vi)		
MPO shall disseminate model(s) it uses in a way that would be useable and understandable to the public	Government Code §14522.2(a)		
4.4-Private Sector Involvement			
Federal:	Title 23 USC §134(g)(4)		
	Title 23 USC §135(e)		
	Title 23 CFR Part 450.316(a)		
State:		Gov. Code §14000(d)	
4.5-Consultation with Interested Parties			
Federal:	Title 23 CFR Part 450.316(a)		Yes, web links
	Title 23 CFR Part 450.316(d)		
	Title 23 CFR Part 450.322(g)		
4.6-Input and consultation with Local Elected Officials on MPOs' SCS Development			

<b>2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices</b>			
State:	Gov. Code §65080(b)(2)(E) and (F)		
	Gov. Code §65080(B)(2)(G)		
4.7-Interagency Coordination on SCS Development			
4.8-Native American Tribal Government Consultation and Coordination			
Federal:	Title 23 CFR Part 450.316(c)		US DOT Order 5301.1
	Title 23 CFR Part 450.316(a)(1)		
4.9-Consultation with Resource Agencies			
Federal:	Title 23 CFR Part 450.322(g)(1 and (g)(2)		Yes, web links
State:	Gov Code §65080(b)(2)(B)(v)		
	Gov. Code §65080.01 (a) and (b)		
4.10-Coordinated Public Transit/Human Services Transportation Plans			
Federal:		Title 23 CFR Part 450.306(g) coordinated, consistent with prep	
<b>Chapter 5 – RTP Environmental Considerations</b>			
<b>Chapter Sections</b>	<b>Requirements</b>	<b>Recommendations</b>	<b>Best Practices</b>
5.1-Introduction			
5.2-Environmental Documentation			
State:	Public Resources Code 21000 et seq. Environmental Protections		Yes, web links
	CEQA Guidelines §15000 et seq.		
5.3-SAFETEA-LU Environmental Requirements			
Federal:	Title 23 CFR Part 450.322(f)(7)		Yes, web links
	Title 23 CFR Part 450.322(g)(1) and (2)		
	Title 23 CFR Part 450.306(a)(5)		
5.4-SAFETEA-LU Environmental Recommendations			
Federal:		23 CFR Part 450.300	
5.5-Key Environmental Considerations for Best Practices			
Federal:	23 CFR Part 450.306(a)(5)	23 CFR 450.300	

<b>2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices</b>			
State:	Gov. Code §65080(b)(2)(B)(v)		
	Gov. Code §65080.01		
5.6-Project Intent Statements/Plan Level Purpose and Need Statements			
5.7-Air Quality and Transportation Conformity			
Federal:	Title 42 USC Section 7506(c) Title 40 CFR Part 93 Subpart A 2009 EPA Policy Guidance – EPA420-B-09-002	Title 42 USC Section 7506(c)(7)(A) Title 40 CFR Part 93.106	Web links
<b>Chapter 6 – Regional Transportation Plan Contents</b>			
<b>Chapter Sections</b>	<b>Requirements</b>	<b>Recommendations</b>	<b>Best Practices</b>
6.1-Summary of RTP Components			
Internally consistent document Elements: <ul style="list-style-type: none"> <li>• Policy</li> <li>• SCS</li> <li>• Action</li> <li>• Financial</li> </ul>			
Federal:	Title 23 CFR Part 450.322		
State:	Gov. Code §65080(b)(2)(L) Gov. Code §65080(b)(4)(C)		
6.2-Financial Overview			
<ul style="list-style-type: none"> <li>• Projected Available funds</li> <li>• Projected costs</li> <li>• Projected O and M costs</li> <li>• Constrained RTP</li> <li>• Un-constrained (illustrative) list of projects</li> <li>• Potential Funding Shortfall</li> </ul>			
Federal:	23 USC §134(i)(2)(C) 23 USC §134(j)(2)(B) Title 23 CFR Part 450.322(f)(10)		Web links
State:	Government Code §65080(b)		
6.3-Fiscal Constraint			
Federal:	Title 23 CFR Part 450.322(f)(10)		Web links
State:	Government Code §65080(b)		
6.4-Listing of Constrained and Unconstrained Projects			
Federal:	Title 23 CFR Part 450.322(f)(10)	Title 23 CFR Part 450.322(f)(10)(vii)	Web links
State:	None		
6.5-Revenue Identification and Forecasting			

<b>2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices</b>			
Federal:	Title 23 CFR Part 450.322(f)(10)	Title 23 CFR Part 450.322(f)(10)(vii)	
State:	Government Code §65080(b)		
<b>6.6-Estimating Future Transportation Costs</b>			
	<ul style="list-style-type: none"> <li>Trend analysis</li> <li>Cost/unit of service</li> </ul>		
Federal:	Title 23 CFR Part 450.322(f)(10)	Title 23 CFR Part 450.322(f)(10)(v)	Web links
State:	Government Code §65080(b)		
<b>6.7-Asset Management</b>			
Federal:		Title 23 CFR Part 450.306(e)	Web links
<b>Modal Discussion</b>			
<b>6.8-Highways</b>			
Federal:	Title 23 CFR Part 450.322(b)		Web links
State:	Government Code §65080(a)		
<b>6.9-Local Streets and Roads</b>			
Federal:	Title 23 CFR Part 450.322(b)		
State:	Gov. Code §65080(a)		
<b>6.10-Transit</b>			
Federal:	Title 23 CFR Part 450.322(b)		
State:	Government Code §65080(a)		
<b>6.11-Goods Movement</b>			
Federal:	Title 23 CFR Part 450.322(b) Title 23 CFR Part 450.322(f)(1) Title 23 CFR Part 450.322(f)(3) Title 23 CFR Part 450.322(h)(i) Title 23 CFR Part 450.316(a)		Web links
State:	Government Code §65080(a)		
<b>6.12-Regional Aviation System</b>			
Federal:	Title 23 CFR Part 450.322(b)		Web links
State:	Government Code §65080(a) Government Code §65081.1(a), (b)		
<b>6.13-Bicycle and Pedestrian and California Coastal Trail</b>			
Federal:	Title 23 CFR Part 450.322(f)(8) Title 23 USC §217(g)		Web links
State:	Government Code §65080(a) Government Code §65080.1		
<b>Programming/Operations</b>			
<b>6.14-Transportation System Operations and Management</b>			
Federal:	Title 23 USC §134 Title 23 CFR Part 450.322(f)(3)		Web links
<b>6.15-Coordination with Programming Documents - FTIP</b>			
Federal:	Title 23 CFR Part 450.324(a) Title 23 CFR Part 450.216(k) Title 23 CFR Part 450.214 Title 23 CFR Part 450.322		

<b>2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices</b>			
6.16-Transportation Projects Exempted from SB 375			
State:	Government Code §65080(b)(2)(H) and (L)		
6.17-Regionally Significant Projects			
Federal:	Title 40 CFR Part 93.101		Web links
	Title 23 CFR Part 450.324(d)		
6.18-Regional ITS Architecture			
Federal:	Title 23 CFR Part 940		
	Title 23 CFR Part 450.306(f)		
6.19-Performance Measures			
State:	Government Code §14530.1(b)(5)		
6.20-Transportation Safety			
Federal:	Title 23 CFR Part 450.306(a)(2)	Title 23 CFR Part 450.306(h)	
		Title 23 CFR Part 450.322(h)	
6.21-Transportation Security			
Federal:	Title 23 CFR Part 450.306(a)(3)	Title 23 CFR Part 450.322(h)	
6.22-Congestion Management Process			
Federal:	Title 23 CFR Part 450.320(c)	Title 23 CFR Part 450.320(b)	
<b>Regional Greenhouse Gas Emissions Requirements and Considerations in the RTP</b>			
6.23-GHG Emissions and Targets Background			
6.24-Contents of the Sustainable Communities Strategy (SCS)			
Federal:	Title 23 CFR Part 450		
	Title 23 CFR Part 93		
State:	Government Code §65080		
	Government Code §65584.04(i)(1)		
6.25-SCS Development			
State:	Gov. Code §65080(b)(2)(H)		
• Visualization and Mapping			
Federal:	23 CFR Part 450.316(a)		
State:	Gov. Code §65080(b)(2)(F)(iii)		
	Gov. Code §65080(b)(2)(B)		
• SCS Planning Assumptions			
Federal:	42 USC Section 7506 – air quality conformity requirements		
State:	Gov. Code §65080(b)(2)(B)(i) and (vii)		
	Gov. Code §65080(b)(2)(B)(viii)		

<b>2010 RTP Guidelines Chapter Sections' Requirements, Recommendations, Best Practices</b>			
• Housing Needs in SCS – RHNA			
State:	Gov. Code §65588(e)(4)		
	Gov. Code §65080(b)(2)(M)		
	Gov. Code §65584		
	Gov. Code §65080		
	Gov. Code §65081		
	Gov. Code §65080(b)(2)(B)(iii)		
• Resource Areas and Farmland			
State:	Gov. Code §65080(b)(2)(B)(v)		Web links
	Gov. Code §65080.01(a) and (b)		
• Forecasted Development Pattern	MPOs required to develop to reach GHG emission reduction targets set by CARB		
• Social Equity			
• MPOs in Multi-County Regions			
Federal:	Title 23 CFR Part 450		
	Title 23 CFR Part 93		
State:	Gov. Code §65080		
	Gov. Code §11135		
San Joaquin:	Gov. Code §65080(b)(2)(C), (D), (N)		
San Francisco Bay Area:	Gov. Code §65080(b)(2)(C)(i)		
SCAG:	Gov. Code §65080(b)(2)(C)		
6.26 SCS Process, Review and Acceptance			
• Public Participation			
• See Sections 4.3 and 4.6			
6.27 – Land Use and Transportation Strategies to Address GHG Emissions			
6.28 Alternative Planning Strategy (APS) Overview			
6.29 – Non-MPO Rural RTPA Addressing GHG Emissions			
6.30 – Adaptation of the Regional Transportation System to Climate Change			

## Appendix Q: Sustainable Communities Strategy–MPO-RTP Review Questions Matrix

Federal Requirement: 23 CFR §450.322 – Development and Content of RTP-SCS

State Requirement: Government Code Section 65080(b)(2)(B).

The State requires that each MPO shall prepare a SCS subject to the requirements of Part 450 of Title 23, and Part 93 of Title 40 of CFRs - CA Gov Code §65080(b)(2)(B).

This Matrix consists of questions from the 2010 RTP Checklist related to federal and State requirements for the RTP-SCS. Using the responses provided by the MPOs to these questions in the RTP-SCS portion of the Checklist, the corresponding sections of the RTP-SCS and appendices were reviewed and recorded. There are also a number of SCS related questions that may be considered to be included in the next update of the RTP Guidelines Checklist.

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
<b>Federal Requirements – Development and Content of RTP-SCS</b>			
Does process include 20-year planning horizon as effective date? §450.322(a)		General 1.	
What are examples of both long-range and short-range strategies/actions in RTP-SCS that support an integrated multimodal transportation system in the region to address current/future demand? §450.322(b)		General 2.	
Did MPO coordinate development of RTP-SCS with process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? §450.322(d)		Programming/Ops 1. Environmental 2.	
How did MPO validate data used for other modal plans used to update RTP-SCS? §450.322(e)		General 4.g.	
What available estimates/assumptions did MPO use? Did MPO use the most recent planning assumptions §450.322(e)		General 4.g.	
Did RTP-SCS include the ten (10) minimum federal requirements pursuant to §450.322 (f)(1) through (10) which are:	Existing list of 2010 checklist questions for core federal requirements pursuant to 450.322(f)(1) through (10) below  Add the following subpart questions to next checklist as noted below		
1. Was projected transportation demand of persons and goods in the MPA over period of RTP described? §450.322 (f)(1)	Add question to next checklist		
2. Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, ped, walkways and bike facilities,		Modal 1.	

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
intermodal connectors) that should function as integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over period of RTP? <b>§450.322 (f)(2)</b>			
3. Were operational and management strategies to improve performance of existing transportation facilities to relieve vehicular congestion and maximize safety/mobility of people and goods described? <b>§450.322 (f)(3)</b>	Add question to next checklist		
4. Consideration of results of congestion management process in TMAs that meet requirements of this subpart, including i.d. of SOV projects that result from CMP in TMAs that are nonattainment for ozone or CO2? <b>§450.322 (f)(4) and §450.320(c)(1)-(6)</b>		Programming/Ops 1.	
5. Was assessment made of capital investment and other strategies to preserve the existing and projected future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? Did RTP consider projects/strategies that address areas or corridors where current/projected congestion threatens efficient functioning of key elements of metro area's transportation system? <b>§450.322 (f)(5)</b>	Add question to next checklist		
6. Were design concept and design scope descriptions of all existing and proposed transportation facilities in described in sufficient detail, regardless of funding source, in non-attainment and maintenance areas for conformity determinations? In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates. <b>§450.322 (f)(6)</b>	Add question to next checklist		
7. Discussed types of potential environmental mitigation and potential areas to carry out; consulted fed, state, tribal, land management, wildlife and reg agencies? <b>§450.322 (f)(7)</b>	For consultation review, see Consultation Matrix		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
8. Pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217 (g)? §450.322 (f)(8)		Modal 5. Modal 6.	
9. Was transportation and transit enhancement described? §450.322 (f)(9)	Add question to next checklist		
10. Financial plan that demonstrates how adopted RTP can be implemented? §450.322 (f)(10)	See Financial Matrix		
Does RTP-SCS include a safety element? §450.322(h)	Add question to next checklist		
Did MPO make a conformity determination in accordance with 40 CFR part 93? §450.322(l)	Yes, FHWA conformity letter dated _____	Environmental 3.	
Did RTP-SCS consider local plans and other plans? 40 CFR part §450.322(e)and CA Gov Code §65080(b)(2)(B)		General 4.g.	
<b>State Requirements – Development and Content of RTP-SCS</b>			
Important Note: Each MPO shall prepare a SCS subject to the requirements of Part 450 of Title 23, and Part 93 of Title 40 of CFRs -CA Gov Code §65080(b)(2)(B)			
<b>Government Code Section 65080(b)(2)(B) below:</b>			
Did MPO-SCS capture eight (8) components of CA Government Code Section 65080(b)(2)(B)?	See specific questions below		
1. Identify the general location of uses, residential densities and building intensities within region? §65080(b)(2)(B)(i)		General 4.a.	
2. Did RTP-SCS identify areas within region sufficient to house all population of the region; including all economic segments of the population over the course of the planning period of the RTP taking into account net migration into region, population growth, household formation and employment growth? §65080(b)(2)(B)(ii)		General 4.b.	
3. Did RTP-SCS identify areas within region sufficient to house an eight-year projection of regional housing need for region per Section 65584? §65080(b)(2)(B)(iii)		General 4.c.	
4. Did RTP-SCS identify a transportation network to service transportation needs of region? §65080(b)(2)(B)(iv)		General 4.d.	
5. Did RTP-SCS gather and consider best practically available scientific info re: resource areas and farmland in 65080.01(a) and (b)? §65080(b)(2)(B)(v)		General 4.e.	

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
6. Did RTP-SCS consider state housing goals in Sections 65580, 65581? §65080(b)(2)(B)(vi)		General 4.f.	
7. Did RTP-SCS set forth a forecasted development pattern for region, which when integrated with transportation network, and other transportation measures and policies, will reduce GHG emissions from cars and light trucks to achieve, if there is a feasible way to do so, GHG emission reduction targets approved by CARB? §65080(b)(2)(B)(vii)		General 4.h.	
8. Did RTP-SCS comply with 43 USC 7506 – Section 176 of CAA – Federal air quality conformity regulations or 42 USC 7506? §65080(b)(2)(B)(viii)		General 4.j.	
Did RTP-SCS provide consistency between the development pattern and allocation of housing units within the region? §65584.(i)(1)		General 4.i.	

## Appendix R: Consultation and Public Participation– MPO–RTP Review Questions Matrix

Federal Requirements: 23 CFR §450.316; 23 CFR Part 450.322(g)

State Requirements: Gov. Code §65080(b)(2)(F)(i)-(vi); Gov. Code §65080(b)(2)(E); Gov. Code §65080(b)(2)(G); Gov Code §11135; Gov. Code §14522.2 (a)

This Matrix consists of questions from the 2010 RTP Checklist related to federal and state requirements for the RTP-SCS. Using the responses provided by the MPOs to these questions in the public participation portion of the Checklist, the corresponding sections of the public participation plan and appendices were reviewed and recorded. There are also a number of consultation and public participation related questions that may be considered to be included in the next update of the RTP Guidelines Checklist.

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
<b>Federal Requirements</b>			
Federal Public Participation Plan:			
Did MPO develop and use a documented participation plan that defines a process for process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, public transportation users representatives, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other communities reps. §450.316(a) i.e.: Did MPO develop and use documented participation plan that <b>defines</b> the process and <b>describes</b> explicit procedures, strategies, and desired outcomes such as:	Too broad a question because there are 10 subsections related to the requirements in §450.316(a)(1); (a)(2) and (a)(3)  Add specific questions for each of the 10 subsections not included in the 2010 RTP Checklist to the next checklist as noted below.	Consultation/Co-op 1.	
Does MPO provide adequate <b>public notice</b> of public participation activities and time for public review and comment at key decision points, including reasonable opportunity to comment on draft RTP/RTIP? §450.316(a)(1)(i)		Consultation/Co-op 7.	
Did MPO provide timely <b>notice</b> and reasonable <b>access</b> to info about transportation issues and processes? §450.316(a)(1)(ii)	Add question to next checklist		
Did MPO employ visualization techniques to describe RTP and RTIPs? Did MPO clearly articulate what were the techniques and how were they used? §450.316(a)(1)(iii)	Add question to next checklist		
Did MPO make public information (technical information and meeting notices) available in electronically accessible formats and means – i.e. on the web? §450.316(a)(1)(iv)	Add question to next checklist		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
Did MPO hold any public meetings at convenient and accessible locations and times? §450.316(a)(1)(v)	Add question to next checklist		
Did MPO demonstrate explicit consideration and response to public input received during the development of the RTP and RTIP? §450.316(a)(1)(vi)	Add question to next checklist		
Did MPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services? §450.316(a)(1)(vii)	Add question to next checklist		
Did MPO provide an additional opportunity for public comment, if the final RTP or RTIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonable have foreseen from public involvement efforts? §450.316(a)(1)(viii)	Add question to next checklist		
Did MPO coordinate with the statewide transportation planning public involvement and consultation processes pursuant to §450 Subpart B—Statewide Transportation Planning and Programming, §450.210 - Interested parties, public involvement, and consultation? §450.316(a)(1)(ix)	Add question to next checklist		
Does MPO periodically review the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? How is review documented? §450.316(a)(1)(x)	Add question to next checklist		
Does RTP/RTIP include a summary, analysis, and report on the disposition of comments, i.e. significant written and oral comments that have been received on the draft RTP/RTIP as a result of the participation process or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93)? §450.316(a)(2)		Consultation/Coop 9.	
Did MPO provide a 45 calendar day public comment period of 45 calendar days before the initial or revised participation plan was adopted? Did MPO post approved participation plan on its website? §450.316(a)(3)	Add question to next checklist		
Did the MPO/RTPA consult with the appropriate state and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP pursuant to 23 CFR 450.316(b)? [2003 Eval Report]		Consultation/Co-op 2.	
Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities	Add question to next checklist		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
pursuant to 23 CFR Part 450.316(3)(b)? (this is for MPO non-attainment and maintenance areas only) [2003 Eval Report]			
<p>In addition, RTPs/RTIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:</p> <ol style="list-style-type: none"> <li>(1) Recipients of assistance under title 49 U.S.C. Chapter 53 [Public Transportation]</li> <li>(2) Governmental agencies and non-profit organizations (including reps of the agencies/orgs) that receive Federal assistance from a source other than U.S. DOT to provide non-emergency transportation services</li> <li>(3) Recipients of assistance under 23 U.S.C. 204 [Federal Lands Highways Program]</li> </ol> <p>23 CFR 450.316(3)(b)(1) through (3)</p>		Consultation/Co-op 3	
Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of the Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s) pursuant to 23 CFR Part 450.316(c)? [2003 Eval Report]		Consultation/Co-op 6.	
Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan pursuant to 23 CFR Part 450.316(l)? [2003 Eval Report]		Consultation/Co-op 8.	
Did the MPA include Federal public lands, and appropriately involve the Federal land management agencies in the development of the RTP/RTIP? §450.316(d)		Consultation/Co-op 3.	
Did MPO, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d), which may be included in the agreement(s) developed under §450.314. How did MPO document this process? §450.316(e)	Add question to next checklist		
The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the RTP. Consultation shall involve, as appropriate:		Consultation/Co-op 4. Consultation/Co-op 5.	

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
(1) Comparison of transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans or inventories of natural or historic resources, if available. §450.322(g)			
Where does the RTP specify that the appropriate state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted pursuant to 23 CFR Part 450.322(g)? [2003 Eval Report]		Consultation/Co-op 4.	
Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources pursuant to 23 CFR Part 450.322(g)? [2003 Eval Report]		Consultation/Co-op 5.	
Was the RTP published or otherwise made readily accessible by the MPO for public review, including (to the extent practicable) in electronically accessible formats and means, such as world wide web? §450.322(j)		Consultation/Co-op 11.	
Was the preparation of the coordinated public transit-human services transportation plan, as required by 49 USC 5310, 5316, and 5317, coordinated with the RTP process? §450.306(g)		Consultation/Co-op 10.	
<b>State Requirements:</b>			
Was a description of how RTP took steps to comply with Gov Code §11135 provided? Gov Code §11135: No person ...shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, ...be unlawfully denied full and equal access to...any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state.	Add question to next checklist		
Did MPO adopt PPP for SCs development? Did it use federal PPP? Did PPP include all of the following? Gov. Code §65080(b)(2)(F)(i)-(vi)	Statutory citation in checklist question is wrong, fixed citation.  Checklist Question Consultation/Cooperation 13. is too broad. Add specific questions for each of the subsections not included in the 2010 RTP Checklist to the next checklist as noted below.	Consultation/Co-op 13	
Were outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including but not limited to , affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial	Add question to next checklist		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
property interests, and homeowner associations? Gov. Code §65080(b)(2)(F)(i)			
Did MPO consult with congestion management agencies, transportation agencies, and transportation commissions? Gov. Code §65080(b)(2)(F)(ii)			
Did workshops throughout region provide public with info and tools necessary to provide a clear understanding of the issues and policy choices? Was at least one workshop held in each county in the region? For counties with population > 500,000, were least 3 workshops held? Did each workshop, to the extent practicable, include urban simulation computer modeling to create visual representations of the SCS and the APS? Gov. Code §65080(b)(2)(F)(iii)			
Did MPO prepare and circulate draft SCS and APS at least 55 days before final RTP adopted? Gov Code §65080(b)(2)(F)(iv)			
Were at least 3 public hearings held on draft SCS in the RTP and APS? If MPO consists of a single county, were at least 2 public hearings held? Were hearings in different parts of the region to maximize the opportunity for participation by members of public throughout the region? Gov. Code §65080(b)(2)(F)(v)			
Is there a process for enabling members of the public to provide a single request to receive notices, information and updates? Gov. Code §65080(b)(2)(F)(vi)	Add question to next checklist		
Did MPO conduct at least two information meetings in each county within the region for members of the board of supervisors and city councils on the SCS? Gov. Code §65080(b)(2)(E)		Consultation/Co-op 12?	
Did MPO consider spheres of influence that have been adopted by the local agency formation commissions within its region? How documented? Gov. Code §65080(b)(2)(G)		Consultation/Co-op 12?	
Did MPO disseminate model(s) it used in a way that would be useable and understandable to the public? How was this described in RTP? Did MPO disseminate the methodology, results, and key assumptions of whichever travel demand models it used in a way that would be useable and understandable to the public? Gov. Code §14522.2 (a)	Add question to next checklist		
Did MPO gather/consider best practically available scientific information re: resource areas and farmland in the region as defined in 65080.01 a and b? How was this documented in RTP? Gov. Code §65080(b)(2)(B)(v)	Add question to next checklist		

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## Appendix S: Financial–MPO-RTP Review Questions Matrix

Federal Requirements: 23 CFR Part 450.314(a); 23 CFR Part 450.322(f)(5); 23 CFR Part 450.322(f)(6); 23 CFR Part 450.322(f)(10)(i) through (viii)

State Requirements: Gov. Code §65080(b)(4)(A); Gov. Code §65080(b)(4)(B); Gov. Code §65080(b)(4)(C); Gov. Code §14524

This Matrix consists of questions from the 2010 RTP Checklist related to federal and State requirements for the RTP-SCS. Using the responses provided by the MPOs to these questions in the financial portion of the Checklist, the corresponding sections of the financial element and appendices were reviewed and recorded. There are also a number of financial element related questions that may be considered to be included in the next update of the RTP Guidelines Checklist.

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
<b>Federal Requirements</b>			
Did RTP-SCS financial plan include the requirements pursuant to §450.322(f)(10)(i) through (viii)	One very broad 2010 Checklist question related to 8 important federal requirements in subparts of regulation, some of which are addressed by additional checklist questions  Add remaining subpart questions to next checklist as noted	Financial 1.	
For purposes of transportation system operations and maintenance, does the financial plan contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation? 450.322(f)(10)(i) [2003 Eval Report question]		Financial 6.	
After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region pursuant to 23 CFR Part 450.322(f)(10)(i) [2003 Eval Report question]		Financial 6.	
For the purpose of developing the RTP, the MPO, have the public trans operators and State cooperatively developed estimates of funds that will be available to support RTP implementation, as required under 450.314(a). All necessary financial resources from public/private sources that are reasonably expected to be made available to carry out the RTP shall be identified. 450.322(f)(10)(ii)		Financial 3.	
Do the projected revenues in the RTP reflect Fiscal Constraint pursuant to 23 CFR Part 450.322(f)(10)(ii) [2003 Eval Report question]			

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
Does the financial plan include recommendations on any additional financing strategies to fund projects and programs included in the RTP? In the case of new funding sources, were strategies identified for ensuring their availability? 450.322(f)(10)(iii)	Add question to next checklist		
In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under 23 USC title 49, USC 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the RTP must use an inflation rate(s) to reflect “year of expenditure dollars” based on reasonable financial principles and information, developed cooperatively b the MPO, State(s), and public transit operators. 450.322(f)(10)(iv)		Financial 5.	
Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates pursuant to 23 CFR Part 450.322(f)(10)(iv) [2003 Eval Report question]		Financial 5.	
For the outer years of the RTP (i.e. beyond first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands. Is the future funding source(s) reasonably expected to be available? 450.322(f)(10)(v)	Add question to next checklist		
For nonattainment and maintenance areas, does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP? 450.322(f)(10)(vi)		Financial 9.	
For illustrative purposes, the financial plan may (but it is not required) include additional projects that would be included in the adopted RTP if additional resources beyond those identified in the financial plan were to become available. 450.322(f)(10)(vii) No requirement	Not a requirement	No question	
In cases that the FHWA/FTA find a RTP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e. by legislative or administrative actions), the FHWA/FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA/FTA will not act on an updated or amended RTP that does not reflect the changed revenue situation. 450.322(f)(10)(viii) Statement – no requirement	N/A; statement, not a requirement	No question	
Is there an assessment of capital investment and other strategies to preserve the existing and projected	Add question to next checklist		

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
<p>future metro transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? RTP may consider projects/strategies that address areas or corridors where current/projected congestion threatens efficient functioning of key elements of metro area's transportation system.  <b>§450.322 (f)(5)</b></p>			
<p>Are the design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in non-attainment and maintenance areas for conformity determinations? Are all areas, all proposed improvements described in sufficient detail to develop cost estimates? <b>§450.322 (f)(6)</b></p>	Add question to next checklist		
<p>Does the financial plan demonstrate how adopted RTP can be implemented? <b>§450.322 (f)(10)</b></p>	Add question to next checklist		
<b>State Requirements</b>			
<p>Does RTP have a financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues?                      Does financial element also contain recommendations for allocation of funds?                      Is the first five years of the financial element based on the five-year estimate of funds developed pursuant to Section 14524?                      Not required but...does financial element recommend development of new sources of revenue, consistent with the policy element and action element?  <b>Gov Code §65080(b)(4) (A)</b>  <b>Gov Code §14524</b></p>		Financial 4.	
<p>Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified pursuant to Government Code Section <b>65080(4)(A)</b>. [superceded by SB 375 language] [2003 Eval Report question]</p>		Financial 4.	
<p>The financial element of transportation planning agencies with populations &gt;200,000 persons <b>may include</b> a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following:                      (i) State highway expansion                      (ii) State highway rehabilitation, maintenance, and operations                      (iii) Local road and street expansion                      (iv) Local road and street rehabilitation, maintenance, and operation</p>	Not a requirement	No question	

Question	CT Review	RTP Checklist Question #	MPO Checklist Answer
(v) Mass transit, commuter rail, and intercity rail expansion (vi) Mass transit, commuter rail, and rail rehab, M and O (vii) Pedestrian and bike facilities (viii) Environmental enhancements and mitigation (ix) Research and planning (x) Other categories Gov Code 65080(b)(4)(B)			
The MPO or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm-to-market and interconnectivity transportation needs. The MPO or county transportation agency...shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute toward the GHG emission reduction targets by implementing policies for growth to occur within their cities. Gov Code 65080(b)(4)(C)	Add question to next checklist		
STIP Guidelines			
Does the RTP contain a statement re: consistency between projects in the RTP and ITIP? Section 33		Financial 7.	
Does RTP contain a statement re: consistency between the projects in the RTP and the FTIP? Section 19		Financial 8.	
Does the RTP contain a consistency statement between first 4 years of the fund estimate and the 4-year STIP fund estimate? Section 19		Financial 2.	
Does the RTP contain a list of unconstrained projects?		Programming/Operations 4.	

## Appendix T: Suggested Terms to Include in the RTP–SCS Glossary

The wide variety of the following definitions cover a large spectrum of areas and ideas that could be useful to stakeholders who are new to the RTP development process, and who are reviewing a draft RTP for the first time, as well as to those stakeholders who have reviewed many RTPs and clearly understand the development and implementation phases necessary to adopt an RTP. These definitions are only suggestions or “starting points” for an MPO to consider, and are not inclusive or complete for each unique region throughout the State. To assist with the consultation and coordination that is part of the collaborative process in the development of their RTP documents, each MPO should incorporate those definitions that would best inform and assist the stakeholders in their region to understand the general terms and the technical terms that are incorporated in the body of the text of the RTP document as well as the RTP Appendices.

- **Assumption**—complex forecasts of human behavior and economic conditions as it relates to transportation planning.
- **Baseline**—future scenario which includes only those projects that are existing, undergoing right-of-way acquisition or construction, come from the first year of the previous RTP or RTIP, or have completed the NEPA process. The Baseline is based upon the adopted FTIP. The Baseline functions as the “No Project” alternative used in the RTP Program EIR.
- **Best Management Practice**—a practice, or combination of practices, that is determined to be effective and practicable.
- **Calibrate/calibration**—adjust (experimental results) to take external factors into account or to allow comparison with other data.
- **Coding**—the process of assigning a code to something for the purpose of classification or identification.
- **Cohort**—a group of people who share one or more similar characteristics.
- **Cohort-component model**—technique used to project future populations.
- **Congestion management**—systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under Title 23 U.S.C. and Title 49 U.S.C., through the use of operational management strategies.
- **Control target**—the power to direct or influence a person, object, or place selected as an aim of an attack or study.
- **Control total**—a result of summing specific fields in a computer file to provide error detection.
- **Criteria**—a principle or standard by which something may be judged or decided.
- **CUBE**—a modeling platform that covers all aspects related to transportation planning, engineering, and land use.
- **Curve fitting techniques**—is the process of constructing a curve or mathematical function that has the best fit to a series of data points, possibly subject to constraints.
- **Data**—facts and statistics collected together for reference or analysis.

- **Design-based model**—is a mathematical and visual method of addressing problems associated with designing complex control, signal processing and communication systems.
- **Design Methodology**—refers to the development of a system or method for a unique situation.
- **Development driver**—the process of developing or being developed by a factor that causes a particular phenomenon to happen.
- **Disaggregate**—separate something into its component parts.
- **Elasticity**—the ability of something to change and adapt
- **Emission Factor (EMFAC)**—the average emission rate of a given GHG for a given source, relative to units of activity.
- **Environmental Justice**—is the fair treatment and meaningful involvement of all people with respect to the development, implementation, and enforcement of laws, regulations, and policies.
- **Equity**—the quality of being fair and impartial.
- **Free-Flow Speed**—the rate at which traffic traverses a road segment, in vehicles per hour or passenger cars per hour.
- **Fiscal Constraint**—expenditures are said to be financially constrained if they are within limits of anticipated revenues.
- **Forecast**—predict or estimate a future event or trend.
- **Forecast Model**—planning tool used to determine the direction of future trends.
- **Geographic Information System (GIS)**—powerful mapping software that links information about where things are with information about what things are like. GIS allows users to examine relationships between features distributed unevenly over space, seeking patterns that may not be apparent without using advanced techniques of query, selection, analysis, and display.
- **Goods Movement**—refers to the transportation of for-sale products from the location of their manufacture or harvest to their final retail destination.
- **Infill development**—is the re-use of land or existing developed sites within an urban/suburban area.
- **Input**—what is put in, taken in, or operated on by any process or system.
- **Jobs-housing balance**—refers to the approximate distribution of employment opportunities and workforce population across a geographic area.
- **Land-use scenario**—using knowledge and experience as a means to represent the future.
- **Link Capacity**—the maximum number of vehicles that can traverse a given roadway within a time period at a given speed.
- **Local Agency Formation Commission (LAFCO)**—regulates the formation and development of local government subdivisions and other agencies within California.
- **Mean absolute percentage error (MAPE)**—is a measure of prediction accuracy of a forecasting method in statistics.
- **Methodology**—a system of methods used in a particular area of study or activity.
- **Metric**—a system or standard of measurement.
- **Mode**—a particular form of travel (e.g., walking, traveling by automobile, traveling by bus, or traveling by train).
- **Model**—a mathematical description of a real-life situation that uses data on past and present conditions to make a projection.

- **Model Calibration**—is the process of adjustment of model parameters to satisfy pre-agreed criteria.
- **Model validation**—the process of determining the accurate representation of the real world from the perspective of the intended uses of a model.
- **Off model/off-model adjustment**—somewhat deviant from the original source material or model sheets.
- **Paint**—is a GIS based tool used to develop demographic forecasts at a municipal and regional level.
- **Performance Measure**—objective, quantifiable measures used to evaluate the performance of the transportation system, and to determine how well planned improvements to the system are achieving established objectives.
- **Performance Measurement**—is the process of collecting, analyzing and/or reporting information regarding the performance of an individual, group, organization, system, or component.
- **Planning assumption**—are those factors that are considered true, real, or certain for the purpose of creating a shared understanding of the plan.
- **Ported**—the process of transferring software from one system or machine to another.
- **Post-processing**—processing after other processes have been completed.
- **Predictive tool**—relating to or having the effect of predicting an event or result.
- **Preferred scenario/scenario development planning**—a postulated sequence or development of events.
- **Projection**—an estimate or forecast of a future situation or trend based on a study of present ones.
- **Regional Demographic Forecast**—prediction or estimate relating to the structure of populations in a given area.
- **Regional Growth Forecast**—prediction or estimate relating to the process of increasing in size in a given area.
- **Regional Housing Needs Assessment**—quantifies the need for housing within each jurisdiction of a particular region based on population growth projections. Communities then address this need through the process of completing the housing elements of their General Plans.
- **Regional Housing Needs Plan**—establishes numerical targets for the development of housing units within a given area.
- **Regional Income Parity**—the money received for work or through investments being equal within a given area.
- **Revenue Forecast Assumption**—prediction or estimate relating to income.
- **Regression Analysis**—is a statistical process for estimating the relationships among variables.
- **Rule-based growth model**—a tool used to model intended growth for a region, particularly related to land-use.
- **Scenario**—a postulated sequence or development of events.
- **Scenario Layer**—one of several postulated events.
- **Scenario Planning**—is a strategic planning method that some organizations use to make flexible long-term plans.
- **Script (computer code)**—a program or sequence of instructions that is interpreted or carried out by another program rather than by the computer processor.

- **Social Equity**—means ensuring that all people are treated fairly and are given equal opportunity to participate in the planning and decision-making process, with an emphasis on ensuring that traditionally disadvantaged groups are not left behind.
- **Sustainability**—the ability to continue a defined behavior indefinitely.
- **Transportation Investment Strategies**—a framework for the distribution of funds that target problems related to transportation.
- **Transportation Model**—a tool in analyzing and modifying existing transportation systems or implementation of new ones.
- **Trend methodology**—a form of analysis that allows for the development of robust scenario content.
- **Trend Scenario**—a glimpse into the future of a particular company, industry, and/or market conditions.
- **Validate/validation**—(**static validation, dynamic validation**) —is to prove that something is based on truth or fact, or is acceptable.
- **Visioning**—the development of a plan, goal, or vision for the future.

## Appendix U: Documents Reviewed

### Government Documents

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# Memorandum

Tab 49

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.22  
Information

From: SUSAN BRANSEN  
Executive Director

Subject: **DEVELOPMENT OF GUIDELINES FOR REGIONAL TRANSPORTATION PLANS AND THE CALIFORNIA TRANSPORTATION PLAN**

## **SUMMARY:**

Pursuant to California Government Code Sections 14512, 14522, and 14524.3, the Commission has requested the Department to prepare an update of the 2010 Regional Transportation Plan (RTP) Guidelines and to develop the first ever guidelines for the California Transportation Plan (CTP). Commission staff is currently working in collaboration with the Caltrans Division of Transportation Planning to develop a stakeholder engagement plan and initiate a stakeholder-driven process to concurrently update the RTP Guidelines and develop CTP Guidelines. It is anticipated that these efforts will begin in June 2016, and ultimately bring forward RTP and CTP Guidelines for Commission adoption in December 2016.

## **BACKGROUND**

### **Update of the 2010 RTP Guidelines**

The RTP Guidelines are intended to set forth a uniform, statewide long-range regional transportation planning framework; promote an integrated, multi-modal, and cooperative planning process; and facilitate the efficient delivery of transportation projects that meet local, regional, and state goals. The RTP Guidelines were last updated in 2010 to address new requirements for RTPs resulting from the passage of Senate Bill (SB) 375 (Steinberg, 2008). This update was an inclusive, transparent effort which brought a variety of interested stakeholders together to achieve consensus on complex technical and policy areas related to the development of SB 375 compliant RTPs.

Since 2010 there has not been a large-scale change in the requirements for RTPs as was seen through the passage of SB 375. An update to the 2010 RTP Guidelines is necessary in light of changes to State statute resulting from the passage of Assembly Bill (AB) 441 (Monning, 2012) which requires the incorporation of best practices for public health into the RTP Guidelines, as well as changes to federal statute resulting from the passage of the Fixing America's Surface Transportation (FAST) Act of 2015. Additionally, updates to the 2010 RTP Guidelines are needed to reflect advances in the practice of long-range transportation planning including improvements in the areas of modeling, public health and active transportation, goods movement, climate adaptation planning, and performance measurement.

Commission staff, in collaboration with Caltrans, has established a strategy and timeline for conducting the RTP Guidelines update. Utilizing recommendations from the 2015 Metropolitan Planning Organization (MPO) RTP Review Report, Caltrans subject matter experts are preparing an initial draft of the RTP Guidelines to present to stakeholders for feedback. The guidelines update process will take place in direct consultation with staff from the Air Resources Board, Caltrans and other state agency partners as appropriate. A stakeholder kick-off meeting is anticipated to be held in Sacramento on June 30<sup>th</sup> to engage stakeholders, explain the guidelines update process and release the initial draft guidelines for comment. Building on the process that was utilized for the update of the 2010 RTP Guidelines, stakeholder workgroups will be formed as needed to bring stakeholders from a wide variety of subject matter areas and representing local, regional and state perspectives to the table to address updates to important technical and policy areas within the guidelines. The update will continue to emphasize the current RTP guidelines format which focuses first on the inclusion of statutory requirements for RTPs, followed by permissive best practices information as appropriate.

Stakeholder engagement through workgroup meetings and public comment is anticipated to take place from July – October with informational hearings and updates to the Commission at the August Commission meeting in San Diego and the October Commission meeting in San Jose. Presentation of Final 2016 RTP Guidelines to the Commission for adoption at the December 2016 meeting in Riverside is anticipated.

### **Development of CTP Guidelines**

Pursuant to Federal regulations (23 CFR 450.214) and State statute (Government Code Section 14000.6 and 65071 [et al]), Caltrans is required to prepare a statewide long-range transportation plan – the California Transportation Plan (CTP). The CTP serves as the transportation policy plan designed to meet California’s mobility needs and reduce greenhouse gas emissions over the next 20 years. The plan envisions a fully integrated, multi-modal, and sustainable transportation system that supports economic vitality, protects environmental resources, and promotes the health and well-being for all Californians. The CTP provides a common policy framework that will guide Caltrans modal plans and programs as well as inform transportation investments and decisions by all levels of government, the private sector, and key transportation stakeholders.

SB 486 (DeSaulnier, 2013) authorized and encouraged the Commission, in cooperation with Caltrans, to prepare guidelines for the development of the CTP. Commission staff, in collaboration with Caltrans Division of Transportation Planning staff, has established a format, strategy, and timeline for the development of CTP Guidelines which will serve to clearly outline the state and federal requirements for the plan and will help inform preparation of the CTP 2045 which is due in 2020. The CTP Guidelines will be developed concurrently with the update of the RTP Guidelines, through a transparent public process with stakeholder input and in direct consultation with staff from Caltrans, the Air Resources Board, and other state agencies as appropriate.

The CTP Guidelines development schedule will closely follow that of the RTP Guidelines update with a stakeholder kickoff meeting and release of Draft CTP Guidelines for comment anticipated on June 30<sup>th</sup>, stakeholder engagement from July – October, and Commission adoption of final guidelines estimated to take place in December 2016.

4.9

**CAPITAL OUTLAY SUPPORT WORKLOAD**  
**FORECAST METHODOLOGY REPORT**

INFORMATION ON THIS ITEM WILL BE  
PROVIDED PRIOR TO THE MAY 18-19, 2016  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

# Memorandum

Tab 51

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.16  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **LETTER OF NO PREJUDICE (LONP) GUIDELINES**  
**RESOLUTION G-16-20**  
**REPLACING RESOLUTIONS LONP1B-G-0910-01 and LONP1A-G-1011-01**

## **ISSUE:**

The Commission is authorized by statute to adopt guidelines for approval of Letters of No Prejudice (LONPs) for Proposition 1B and Proposition 1A programs, and with the recent passage of SB 9 (Chapter 710 of Statutes of 2015), is now authorized to adopt LONP guidelines for the Transit and Intercity Rail Capital Program (TIRCP). Proposed guidelines were brought forward for review at the Commission's March 2016 meeting; however, those proposed guidelines did not include Proposition 1A. Commission staff has revised the proposed amended guidelines to combine the existing Proposition 1B and Proposition 1A LONP guidelines and to include the TIRCP. The revised proposed LONP guidelines are included as an attachment to the resolution.

## **RECOMMENDATION:**

Staff recommends the Commission adopt the amended LONP guidelines in accordance with the attached Resolution G-16-20.

## **BACKGROUND:**

Public Resources Code Section 75225, added by Chapter 710 (SB 9) of the Statutes of 2015 (Transit and Intercity Rail Capital Program), Streets and Highways Code Section 2704.75, added by Chapter 292 (SB 1371) of the Statutes of 2010 (Proposition 1A), and Government Code Section 8879.501, added by Chapter 463 (AB 672) of the Statutes of 2009 (Proposition 1B), authorize the California Transportation Commission (Commission) to adopt guidelines to establish a process to approve a Letter of No Prejudice (LONP) for one or more projects or project components that the California State Transportation Agency has approved for funding in the Transit and Intercity Rail Capital Program (TIRCP) and the Commission has programmed or otherwise approved for funding from Proposition 1A and Proposition 1B programs. Commission approval of a LONP allows the regional or local agency to advance a project by expending its own funds (incur reimbursable expenses) for any component of the project.

The LONP applies only to the TIRCP, Proposition 1A or Proposition 1B funds programmed or otherwise approved for the project.

The Commission may amend these guidelines at any time after first giving notice of the proposed amendments.

Attachments

May 18-19, 2016  
Item 4.16

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Letter of No Prejudice (LONP) Guidelines**

**Resolution No. G-16-20**  
**Replacing Resolutions LONP1B-G-0910-01 and LONP1A-G-1011-01**

- 1.1 WHEREAS the Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 (Chapter 36, Statutes of 2014) to provide grants from the Greenhouse Gas Reduction Fund to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California, and
- 1.2 WHEREAS the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized the issuance of \$19.925 billion in State general obligation bonds for specific transportation programs intended to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety of the state's transportation system, and
- 1.3 WHEREAS the Safe, Reliable High-Speed Passenger Train Bond Act for the 21<sup>st</sup> Century, approved by the voters as Proposition 1A on November 4, 2008, authorized the California Transportation Commission (Commission) to program and allocate the net proceeds received from the sale of \$950 million in bonds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, and
- 1.4 WHEREAS Senate Bill 9, signed by the Governor on October 9, 2015, Senate Bill 1371, signed by the Governor on September 23, 2010, and Assembly Bill 672, signed by the Governor on October 11, 2009, authorize approval of a Letter of No Prejudice (LONP) for projects programmed or otherwise approved for funding from the TIRCP, Proposition 1A or Proposition 1B programs respectively, and
- 1.5 WHEREAS the LONP allows the regional or local agency to expend its own funds and incur reimbursable expenses for any component of a program project prior to actual allocation of TIRCP, Proposition 1A or Proposition 1B funds, and
- 1.6 WHEREAS approval of LONPs for TIRCP, Proposition 1A or Proposition 1B projects will benefit both the State and regional agencies in allowing projects to begin construction that otherwise would be delayed, and
- 1.7 WHEREAS the legislation authorizes the Commission to adopt guidelines to establish a process to approve LONPs for projects programmed or otherwise approved for funds from the TIRCP, Proposition 1A or Proposition 1B programs.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts Resolution G-16-20, replacing Resolutions LONP1B-G-0910-01 and LONP1A-G-1011-01, and
- 2.2 BE IT FURTHER RESOLVED that the purpose of these guidelines is to identify the Commission's policy and expectations for the LONP and thus to provide guidance to eligible applicants and implementing agencies in carrying out their responsibilities under the program, and
- 2.3 BE IT FURTHER RESOLVED that the Commission directs staff to post these guidelines on the Commission's website and requests that the Department of Transportation assist Commission staff in making copies available to eligible implementing agencies.

# Letter of No Prejudice (LONP) Guidelines

## Transit and Intercity Rail Capital Program, High-Speed Passenger Train Bond Program and Proposition 1B Programs

**1. Authority and Scope:** Public Resources Code Section 75225, added by Chapter 710 (SB 9) of the Statutes of 2015 (Transit and Intercity Rail Capital Program), Streets and Highways Code Chapter 20.5 (commencing with Section 2704.75), added by Chapter 292 (SB 1371) of the Statutes of 2010 (Proposition 1A), and Government Code Section 8879.501, added by Chapter 463 (AB 672) of the Statutes of 2009 (Proposition 1B), authorize the California Transportation Commission (Commission) to adopt guidelines to establish a process to approve a Letter of No Prejudice (LONP) for one or more projects or project components that the Commission has programmed or otherwise approved for funding from **the Transit and Intercity Rail Capital Program (TIRCP), the Proposition 1A program, and** the following Proposition 1B programs:

- Corridor Mobility Improvement Account (CMIA)
- State Route 99 Account (SR 99)
- Trade Corridors Improvement Fund (TCIF)
- Local Bridge Seismic Retrofit Account (LBSRA)
- Traffic Light Synchronization Program (TLSP)
- State-Local Partnership Program Account (SLPP)

The LONP applies only to the **TIRCP, Proposition 1A or** Proposition 1B funds programmed or otherwise approved for the project.

The Commission may amend these guidelines at any time after first giving notice of the proposed amendments.

~~**2. LONP for TCIF:** In programming TCIF, the Commission programmed approximately 20 percent more than the \$2.5 billion available from the TCIF and the State Highway Account (SHA). This over programming assumed that new revenue sources would become available and be dedicated to funding the adopted program. New revenue for the TCIF program now appears unlikely to materialize in the current economic environment. Therefore, the Commission does not intend to approve LONPs for TCIF projects until a reasonable level of confidence in availability of these new revenue sources is achieved, or the program is prioritized commensurate with available TCIF and SHA funds.~~

~~If SHA funds are programmed to the project, the LONP request for TCIF funds must be accompanied by a request for SHA allocation. If SHA funds are not available for allocation, the LONP request will be deferred until the SHA allocation can be made.~~

**3. Intent of LONP:** A regional or local entity that is a lead applicant agency under one of the programs referenced in Section 1, ~~with the exception of TCIF,~~ may apply to the

Commission for an LONP for the program project. If approved by the Commission, the LONP allows the regional or local agency to expend its own funds (incur reimbursable expenses) for any component of the project (~~in practice, Proposition 1B funds are generally programmed for construction~~). This does not relieve the regional or local agency from the applicable match requirements of the program.

It is the intent of the Commission to give equal opportunity for available funding to applicants that completed work under an approved LONP, as well as those that require an allocation in order to begin or continue work on a project. The Commission further intends that applicants considering the use of an LONP have the most accurate information available to assess the likelihood of allocation and reimbursement as planned. Applicants proceed at their own risk, as reimbursement of the LONP is dependent on availability of TIRCP, Proposition 1A bond, or Proposition 1B bond funds.

**43. Submittal of LONP Request:** LONP requests shall be submitted to the Department of Transportation (Department) by the applicant in accordance with established timeframes for project amendments to be placed on the agenda for timely consideration by the Commission.

In order to be considered by the Commission, an LONP request shall:

- Be signed by a duly authorized agent(s) of the applicant agency and implementing agency if different.
- Include all relevant information as described in Section 5.
- Indicate that the implementing agency is ready to start (~~or continue~~) work on the project component covered by the LONP request (~~likely construction~~).
- Have a full and committed funding plan for the component covered by the LONP request.
- Indicate anticipated schedule for expenditures and completion of the component.

**54. Content and Format of LONP Request:** The Commission expects a complete LONP request to include, at a minimum, the following information as applicable:

- A letter requesting LONP approval, including a summary of the following information as applicable.
- Documents needed for obtaining concurrent Commission approval of any needed actions such as a project programming request or project/baseline agreement amendment, in accordance with appropriate program guidelines and standards.
- Alternate local funding source(s) that will be substituted for the **TIRCP or** bond funds and a demonstration of commitment of those funds (e.g., resolution, minute order) from its policy board. **Funds allocated by the Commission and/or reimbursed through Caltrans cannot be used as an alternate local funding source.**
- An expenditure schedule for the component covered by the LONP.
- If jointly funded with funds from the State Transportation Improvement Program (STIP), a STIP allocation request or STIP AB 3090 request must be included.

- LONP requests for construction must include documentation for Commission review of the final environmental document, as appropriate, and approval for consideration of future funding.

**65. Review and Approval of LONP Requests:** The Department will review LONP requests for consistency with these guidelines and place the requests on the Commission meeting agenda. The Commission will consider requests for LONPs that meet the guidelines, except for LONP requests for components jointly funded with funds from the STIP, which shall be dependent upon concurrent approval of the STIP allocation or STIP AB 3090 request.

An LONP will only be granted for work consistent with the approved project's scope, schedule and funding.

Upon Commission approval of an LONP, the Department will execute a cooperative agreement or Master Agreement/Program Supplement with the implementing agency. Although the agency may begin work once the LONP is approved, an agreement must be in place before the Department can provide reimbursement for eligible project expenditures.

**76. Initiation of Work:** The project component covered by an approved LONP should be ready to proceed to contract award (or equivalent) once the LONP is approved. The agency shall report to the Department within four months following LONP approval on progress in executing agreements and third-party contracts needed to execute the work.

**87. Monitoring Progress of Projects with a LONP:** The agency with an approved LONP shall report on progress to date in accordance with the applicable bond program **or TIRCP** guidelines. This report should include expenditures to date, work completed, problems and issues with the project, and any funding plan updates for the project.

**98. Project Changes:** Proposed changes in funding, schedule or project scope must be approved by the Commission **for Proposition 1A or AB projects or the California State Transportation Agency for TIRCP projects** in accordance with the applicable bond program **or TIRCP** guidelines, including a concurrent LONP amendment if necessary.

**109. Diligent Progress and Rescinding a LONP:** If progress reports from an agency on a project with an approved LONP show that diligent progress is not being made in completing the project, the Commission may request that the agency explain its lack of progress. The Commission may rescind the LONP or may direct the agency to demonstrate diligent progress within the next reporting period. If the Commission finds the agency is not pursuing project work diligently, the Commission may rescind the LONP. If an LONP is rescinded, an allocation to reimburse expenditures to date is at the discretion of the Commission.

**1110. Allocations for LONPs:** Upon completion of the component covered under an LONP approved by the Commission, the agency may send a request to the Department to have its LONP reimbursed with an allocation by the Commission. The agency shall identify the source(s) and expenditures of all funds used in completing the component for which the agency is seeking an allocation from the Commission. The agency must show the applicable match for the bond funds, if required for the project. The Department will place the request for allocation on the agenda for timely consideration by the Commission.

If sufficient **TIRCP, Proposition 1A bond, or** Proposition 1B bond allocation capacity exists, an agency with a partially completed component may request an allocation for reimbursement of eligible costs to date and to convert the remaining LONP to a standard allocation for periodic reimbursement for the remainder of the component. The Commission may assign a lower priority for **TIRCP, Proposition 1A bond, or Prop 1B** bond allocation to these LONP conversion requests, depending on funding availability.

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.4  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **ROAD CHARGE TECHNICAL ADVISORY COMMITTEE AND PILOT PROGRAM UPDATE**

## **ISSUE:**

In December 2015 staff received notice that California Road Charge Technical Advisory Committee (Committee) member Eshwar Pittampalli, who served as a representative of the Telecommunications Industry, resigned. Utilizing the process outlined in statute, the Chair of the Commission, in consultation with the California State Transportation Agency (Agency) Secretary, has identified a replacement member to bring forward for appointment.

## **RECOMMENDATION:**

Staff recommends the Commission appoint Ms. Nidhi Kalra, Information Scientist and Director of Center for Decision Making Under Uncertainty at the RAND Corporation, as a member of the Committee to represent the Telecommunication Industry. A short biography of Ms. Kalra is attached.

## **BACKGROUND (OR FINANCIAL RESOLUTION FOR ALLOCATIONS):**

On September 29, 2014 the Governor signed Senate Bill (SB) 1077 (DeSaulnier, Road Usage Charge Pilot Program) mandating the Commission Chair, in consultation with the Agency Secretary, to create a 15-member Committee to study road usage charge alternatives to the gas tax and to make recommendations on the design of a pilot program.

The Committee is scheduled to meet quarterly in the coming year to discuss the pilot program and policy issues related to road charging. Attached is a schedule of the policy issues the Committee will be discussing.

Caltrans is currently in the midst of recruiting volunteers for the pilot program in an effort to recruit 5,000 volunteers that reflect the socio-economic and demographic diversity of California. While there are more than 8,000 volunteers signed up, there is still a need for more rural, commercial, and low income volunteers.

Caltrans' consultant, D'Artagnan Consulting, has begun to test the systems to be used by the vendors who are providing the mileage reporting and account management services. They will be conducting "end-to-end" testing of the pilot program in Sacramento the week of May 16th through May 20th. Among other things, this test will include a cross-state drive from Sacramento to Reno, Nevada to ensure the various location-based reporting systems are able to accurately identify when a car is driven out of state. This is a "dry run" for the pilot program that will provide the opportunity to fine-tune the vendor systems before the pilot goes live in July 2016.

In July 2017, the Agency will submit a report of its findings to the Legislature, the Committee, and the Commission. The Agency's report is required to address cost, privacy, jurisdictional issues, feasibility, complexity, acceptance, use of revenues, security and compliance, data collection technology, potential for additional driver services, and implementation issues. The Commission is required to then include its recommendations regarding the pilot program in its annual report to the Legislature.

Attachments:

Ms. Nidhi Kalra Biography  
2016 & 2017 Road Charge Policy Issues and Schedule

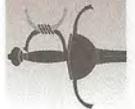
## NIDHI KALRA

Nidhi Kalra is an information scientist at the RAND Corporation and the director of RAND's Center for Decision Making Under Uncertainty. Her research addresses energy, environment, and science and technology policy. She recently co-authored two major reports *Autonomous Vehicle Technology: A Guide for Policymakers* and *Strategic issues Facing Transportation: Expediting Future Technologies for Enhancing Transportation Systems Performance*. She is currently leading projects to ensure long-term water security in Lima, Peru and to help the State of California make strategic levee investments in the Sacramento-San Joaquin Delta. Her clients include the World Bank, the U.S. National Cooperative Highway Research Program, the Government of Qatar, the Federal Highway Administration, and the Department of Defense. Kalra has also worked on international development and education, and developed educational technology tools to promote literacy among blind children in India. Kalra received her Ph.D. in robotics from Carnegie Mellon University's Robotics Institute.

RAND Corporation was recommended by Senate Transportation & Housing committee

# Schedule of Policy Issues for Technical Advisory Committee Consideration in 2016

MONTH	TOPICS	TAC INFORMATION POINTS
June 2016	Income Equity	Initial analysis of income equity issues related to transitioning from motor fuels tax to road charging
	Jurisdictional Issues	Discussion of policy issues (regulatory, enforcement, fiscal) related to charging out-of-state drivers
September 2016	Electric Vehicle Adoption	Analysis of policy issues related to road charging and electric vehicle adoption
	Use of Revenues	Discussion of policy considerations related to the use of revenues from a road charge program
December 2016	Transition Strategies	Discussion of potential strategies the state could use to transition from motor fuels taxes to road charging
	Jurisdictional Issues	Discussion of policy considerations for California jurisdictions (city/county/MPO) stemming from road charging
	Road Charge Rates	Introduction to considerations related to determining rates for road charging



# Schedule of Policy Issues for Technical Advisory Committee Consideration in 2017

MONTH	TOPICS	TAC INFORMATION POINTS
March 2017 (tentative)	Urban/Rural Drivers	Initial analysis of differential impacts of road charging on urban and rural drivers
	Long Distance Commuters	Initial analysis of differential impacts of road charging on long distance urban/suburban commuters, compared to short-distance commuters
	Jurisdictional Issues	Discussion of policy considerations stemming from jurisdictional issues
June 2017 (tentative)	Transition Strategies	Update of Transition Strategies report based on lessons-learned in the pilot
	Urban/Rural Drivers	Update of Urban/Rural Drivers report based on data gathered in the pilot
	Long Distance Commuters	Update of Long Distance Commuters report based on data gathered in the pilot
	Income Equity	Update of Income Equity report based on data gathered in the pilot



**CITY OF LOS ANGELES - TRAFFIC LIGHT**  
**SYNCHRONIZATION PROJECTS**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE MAY 18-19, 2016  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

2.2c.(8)

**APPROVAL OF PROJECT FOR FUTURE**  
**CONSIDERATION OF FUNDING:**  
**04 – ALAMEDA COUNTY**  
**LAKE MERRITT TO BAY TRAIL BICYCLE/PEDESTRIAN BRIDGE**  
**CONSTRUCTION OF AN ELEVATED PEDESTRIAN AND**  
**BICYCLE BRIDGE.**  
**(FEIR) (PPNO 2190J) (ATP)**

INFORMATION ON THIS ITEM WILL BE  
PROVIDED PRIOR TO THE MAY 18-19, 2016  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No: 2.4c.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Jennifer S. Lowden, Chief  
Division of Right of Way  
and Land Surveys

Subject: **AIRSPACE LEASE – REQUEST TO AUTHORIZE EXECUTION OF LEASE  
INCLUDING A 20-YEAR TERM EXTENSION WITH BASIN STREET PROPERTIES**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) authorize the execution of a new lease including a 20-year term extension with the Department's existing tenant, Basin Street Properties (Basin).

## **BACKGROUND:**

Basin currently leases Freeway Lease Area (FLA) MRN-101-19 located under State Route 101, an elevated freeway structure in Mill Valley, CA. The subject FLA has no direct public access and is landlocked to the adjoining property at 100 Shoreline Highway known as the Shoreline Office Center; access to the FLA only exists through the Office Center. In 1984, the Commission approved a 55-year airspace lease with the owners of the Shoreline Office Center property. In 2013, Basin acquired the Shoreline Office Center and the adjacent airspace parking lease was assigned to Basin. The FLA has been used for employee and client parking in support of Basin's adjacent office buildings.

At the January 2016 Commission meeting, Agenda Item 2.4c a "Request to Directly Negotiate with Basin Street Properties" was approved. This current request, to authorize execution of the long term lease, is a result of the previous approval. A Letter of Understanding, as required in Right of Way Manual Section 15.06.04.02, was not sent to the lessee after the previous Commission approval since the new lease is an extension of the current lease. All local permits and approvals obtained for the original lease remain in place. No new local permits or approvals are required.

## **LESSEE FINANCING REQUIREMENTS:**

In 2013, Basin purchased the Shoreline Office Center using a three year short term loan expiring in 2016. Basin now desires to obtain standard long term financing for the property and requires a long term ground lease from the Department to be in place in order to obtain commercially reasonable finance terms.

**NEGOTIATED LEASE PROPOSAL:**

The existing lease term expires in 23 years (2039). For the negotiated lease, Basin requests a 20 year extension to the current existing airspace lease term through the year 2059. This extension will allow the airspace lease term to match the existing ground lease for the Shoreline Office Center which would also expire in 2059.

**BENEFIT TO CALTRANS:**

- Rent will immediately adjust from the current below market \$6,463/month (mo.) to \$8,700/mo. The current fair market lease rate as determined by an approved staff appraisal is \$8,520. The current negotiated lease rate is \$180 above the appraised market rate.
- Basin will execute a new lease agreement that includes updated terms in lieu of only amending the “term” provision of the existing 1980’s era lease.
  - New lease will provide for a three percent (%) annual increase.
    - Existing lease provides only for Consumer Price Index (CPI) increases every five years.
  - New lease will provide for a rate reevaluation every five years.
    - Existing lease provides for rental rate reevaluation every 10 years.
  - New lease will provide the Department expanded rights of entry onto the FLA.
    - Existing lease provides insufficient rights of entry.
  - New lease will include current language controlling hazardous materials, stormwater runoff and water pollution control.
    - Existing lease includes outdated or no language on these subjects.

**LEASE TERMS:**

	<u>Existing Lease</u>	<u>New Lease</u>
Remaining Term:	23 years (March 31, 2039)	43 years (March 31, 2059)
Rent:	\$6,463/mo.	\$8,700/mo. beginning June 1, 2016
Annual Increase:	Only by CPI	3% fixed annual increase
Re-evaluation:	Every 10 years	Every five years
Next Rent Increase:	April 1, 2019	June 1, 2017
Next Reevaluation:	April 1, 2024	June 1, 2026
Appraised Value:		\$8,520/mo. (\$0.06/square foot/mo.)
Negotiated Rent:		\$8,700/mo.

**SUMMARY:**

It is in the Department's best interest to authorize execution of the 20 year lease term extension proposed by Basin Street Properties. Basin's request is commercially reasonable to allow for the required refinancing of the adjacent office building improvements. The only possible tenant for this parcel is Basin. The subject FLA is landlocked and only accessible through Basin's adjacent Shoreline Office Center property. Finally, the Department will financially benefit by bringing the lease up to the market rate. The new lease ensures the rate remains at market rate. This will strengthen the State's position as lessor and reduce risk via new lease terms. We therefore request approval to authorize the lease execution as negotiated including the 20 year term extension for this FLA per the described terms.

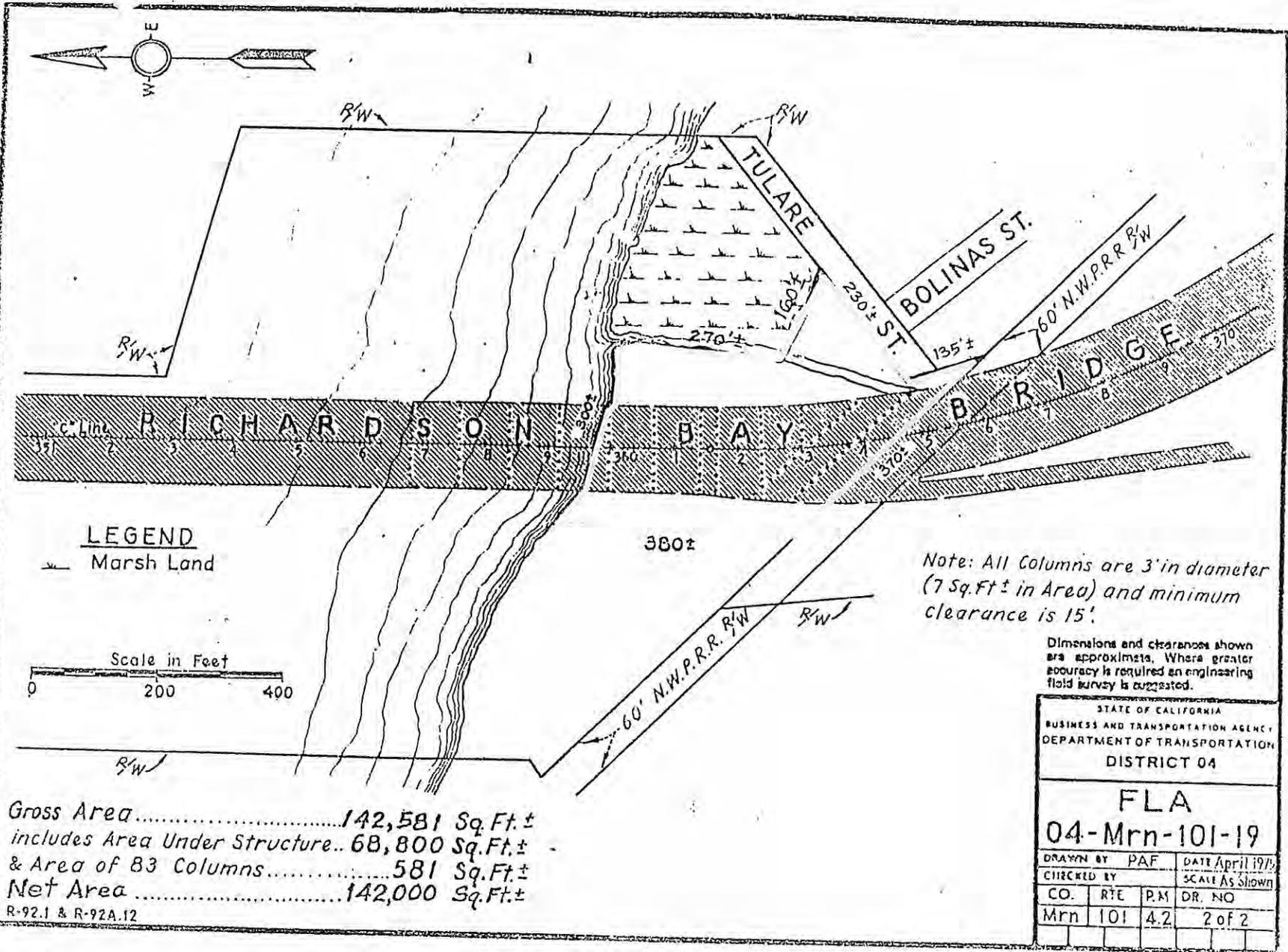
Attachments

- Exhibit A1, A2, A3 - MRN-101-19 location photos and maps
- Exhibit B - Appraisal Summary
- Exhibit C - Letter from Tenant's Lender

MRN-101-19  
100 Shoreline Boulevard  
Mill Valley, CA



*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*



**LEGEND**  
 Marsh Land



Note: All Columns are 3' in diameter (7 Sq. Ft. ± in Area) and minimum clearance is 15'.

Dimensions and clearances shown are approximate. Where greater accuracy is required an engineering field survey is suggested.

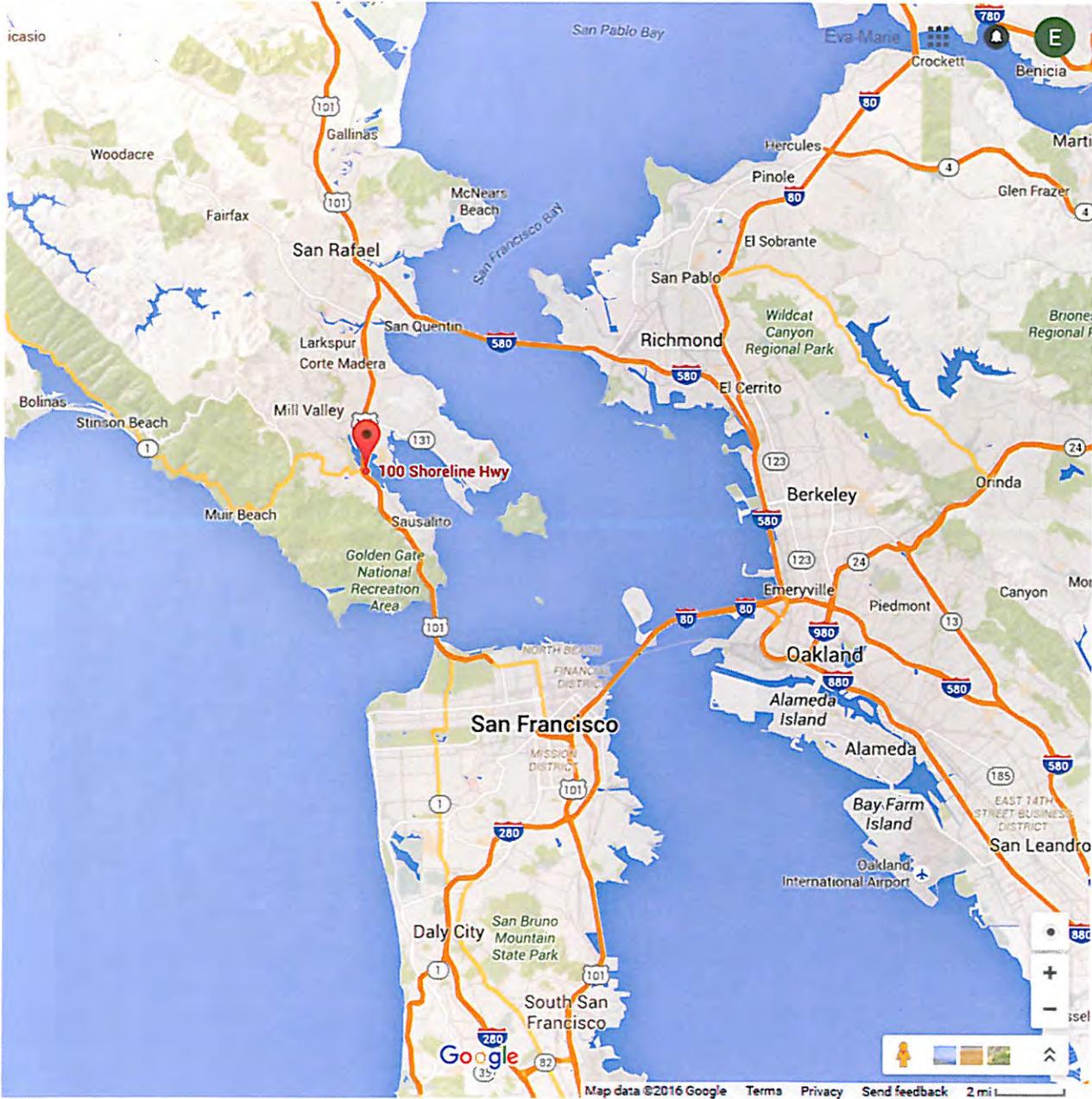
STATE OF CALIFORNIA			
BUSINESS AND TRANSPORTATION AGENCY			
DEPARTMENT OF TRANSPORTATION			
DISTRICT 04			
<b>FLA</b>			
<b>04-Mrn-101-19</b>			
DRAWN BY PAF		DATE April 1973	
CHECKED BY		SCALE As Shown	
CO.	RT#	P.M.	DR. NO.
Mrn	101	4.2	2 of 2

Gross Area ..... 142,581 Sq. Ft. ±  
 includes Area Under Structure.. 68,800 Sq. Ft. ±  
 & Area of 83 Columns ..... 581 Sq. Ft. ±  
**Net Area ..... 142,000 Sq. Ft. ±**  
 R-92.1 & R-92A.12

Revised 6-82 -Revised 2-82

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

MRN-101-19  
100 Shoreline Boulevard  
Mill Valley, CA



California State Transportation Agency

**APPRAISAL SUMMARY**

RW 15-2

FLA 04-MRN-101-19  
 Tenant: Basin Street Properties

**APPRAISAL SUMMARY**Parcel Description:

Location: Adjacent to 100 Shoreline Hwy, Mill Valley, CA  
 Area: Commercial and office space uses.  
 Zoning: Unzoned, but adjacent to Planned Commercial with Bayfront Conservation  
 Subject: Only access to the subject property is through the adjacent privately owned property controlled by Basin Street Properties. No other independent public access exists to the property.

Valuation:

Highest and best use: The only allowed use by California Department of Transportation is parking. The only permitted use by the City of Mill Valley is parking. The subject property is entirely below the overhead freeway structure. No additional non-freeway structures permitted. Lease may be terminated at any time by State for project requirements or safety needs at zero cost to State. Best use is as vehicle parking.  
 Appraised Value: \$0.06/s.f./mo. x 142,000 s.f. = \$8,520/mo.  
 Date of Appraisal: February 26, 2016

Lease Agreement:

Area: 142,000 s.f. under elevated freeway structure  
 Negotiated Rent: \$8,700/mo  
 Adjustment: Three percent annual escalation  
 Re-evaluation: First at 10 years then every five years thereafter  
 Use: Vehicle parking  
 Proposed Expiration: March 31, 2059  
 Improvements: Tenant installed and maintained asphalt surface  
 Termination: By the State (Landlord) at any time in case of project requirements at zero cost to Landlord.

## PREFERRED CAPITAL ADVISORS

September 11, 2015

Scott Beggs  
 Chief Financial Officer  
 Basin Street Properties  
 50 W. Liberty Street; Suite 900  
 Reno, NV 89501

Dear Mr. Beggs,

I am writing regarding your interest in refinancing the project located at 100 Shoreline Highway in Mill Valley, California otherwise known as Shoreline Office Center (Shoreline). The parking for the Shoreline project is partially provided by the State of California Department of Transportation, Airspace Ground Lease dated April 5, 1984 (the "Airspace Ground Lease" or "[04-Mrn-101-19 FLA]")

Preferred Capital Advisors ("Pref Cap") has reviewed the Shoreline project with a number of active commercial lenders and, universally, the feedback has been that additional option term is required for the Airspace Ground Lease in order to attain a loan at commercially reasonable terms.

The original term of the Airspace Ground Lease ran from April 1, 1984 to March 31, 1994 with four 10-year extension options and one 5-year extension option. Three of the four 10-year options have been exercised, leaving just one additional 10-year option and one 5-year extension option. Together, the extension options allow Basin Street Properties to extend the term of the Airspace Ground Lease out to March 31, 2039. This is simply not enough term for a market rate refinance of the asset due to future amortization concerns.

In the wake of the recent recession many lenders are extremely risk averse and generally avoid loans on projects with ground leases. With that said, lenders will look at such loans provided (1) the termination date of the ground lease is generally 30 to 50 years or more beyond the current date of the loan, or (2) there are provisions in the ground lease (i.e. options) that allow for the term of the ground lease to be extended to a term of 30 to 50 years or more.

In order for Basin Street Properties to refinance the project at market rate terms, a minimum of three additional 10-year option periods are needed on top of the remaining options contained in the existing Airspace Ground Lease, and five additional 10-year options would be ideal and allow for future refinancings as well. It is our recommendation that you work with the California Department of Transportation to secure three to five additional 10-year option periods. Without the options, the project is not readily financeable in its current state.

Should you have any questions, please do not hesitate to phone me.

Regards,



Daniel Corfee  
 Preferred Capital Advisors  
 916-669-4692

Phone (916) 669-4690 • Fax (916) 669-4694 • 520 Capitol Mall, Suite 150 • Sacramento, CA 95814

# Memorandum

Tab 56

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.14  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **TECHNICAL ADJUSTMENT TO THE 2015 ACTIVE TRANSPORTATION PROGRAM (ATP)  
RESOLUTION G-16-18, AMENDING RESOLUTIONS G-15-21, G-16-04, and G-16-06**

## **ISSUE:**

On October 21, 2015 and on January 21, 2016, the Commission authorized staff, in consultation with Caltrans and regional agencies, to make technical changes to the cost, schedule, and description for projects in the adopted 2015 Active Transportation Program (ATP), to reflect the most current information or to clarify the Commission's programming commitments with report of any substantive changes to the Commission for approval at subsequent meetings.

## **RECOMMENDATION:**

Commission staff recommends that the Commission adopt the programming and other technical adjustments to the 2015 ATP set forth on the attached Resolution G-16-18.

## **BACKGROUND:**

Technical adjustments are necessary to ensure accurate project information is included in the 2015 ATP. These technical adjustments include, but are not limited to, minor changes in cost, schedule, and description of projects.

Attachment

**May 18-19, 2016**

**CALIFORNIA TRANSPORTATION COMMISSION  
Technical Adjustments to the 2015 Active Transportation Program (ATP)  
Resolution G-16-18  
Amending Resolutions G-15-21, G-16-04, and G-16-06**

- 1.1 WHEREAS the California Transportation Commission adopted the 2015 Active Transportation Program (ATP) under Resolution No. G-15-21 on October 21, 2015, and Resolutions No. G-16-04 and G-16-06 on January 21, 2016; and
- 1.2 WHEREAS Section 2.4 of Resolution G-15-21, Section 2.15 of Resolution G-16-04, and Section 2.16 of Resolution G-15-06 authorized Commission staff, in consultation with the Department and regional agencies, to make further technical changes in cost, schedule, and description for projects in the 2015 ATP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at subsequent meetings; and
- 1.3 WHEREAS Commission staff, in consultation with staff from Caltrans and regional agencies, identified the technical adjustments set forth in the attachment to this resolution, which are consistent with the intent of Resolutions G-15-21, G-16-04, and G-16-06.
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission approves the technical adjustments identified in this resolution; and
- 2.2 BE IT FURTHER RESOLVED that Resolutions G-15-21, G-16-04 and G-16-06 are hereby amended.

**ATTACHMENT**

**2015 ATP STATEWIDE COMPONENT  
TECHNICAL ADJUSTMENTS**

(All costs listed in \$1,000s)

**Project Summaries:**

- Los Angeles County:
  - For the Union Station Master Plan: Alameda Esplanade project in the City of Los Angeles (ID 5121), **move \$950 of PS&E (delete component) to PA&ED in 2016/17.**
  - For the Long Beach Boulevard Pedestrian Improvements project in the City of Southgate (ID 5124), **move PS&E from 2016/17 to 2017/18 and move CON from 2017/18 to 2018/19.**
  - For the Michigan Ave Greenway: Completing Bike/Pedestrian Expo Connection Over the I-10 project in the City of Santa Monica (ID 5114), **move PS&E from 2016/17 to 2017/18 and CON from 2017/18 to 2018/19.**
  - For the Bicycle and Facility Improvements project in the City of Arcadia (ID 5120), **move PS&E from 2016/17 to 2017/18 and move CON from 2017/18 to 2018/19.**
- San Bernardino County:
  - For the Yucca Valley Elementary School Sidewalks project in the Town of Yucca Valley (ID 1184), **move PS&E from 2017/18 to 2016/17.**

**2015 ATP MPO COMPONENT  
TECHNICAL ADJUSTMENTS**

(All costs listed in \$1,000s)

**Project Summaries:**

- Fresno County:
  - For the Install Various Safety Facilities in the City of Orange Cove project in the City of Orange Cove (ID 6835), **move CON from 2016/17 to 2017/18.**
- Los Angeles County:
  - For the Broadway Historic Theater District Pedestrian Improvements 4-6<sup>th</sup> Streets project in the City of Los Angeles (ID 5135), **move PS&E from 2016/17 to 2017/18 and move CON from 2017/18 to 2018/19.**
  - For the Wilcox Avenue Complete Street and SRTS Project in the City of Cudahy (ID 5128), **move PS&E from 2016/17 to 2017/18 and move CON from 2017/18 to 2018/19.**
  - For the Uncontrolled Crosswalk Pedestrian Safety Enhancement Project in the City of Huntington Park project (ID 5130), **move \$14 of PA&ED (delete component) to CON** in 2017/18
  - For the La Verne Regional Commuter Bicycle Gap Closure Project in the City of La Verne (ID 5129), **move CON from 2016/17 to 2017/18.**
- Placer County:
  - For the Loomis Town Center Implementation Plan – Phase 2 project in the Town of Loomis (ID 1525), **move CON from 2017/18 to 2016/17. Approved for State Only Funds.**
- Sacramento County:
  - For the Stone Creek Trail Ped Signals at Kilgore Rd and Zinfandel Drive project in the City of Rancho Cordova (ID 1688), **move CON from 2016/17 to 2017/18.**
  - For the Rod Beaudry-Routier Bikeway Project in the City of Rancho Cordova (ID 1686), **move \$84 of PS&E to PA&ED and move CON from 2016/17 to 2017/18.**
  - For the Thomas Edison Elementary SRTS- Hurley Way & Morse Ave in Sacramento County **approved for State Only Funds.**
  - For the Del Rio Trail project in the City of Sacramento **increase PA&ED \$1,106 (add component) to \$1,106 in 2016/17; decrease PS&E to \$1,107.**
- San Bernardino County:
  - For the Mohave Riverwalk Shared-Use Bicycle Facility in the City of Victorville (ID 1204), **move \$325 of PS&E (delete component) to CON** in 2017/18 and **move CON from 2017/18 to 2016/17.**
  - For the In-fill Sidewalks, Curbs, & Gutters Improvement Project in the City of Needles (ID 1196), **move \$12 of PA&ED (delete component) to CON; move \$51 of PS&E (delete component) to CON; move CON from 2016/17 to 2017/18.**
- Stanislaus County:
  - For the Pedestrian Safety Improvements along Las Palmas Ave and Ward Ave project in the City of Patterson (3173), **move CON from 2017/18 to 2018/19. Move \$6 of PA&ED (delete component) to PS&E.**
- Tulare County:
  - For the Olive Avenue Corridor Crosswalk Warning Light Installation project in the City of Porterville (ID 6826), **move CON from 2016/17 to 2017/18.**
  - For the Rails to Trails Corridor Crosswalk Warning Light Installation project in the City of Porterville (ID 6825), **move CON from 2016/17 to 2017/18.**
- Yolo County:
  - For the West Woodland SRTS projects in the City of Woodland, **decrease CON from \$1,592 to \$639. Remove State Only Funding.**

# Memorandum

Tab 57

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.11  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **ADOPTION OF THE 2016 HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT PROGRAM GUIDELINES: RESOLUTION GS1B-G-1516-01, AMENDING RESOLUTION GS1B-G-1314-01**

## **ISSUE:**

Highway Railroad Crossing Safety Account (HRCSA) Program Guidelines require that the HRCSA Program be updated every two years to reprogram generated savings to new projects. Draft updated HRCSA Guidelines were presented to the Commission at the March 16-17, 2016 meeting. The Commission must adopt updated HRCSA Guidelines to initiate the 2016 HRCSA Program.

## **RECOMMENDATION:**

Staff recommends that the Commission approve the attached updated HRCSA Guidelines.

## **BACKGROUND:**

Proposition 1B, approved by the voters in November 2006, authorized the issuance of \$19.925 billion in State general obligation bonds for specific transportation programs, including \$250 million to fund the HRCSA Program. The HRCSA Program is divided into two parts. Part 1 provides \$150 million for highway railroad grade separation projects derived from the California Public Utilities Commission's (PUC) Section 190 grade separation project priority list. Part 2 provides \$100 million for non-Section 190 high-priority grade crossing improvements.

The Commission, at its April 2008 meeting, adopted HRCSA Guidelines. The Guidelines require that the program be updated every two years, and any savings generated from projects be reprogrammed into a new two year program. The initial HRCSA Program of projects was adopted on August 27, 2008 (the 2008 HRCSA Program). Since then, the Commission held additional programming cycles, establishing the 2010 HRCSA Program, the 2012 HRCSA Program and the 2014 HRCSA Program. Project savings are anticipated upon conclusion of the 2014 HRCSA Program in June 2016. As a result, these savings will be included in the 2016 HRCSA Program. The updated HRCSA Guidelines are necessary to establish a programming schedule for the 2016 HRCSA Program.

Attachment

## **Highway-Railroad Crossing Safety Account Program Guidelines**

### **General Program Policy**

1. Authority and purpose of guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized \$250 million to be deposited in the Highway-Railroad Crossing Safety Account (HRCSA) to be available, upon appropriation by the Legislature, to the Department of Transportation (Caltrans), as allocated by the California Transportation Commission (CTC), for the completion of high-priority grade separation and railroad crossing safety improvements.

In 2007, the Legislature enacted implementing legislation (SB 88) that designated the Commission as the administrative agency for the HRCSA program and directed the Commission to adopt guidelines to establish the criteria and process to allocate funds to an eligible project in the HRCSA program. SB 88 also specified various administrative and reporting requirements for all Proposition 1B programs.

2. Two HRCSA Subprograms. Proposition 1B authorized the \$250 million for the HRCSA in two parts:
  - (a) Part 1. Proposition 1B provided that \$150 million from the HRCSA shall be made available for allocation to projects on the priority list established by the Public Utilities Commission (PUC) pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, with two exceptions: (1) a dollar for dollar match of non-state funds shall be provided for each project, and (2) the \$5 million maximum in Section 2454 shall not apply to HRCSA funds.
  - (b) Part 2. Proposition 1B provided that the other \$100 million from the HRCSA shall be made available to high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. These may include projects at any of the following:
    - (a) Crossings where freight and passenger rail share the affected rail line.
    - (b) Crossings with a high incidence of motor vehicle-rail or pedestrian-rail collisions.
    - (c) Crossings with a high potential for savings in rail and roadway traffic delay.
    - (d) Crossings where an improvement will result in quantifiable emission benefits.
    - (e) Crossings where the improvement will improve the flow of rail freight to or from a port facility.

All funds programmed in the ~~2012-2014~~ HRCSA Program that are not allocated by June 30, ~~2014~~ **2016**, as required under the Guidelines, will be reprogrammed into a ~~2014~~ **2016** HRCSA program. The CTC will adopt a ~~2014~~ **2016** HRCSA program of projects for the funds available under each part from projects nominated by Caltrans, regional agencies or recipient local agencies. A single nomination will be considered for funding from either part of the program, as appropriate. The principal differences between the two parts of the HRCSA program are:

- PUC priority list. Projects to be funded from Part 1 must be on the priority list established by the PUC pursuant to Section 2452 of the Streets and Highways Code. Projects to be funded under Part 2 may be, but need not be, on the PUC priority list.
- Match. Projects to be funded from Part 1 require at least a one-to-one match of local, federal or private funds. In accordance with subdivision (d) of Section 2454 of the Streets and Highways Code, no allocation shall be made unless the railroad agrees to contribute 10 percent of the cost of the project. Projects to be funded from Part 2 do not require any specific match or railroad contribution. However, the CTC will give higher priority for funding from Part 2 to projects with a non-state match.
- Program Year. As the new PUC priority list to be adopted by July 1, ~~2014~~ **2016**, will be valid only for the ~~2014-15~~ **2016-17** and ~~2015-16~~ **2017-18** fiscal years, the CTC will program Part 1 funding only for projects that are expected to be ready for a project construction allocation by June ~~2016~~ **2018**. The CTC anticipates that it will allocate all of the remaining funds for Part 1 by June ~~2016~~ **2018**. If it has not allocated all available Part 1 funding by that time, the CTC will update the HRCSA program of projects to reflect the PUC priority list to be adopted by July 1, ~~2016~~ **2018**.

For Part 2, the ~~2014~~ **2016** program of projects may include projects scheduled for construction at any time through June ~~2016~~ **2018**. However, the CTC will give higher priority for funding for Part 2 to projects with earlier delivery.

3. Eligibility of applicants and projects. The Commission will consider HRCSA allocations to Caltrans or to a public agency responsible for development of a proposed project. Eligible projects are the capital costs of high-priority grade separation and railroad crossing safety improvements projects. HRCSA projects to be funded under Part 1 will be matched at least dollar-for-dollar by local, federal, or private funds, including the railroad contribution required pursuant to subdivision (d) of Section 2454 of the Streets and Highways Code. Other state funds, including State Transportation Improvement Program and other Proposition 1B funds, may be used for a project but will not be counted as match.

Under statute, the project recipient agency must provide a project funding plan that demonstrates that the non-HRCSA funds in the plan (local, state, or federal) are reasonably expected to be available and sufficient to complete the project. The Commission expects that HRCSA project funding will usually be limited to the costs of construction. Project development and right-of-way costs should be covered with other

funding, and the expenditure of non-state funds on project development and right-of-way costs may be counted as project match. The expenditure of funds prior to the approval of Proposition 1B will not be counted as project match or as part of the project cost. The Commission expects, however, a full-funding picture of the project.

The useful life of an HRCSA project shall not be less than the required useful life for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code. That section generally requires that projects have an expected useful life of 15 years or more.

4. Program Schedule. The Commission intends to implement the program of projects on the following schedule:

CTC adoption of HRCSA guidelines.	<del>March 20, 2014</del> <b>May 18-19, 2016</b>
HRCSA project applications due.	<del>July 1, 2014</del> <b>July 1, 2016</b>
Public hearing on HRCSA applications.	<del>August 20, 2014</del> <b>August 17-18, 2016</b>
Commission staff recommendations issued.	<del>September 19, 2014</del> <b>September 16, 2016</b>
CTC adopts the <del>2012</del> <b>2016</b> HRCSA program of projects.	<del>October 8, 2014</del> <b>October 19-20, 2016</b>

5. Project nominations. Project nominations and their supporting documentation will form the primary basis for the Commission's HRCSA program of projects. Each project nomination should include:

- A cover letter with signature authorizing and approving the application.
- A programming request form (Appendix A) and a project fact sheet that includes a map of the project location and that describes the project scope, useful life, cost, funding plan, delivery milestones, and major project benefits. Cost estimates should be escalated to the year of proposed implementation. The project delivery milestones should include the start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout.
- A brief narrative that provides:
  - A concise description of the project scope and anticipated benefits (outputs and outcomes) proposed for HRCSA funding.
  - A specific description of non-HRCSA funding to be applied to the project and the basis for concluding that the non-HRCSA funding is reasonably expected to be available.
  - A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and a description of the response plan for the known risks. The risks

considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, railroad agreement, and funding commitments. For projects that may be funded under Part 1, the project delivery plan should address the requirements precedent to an allocation in Section 2456 of the Streets and Highways Code.

- A description of the function of the proposed crossing project within the appropriate rail and highway corridors, including how the project would improve safety, operations and the effective capacity of the rail corridor and of streets and highways in the area.
  - A description and quantification of project benefits, citing any documentation in support of estimates of project benefits. Where applicable and available, this should include a description of how the project would reduce rail and highway travel times, improve safety by reducing deaths and injuries, and reduce emissions from rail and motor vehicles. Where appropriate, this should also include the potential for enabling or improving high speed train operation and the project's location relative to the High-Speed Rail Corridor.
  - Documentation supporting the benefit and cost estimates cited in the application. This should be no more than 10 pages in length, citing or excerpting, as appropriate, the project study report, environmental document, regional transportation plan, and other studies that provide quantitative measures of the project's costs and benefits, including safety, mobility, and emission reduction benefits.
6. Submittal of project nominations. For the ~~2014~~ **2016** HRCSA program of projects, the Commission will consider only projects for which a nomination and supporting documentation are received in the Commission office by 12:00 noon, July 1, ~~2014~~ **2016**, in hard copy. A nomination from a regional agency will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. A nomination from a city, county, or other public agency will include the signature from an officer authorized by the city council, board of supervisors, or other agency board. Where the project is to be implemented by an agency other than the nominating agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency.

The Commission requests that each project nomination include three copies of the cover letter, the project fact sheet, and the narrative description, together with two copies of all supporting documentation. All nomination materials should be addressed or delivered to:

~~Andre Boutros~~ **Susan Bransen**, Executive Director  
California Transportation Commission  
Mail Station 52, Room 2222  
1120 N Street  
Sacramento, CA 95814

### **Project Selection and Programming**

7. Program of projects based on applications. The Commission will develop its HRCSA program from the nominations received by the nomination due date. The program may take into account the amount of funds appropriated.
8. Project application scoring. For Part 2 of the program, the Commission will evaluate and score project nominations according to the following weighting:
  - A. 50%, the effectiveness of the project in providing transportation benefits, including the improvement of safety, operations, and effective capacity of rail and highway facilities in a corridor and the potential for facilitating development of the High-Speed Rail Corridor. The Commission will measure operational improvement and capacity benefits in terms of hours of delay saved per dollar expended. The Commission will measure safety benefits in terms of the estimated reduction in the number of deaths and injuries.
  - B. 20%, the date by which the project will be ready for award of the construction contract, giving higher priority to projects delivered earlier.
  - C. 10%, the degree to which the project reduces local and regional emissions of diesel particulates and other air pollutants.
  - D. 20%, the financial contribution from non-state funds in the HRCSA project, giving higher priority to projects with a higher non-state contribution.
9. Evaluation committee. The Department of Transportation will form a committee to conduct a review and objective evaluation of project nominations, with representatives of staff from the Department of Transportation, the Public Utilities Commission, the High-Speed Rail Authority, and the California Transportation Commission. The evaluation will include consideration of the potential for project funding from Section 190 of the Streets and Highway Code.
10. Program Adoption. The Commission will adopt its ~~2014~~ **2016** HRCSA program of projects after holding at least one public hearing. The Commission anticipates that its adopted HRCSA program for Part 2 will include a priority list that exceeds the funding available to be programmed, just as the priority list established by the PUC has consistently exceeded the amount of funding available for that list. The Commission may, if it finds it necessary or appropriate, advise potential applicants to submit new or revised applications at any time after the program adoption.

### **Project Delivery**

11. Project baseline agreements. Within three months after the adoption of a project into the HRCSA program of projects, the Commission, Caltrans and the implementing agency, together with the regional agency and any entity committed to providing supplementary funding for the project, will execute a project baseline agreement, which will set forth the

project scope, benefits, delivery schedule, and the project budget and funding plan. The Commission may delete a project for which no project baseline agreement is executed, and the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement.

12. Quarterly delivery reports: As a part of the project baseline agreement, the Commission will require the implementing agency to submit quarterly reports on the activities and progress made toward implementation of the project, including those project development activities taking place prior to an HRCSA allocation and including the status of supplementary funding identified in the adopted HRCSA program.

As mandated by Government Code Section 8879.50, the Commission shall forward these reports, on a semiannual basis, to the Department of Finance. The purpose of the reports is to ensure that the project is being executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the implementing agency will provide a plan to the Commission for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The Commission may either approve the corrective plan or direct the implementing agency to modify its plan. Where a project allocation has not yet been made, the Commission may amend the program of projects to delete the project.

13. Amendments to program of projects. The Commission may approve an amendment of the HRCSA program in conjunction with its review of a project corrective plan as described in Section 12. The implementing agency may also request and the Commission may approve an amendment of the program at any time. An amendment need only appear on the agenda published 10 days in advance of the Commission meeting. It does not require the 30-day notice that applies to a STIP amendment.
14. Allocations from the HRCSA. The Commission will consider the allocation of funds from the HRCSA for a project or project component when it receives an allocation request and recommendation from Caltrans, in the same manner as for the STIP. The recommendation will include a determination that all necessary orders of the PUC have been executed, that all necessary agreements with affected railroads have been executed, and that sufficient HRCSA funding and all identified and committed supplementary funding are available. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included in the adopted HRCSA program, and the project has the required environmental clearance.
15. Final delivery report. Within six months of the project becoming operable, the implementing agency will provide a final delivery report to the Commission on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the project schedule in the project baseline agreement, and performance outcomes derived from the project as compared to those described in the project baseline agreement. The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.

The implementing agency will also provide a supplement to the final delivery report at the completion of the project to reflect final project expenditures at the conclusion of all project activities. For the purpose of this section, a project becomes operable at the end of the construction phase when the construction contract is accepted. Project completion occurs at the conclusion of all remaining project activities, after acceptance of the construction contract.

16. Audit of project expenditures and outcomes. The Department of Transportation will ensure that project expenditures and outcomes are audited. For each HRCSA project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within 12 months after the final delivery report. The Commission may also require interim audits at any time during the performance of the project.

Audits will be performed in accordance with Generally Accepted Government Auditing Standards promulgated by the United States Government Accountability Office. Audits will provide a finding on the following:

- Whether project costs incurred and reimbursed are in compliance with the executed project baseline agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines.
- Whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project baseline agreement or approved amendments thereof.

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18-19, 2016

**Reference No.:** 4.17  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Bruce Roberts, Chief  
Division of Rail and Mass  
Transportation

**Subject:** AMENDMENT TO PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM  
RESOLUTION ICR1B-P-1516-02, AMENDING RESOLUTION ICR1B-P-1516-01

## RECOMMENDATION:

The California Department of Transportation (Department) requests the California Transportation Commission (Commission) consent to amend the Proposition 1B Intercity Rail Improvement Program (ICR1B) project list.

## ISSUE:

The Department requests that the following actions be taken with the ICR1B Program project list as follows:

- Delete the Coast Daylight Track and Signal project.
- Add the Seacliff Siding project to be funded with \$21,526,000 from the deprogrammed Coast Daylight Track and Signal project.
- Add \$2.68 million of additional funding to Raymer to Bernson to backfill STIP cuts.
- Deprogram \$900,000 from the Northern California Maintenance Facility.
- Add the Wayside Power and Storage project to be funded with \$900,000 from the deprogrammed Northern California Maintenance Facility funds.
- Add the Capitalized Maintenance project for \$1,567,000.
- Add the Intercity Rail Diesel Electric Locomotive #21 to be funded with \$6,674,000 from the Passenger Equipment Acquisition Fund (PEAF).

## BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by voters as Proposition 1B, provides \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects.

This \$400 million program is part of the \$4 billion Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of Section 8879.50 of the Government Code, the Department is the administrative agency for the PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. The guidelines allow the Department, if necessary, to return to the Commission to request its consent to modify the project list.

The \$21,526,000 proposed to be programmed to the Seacliff project reflects, and is consistent with, the most recent project cost estimate as provided by the Union Pacific Railroad.

The Department is proposing to program the current un-programmed balance with the ICR1B program of \$1,567,000 to the Capitalized Maintenance project. As additional savings are realized, potentially through project scope refinement or closeout, it is the Departments intent to program future savings to the Capitalized Maintenance project up to the eight million dollar level.

The necessary changes are reflected in strikethrough and bold in the revised Proposition 1B Intercity Rail Projects list.

**Passenger Equipment Acquisition Fund (PEAF):**

Government Code, Article 4. Purchase, Sale, and Leasing of Passenger Transportation Vehicles (GC 1406014066). The Passenger Equipment Acquisition Fund is hereby created in the State Treasury. Notwithstanding Section 13340, all moneys in the fund are continuously appropriated to the department to pay the principal of, interest on, and redemption premium, if any, on equipment obligations, to pay all costs of issuance and sale of equipment obligations, to purchase new and rehabilitate existing equipment, and for passenger rail capital improvements.

**PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Proposed)**

<b>Project/Description</b>	<b>Corridor</b>	<b>Funding Request</b>
<b>Procurement of Locomotives, Railcars, and Install On-board Information System:</b> <sup>1</sup> Purchase bi-level intercity railcars and locomotives, and install OBIS	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
<b>Commerce/Fullerton Triple Track - Segment 6:</b> <sup>1</sup> Construct third main track from MP 154.5 to MP 157.6.	Pacific Surfliner, Metrolink	\$ 31,992,000
<b>New Station Track at LA Union Station:</b> <sup>1</sup> Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 21,800,000
<b>San Onofre to Pulgas Double Track Project – Phase 1:</b> <sup>1</sup> Design and environmental work for Phases 1 and 2, construction of Phase 1.	Pacific Surfliner	\$ 28,900,000
<b>San Onofre to Pulgas Double Track Project – Phase 2:</b> <sup>1</sup> Design and engineering for Phase 2.	Pacific Surfliner	\$ 1,100,000
<b>Northern California Maintenance Facility:</b> <sup>1</sup> Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	<del>\$ 19,151,000</del> <b>\$ 18,251,000</b>
<b>Oakley to Port Chicago:</b> <sup>1</sup> Construct double track.	San Joaquin	\$ 25,450,000
<del><b>Coast Daylight Track and Signal:</b> Track and signal project to allow service to from LA to the San Francisco Bay Area.</del>	Pacific Surfliner, Coast Daylight	<del>\$ 25,000,000</del> <b>\$ 0</b>
<b>Kings Park Track and Signal Improvements:</b> <sup>1</sup> Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
<b>Wireless Network for Northern California IPR Fleet:</b> <sup>1</sup> Install a wireless communication network on the Northern California IPR	Capitol Corridor, San Joaquin	\$ 2,927,000
<b>Raymer to Bernson Double Track:</b> <sup>1</sup> Construct double track from MP 453.1 to MP 446.8 in Ventura County.	Pacific Surfliner, LAMTA	<del>\$ 16,800,000</del> <b>\$ 19,480,000</b>
<b>Van Nuys North Platform:</b> <sup>1</sup> Construct second platform at the Van Nuys station.	Pacific Surfliner, LAMTA	\$ 34,500,000
<b>Santa Margarita Bridge and Double Track:</b> <sup>1</sup> Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 16,206,000
<b>Emeryville Station and Track Improvements:</b> <sup>1</sup> Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,151,000
<b>Bahia Benicia Crossover:</b> <sup>1</sup> Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 3,445,000
<b>Capitol Corridor Track, Bridge, and Signal Upgrade Project:</b> <sup>1</sup> Replace and upgrade certain elements of the track, signal and bridge infrastructure along the Capitol Corridor.	Capitol Corridor	\$ 1,305,000
<b>SCRRA Sealed Corridor:</b> <sup>1</sup> Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	\$ 2,782,000
<b>Ventura County Sealed Corridor:</b> <sup>1</sup> Enhance safety of grade crossings and Railroad Right of Way.	Pacific Surfliner Metrolink	\$ 218,000
<b>Wayside Power and Storage: Installation of a wayside power at the Auburn Station and layover site.</b>	<b>Capitol Corridor</b>	<b>\$ 900,000</b>
<b>Seacliff Siding: New track siding in Seacliff for more control access for the Pacific Surfliner</b>	<b>Pacific Surfliner</b>	<b>\$ 21,526,000</b>
<b>Capitalized Maintenance Preservation of Capital Improvements (Fix It First) and Improved Operations</b>	All Corridors	<b>\$ 1,567,000</b>
<b>SUB-TOTAL ALL PROJECTS</b>		<b>\$ 392,000,000</b>
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. <sup>2</sup>		\$ 8,000,000
Unallocated Balance		\$ 0
<b>TOTAL RAIL BOND FUNDS</b>		<b>\$ 400,000,000</b>

1. Projects with CTC allocations (full or partial).  
2. Bond Issuance Cost is 2 percent of the Bond amount.

**PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM AMENDMENT (Amended)**

<b>Project/Description</b>	<b>Corridor</b>	<b>Funding Request</b>
<b>Procurement of Locomotives, Railcars, and Install On-board Information System:</b> <sup>1</sup> Purchase bi-level intercity railcars and locomotives, and install OBIS	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
<b>Commerce/Fullerton Triple Track - Segment 6:</b> <sup>1</sup> Construct third main track from MP 154.5 to MP 157.6.	Pacific Surfliner, Metrolink	\$ 31,992,000
<b>New Station Track at LA Union Station:</b> <sup>1</sup> Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 21,800,000
<b>San Onofre to Pulgas Double Track Project – Phase 1:</b> <sup>1</sup> Design and environmental work for Phases 1 and 2, construction of Phase 1.	Pacific Surfliner	\$ 28,900,000
<b>San Onofre to Pulgas Double Track Project – Phase 2:</b> <sup>1</sup> Design and engineering for Phase 2.	Pacific Surfliner	\$ 1,100,000
<b>Northern California Maintenance Facility:</b> Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 18,251,000
<b>Oakley to Port Chicago:</b> <sup>1</sup> Construct double track.	San Joaquin	\$ 25,450,000
<b>Kings Park Track and Signal Improvements:</b> <sup>1</sup> Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
<b>Wireless Network for Northern California IPR Fleet:</b> <sup>1</sup> Install a wireless communication network on the Northern California IPR.	Capitol Corridor, San Joaquin	\$ 2,927,000
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<b>Seacliff Siding:</b> New track siding in Seacliff for more control access for the Pacific Surfliner	Pacific Surfliner	\$ 21,526,000
<b>Capitalized Maintenance</b> Preservation of Capital Improvements (Fix It First) and Improved Operations	All Corridors	\$ 1,567,000
<b>SUB-TOTAL ALL PROJECTS</b>		\$ 392,000,000
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. <sup>2</sup>		\$ 8,000,000
Unallocated Project Savings		\$ 0
<b>TOTAL RAIL BOND FUNDS</b>		\$ 400,000,000
Passenger Equipment Acquisition Fund (PEAF) - Option Order #21.		\$6,674,000

1. Projects with CTC allocations (full or partial).

2. Bond Issuance Cost is 2 percent of the Bond amount

# **CALIFORNIA TRANSPORTATION COMMISSION**

## **Commission Advice and Consent Proposition 1B Intercity Rail Capital Program Amendment**

### **Resolution ICR1B-P-1516-02, Amending Resolution ICR1B-P-1516-01**

- 1.1 WHEREAS, Proposition 1B, passed by California voters on November 7, 2006, called for \$4 billion to be deposited into the Public Transportation Modernization, Improvement, and Service Enhancement Account; and
- 1.2 WHEREAS, of the \$4 billion, \$400 million was designated, to be available upon appropriation by the Legislature, for intercity rail capital projects, including at least \$125 million for the purchase of additional rail cars and locomotives; and
- 1.3 WHEREAS, the California Transportation Commission (Commission) approved at its December 2007 meeting, the “Guidelines for Intercity Passenger Rail Projects in the Public Transportation Modernization, Improvement, and Service Enhancement Account”, that provide guidance on the implementation of the Proposition 1B Intercity Passenger Rail Program; and
- 1.4 WHEREAS, the guidelines state the California Department of Transportation (Department) can return to the Commission to request formal approval to modify the project list and project scope; and
- 1.5 WHEREAS, the initial Intercity Rail Proposition 1B project list was approved at February 2008 Commission meeting; and
- 1.6 WHEREAS, the amended Intercity Rail Proposition 1B projects list includes \$392.2 million in intercity rail projects and \$7.8 million in bond issuance costs; and
- 1.7 WHEREAS, all projects on the attached amended Proposition 1B project list are consistent with the guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission does hereby provide its consent to the amended list of Intercity Rail Proposition 1B projects; and
- 2.2 BE IT FURTHER RESOLVED, that the Department shall report on a quarterly basis to the Commission on the allocation status of the Proposition 1B intercity passenger rail projects as part of the Department’s quarterly delivery report.

# Memorandum

Tab 59

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 18-19, 2016

Reference No.: 4.18  
Action

From: SUSAN BRANSEN  
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT  
RESOLUTION HST1A-P-1516-02**

## **ISSUE:**

The California Transportation Commission (Commission) adopted High-Speed Passenger Train Bond Program (Proposition 1A Connectivity) guidelines in February 2010 and the initial Proposition 1A Connectivity Program in May 2010. In June 2012, the Commission adopted a significant amendment to the program consistent with the 2012 High-Speed Rail (HSR) Business Plan and its blended system strategy.

Capitol Corridor Joint Powers Authority (CCJPA) and Caltrans propose to amend the Proposition 1A Connectivity Program to rename, revise the scope and decrease programming from \$46.55 million to \$36.37 million for the Capitol Corridor Oakland to San Jose Track Improvements project. In addition, CCJPA is requesting to program \$10.18 million for construction of the Capitol Corridor (and ACE) Travel Time Reduction Project. This new project is also funded with STIP and Transit and Intercity Rail Capital Program (cap and trade) funds. These projects continue to provide benefits to the Capitol Corridor and its connectivity to high-speed rail.

CCJPA is requesting a concurrent allocation of \$10,180,000 for the Travel Time Reduction project, along with TIRCP funds totaling \$4,620,000.

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the CCJPA/Caltrans amendment, in accordance with Resolution HST1A-P-1516-02.

## **BACKGROUND:**

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21<sup>st</sup> Century, approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system or that provide capacity enhancements and safety improvements. The Commission is required to program and

allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the Proposition 1A Connectivity Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted Program Guidelines in February 2010. The initial program of projects was approved in May 2010, with various amendments approved in the years since.

**RESOLUTION HST1A-P-1516-02**

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program in accordance with the attached at its meeting in Stockton on May 18-19, 2016.

Attachment

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT  
RESOLUTION HST1A-P-1516-02**

May 18-19, 2016  
Item 4.18

**PTC Projects**

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future
NCTD	Positive Train Control		\$17,833	\$59,982	\$17,833				
SCRRA	Positive Train Control		\$35,000	\$201,600	\$35,000				
Caltrans	San Joaquin Corr. Positive Train Control		\$9,800	\$9,800	\$9,800				
Caltrans/SCRRA	Pacific Surfliner Positive Train Control		\$46,550	n/a	\$46,550				
Caltrans	Pacific Surfliner Positive Train Control		\$26,950	\$34,500	\$26,950				
PTC Program Subtotal			\$136,133	\$305,882	\$136,133				

**Agency Proposals**

Agency	Project Title	Project Description	Alloc	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future
SJRR/ACE	Stockton Passenger Track Extension (Gap Closure) Phase 2A	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility, including a 90 foot single track bridge over Harding Way.	X	\$5,714	\$24,895	\$395	\$5,319			
				\$9,260						\$9,260
				\$14,974						
LACMTA	Regional Connector Transit Corridor	Construct 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the High-Speed Rail system.	X	\$114,874	\$1,366,100	\$114,874				
PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)**	Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines.	X	\$41,026	\$231,000	\$41,026				
San Diego MTS	Blue Line Light Rail	Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability.	X	\$57,855	\$151,754	\$57,855				
BART	Car Purchase	Purchase new BART cars (\$140 million).	X	\$140,000	\$285,000	\$140,000				
	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	X	\$38,000	n/a	\$38,000				
	Maintenance Shop and Yard Improvements	Segment of extension to Berryessa, expand Main Shop, construct new Component Repair Shop, retrofit for new M&E Shop, including M&E Material Storage Yard		\$78,639	\$432,933	\$78,639				
				\$256,639						

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT  
RESOLUTION HST1A-P-1516-02**

May 18-19, 2016  
Item 4.18

**Agency Proposals**

Agency	Project Title	Project Description	Alloc	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future
SFMUNI	Central Subway	Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown.	X	\$61,308	\$1,578,300	\$61,308				
SCRRA	New or Improved Locomotives & Cars	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	X	\$88,707	\$202,899	\$88,707				
SCVTA	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	X	\$26,419	n/a	\$26,419				
SacRT	Sacramento Intermodal Facility Improvements**	Relocate existing light rail track, passenger platform and associated systems to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.		\$25,223	\$60,368	\$1,752				\$23,471
				\$4,942				\$4,942		
	Future Programming		\$30,165							
Caltrans/CCJPA	Capitol Corr. Oakland to San Jose Track Improv., Ph 2A*	Improve existing Capitol Corridor route, with sidings and double track, and a new Union City station stop adjacent to the BART station.		<del>\$46,550</del> \$36,370	\$247,500					\$36,370
	CCJPA	Capitol Corr. (&ACE) Travel Time Reduction Project		\$10,180	\$15,500		\$10,180			
Caltrans	San Joaquin Merced to Le Grand Double Track, Seg 1	Construct the first of three segments of double track. Segment 1 consists of 8.4 miles of double track construction between west Le Grand and west Planada and will include two sets of double crossovers and signal and grade crossing work.		\$36,750	\$40,750	\$36,750				
				\$83,300						
Caltrans	Capitol Corr. Sacramento to Roseville 3rd Main Track	Phase 1 of a series of improvements designed to increase service frequency, reduce freight train conflicts and accommodate freight train growth projections, consists of relocation of the Roseville station and addition of a third track.		\$15,600	\$28,470					\$15,600
				\$4,000	n/a	\$4,000				
	San Joaquin Merced to Le Grand Double Track, Seg 1	see same project above by Caltrans		\$19,600						
Non PTC Program Subtotal				\$794,867		\$689,725	\$15,499	\$0	\$0	\$89,643
<b>Program Total</b>				<b>\$931,000</b>		<b>\$825,858</b>	<b>\$15,499</b>	<b>\$0</b>	<b>\$0</b>	<b>\$89,643</b>

\* Project includes less than 5% (\$1.5 million) of Prop 1A funds for pre-construction

## **M e m o r a n d u m**

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18-19, 2016

**Reference No.:** 4.7  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Bruce De Terra, Chief  
Division of  
Transportation Programming

**Subject:** **UPDATE ON THE 2015-2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) DELIVERED LIST – ALLOCATIONS REQUESTED BUT NOT YET APPROVED**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission accept this attached report on the status of State Transportation Improvement Program (STIP) projects that have been delivered (deemed ready to go).

### **ISSUE:**

Due to insufficient transportation revenues and allocation capacity in Fiscal Year (FY) 2015-16, the Commission has been unable to allocate STIP funds to implementing agencies for their projects. Those projects that have not received an allocation were instead approved to be placed on a delivered list.

The attached list identifies those projects that have been delivered in FY 2015-16, but that the Commission has not approved allocations for, due to funding constraints. The projects are in no particular priority order and the list is arranged by project category, then district, then county.

At its December 2015 meeting, the Commission approved STIP allocation priorities and Commission staff will only recommend projects for allocation when consistent these allocation priorities.

Attachment

**4.7 Delivered Projects List**

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>			Location	Phase	Item #	Fund Type
District-County			Project Description	Prgm'd Amount	Fund Type	Fund Type
				Project ID	Program Code	
				Adv. Phase		
				EA		
<b>4.7a. State Administered On the State Highway System Projects</b>						
1	\$175,000	Town of Mammoth Lakes	West Minaret Road Sidewalk & Safety Project. In Mammoth Lakes, from 0.1 mile north of Minaret Road to Minaret Road. Construct curb gutter and sidewalk, street lights, minor drainage, and other incidental improvements.	09-2601 RIP/15-16 PS&E \$50,000 R/W \$125,000	2006-07 801-3093 <b>TDIF</b> 801-3093 <b>TDIF</b>	\$50,000   \$125,000
		<u>MCLTC</u> Mono	(CEQA - CE, 11/30/2015.)	0915000009	20.20.075.600	
		09-Mno-203 4.7/4.8	Concurrent technical correction to correct the Fund Type from SHA to TDIF; May 2016	4PSEL 36530		
		<b><u>JANUARY-2016</u></b>	<u>Outcome/Output:</u> PS&E - Complete Project Report and Environmental Document; Right of Way - Acquire 2 Parcels.			
<b>4.7c. Locally Administered Off the State Highway System Projects</b>						
1	\$30,000	City of Susanville	City Rehabilitation SC4. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities.	02-2515 RIP/15-16 PS&E \$30,000	2006-07 601-3093 TDIF 20.30.600.621	\$30,000
		<u>LCTC</u> 02-Lassen	(CEQA - NOE, 1/8/2016.)	0215000104		
		<b><u>MARCH-2016</u></b>	<u>Outcome/Output:</u> Extend pavement life and improve ride-ability.			
2	\$30,000	City of Susanville	City Rehabilitation SC5. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities.	02-2516 RIP/15-16 PS&E \$30,000	2006-07 601-3093 TDIF 20.30.600.621	\$30,000
		<u>LCTC</u> 02-Lassen	(CEQA - NOE, 1/8/2016.)	0215000103		
		<b><u>MARCH-2016</u></b>	<u>Outcome/Output:</u> Extend pavement life and improve rideability.			
3	\$61,000	City of Alturas	Oak and Juniper Street Rehabilitation. In the City of Alturas on Oak Street from SR 299 to 19th Street, and on Juniper Street from SR 299 to 19th Street.	02-2535 RIP/15-16 PS&E \$61,000	2006-07 601-3093 TDIF 20.30.600.621	\$61,000
		<u>MCTC</u> 02-Modoc	(CEQA - NOE, 11/19/2015.)	0216000001		
		<b><u>JANUARY-2016</u></b>	<u>Outcome/Output:</u> Rehabilitate 0.5 mile of road for each of the two locations, improving transportation for this area of Alturas and reducing maintenance costs for the City and for vehicle owners that utilize these routes.			

#### 4.7 Delivered Projects List

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
4 \$47,000  City of Yreka <u>SCLTC</u> 02-Siskiyou  <b><u>JANUARY-2016</u></b>	Oregon Street Rehabilitation. In Yreka on Oregon Street from Miner Street to north end. Rehabilitate approximately 3,750 Linear Feet of roadway.  (CEQA - NOE, 11/4/2015.)  <u>Outcome/Output:</u> The rehabilitation of approximately 3,750 Linear Feet of the pavement surface to extend the useful life of the facility for 10-15 years before costly and difficult full reconstruction of the roadway is required.	02-2518 RIP/15-16 PS&E \$47,000 0216000023	2006-07 601-3093 TDIF 20.30.600.621	\$47,000
5 \$13,822,000  City of Fairfield <u>MTC</u> 04-Solano  <b><u>DECEMBER-2015</u></b>	Jepson Parkway. This project will reconstruct and widen Vanden Road, from Peabody to Leisure Town Road and Leisure Town Road from Vanden Road to Elmira Road to a four lane divided roadway with a raised median and construct a class I bikeway/pedestrian path on the west side of the roadway.  (CONST savings of \$5,554,000 to be returned to Solano County regional shares.)  (CEQA - EIR, 03/11/2009.) (NEPA - EIS, 05/12/2011: Revalidated 10/08/2015.)  (Future Consideration of Funding approved under Resolution E-09-28; April 2009.)  Right of Way Certification: 11/10/2015  <u>Outcome/Output:</u> This project will relieve congestion on I-80 and SR 12	04-5301T RIP/15-16 CONST <del>\$19,376,000</del> <b>\$13,822,000</b> 0416000072	2015-16 101-0890 FTF 20.30.600.620	\$13,822,000
6 \$19,377,000  City of Vacaville <u>MTC</u> 04-Solano  <b><u>DECEMBER-2015</u></b>	Jepson Parkway. Reconstruct and widen Leisure Town Road, from Vanden to Commerce to a four lane divided roadway with a raised median and construct a class I bikeway/pedestrian path on the west side of the roadway.  (CEQA - EIR, 03/11/2009.) (NEPA - EIS, 05/12/2011; Revalidated 10/08/2015.)  (Future Consideration of Funding approved under Resolution E-09-28; April 2009.)  Right of Way Certification: 10/15/2015  <u>Outcome/Output:</u> This project will relieve congestion on I-80/SR 12 in northern Solano County	04-5301U RIP/15-16 CONST \$19,377,000 0415000258	2014-15 101-0890 FTF 20.30.600.620	\$19,377,000

**4.7 Delivered Projects List**

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
7 \$90,000 City of Watsonville <u>SCCRTC</u> 05-Santa Cruz  <b><u>MARCH-2016</u></b>	Monterey Bay Sanctuary Scenic Trail Network Segment 18. In Watsonville, along the Santa Cruz Branch Rail Line from Lee Road to Watsonville Slough Trail Connection. Construct bicycle/pedestrian trail adjacent to the rail line.  (CEQA - FEIR, 1/20/2016.)  (Future Consideration of Funding approved under Resolution E-16-07, January 2016)  (Time Extension for FYI 14-15 PS&E expires on February 28, 2017.)  <u>Outcome/Output:</u> Fill gaps in bike/pedestrian network. Increase accessibility, mobility, reduce VMT by increasing biking and walking. Improve safety for bike and pedestrians.	05-2552 RIP/14-15 PS&E \$90,000 0515000134	2006-07 601-3093 TDIF 20.30.600.620	\$90,000
8 \$18,437,000 SANDAG <u>SANDAG</u> 11-San Diego  <b><u>MARCH-2016</u></b>	Inland Rail Trail Phases - IIA, IIB, IIIA, IIIB. In the City of Vista, County of San Diego and City of San Marcos along the Sprinter Rail alignment from Melrose Drive to N. Pacific Street. Construct Class 1 Bike Path.  (CEQA - MND, 9/26/2014.) (NEPA - CE, 8/5/2013.)  (Concurrent Consideration of Funding under Resolution E-16-18; March 2016.)  Right of Way Certification - 1/25/2016.  (Contribution from local sources: \$4,694,000.)  (Time Extension for FY 14-15 CON expires on February 28, 2017.)  <b><i>The addition of the language regarding the time extension was added via the Change List at the March 2016 CTC meeting.</i></b>  <u>Outcome/Output:</u> Provide a safe and scenic route in north San Diego County with connections to other inner-city bike routes, Regional Class 1 Bike Paths, transit stations for extension of commute trips, a variety of businesses, residential communities, schools and recreational destinations within the proposed alignment. The use of this proposed project will attract both experienced and less experienced cyclists.	11-7421W RIP/14-15 CONST \$18,437,000 1100020479	2014-15 101-0042 SHA 101-0890 FTF 20.30.600.620	\$2,115,000 \$16,322,000

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.1b.  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of Transportation  
Programming

Subject: STIP AMENDMENT 14S-35

### SUMMARY:

The California Department of Transportation will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment and authorize the project to proceed as an Assembly Bill (AB) 3090 Reimbursement request at the next scheduled Commission meeting following the notice period.

### ISSUE:

The Metropolitan Transportation Commission, the San Mateo City/County Council of Governments (C/CAG) and the San Mateo County Transportation Authority (SMCTA) propose to program an AB 3090 cash reimbursement project (PPNO 0690B) in order to use local funds for construction of the US 101/Willow Road Interchange project (PPNO 0690A) in San Mateo County. The San Mateo County Transportation Authority is requesting reimbursements over a three-year period beginning in Fiscal Year (FY) 2017-18.

### BACKGROUND:

The US 101/Willow Interchange project will reconstruct and reconfigure the existing interchange. Once completed, these improvements will result in increased operational efficiencies.

As part of the 2016 STIP proposal anticipated to be adopted by the Commission in May 2016, SMCTA proposes to revise the funding plan such that construction capital will be fully funded with local funds and construction support will be funded with \$8,000,000 of Regional Improvement Program (RIP) funds in FY 2016-17.

If the proposal is adopted by the Commission, SMCTA further proposes to advance project delivery with the use of \$8,000,000 in local sales tax (Measure A) funds for construction support, and request reimbursements in FYs 2017-18, 2018-19 and 2019-20.

This request follows AB 3090 Guidelines, which allow a local agency to use its own funds (non-state or non-federal) to complete a project component early to be later reimbursed with STIP funds currently programmed on the project.

**REVISE: Route 101/Willow Road Interchange Reconstruction project (PPNO 0690A)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Mateo	4	0690A	235650	CO	2017-18	1.6	2.2	101					
<b>Implementing Agency: (by component)</b>		<b>PA&amp;ED</b>	Caltrans				<b>PS&amp;E</b>	Caltrans					
		<b>R/W</b>	Caltrans				<b>CON</b>	Caltrans					
<b>RTPA/CTC:</b>	Metropolitan Transportation Commission												
<b>Project Title:</b>	US 101/Willow Road I/C Reconstruction												
<b>Location</b>	In Menlo Park, at State Route 101 and Willow Road interchange. Reconstruct and reconfigure interchange.												
<b>Description:</b>	Reconstruct and reconfigure interchange.												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	14/15	15/16	16/17	17/18	18/19	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>Regional Improvement Program (RIP) funds</b>													
Existing	19,552	8,480		3,072		8,000		2,217		3,534	4,946	855	8,000
Change	(8,000)	0		0		(8,000)		0		0	0	0	(8,000)
Proposed	<b>11,552</b>	8,480		3,072		<b>0</b>		2,217		3,534	4,946	855	<b>0</b>
<b>Local Funds</b>													
Existing	56,100			100	0	56,000			56,000			100	0
Change	8,000			0	64,000	(56,000)			0			0	8,000
Proposed	<b>64,100</b>			100	<b>64,000</b>	<b>0</b>			56,000			100	<b>8,000</b>
<b>Total</b>													
Existing	75,652	8,480		3,172	0	64,000		2,217	56,000	3,534	4,946	955	8,000
Change	0	0		0	64,000	(64,000)		0	0	0	0	0	0
Proposed	<b>75,652</b>	8,480		3,172	<b>64,000</b>	<b>0</b>		2,217	56,000	3,534	4,946	955	8,000

**NOTE:** The existing RIP programming shown above is contingent upon the Commission approval of the 2016 Regional Transportation Improvement Program (RTIP) submitted by the Metropolitan Transportation Commission.

**ADD: AB 3090 Reimbursement (US 101/Willow Road IC) project (PPNO 0690B)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Mateo	4	0690A		N/A									
Implementing Agency: (by component)	PA&ED					PS&E							
	R/W					CON		San Mateo County Transportation Authority					
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	AB 3090 Reimbursement (US 101/Willow Road IC)												
Location	N/A												
Description:	N/A												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year					Project Totals by Component						
		Prior	16/17	17/18	18/19	19/20	20/21	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>Regional Improvement Program (RIP) funds</b>													
Existing	0			0	0	0			0				
Change	8,000			3,000	3,000	2,000			8,000				
Proposed	<b>8,000</b>			<b>3,000</b>	<b>3,000</b>	<b>2,000</b>			<b>8,000</b>				
<b>Total</b>													
Existing	0			0	0	0			0				
Change	8,000			3,000	3,000	2,000			8,000				
Proposed	<b>8,000</b>			<b>3,000</b>	<b>3,000</b>	<b>2,000</b>			<b>8,000</b>				

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5e.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of Transportation  
Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT  
RESOLUTION FA-15-30**

## **RECOMMENDATION**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$320,000 in State Highway Operation and Protection Program (SHOPP) funds for the Bridge Damage Repair Project (PPNO 1216) on Route 163 in San Diego County.

## **ISSUE**

Additional funds are needed for one previously approved project in order to complete construction.

## **RESOLUTION**

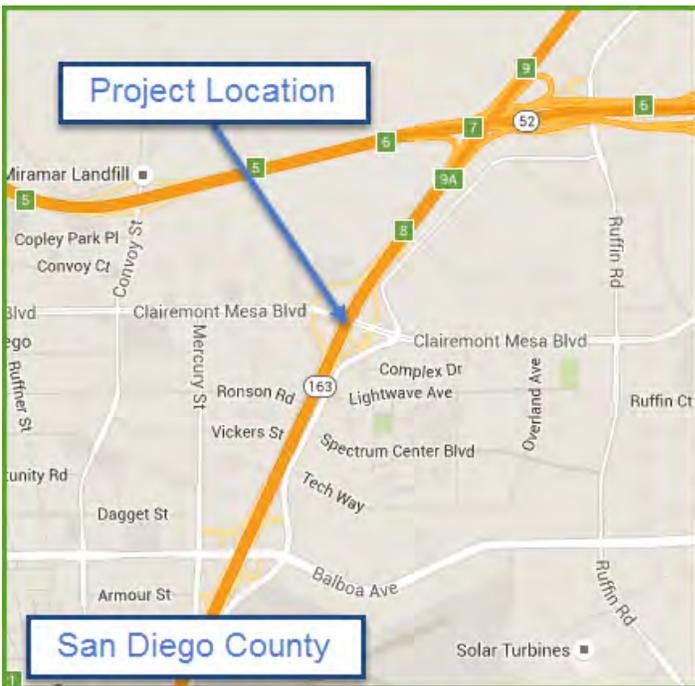
Resolved, that \$320,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-302-0042, to provide funds to complete construction of the following project.

<u>Dist-Co-Rte</u>	<u>Original Allocated Amount</u>	<u>Award Amount</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Award Amount</u>
11-SD-163	\$281,000	\$281,000	\$320,000	\$601,000	113.9%

**PROJECT DESCRIPTION**

This project is located in San Diego County on Route 163, in the city of San Diego, at Clairemont Mesa Boulevard Overcrossing (Bridge No. 57-0368). It will repair the bridge damage caused by a high load hit.

**PROJECT LOCATION**



**FUNDING STATUS**

A Director’s Order in the amount of \$281,000 was approved for this emergency project on August 5, 2015. Construction began on August 16, 2015. Additional funds in the amount of \$320,000 are needed in order to complete construction of this project.

### **REASONS FOR COST INCREASE**

On July 30, 2015, Clairemont Mesa Boulevard Overcrossing (Bridge No. 57-0368) was struck and damaged by an oversized load. The repair work started on August 6, 2015 using emergency funds approved by a Director's Order.

The overall damage to the bridge was initially assessed to include a single exterior girder. However, on August 18, 2015, during the course of the repair work, additional damage to an interior girder was discovered. Damage to the inner girder is extensive and requires replacement of the girder. The inner girder replacement requires custom fabrication by a specialty supplier.

The overcrossing has 2 lanes in each direction. Traffic on the bridge was shifted away from the damaged inner girder in order to reduce load on that part of the structure. Temporary striping was placed to move the traffic. The additional cost also includes re-striping back to the original traffic lane configuration after the structure is repaired.

Additional funds in the amount of \$320,000 are needed in order to fully complete the repair work. The work on the project is currently suspended until supplemental funds are approved.

The Department is seeking reimbursement from the trucking company responsible for the damages.

### **DETERMINATION**

The Department has determined that this request of \$320,000 is needed in order to complete construction of the repair work and open all the lanes on the bridge to the travelling public.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
<b>2.5e.</b>			<b>Supplemental Funds for Previously Voted Projects</b>				<b>Resolution FA-15-30</b>
1	\$320,000	Department of Transportation <u>SANDAG</u> San Diego 11-SD-163 8.81	In San Diego County in San Diego at the Clairemont Mesa Blvd. Overcrossing (Bridge No. 57-0368). <u>Outcome/Output:</u> Repair bridge damage caused by high load hit. Bridge damage repair.  Supplemental funds are needed to Complete Construction.  Total revised amount \$601,000	11-1216 SHOPP/2015-16 302-0042 SHA 20.20.201.130	\$281,000		\$281,000
				SHOPP/2015-16 302-0042 SHA 20.20.201.130 1116000030 4 42360		\$320,000	\$320,000

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.1a.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of  
Transportation Programming

Subject: **SHOPP AMENDMENT 14H-496**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Highway Operation and Protection Program (SHOPP) Amendment 14H-496; in accordance with Senate Bill 486 which requires the Commission to approve any changes or new projects amended into the SHOPP.

### **ISSUE:**

Since the March 2016 report to the Commission, the Department recommends 28 new capital projects to be amended into the 2014 SHOPP, as summarized in Attachment 1. The amendments noted below would be funded from the Major Damage Restoration, Bridge Preservation and 2014 SHOPP programming capacity.

2014 SHOPP Summary of New Projects by Category	No.	FY 2014/15 (\$1,000)	FY 2015/16 (\$1,000)	FY 2016/17 (\$1,000)	FY 2017/18 (\$1,000)
Major Damage Restoration	27		\$53,390		
Bridge Preservation	1		\$4,874		
Total Amendments	28		\$58,264		

The Department also recommends that the capital projects, as summarized in Attachment 2, be amended into the 2014 SHOPP.

**BACKGROUND:**

In each even numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department amends the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Resolution G-00-13, established in June 2000, provides the Department with means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long Lead projects must identify challenges that require additional time beyond the typical four years to complete.

Senate Bill 486, approved by Governor September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

**List of New 2014 SHOPP Capital Project Amendments**

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dists. Perf. Meas.
Major Damage Restoration						
1120	1-DN-101 12.5/15.5  0G100 01 1600 0125	Near Klamath, from Wilson Creek Road to 1.7 miles north of Rudisill Road. Reconstruct retaining wall, reconstruct roadway, repair sink holes, repair barrier and construct slide monitoring/ warning system.	\$25 (R/W) \$4,000 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$25 \$1,500 \$1,525	201.130 Assembly: 1 Senate: 4 Congress: 1  1 Location
1123	1-DN-197 6.2  0G270 01 1600 0153	Near Crescent City, at 6.2 miles north of Route 199. Replace failed culvert with bridge and accommodate fish passage.	\$50 (R/W) \$5,250 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$50 \$1,500 \$1,550	201.131 Assembly: 1 Senate: 4 Congress: 1  1 Location
2448	1-Hum-96 7.8/8.0  0G080 01 1600 0122	Near Hoopa, from 0.3 mile to 0.1 mile west of Tish Tang Campground. Remove slide material, repair/extend rockfall fencing, repair drainage and slope.	\$10 (R/W) \$1,150 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$15 \$325 \$340	201.130 Assembly: 1 Senate: 2 Congress: 1  1 Location
2450	1-Hum-299 R24.0  0G230 01 1600 0140	Near Willow Creek, at 0.6 mile west of Chezem Road. Construct rock buttress, place drainage and reconstruct roadway.	\$15 (R/W) \$1,250 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$10 \$250 \$260	201.130 Assembly: 1 Senate: 2 Congress: 1  1 Location
2451	1-Hum-299 R26.3  0G240 01 1600 0141	Near Willow Creek, at 1.7 miles east of Chezem Road. Repair drainage system, reconstruct slope and place erosion control measures.	\$10 (R/W) \$750 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$10 \$225 \$235	201.130 Assembly: 1 Senate: 2 Congress: 1  1 Location
4642	1-Men-1 31.4  0G180 01 1600 0133	Near Elk, at Elk Creek Bridge No. 10-0120. Repair bridge scour by patching concrete holes, placing rock slope protection (RSP) and improve channel flow to reduce scour.	\$25 (R/W) \$900 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$25 \$250 \$275	201.130 Assembly: 1 Senate: 2 Congress: 1  1 Location
4643	1-Men-1 82.1  0G190 01 1600 0134	Near Westport, at Union Landing Sidehill Viaduct No. 10-0295. Remove landslide material, repair bridge, and place erosion control measures.	\$10 (R/W) \$1,000 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$10 \$280 \$290	201.130 Assembly: 1 Senate: 2 Congress: 1  1 Location

**List of New 2014 SHOPP Capital Project Amendments**

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Major Damage Restoration							
4640	1-Men-20 33.6/R38.5  0G070 01 1600 0121	Near Ukiah, from Russian River Bridge and Overhead to 0.2 mile east of Cold Creek Bridge. Repair accelerated pavement failure.	\$10 (R/W) \$820 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$0 \$0 \$10 \$200 \$210	201.130 Assembly: 1 Senate: 2 Congress: 1  1 Location
4644	1-Men-101 93.5  0G220 01 1600 0138	Near Piercy, 0.4 mile north of Jitney Gulch Bridge. Remove slipout debris, stabilize slope, repair roadway and place erosion control measures.	\$20 (R/W) \$700 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$0 \$0 \$20 \$225 \$245	201.130 Assembly: 1 Senate: 2 Congress: 1  1 Location
3656	2-Sis-96 65.6/65.8  2H120 02 1600 0103	Near Seiad Valley, from 4.5 miles to 4.7 miles east of Klamath River Bridge. Stabilize embankment slipout, construct retaining wall and place rock slope protection (RSP) and drainage.	\$5 (R/W) \$1,600 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$0 \$0 \$5 \$700 \$705	201.130 Assembly: 2 Senate: 4 Congress: 2  1 Location
3659	2-Tri-3 40.0/41.5  2H560 02 1600 0110	Near Weaverville, from 1.4 miles south to 0.2 mile north of Slate Creek Road. Remove major slipout debris, reconstruct total highway loss, reestablish stream bed and establish detour route.	\$75 (R/W) \$10,000 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$0 \$0 \$0 \$3,000 \$3,000	201.130 Assembly: 1 Senate: 4 Congress: 2  1 Location
3658	2-Tri-299 49.9  2H530 02 1600 0113	Near Weaverville, at 1.3 miles east of Glennison Gap Road. Repair slipout with rock buttress, reconstruct shoulder and drainage.	\$5 (R/W) \$550 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$0 \$0 \$0 \$300 \$300	201.130 Assembly: 1 Senate: 4 Congress: 2  1 Location
2113	3-But-32 30.9/31.0  1H510 03 1600 0175	Near Chico, 2.8 miles east of Platt Mountain Road. Repair slipout, reconstruct roadway and replace railing.	\$400 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$5 \$0 \$0 \$50 \$55	201.130 Assembly: 3 Senate: 4 Congress: 2  1 Location
3630	3-ED-193 23.4  1H480 03 1600 0165	Near Placerville, at 2.0 miles north of South Fork American River Bridge. Repair slipout, replace gabion wall and reconstruct roadway and barrier.	\$750 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$10 \$20 \$0 \$100 \$130	201.130 Assembly: 4 Senate: 6 Congress: 4  1 Location

**List of New 2014 SHOPP Capital Project Amendments**

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dists. Perf. Meas.
Major Damage Restoration (cont.)						
5127	3-Pla-80 54.7 1H490 03 1600 0168	Near Emigrant Gap, at Putts Lake Undercrossing. Reconstruct roadway and replace failed culvert.	\$310 (C)	15/16	PA & ED \$5 PS & E \$0 RW Sup \$0 Con Sup \$40 Total \$45	201.130 Assembly: 3 Senate: 1 Congress: 4  1 Location
5862	3-Sac-5 15.8/16.9 1H430 03 1600 0152	In the city of Sacramento, from 0.2 mile north of Freeport Boulevard to 0.3 mile south of Florin Road. Eliminate concentrated median drainage runoff.	\$550 (C)	15/16	PA & ED \$5 PS & E \$0 RW Sup \$0 Con Sup \$60 Total \$65	201.130 Assembly: 9 Senate: 6 Congress: 5  1 Location
7797	3-Sie-49 2.7 1H470 03 1600 0163	Near Camptonville, at 1.0 mile south of North Yuba River Bridge. Construct retaining wall, reconstruct roadway and replace barrier.	\$1,200 (C)	15/16	PA & ED \$40 PS & E \$0 RW Sup \$0 Con Sup \$200 Total \$240	201.130 Assembly: 3 Senate: 1 Congress: 4  1 Location
1499K	4-Nap-121 16.7/16.9 1K800 04 1600 0316	Near the city of Napa, at 0.6 mile to 0.8 mile north of Wooden Valley Road. Construct retaining wall, replace failed culvert and place rock slope protection (RSP).	\$160 (R/W) \$5,500 (C)	15/16	PA & ED \$0 PS & E \$350 RW Sup \$30 Con Sup \$1,400 Total \$1,780	201.130 Assembly: 7 Senate: 2 Congress: 1  1 Location
1498B	4-SF-101 1.8 1K330 04 1600 0238	In the city of San Francisco, at Silver Avenue Overcrossing Bridge No. 34-0032. Reconstruct bridge railing and sidewalk due to truck collision damage.	\$1,900 (C)	15/16	PA & ED \$0 PS & E \$0 RW Sup \$0 Con Sup \$480 Total \$480	201.130 Assembly: 12 Senate: 8 Congress: 8  1 Location
1499C	4-SM-1 15.9 1K660 04 1600 0294	Near Pescadero State Beach, at 2.3 miles south of Route 84. Repair washout with rock slope protection (RSP).	\$10 (R/W) \$510 (C)	15/16	PA & ED \$0 PS & E \$0 RW Sup \$0 Con Sup \$155 Total \$155	201.130 Assembly: 19 Senate: 11 Congress: 14  1 Location
1499B	4-SM-1 36.2 1K650 04 1600 0279	Near Montara, at Tenth Street. Repair washout with rock slope protection (RSP) and provide traffic control.	\$20 (R/W) \$1,000 (C)	15/16	PA & ED \$0 PS & E \$0 RW Sup \$0 Con Sup \$250 Total \$250	201.130 Assembly: 19 Senate: 8 Congress: 12  1 Location

**List of New 2014 SHOPP Capital Project Amendments**

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dists. Perf. Meas.
Major Damage Restoration (cont.)						
2659	5-SB-101 47.1/48.1  1H530 05 1600 0089	Near Gaviota, from the Gaviota Gorge Tunnel to 1.0 mile north of Gaviota Gorge Tunnel; also on Route 154 at Route 101, from PM R0.12 to R0.36. Improve skid resistance with grind and place asphalt overlay.	\$700 (C)	15/16	PA & ED \$5 PS & E \$15 RW Sup \$0 Con Sup \$100 Total \$120	201.130 Assembly: 33, 35 Senate: 17, 19 Congress: 23, 24  1 Location
3005J	8-Riv-10 R130.9  1G950 08 1600 0111	Near Blythe, at Calada Ditch Bridge No. 56-0020R/L. Reconstruct embankment and channel bed and place erosion measures.	\$10 (R/W) \$3,500 (C)	15/16	PA & ED \$71 PS & E \$351 RW Sup \$36 Con Sup \$702 Total \$1,160	201.130 Assembly: 80 Senate: 37, 40 Congress: 45  1 Location
3168	10-SJ-5 R14.8  1F900 10 1600 0150	Near Lathrop, at Route 5/120 Separation and Overhead Bridge No. 29-0251L. Repair bridge railing and overhead sign structure due to vehicular impact.	\$600 (C)	15/16	PA & ED \$20 PS & E \$50 RW Sup \$5 Con Sup \$280 Total \$355	201.130 Assembly: 17, 25 Senate: 5 Congress: 18  1 Location
1215	11-SD-8 7.8  42580 11 1600 0103	In the city of San Diego, at 0.5 mile west of College Avenue. Backfill sinkhole, replace failed drainage system and repair roadway.	\$40 (R/W) \$1,500 (C)	15/16	PA & ED \$0 PS & E \$0 RW Sup \$200 Con Sup \$200 Total \$400	201.130 Assembly: 78 Senate: 36, 39 Congress: 52, 53  1 Location
1214	11-SD-8 28.2/28.5  42660 11 1600 0126	Near Alpine, from 0.3 mile west of Tavern Road to Tavern Road. Replace large deep culvert, pressure grout voided areas and repave roadway.	\$5,000 (C)	15/16	PA & ED \$0 PS & E \$0 RW Sup \$0 Con Sup \$500 Total \$500	201.130 Assembly: 77 Senate: 36 Congress: 52  1 Location
1213	11-SD-52 5.7  42670 11 1600 0127	In the city of San Diego, at 0.2 mile east of Convoy Street. Replace failed culvert, repair roadway and perform slope stabilization.	\$1,500 (C)	15/16	PA & ED \$0 PS & E \$0 RW Sup \$0 Con Sup \$100 Total \$100	201.130 Assembly: 76, 77 Senate: 39 Congress: 50, 52  1 Location

**List of New 2014 SHOPP Capital Project Amendments**

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dists. Perf. Meas.
Bridge Preservation						
4807	7-Ven-126 R10.2/R10.4  31060 07 1500 0003	Near Santa Paula, south of Route 126 and west of Briggs Road between Mission Rock Road and Pinkerton Road. Required off-site mitigation along the Santa Clara River for impacts incurred from two bridge projects (EA 07-1760U and 07-0607U).  PAED: 01/26/2016 R/W: 01/26/2016 RTL: 01/26/2016 CCA: 12/01/2022	\$4,874 (C)	15/16	PA & ED \$0 PS & E \$0 RW Sup \$0 Con Sup \$737 <hr/> Total \$737	201.111 Assembly: 37 Senate: 19 Congress:26  2 Structures

**List of Capital Project Amendments**

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support			
01	Mendocino	101	3.7/5.3	Near Hopland, at 0.6 mile north of Geysers Road; also at 0.6 mile north of Pieta Creek Bridge (Post Mile 5.3). Repair slides.	4550	0B500	0112000133	201.131	300	13,762	15/16	PA&ED	620	620	
													PS&E	2,285	2,285
													RW	128	128
													Const	<del>4,240</del>	<b>1,500</b>
<p><b>Comments:</b> The foundation report completed during the final design identified the need for increased quantities of ground anchors and piles needed to retain the active landslide which also increased the the support cost during construction. These changes add \$290,000 to the cost of the project.</p>															
03	El Dorado	49	24.0	Near Placerville, at South Fork American River Bridge No. 25-0021. Replace Bridge.	3122	0F310	0300000078	201.113	499	13,908	15/16	PA&ED	710	710	
													PS&E	2,500	2,500
													RW	400	400
													Const	<del>2,800</del>	<b>3,800</b>
<p><b>Comments:</b> Increased construction support effort is required to address utility relocations during construction that were added later to the project during the design process. In addition, the utilization of large diameter shaft foundations on the project requires greater support during construction. These changes add \$1,000,000 to the cost of the project.</p>															
04	Alameda	880	19.3	Near Hayward, at Hacienda Avenue. <del>Re-grade ground and install rock slope protection.</del> <b>Improve drainage system, construct maintenance access road and reconstruct irrigation system.</b>	0039A	1SS44	0412000603	201.131	30	955	15/16	PA&ED	234	234	
													PS&E	500	500
													RW	20	20
													Const	<del>545</del>	<b>230</b>
<p><b>Comments:</b> Changes in project scope have resulted due to an overlap with a parallel express lane project by a regional partner. The project will now reconstruct pump plant drainage discharge box, re-line existing pipes to prevent tree root intrusion, construct a maintenance access road and reconstruct the irrigation system. This has resulted in reduced construction support effort. The net decrease to the project is \$285,000.</p>															
04	Alameda			In Alameda County, on various routes at various locations. Upgrade transition railing (Site Group #2).	0107J	2G502	0414000057	201.015	7	2,042	15/16	PA&ED	320	320	
													PS&E	320	320
													RW	24	24
													Const	<del>480</del>	<b>560</b>
<p><b>Comments:</b> During project design, it was determined that several locations would require concrete barriers instead of the originally planned guard rail, longer sections of guard rail than originally planned, and non-standard end treatment detailing. These changes have increased the size of the project and will require greater resources to administer the project construction. These changes add \$80,000 to the cost of the project.</p>															

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support			
05	Monterey	101	R41.5/49.8	In and near King City, from 0.2 mile south of Canal Street to 0.4 mile north of John Road; also from Central Avenue to Lagomarsino Avenue. Tree removal.  In and near King City, from Central Avenue to 0.7 mile south of Teague Avenue and from 0.1 mile north of Teague Avenue to Lagomarsino Avenue. Tree removal.	2312	0T990	0500020243	201.015	60	<del>2,600</del> <b>1,178</b>	15/16	PA&ED	1,110	1,110	
<p><b>Comments:</b> Project was split into Revised Parent EA 05-0T990 and Child EA 05-0T991. During the design phase, the project development team identified the need to split the landscape mitigation planting into a child project for delivery in FY 17/18. The net \$1,422,000 reduction in cost will be transferred to the landscape mitigation project.</p>													PS&E	845	845
													RW	131	131
													Const	834	834
05	San Luis Obispo	101	63.2/R69.3	In and near San Miguel, from San Marcos Creek Bridge to the Monterey County line; Also in Monterey County (PM R0.0 to R1.9). Pavement rehabilitation.	0040B	0G040	0500020020	201.120	2,000	48,927	15/16	PA&ED	3,029	3,029	
<p><b>Comments:</b> Project was split into Revised Parent EA 05-0G040 and Landscape Mitigation Child EA 05-0G041. Construction support increased due to an increase in working days. The working day increase is a result of the constructability review that determined that current traffic staging will not allow for the bridge replacements and bridge construction. These changes add \$1,434,000 to the cost of the project.</p>													PS&E	8,487	8,487
													RW	584	584
													Const	<del>7,548</del>	<b>8,982</b>
05	Santa Cruz	17	0.7/1.4	In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Storm water mitigation.	1989	0Q600	0500020290	201.335	37	8,543	15/16	PA&ED	1,000	1,000	
<p><b>Comments:</b> The construction support was evaluated near the end of the design phase and was adjusted due to an evasive plant eradication, monitoring and other construction activities. These changes add \$229,000 to the cost of the project.</p>													PS&E	1,570	1,570
													RW	184	184
													Const	<del>4,899</del>	<b>2,128</b>

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
06	Fresno	Var	Var	In Fresno, Kings and Madera Counties at structure Nos. 42-0134, 42-0216F, 45-0007, 45-0064 and 41-0059E. Bridge seismic restoration. <b>In Fresno and Kings Counties at Structures Nos. 42-0134, 42-0216F, 45-0007 and 45-0064. Bridge seismic restoration.</b>	6596	0K800	0612000110	201.113	873	8,220	15/16	PA&ED	456	456
												PS&E	2,460	2,460
												RW	65	65
												Const	<del>2,460</del>	<b>1,375</b>
<p><b>Comments:</b> The decrease in construction support is a result of reduced scope of work and the deletion of one bridge based upon further structural analysis in the design phase. As a result of the number of working days decreasing, there is a reduction of \$1,085,000 in construction support.</p>														
06	Kern	46	57.3/57.8	Near Wasco, at Route 99 Separation Bridge No. 50-0184E (Also Route 99 PM 43.9/44.6). Replace bridge and realign southbound ramps.	6601	0K460	0612000105	201.110	1,265	19,375	15/16	PA&ED	701	701
												PS&E	2,920	2,920
												RW	900	900
												Const	<del>2,600</del>	<b>2,757</b>
<p><b>Comments:</b> The Construction Support has increased due to labor cost adjustments. These changes add \$157,000 to the cost of the project.</p>														
07	Los Angeles	101	29.3/38.2	Near Hidden Hills, from Calabasas Parkway in Los Angeles County to Hampshire Road in Ventura County. Storm water mitigation through erosion control.	4279	28150	0700000552	201.335	52	42,900	15/16	PA&ED	350	350
												PS&E	5,000	5,000
												RW	500	500
												Const	<del>5,000</del>	<b>3,500</b>
<p><b>Comments:</b> Several of the Best Management Practice (BMP) devices were constructed and installed in other projects however during the design phase, others were discovered not to be feasible. The reduction in BMP devices results in a reduction of \$1,500,000 in construction support.</p>														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
07	Los Angeles	1	2.6/30.7	In the cities of Long Beach, Los Angeles, Lomita, Torrance, Redondo Beach and Manhattan Beach, from south of Anaheim Street to Fiji Way. Install channelization or rumble strips along center line median at various locations.	4651	29950	0713000313	201.010	5	1,160	15/16	PA&ED	88	88
												PS&E	180	180
												RW	24	24
												Const	495	360
<b>Comments:</b> The refinement of the traffic handling through the constructability review and increased rate matrix has increased the construction support. These changes add \$165,000 to the cost of the project.														
08	Riverside	60	26.5/29.9	In and near Beaumont, from east of Gilman Springs Road to west of Route 10. Construct shoulder rumble strips and install concrete barrier markers.	0045L	4F840	0815000052	201.010	40	485	15/16	PA&ED	456	
												PS&E	345	
												RW	9	
												Const	457	
<b>Comments:</b> Delete project and transfer work to EA 08-1C091 (pavement rehabilitation) as construction contract addendum to avoid contract cooperation risks.														
10	Stanislaus	99	M18.7 R18.0/R19.7	In Modesto, at the southbound off-ramp at Carpenter/Briggsmore Avenue. Reconstruct off-ramp. In Modesto, from 0.1 mile north of West Modesto Overhead to 0.5 mile south of Beckwith Road. Reconstruct off-ramp and construct acceleration and deceleration lanes at southbound ramps.	3011	0X560	1012000313	201.010	3 10	2,184 5,934	15/16	PA&ED	455	725
												PS&E	669	530
												RW	4	28
												Const	645	1,500
<b>Comments:</b> Combine safety projects EA 10-0X560 and EA 10-0W280 to address overlap of project limits, eliminate construction conflicts, and increase construction efficiencies. Split landscape portion of work into own project under EA 10-0X56Y to address plant establishment scope requirements. This is an increase to construction support for EA 10- 0X560 as a result of updated review of combined project resources. These changes add \$895,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
10	Stanislaus	99	R18.0/R19.7	In Modesto, from north of West Modesto Overhead to south of Beckwith Road. Construct acceleration and deceleration lanes at southbound ramps to improve safety.	3157	0W280	1014000159	201.010	7 0	4,200 0	15/16	PA&ED PS&E RW Const	645 184 29 424	0 0 0 0
<p><b>Comments:</b> Combine EA 10-0X560 with EA 10-0W280.</p>														
12	Orange	405	2.6/6.5	In Irvine, from south of Sand Canyon Avenue to north of Culver Drive. Extend auxiliary lane and replace temporary railing (type K) with permanent concrete median barrier.	4952B	0M350	1212000018	201.010	0	16,280	15/16	PA&ED PS&E RW Const	0 2,884 13 2,880	0 2,884 13 3,400
<p><b>Comments:</b> Near the end of the design phase it was determined that additional retaining wall was needed. This change increased the number of working days which caused an increase in construction support. These changes add \$520,000 to the cost of the project.</p>														

2.1a.(2)

**2016 SHOPP PROGRAM AMENDMENT**  
**UNDER RESOLUTION 16H-001**

MEETING MATERIALS FOR THIS ITEM  
WILL BE PROVIDED PRIOR TO THE MAY 18-19, 2016  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18-19, 2016

**Reference No.:** 2.5a.  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of  
Budgets

**Subject:** FINANCIAL ALLOCATION FOR MINOR PROJECTS  
RESOLUTION FP-15-40

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$2,425,000 for three State Highway Operation and Protection Program (SHOPP) Minor projects.

## ISSUE:

The attached vote list describes three SHOPP projects for \$2,425,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved, that \$2,425,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-302-0042 for three SHOPP Minor projects described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	County	Dist-Co-Rte	Postmile	Location Project Description	EA Project ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5a. Minor Projects</b>					<b>Resolution FP-15-40</b>			
1	\$1,000,000	El Dorado	03-ED-49	11.8/12.4	In El Dorado County, on Route 49 from north of the intersection of State Route 49 and Fowler Lane to Bradley Avenue. <b>Outcome/Output:</b> Improve traffic safety and operations by realigning State Route 49. (Capital Outlay Support: \$0).  Financial Contribution Only (FCO)  (This is a substitute project for EA's 03-2F070 and 03-4F940.)	0E960 0300000061 SHOPP	2015-16 302-0042 SHA 20.20.201.310	\$1,000,000
2	\$425,000	Kings	06-Kin-43	18.2/18.7	In King County, construct a roundabout at the intersection of State Route 43 and realign Lacey Boulevard. <b>Outcome/Output:</b> Construct a roundabout to improve capacity operations and safety. (Capital Outlay Support: \$0).  Financial Contribution Only (FCO)  (This is a substitute project for EA 06-0T350.)	0T050 0615000008 SHOPP	2015-16 302-0042 SHA 20.20.201.310	\$425,000
3	\$1,000,000	San Bernardino	08-SBd-10	R22.1	In Colton, at the Rancho Avenue Overcrossing, widen ramp from one lane to two lanes at the eastbound on-ramp. <b>Outcome/Output:</b> Widen ramp to improve the State Highway System (SHS). (Capital Outlay Support: \$0).  Financial Contribution Only (FCO)  (This is a substitute project for EA 08-1G300.)	1G300 0815000199 SHOPP	2015-16 302-0042 SHA 20.20.201.310	\$1,000,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5b.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**  
**RESOLUTION FP-15-41**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$85,031,000 for 11 projects programmed in the 2014 State Highway Operation and Protection Program (SHOPP) and \$27,923,000 for 9 additional projects amended into the SHOPP.

## **ISSUE:**

The attached vote list describes 20 SHOPP projects totaling \$112,954,000 programmed in Fiscal Year 2015-16. The Department is ready to proceed with these projects and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$112,954,000 be allocated from the Budget Act of 2014 and the Budget Act of 2015, Budget Act Items 2660-302-0042 and 2660-302-0890, for 20 SHOPP projects described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment





2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5b.(1a) SHOPP Projects</b>		<b>Resolution FP-15-41</b>		
6 \$1,633,000  Santa Barbara 05-SB-101 R0.4/11.7	In and near the city of Santa Barbara, at various locations from 0.2 mile south of Route 150/101 Separation to 0.3 mile north of Cabrillo Boulevard. <u>Outcome/Output:</u> Improve safety for highway workers at 70 locations by placing asphalt beyond gore areas and maintenance vehicle pullouts, place vegetation control under guard rail utility box relocations and make irrigation equipment modifications.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$247,000    \$273,627 PS&E             \$601,000    \$475,395 R/W Supp         \$7,000        \$3,791  (Construction Support: \$687,000)  (CEQA - CE, 2/28/2014.) (NEPA - CE, 2/28/2014.)	05-2360 SHOPP/15-16 \$2,424,000 0512000072 4 1C120	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.235	\$33,000   \$1,600,000
7 \$4,072,000  Fresno 06-Fre-41 33.3/33.4	In the city of Fresno, at the San Joaquin River Bridge No. 42-0112Y; also in Madera County at the San Joaquin River Overflow Bridge No. 41-0040 (PM 0.08). <u>Outcome/Output:</u> Seismic restoration of two bridges, upgrade bridge railing and restore bridge integrity due to scour damage.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$164,000    \$823,827 PS&E             \$1,930,000    \$1,330,090 R/W Supp         \$30,000        \$21,513  (Construction Support: \$1,667,000)  (CEQA - IS, 10/6/2014.) (NEPA - EA, 10/6/2014.)  (Future consideration of funding under Resolution E-15 -02; January 2015.)	06-6598 SHOPP/15-16 \$4,745,000 0612000114 4 0N990	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.113	\$81,000   \$3,991,000
8 \$3,188,000  Fresno 06-Fre-41 Var.	In Fresno and Madera Counties at various locations in and near the city of Fresno. <u>Outcome/Output:</u> Improve safety for highway workers at 65 locations by constructing maintenance vehicle pullouts, paving in and around gore areas and narrow roadside areas, place rock blankets, construct off-freeway access road and relocate maintenance access gates.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$247,000    \$216,904 PS&E             \$734,000    \$445,544 R/W Supp         \$26,000        \$13,418  (Construction Support: \$576,000)  (CEQA - CE, 12/30/2013.) (NEPA - CE, 12/30/2013.)	06-6697 SHOPP/15-16 \$2,834,000 0613000151 4 0Q630	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.235	\$64,000   \$3,124,000

2.5 Highway Financial Matters

Project #	Allocation Amount	County	Dist-Co-Rte	Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type												
<b>2.5b.(1a) SHOPP Projects</b>					<b>Resolution FP-15-41</b>															
9	\$1,038,000	San Bernardino	08-SBd-15	32.5/42.2	In Hesperia and Victorville, from 0.2 mile north of Joshua Street to 0.2 mile north of Mojave Drive. <u>Outcome/Output:</u> Improve safety for highway workers at 50 locations that includes installation of rock blanket, quick-change sign posts and pave under guardrail and gore points.	08-0160G SHOPP/15-16 \$1,000,000 0812000097 4 0R540	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.235	\$21,000   \$1,017,000												
					Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&amp;ED</td> <td>\$150,000</td> <td>\$76,035</td> </tr> <tr> <td>PS&amp;E</td> <td>\$250,000</td> <td>\$283,047</td> </tr> <tr> <td>R/W Supp</td> <td>\$30,000</td> <td>\$5,021</td> </tr> </table>				<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$150,000	\$76,035	PS&E	\$250,000	\$283,047	R/W Supp	\$30,000	\$5,021
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>																		
PA&ED	\$150,000	\$76,035																		
PS&E	\$250,000	\$283,047																		
R/W Supp	\$30,000	\$5,021																		
					(Construction Support: \$290,000)															
					(CEQA - CE, 9/30/2014.)															
					(NEPA - CE, 9/30/2014.)															
10	\$7,338,000	San Diego	11-SD-8	5.4/10.6	In and near the cities of San Diego, La Mesa, and El Cajon at various locations from 0.2 mile west of Route 15/8 separation to the Fletcher Parkway Overcrossing; also from the Los Coches Road Undercrossing to 0.2 mile west of the Lake Jennings Park Road Undercrossing (PM R20.0/R21.6). <u>Outcome/Output:</u> Install/upgrade Transportation Management Systems by extending fiber optic communications, installing 14 CCTV's and 3 changeable message signs, construct maintenance vehicle pullouts and add vehicle detection stations. This project is necessary to improve traffic mobility and safety.	11-1108 SHOPP/15-16 \$11,579,000 1114000046 4 23796	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.315	\$147,000   \$7,191,000												
					Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&amp;ED</td> <td>\$750,000</td> <td>\$692,905</td> </tr> <tr> <td>PS&amp;E</td> <td>\$1,220,000</td> <td>\$1,297,879</td> </tr> <tr> <td>R/W Supp</td> <td>\$10,000</td> <td>\$1,907</td> </tr> </table>				<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$750,000	\$692,905	PS&E	\$1,220,000	\$1,297,879	R/W Supp	\$10,000	\$1,907
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>																		
PA&ED	\$750,000	\$692,905																		
PS&E	\$1,220,000	\$1,297,879																		
R/W Supp	\$10,000	\$1,907																		
					(Construction Support: \$2,100,000)															
					(CEQA - CE, 9/12/2006.)															
					(NEPA - CE, 2/16/2016.)															
11	\$2,200,000	Orange	12-Ora-241	14.6/32.5	Near Rancho Santa Margarita, from Oso Parkway to the Santiago Canyon Road Overcrossing; also near Santa Ana, on Route 5 from PM 29.6 to 31.1. <u>Outcome/Output:</u> Plant vegetation for sediment and erosion control to treat 42 acres.	12-5490A SHOPP/15-16 \$2,200,000 1212000105 4 0J660	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.335	\$44,000   \$2,156,000												
					Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&amp;ED</td> <td>\$250,000</td> <td>\$236,944</td> </tr> <tr> <td>PS&amp;E</td> <td>\$585,000</td> <td>\$511,337</td> </tr> <tr> <td>R/W Supp</td> <td>\$50,000</td> <td>\$8,550</td> </tr> </table>				<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$250,000	\$236,944	PS&E	\$585,000	\$511,337	R/W Supp	\$50,000	\$8,550
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>																		
PA&ED	\$250,000	\$236,944																		
PS&E	\$585,000	\$511,337																		
R/W Supp	\$50,000	\$8,550																		
					(Construction Support: \$702,000)															
					(CEQA - CE, 3/1/2016.)															
					(NEPA - CE, 3/1/2016.)															

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5b.(1b) Projects Amended Into the SHOPP by Department Action</b>				
<b>Resolution FP-15-41</b>				
1 \$5,250,000	Near Crescent City, at 6.15 miles north of Route 199. <u>Outcome/Output:</u> Replace failed culvert with a bridge and accommodate fish passage.	01-1123 SHOPP/15-16 \$5,250,000	2015-16 302-0042 SHA 20.20.201.131	\$5,250,000
Del Norte 01-DN-197 1123	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED                    \$0                    \$0 PS&E                     \$0                     \$0 R/W Supp                \$50,000             \$0	0116000153 4 0G270		
	(Construction Support: \$1,500,000)			
2 \$1,195,000	In Sacramento, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 28, 50, 51, 80, 89, 99 and 267 at various locations. <u>Outcome/Output:</u> Replace 17 Roadway Weather Information System (RWIS) units and decommission one, which have reached the end of their useful life and require extensive maintenance to operate. New units will provide improved quantity and quality of data.	03-5841 SHOPP/15-16 \$1,700,000 0313000195 4 3F810	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.315	\$24,000 \$1,171,000
Sacramento 03-Sac-5 0.0/34.7	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED                    \$110,000            \$117,588 PS&E                     \$350,000            \$371,799 R/W Supp                \$120,000             \$3,291			
	(Construction Support: \$500,000)			
	(CEQA - CE, 6/30/2015.) (NEPA - CE, 6/30/2015.)			
3 \$1,742,000	In Los Gatos, at 0.1 mile north of the Blossom Hill Road Overcrossing. <u>Outcome/Output:</u> Install Weigh-In-Motion (WIM) system and concrete pavement approach pads in both directions, and construct a maintenance vehicle pull-out in the northbound direction.	04-0414B SHOPP/15-16 \$1,743,000 0414000028 4 44500	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.321	\$35,000 \$1,707,000
Santa Clara 04-SCI-17 7.7	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED                    \$0                    \$98,649 PS&E                     \$320,000            \$647,416 R/W Supp                \$30,000             \$1,670			
	(Construction Support: \$450,000)			
	(CEQA - CE, 5/12/2014.) (NEPA - CE, 5/12/2014.)			

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5b.(1b) Projects Amended Into the SHOPP by Department Action</b>		<b>Resolution FP-15-41</b>		
4 \$1,745,000  Solano 04-Sol-29 0.8/3.0	In Vallejo, from Cherry Street to Illinois Street at various locations. <u>Outcome/Output:</u> Install pedestrian crosswalk safety enhancements at 10 unsignalized intersections to reduce the number and severity of collisions. Work includes marking crosswalks with high visibility markings, installing yield lines, and upgrade lighting.	04-0045K SHOPP/15-16 \$1,745,000 0415000087 4 4G552	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.015	\$35,000   \$1,710,000
	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED                    \$0                    \$101,485 PS&E                    \$256,000            \$269,092 R/W Supp                \$20,000              \$3,867			
	(Construction Support: \$275,000)			
	(CEQA - CE, 11/13/2014.) (NEPA - CE, 11/13/2014.)			
5 \$328,000  Sonoma 04-Son-116 10.4/10.5	Near GuerneWood Park, at Russian River Sidehill Viaducts No. 20-0071 and No. 20-0072. <u>Outcome/Output:</u> Seismic retrofit of two structures by placing seat extensions at the expansion joint/hinge to accommodate excessive displacement during a seismic event.	04-0756 SHOPP/15-16 \$500,000 0413000340 4 0G641	2014-15 302-0042 SHA 20.20.201.113	\$328,000
	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED                    \$800,000            \$922,765 PS&E                    \$600,000            \$416,938 R/W Supp                \$50,000              \$0			
	(Construction Support: \$450,000)			
	(CEQA - CE, 4/15/2015.) (NEPA - CE, 4/15/2015.)			
6 \$8,855,000  Madera 06-Mad-99 1.5/9.5	Near the city of Madera, from 0.5 mile north of Avenue 7 to 0.2 mile south of South Gateway Drive. <u>Outcome/Output:</u> Cold plane, seal cracks and overlay with rubberized asphalt for pavement rehabilitation of 32.0 lane miles to extend pavement service life and improve ride quality. Project will also reconstruct railing and asphalt dikes and upgrade two curb ramps to meet ADA compliance.	06-6683 SHOPP/15-16 \$8,688,000 0614000006 4 OR070	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.121	\$148,000   \$8,707,000
	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED                    \$0                    \$0 PS&E                    \$912,000            \$861,681 R/W Supp                \$106,000              \$0			
	(Construction Support: \$1,308,000)			
	(CEQA - CE, 4/8/2014.) (NEPA - CE, 4/8/2014.)			

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5b.(1b) Projects Amended Into the SHOPP by Department Action</b>		<b>Resolution FP-15-41</b>		
7 \$6,363,000  Tulare 06-Tul-65 R9.3/R14.0	Near Porterville, from 0.7 mile south of Avenue 80 to Avenue 112. <u>Outcome/Output:</u> Rehabilitate 9.3 lane miles by overlaying with asphalt and adding a top wearing coarse layer of rubberized asphalt to improve safety and ride quality.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$488,000       \$151,927 PS&E             \$730,000       \$199,908 R/W Supp         \$15,000           \$0  (Construction Support: \$991,000)  (CEQA - CE, 10/5/2015.) (NEPA - CE, 10/5/2015.)	06-6728 SHOPP/15-16 \$10,220,000 0615000049 4 0S480	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.122	\$127,000   \$6,236,000
8 \$955,000  Los Angeles 07-LA-10 26.8/30.8	In Rosemead and El Monte, from Rosemead Boulevard (Route 164) to Garvey Avenue. <u>Outcome/Output:</u> Bridge preventative maintenance on 17 bridges. Apply methacrylate bridge deck treatment, replace joint seals, replace cable railing, repair concrete slabs, girders and railing to extend service life of bridges.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$0                 \$0 PS&E             \$400,000       \$416,241 R/W Supp         \$0                 \$0  (Construction Support: \$500,000)  (CEQA - CE, 9/29/2015.) (NEPA - CE, 9/29/2015.)	07-4791 SHOPP/15-16 \$2,757,000 0713000449 4 2W660	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.119	\$19,000  \$936,000
9 \$1,490,000  San Diego 11-SD-5 R48.7/R59.6	In Carlsbad, at Agua Hedionna Lagoon Bridge No.57 -0282; also near Oceanside at Aliso Creek Bridge No.57-0006L/R. <u>Outcome/Output:</u> Bridge preventative maintenance on 2 bridges. Apply methacrylate bridge deck treatment, replace joint seals, repair loose concrete to extend service life of bridges.  Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED            \$0                 \$0 PS&E             \$708,000       \$406,555 R/W Supp         \$4,000           \$0  (Construction Support: \$689,000)  (CEQA - CE, 10/28/2015.) (NEPA - CE, 10/28/2015.)	11-1048 SHOPP/15-16 \$1,490,000 1112000052 4 29930	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.119	\$30,000  \$1,460,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5b.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS - ADVANCEMENTS**  
**RESOLUTION FP-15-42**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$240,000 for the one planting mitigation project near Gaviota Gorge Tunnel (PPNO 2292Y) in Santa Barbara County programmed in the 2016 State Highway Operation and Protection Program (SHOPP) in Fiscal Year 2016-17.

## **ISSUE:**

The attached vote list describes one SHOPP project for \$240,000 programmed in 2016-17. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$240,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-302-0042, for the SHOPP project described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	County	Dist-Co-Rte	Postmile	Location	Project Description	PPNO Program/Year Prgm'd Amount	Project ID	Budget Year Item #	Fund Type	Amount by Fund Type												
							Adv Phase	EA	Fund Type	Program Code													
<b>2.5b.(2) SHOPP Projects (ADVANCEMENTS)</b>							<b>Resolution FP-15-42</b>																
1	\$240,000	Santa Barbara	05-SB-101	45.7/46.4	In Gaviota, from 0.8 mile north of Beckstead Overcrossing to 0.8 mile south of Gaviota Gorge Tunnel. <u>Outcome/Output</u> : Mitigation planting in accordance with environmental documents and Coastal Development Permit required for parent curve realignment safety project EA 05-0T630.		05-2292Y SHOPP/16-17 \$220,000 0515000084 4 0T631		2014-15 302-0042 SHA 20.20.201.010		\$240,000												
Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&amp;ED</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>PS&amp;E</td> <td>\$70,000</td> <td>\$24,843</td> </tr> <tr> <td>R/W Supp</td> <td>\$5,000</td> <td>\$1,219</td> </tr> </table>							<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$0	\$0	PS&E	\$70,000	\$24,843	R/W Supp	\$5,000	\$1,219					
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>																					
PA&ED	\$0	\$0																					
PS&E	\$70,000	\$24,843																					
R/W Supp	\$5,000	\$1,219																					
(Construction Support: \$320,000)																							
(CEQA - ND, 11/15/2013.)																							
(NEPA - CE, 11/21/2013.)																							
(Future Consideration of Funding approved under Resolution E-14-07; March 2014.)																							

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5c.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-15-43**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$4,736,000 for two State administered State Transportation Improvement Program (STIP) projects, on the State Highway System.

## **ISSUE:**

The attached vote list describes two State administered STIP projects on the State Highway System totaling \$4,736,000, plus \$17,023,000 from other sources. The Department is ready to proceed with these projects and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$2,040,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and \$2,696,000 for construction engineering for two State administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(1) State Administered STIP Projects on the State Highway System</b>				
1 \$1,800,000  Department of Transportation <u>TCAG</u> Tulare 06-Tul-65 15.1/18	Terra Bella Expressway - Segment 1. Near Porterville, from Avenue 120 to 0.3 mile south of Route 190. Widen from 2-lane conventional highway to 4-lane expressway.  Final Project Development Support Estimate : \$2,522,000 Programmed Amount : \$1,683,000  Adjustment : (debited) \$ 839,000	06-8650A RIP/15-16 CON ENG <del>\$1,500,000</del> <b>\$1,800,000</b>  0600000967 3 43401	001-0042 SHA	\$1,800,000
	<p>Concurrent Right of Way Resolution of Necessity under Resolution C-21451; May 2016.</p> <p>CON Support increase of \$300,000 to come from Tulare County Shares.</p> <p>(CEQA - EIR, Revalidated 12/9/2015.) (NEPA - FONSI, Revalidated 12/9/2015.)</p> <p>Future Consideration of Funding approved under Resolution E-05-15; August 2005</p> <p>(Contribution from other sources: \$17,023,000.)</p> <p>Tulare County is funding 100% Construction capital.</p> <p><u>Outcome/Output</u>: Construct 5.8 miles of new expressway lanes.</p>			
2 \$2,936,000  Department of Transportation <u>ICTC</u> Imperial 11-Imp-8 R38.8/R39.2	I-8/Dogwood Road Interchange Landscape Mitigation. In El Centro from 0.2 mile west to 0.2 mile east of Dogwood Road overcrossing. Landscape Mitigation  Final Project Development Support Estimate: \$865,000 Programmed Amount: <u>\$800,000</u> Adjustments: (<20%) \$0	11-0542 RIP/15-16 CON ENG <del>\$845,000</del> <b>\$896,000</b> CONST \$2,040,000 1113000054 4 26331	001-0890 FTF  2015-16 301-0042 SHA 301-0890 FTF 20.20.075.600	\$896,000   \$41,000 \$1,999,000
	<p>(CON ENG increase of \$51,000 to come from Imperial County regional shares.)</p> <p>(CEQA - CE, 2/9/2016.) (NEPA - CE, 2/9/2016.)</p> <p>Right of Way Certification: 12/10/2015</p> <p><u>Outcome/Output</u>: Required landscape mitigation for the Dogwood Interchange project.</p>			

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5c.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-15-44**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$2,410,000 for two locally administered State Transportation Improvement Program (STIP) projects, on the State Highway System.

### **ISSUE:**

The attached vote list describes two locally administered STIP projects on the State Highway System totaling \$2,410,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$1,610,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-301-0042 and 2660-301-0890 for the locally administered STIP project and \$800,000 be allocated from Non-Budget Act Item 2660-801-3093 for the locally administered STIP project described on the attached vote list.

The Department recommends the Commission take into consideration prioritizing projects in accordance with the adopted STIP Allocation Plan set forth by Resolution No. G-15-25.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Budget Year	Amount by
RTPA/CTC	County	Dist-Co-Rte	Location	Program/Year	Item #	Fund Type
Postmile	Project Description	Adv Phase	Project ID	Phase	Fund Type	Program Code
	Project Support Expenditures	EA	EA	EA	EA	EA
<b>2.5c.(2) Locally Administered STIP Projects On the State Highway System</b>						
1	\$800,000	Transportation Authority of Marin	Route 101 HOV Lane Gap Closure - Mltigation Planting. In San Rafael. Construct follow-up mitigation planting at <b>an off-site location</b> <del>Irvin Creek</del> and Brookdale areas.	04-0342L RIP/14-15 CONST \$800,000 0414000266 4CONL 2261H	2006-07 801-3093 TDIF 20.20.075.600	\$800,000
		MTC Marin 04-Mrn-101 9.7/12.7	(Future Consideration of Funding approved under Resolution E-01-22; June 2001.)  (Due to complexities of developing an interagency contract to implement the off-site mitigation measures, it is expected that 12 months will be needed to award the contract.)  (To satisfy all the required plant establishment and riparian monitoring requirements, it is anticipated that 60 months will be needed to complete project.)  (Time extension for FY 14-15 CONST expired on March 31, 2016.)  <u>Outcome/Output:</u> Implement required on-site and off-site mitigation needs.			
2	\$1,610,000	Amador County Transportation Commission	Pine Grove Improvements. Near Pine Grove, from Climax Road to Mt Zion Road. Construct safety and operational improvements.	10-2454 RIP/15-16 PS&E \$1,610,000 1000000047 4PSEL 0G550	2015-16 301-0042 SHA 301-0890 FTF 20.20.075.600	\$32,000 \$1,578,000
		ACTC Amador 10-Ama-88 21.6/24.6	(CEQA - MND, 2/16/2016.) (NEPA - FONSI, 2/16/2016.)  (Concurrent Consideration of Funding under Resolution E-16-24; May 2016.)  <u>Outcome/Output:</u> Various improvements.			

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18-19, 2016

**Reference No.:** 2.5c.(3)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of  
Budgets

**Subject:** **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS  
OFF THE STATE HIGHWAY SYSTEM  
RESOLUTION FP-15-45**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$11,160,000 for 10 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- \$10,968,000 for eight STIP projects; and
- \$192,000 for two STIP Programming, Planning, and Monitoring projects.

## **ISSUE:**

The attached vote list describes 10 locally administered STIP projects off the State Highway System totaling \$11,160,000 plus \$1,371,853 from other sources. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$10,448,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-101-0890 for four locally administered STIP projects and \$712,000 be allocated from Non-Budget Act Item 2660-601-3093 for six locally administered STIP projects described on the attached vote list.

The Department recommends the Commission take into consideration prioritizing projects in accordance with the adopted STIP Allocation Plan set forth by Resolution No. G-15-25.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(3a) Locally Administered STIP Projects Off the State Highway System</b>				<b>Resolution FP-15-45</b>
1 \$207,000 City of Mt. Shasta <u>SCLTC</u> 02-Siskiyou	Mt. Shasta Boulevard Guardrail Project. In the City of Mt. Shasta, on Mt. Shasta Boulevard between Ski Village Drive and Springhill Drive. Remove and replace existing guardrail.  (CEQA - CE, 11/18/2015)  Right of Way Certification: 03/14/2016  <u>Outcome/Output:</u> The existing guardrail needs to be replaced. Additional guardrail will be added to improve safety.	02-2517 RIP/15-16 CONST \$207,000 0216000013	2006-07 601-3093 TDIF 20.30.600.620	\$207,000
2 \$24,000 City of Mt. Shasta <u>SCLTC</u> 02-Siskiyou	Ream Avenue Rehabilitation. In the city of Mt. Shasta, from Mt. Shasta Boulevard to the City Limits. Rehabilitate roadway including digouts, overlay, curb/gutter, sidewalks, and handicap ramps.  (CEQA - NOE - 03/17/2016)  <u>Outcome/Output:</u> Rehabilitate the existing pavement to extend the life of the road by a minimum of 10 years. Add curb/gutter and sidewalk to improve safety. Add handicap ramps to improve accessibility.	02-2544 RIP/15-16 PS&E \$24,000 0216000012	2006-07 601-3093 TDIF 20.30.600.621	\$24,000
3 \$244,000 County of Tehama Department of Public Works <u>TehamaCTC</u> 02-Tehama	Bridge Preventive Maintenance Program. On local roadways in Tehama County. Bridge maintenance activities on 13 structures throughout Tehama County including methacrylate polymer sealant, removing asphalt, installing joint assembly/seals, polyester concrete, and installing approach slabs.  (CEQA - NOE, 1/14/2016.) (NEPA - CE, 11/24/2014.)  Right of Way Certification: 12/08/2014  <u>Outcome/Output:</u> Provide safe creek and river crossings on County roadways assures public emergency services, bus routes, and commuters.	02-2493 RIP/15-16 CONST \$244,000 0200000534	2006-07 601-3093 TDIF 20.30.600.620	\$244,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(3a) Locally Administered STIP Projects Off the State Highway System</b>				<b>Resolution FP-15-45</b>
4 \$2,000,000  City of Galt <u>SACOG</u> 03-Sacramento	<b>C Street/Central Galt Complete Streets.</b> In the City of Galt along C Street, from Civic Drive to Sixth Street, and along Fourth Street, from A Street to F Street. Widen pedestrian paths and add lighting, landscaping, and enhancements.  (CEQA - MND, 7/21/2015.) (NEPA - CE, 8/18/2015.)  Future Consideration of Funding approved under Resolution E-16-13; March 2016.  Right of Way Certification: 03/22/2016  (Contribution from other sources: \$1,326,853.)  <u>Outcome/Output:</u> Increase the bicycle and pedestrian use of the City of Galt's central business corridor in a safe and aesthetically pleasing manner.	03-6576 RIP/15-16 CONST \$2,000,000 0313000262	2014-15 101-0890 FTF 20.30.600.620	\$2,000,000
5 \$45,000  Town of Fairfax <u>MTC</u> 04-Marin	<b>Parkade Area Circulation Improvement Project.</b> In Fairfax. Construct a new transit shelter, ADA curb ramps, stair wells, sidewalks, crosswalks, directional signage, Class II bicycle lane on Broadway and secure bicycle parking.  (CEQA - NOE, 10/30/2015.)  (Contribution from other sources: \$45,000.)  <u>Outcome/Output:</u> The completion of the project would make the Parkade sidewalks and parking lot ADA accessible and significantly improve the safety of bicyclist and pedestrians as well as vehicles.	04-2128E RIP/15-16 PS&E \$45,000 0416000291	2006-07 601-3093 TDIF 20.30.600.620	\$45,000
6 \$1,500,000  City of San Jose <u>MTC</u> 04-Santa Clara	<b>St. John Street Multi - Modal Improvements - Phase 1.</b> In the city of San Jose. Widen sidewalks, enhance crosswalks, upgrade wheelchair ramps, install street level lighting, plant in-fill street trees, along the north side of St. John Street between North Almaden Boulevard and North Market Street.  (CEQA - NOE, 11/04/2011.) (NEPA - CE, 08/07/2015.)  Right of Way Certification: 12/03/2015  (Time Extension for FY 14-15 CONST expires on February 28, 2017.)  <u>Outcome/Output:</u> The goal of the project is to encourage pedestrian/bike mobility by providing accessible, safe and comfortable connections transit, businesses, housing and recreation to enhance the vitality of the commercial, residential and the greater Downtown Business Districts.	04-9035M RIP/14-15 CONST \$1,500,000 0414000338	2014-15 101-0890 FTF 20.30.600.620	\$1,500,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(3a) Locally Administered STIP Projects Off the State Highway System</b>				<b>Resolution FP-15-45</b>
7 \$311,000 City of Santa Rosa <u>MTC</u> 04-Sonoma	Downtown Santa Rosa Streetscape. Construct various pedestrian improvements on Third Street between Morgan and B Streets in downtown Santa Rosa.  (CEQA - NOE, 04/04/2016.) (NEPA - CE, 09/09/2015.)  Right of Way Certification: 01/25/2016  Cost savings go back to county shares  <u>Outcome/Output:</u> Pedestrian improvements including lighting, street trees, bike lanes and delineation to channelize pedestrians to the north side of the street. Install new traffic signal, pedestrian ramps and storm drain improvements.	04-9038A RIP/15-16 CONST <del>\$353,000</del> <b>\$311,000</b> 0414000295	2014-15 101-0890 FTF 20.30.600.620	\$311,000
8 \$6,637,000 Monterey County <u>AMBAG</u> 05-Monterey	Castroville Bicycle/Pedestrian Path and Railroad Crossing Project. Located in unincorporated North Monterey County in Castroville, from the intersection of McDougall Street and Salinas Street to Castroville Boulevard. Construct Class I bicycle/pedestrian path.  (CEQA - MND, 02/10/2014.) (NEPA - CE, 05/06/2013, Revalidation 03/10/2016.)  Future Consideration of Funding approved under Resolution E-16-14; March 2016.  Right of Way Certification: 03/24/2016.  <u>Outcome/Output:</u> The Class I bicycle/pedestrian path and grade separation crossing will provide a direct connection from the town of Castroville to Castroville Boulevard. Project will close the gap to an existing Class I bicycle path on Castroville Boulevard and the Moro Cojo subdivision, a route used by students to get to North Monterey County High School and Elkhorn Elementary School. Project completion will offer bicyclists a safe alternative route to schools, work, shopping centers, and recreational activity centers.	05-2296 RIP/15-16 CONST \$6,637,000 0512000207	2014-15 101-0890 FTF 20.30.600.620	\$6,637,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects</b>				<b>Resolution FP-15-45</b>
1 \$105,000 Santa Barbara County Association of Governments <u>SBCAG</u> 05-Santa Barbara	Planning, Programming and Monitoring	05-1914 RIP/15-16 CONST \$105,000 0516000126	2006-07 601-3093 TDIF 20.30.600.670	\$105,000
2 \$87,000 Madera County Transportation Commission <u>MCTC</u> 06-Madera	Planning, Programming and Monitoring	06-6L05 RIP/15-16 CONST \$87,000 0616000174	2006-07 601-3093 TDIF 20.30.600.670	\$87,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5d.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of  
Transportation Programming

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED  
AMOUNT BY MORE THAN 20 PERCENT  
RESOLUTION FP-15-46**

## **RECOMMENDATION**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$19,880,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

## **ISSUE**

Additional funds are needed for one programmed project in order to advertise the construction contract.

## **RESOLUTION**

Resolved, that \$19,880,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide funds to advertise the following project.

	Programmed	Program	Allocation	% Increase
<u>Dist-Co-Rte</u>	<u>Amount</u>	<u>Adjustment</u>	<u>Request</u>	Above Programmed
				<u>Amount</u>
01-Men-101	\$13,762,000	\$6,118,000	\$19,880,000	44.5%

### **PROJECT DESCRIPTION**

This project is located in Mendocino County. The project will reconstruct the roadway/shoulder and construct a retaining wall at two locations, from 0.7 mile north of Comminsky Station Road to 0.8 mile south of Pieta Creek Bridge.



### **FUNDING STATUS**

This project is currently programmed in the 2014 SHOPP for \$13,762,000. This allocation request for \$19,880,000 is an increase of 44.5 percent above the programmed amount.

### **REASON FOR INCREASE**

The roadway at this location experienced landslides at two locations during the heavy rainfalls in spring of 2011. The project scope is to construct a retaining wall to stabilize the slope and the roadway at each location. The original structural design of these walls was based on a preliminary geotechnical report.

During the continuing structure design and geotechnical study process, additional load factors were identified that changed the initial wall design. The final foundation report, approved in April 2015, increased the depth of the piles as well as the number of piles required for each wall. Furthermore, based on the final foundation report, a greater number and longer length ground anchors are needed at both locations.

The final estimate for this project, based on the design recommendation and latest cost adjustments for both structural and roadway items, is \$19,880,000.

### **LESSONS LEARNED**

A couple of decades ago, executing all the work related to producing a Final Foundation Report took a few months. Due to a number of regulatory and design specification changes, the time allotted in the design phase is no longer sufficient to complete the acquisition of drilling permits, perform drilling and laboratory work, and draft the Final Foundation Report without impacting or delaying the delivery of the project. In an effort to keep projects on schedule, it has become common practice to deliver geotechnical design in parallel to the design of the overall project. As a result, unchecked geotechnical information is forwarded to project teams in piece-meal fashion and assumptions are frequently employed in an effort to cover potential uncertainties that may arise.

Since August 2015, the Department has committed to make sure that geotechnical deliverables are completed prior to the design phase. More specifically, all planning of geotechnical exploration, permit applications, subsurface exploration, testing and lab work as well as the delivery of a complete, checked foundation report will all take place well ahead of any final design work. This will reduce the need to make design assumptions based on preliminary information and lessen the need for redesign or an increase in funding. This project was not implemented in this manner due to the timing of the design and the new process change.

It should be noted that there are five other projects designed prior to August 2015 from the Spring 2011 storms that have been developed under the legacy process in District 1. The Department, at some point in the future, may need to come back with a similar request for these projects.

### **DETERMINATION**

The Department has determined that reducing the scope will not accomplish the need of the project and recommends that this request for \$19,880,000 be approved to allow this project to be advertised.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	County	Dist-Co-Rte	Postmile	PPNO Program/Year Prgm'd Amount	Project ID	Adv Phase	EA	Budget Year Item #	Fund Type Program Code	Amount by Fund Type
<b>2.5d.(1) Allocation for Project with Costs That Exceed the Programmed Amount by More Than 20 Percent</b>											
<b>Resolution FP-15-46</b>											
1	\$19,880,000	Mendocino	01-Men-101	3.7/5.3	Near Hopland, from 0.7 mile north of Commisky Station Road to 0.8 mile south of Pieta Creek Bridge.	01-4550	SHOPP/15-16		2015-16	302-0042	\$2,467,000
					<u>Outcome/Output:</u> Construct retaining wall with repairs to roadway and shoulder in two locations to stabilize landslide storm damage.	\$13,762,000	0112000133	4		SHA 302-0890	\$17,413,000
					Preliminary		OB500			FTF 20.20.201.131	
					<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>				
					PA&ED	\$620,000	\$521,922				
					PS&E	\$2,285,000	\$2,212,136				
					R/W Supp	\$128,000	\$79,505				
					(Construction Support: \$1,210,000)						
					(GEQA - CE, 4/3/2015.)						
					(NEPA - CE, 4/3/2015.)						

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5d.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of  
Transportation Programming

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED  
AMOUNT BY MORE THAN 20 PERCENT  
RESOLUTION FP-15-47**

## **RECOMMENDATION**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate \$4,240,000 for one State Transportation Improvement Program (STIP) project identified below.

## **ISSUE**

Additional funds are needed for one programmed project in order to advertise the construction contract.

## **RESOLUTION**

Resolved, that \$4,240,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-301-0042 and 2660-301-0890, to provide funds to advertise the following project.

<u>Dist-Co-Rte</u>	<u>Program Type</u>	<u>Programmed Amount</u>	<u>Program Adjustment</u>	<u>Allocation Request</u>	<u>% Increase Above Programmed Amount</u>
01-Men-101	IIP	\$1,870,000	\$1,734,000	\$3,604,000	
	RIP	\$ 330,000	\$ 306,000	\$ 636,000	92.7%
	Total	\$2,200,000	\$2,040,000	\$4,240,000	

## **PROJECT DESCRIPTION**

This project is located in Mendocino County on State Route 101, near the Town of Willits from 1.3 miles north of Reynolds Highway to 0.1 mile north of Ryan Creek Road. This project is one of four environmental mitigation projects tied to the Willits Bypass project (EA 01-26200) currently under construction. This project satisfies the environmental permit conditions contained in the California Department of Fish and Wildlife (CDFW) Incidental Take Permit 2081 & 1602 Streambed Alteration Agreement for the Willits Bypass project. Under the permit, the Department is required to mitigate for the taking of Coho Salmon and the temporary and permanent impacts of the Willits Bypass project on stream habitat for the species within the Outlet Creek Hydrologic Sub-Area. The Department is required to remediate existing fish passage barriers (culverts) on the North and South Forks of Ryan Creek to restore access to fish spawning habitat.



## **FUNDING STATUS**

This project is currently programmed in the 2014 STIP for \$2,200,000. This allocation request of \$4,240,000 is an increase of 92.7 percent above the programmed amount.

### **REASON FOR INCREASE**

The original CDFW Willits Bypass permits issued in 2010 required the construction of the South Fork fish barrier remediation, the design of the North Fork remediation and a commitment to secure in a timely manner North Fork remediation construction funding. The South Fork remediation was programmed in the 2012 STIP for FY 2013-14 delivery. In June 2013, due to Willits Bypass project delays the South Fork remediation was delayed to FY 2015-16. In the meantime, the original CDFW Willits Bypass permit expired in June 2015. The department applied for permit extensions. CDFW reissued the permits, but required that the North Fork remediation be constructed at the same time as the South Fork remediation. This \$2,040,000 increase is the construction cost of the North Fork remediation now required to be built with the South Fork remediation.

The scope of the South Fork remediation includes the jack ramming of two 10-foot diameter steel pipes adjacent to the existing 5-foot diameter pipe. The construction at the North Fork remediation includes the installation of a new 12 foot by 10 foot reinforced concrete box culvert. The increase to the programmed amount of \$2,040,000 is for the construction of the reinforced concrete box culvert at the North Fork to comply with the reissued permit.

The advertisement period for this project will be eight weeks long, as opposed to the standard six-week period. This will allow the Department time to do outreach to specialty contractors and have a mandatory onsite pre-bid walkthrough with all plan holders. Therefore, the Department is requesting an additional two months, beyond the allowable 6 months, to award this contract.

### **DETERMINATION**

The Department recommends that this request for \$4,240,000 be approved in order to meet the CDFW permit requirements and to allow this project to be advertised.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5d.(2) Allocation for Project with Costs That Exceed the Programmed Amount by More Than 20 Percent</b>				<b>Resolution FP-15-47</b>
1 \$4,240,000	Willits Bypass - Ryan Creek/Coho Salmon Mitigation. Men -101-PM 52.2/PM 52.4; About Five Miles North of Willits. Construct Fish Passage Improvements.	01-0125Y IIP/15-16 CONST	2015-16 301-0042 SHA	\$72,000
Department of Transportation <u>MCOG</u> Mendocino 01-Men-101 52.1/52.6	Final Project Development (IIP): N/A	<del>\$1,870,000</del> <b>\$3,604,000</b>	301-0890 FTF 20.20.025.700	\$3,532,000
	Final Right of Way (IIP) Right of Way Estimate: \$85,000 Programmed Amount: <u>\$85,000</u> Adjustments: \$0	RIP/15-16 CONST	2015-16 301-0042 SHA	\$13,000
	Final Project Development (RIP): N/A	0112000205 4	301-0890 FTF	\$623,000
	Final Right of Way (RIP) Right of Way Estimate: \$15,000 Programmed Amount: <u>\$15,000</u> Adjustments: \$0	26201	20.20.075.600	
	(CONST increase of \$1,734,000 to come from interregional share balance.)			
	(CONST increase of \$306,000 to come from Mendocino County regional shares.)			
	(CEQA - ND, 5/13/2014.) (NEPA - EIS, 4/9/2015.)			
	Right of Way Cert. 1 on 1/29/2016			
	(Future Consideration of Funding approved under Resolution E-14-43; October 2014.)			
	(The Department is requesting an additional two months, beyond the allowable 6 months, to award this contract.)			
	<u>Outcome/Output:</u> Fish Passage two locations (North and South forks). Includes installation of 424.5 feet of new culverts.			

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5d.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of  
Transportation Programming

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED  
AMOUNT BY MORE THAN 20 PERCENT  
RESOLUTION FP-15-48**

## **RECOMMENDATION**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$3,188,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

## **ISSUE**

Additional funds are needed for one programmed project in order to advertise the construction contract.

## **RESOLUTION**

Resolved, that \$3,188,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to advertise the following project.

	Programmed	Program	Allocation	% Increase
<u>Dist-Co-Rte</u>	<u>Amount</u>	<u>Adjustment</u>	<u>Request</u>	Above Programmed
				<u>Amount</u>
06-Kin-43	\$1,919,000	\$1,269,000	\$3,188,000	66.1%

**PROJECT DESCRIPTION**

This project is located in Kings County. The project will construct a single-lane roundabout at the intersection of Route 43 and Route 137/Whitley Avenue near the city of Corcoran. This will improve traffic safety by reducing the severity and frequency of accidents.



**FUNDING STATUS**

This project is currently programmed in the 2014 SHOPP for \$1,919,000. This allocation request for \$3,188,000 is an increase of 66.1 percent above the programmed amount.

### **REASON FOR INCREASE**

This is a two-lane conventional highway in a rural setting located at the edge of a small community. The project was programmed in the 2012 SHOPP for \$1,900,000 million for delivery in Fiscal Year 2015-16. At the time of programming, the Department had limited experience with roundabouts. The Project Approval and Environmental Document (PA&ED) was approved in July 2014. The project estimate was not updated in the 2014 SHOPP as design had not yet commenced, and there was limited department roundabout project construction experience to compare.

On June 25, 2015 another roundabout project in the District opened bids. The project, in Tulare County, was awarded for \$3,123,000. The Department had to request additional funds from the Commission at its August 2015 meeting to award that project as the original allocation was not sufficient. Based on the bid opening and award of the Tulare County project, the Department updated the allocation request for this Kings County project to be more consistent with current bid prices on the most recent roundabout projects. Additional funds in the amount of \$1,269,000 are needed in order to advertise the project. This results in a 66.1 percent increase over the programmed amount.

### **DETERMINATION**

The Department has determined that reducing the scope will not accomplish the need of the project and recommends that this request for \$3,188,000 be approved to allow this project to be advertised.

Attachment



# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5g.(8)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1B  
INTERCITY RAIL PROJECTS  
RESOLUTION ICR1B-A-1516-02**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$900,000 for one locally administered Proposition 1B Intercity Rail Improvement Program (IRI) Wayside Power Surge project (PPNO 2118), in Placer County.

## **ISSUE:**

The attached vote list describes one locally administered Proposition 1B IRI project totaling \$900,000 plus \$300,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$900,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-304-6059 for the locally administered Proposition 1B Intercity Rail project described on the attached vote list.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Intercity Rail, Public Transportation Modernization, Improvement, and Service Enhancement Account Program.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Program Code
<u>RTPA/CTC</u>		Project ID	Program Code	
District-County		Adv. Phase	EA	
<b>2.5g.(8) Proposition 1B - Locally Administered Intercity Rail Projects</b>		<b>Resolution ICR1B-A-1516-02</b>		
1	<b>Wayside Power Surge in Auburn.</b> Installation of a	75-2118	2014-15	
\$900,000	wayside power at the Auburn station and layover site.	ICR/15-16	304-6059	\$900,000
		CONST	ICR	
Capitol Corridor Joint Powers Authority	(CEQA - NOE, April 2016)	\$900,000	30.20.090.000	
<u>PCTPA</u>	(NEPA - CE, April 2016 )	0016000268		
75-Placer	Concurrent Programming Amendment under Resolution ICR1B-P-1516-02; May 2016.	S		
		RA68BA		
	(Contributions from other sources: \$300,000)			
	<u>Outcome/Output:</u> The Wayside Power system is needed to allow shutdown of the locomotive engines during overnight layover, saving fuel and reducing emissions.			

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.6a.(4)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce Roberts, Chief  
Division of Rail and Mass  
Transportation

Subject: **FINANCIAL ALLOCATION FROM PASSENGER EQUIPMENT ACQUISITION FUND  
ACCOUNT FOR INTERCITY RAIL PROJECT  
RESOLUTION NUMBER FP-15-49**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) allocate \$6,674,000 for one intercity rail diesel electric locomotive project (PPNO PE001) from the Passenger Equipment Acquisition Fund (PEAF) account.

## **ISSUE:**

The attached vote list describes the allocation request using PEAFF funds totaling \$6,674,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **RESOLUTION:**

Be it Resolved, that the \$6,674,000 be allocated from the PEAFF account. In 1999, the Department received approval from the Governor's office to enter into "lease/leaseback" agreements for State-owned rail vehicles for intercity rail passenger services. The net proceeds from lease/leaseback are to be used solely for intercity rail equipment purchases under Government Code Section 14066.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO Program/Year Phase	Budget Year	Amount by
Allocation Amount	Location	Prgm'd Amount	Item #	Fund Type
Recipient	Project Description	Project ID	Fund Type	Amount by
<u>RTPA/CTC</u>		Adv. Phase	Program Code	Fund Type
District-County		EA		Fund Type
<b>2.6a.(4) Financial Allocation - Passenger Equipment Acquisition Fund (PEAF)</b>				<b>Resolution FP-15-49</b>
1	<b>Acquisition of one diesel electric locomotive with PEAFF, Locomotive #21.</b> Acquisition of an additional locomotive. In partnership with IDOT and WSDOT. Caltrans is in the process of purchasing locomotives for intercity rail service.	75-PE001 PEAF/15-16 CONST \$6,674,000 0000002492 S4 RA01IA	1984-85 801-0673 PEAF 30.20.090.000	\$6,674,000
\$6,674,000	(CEQA- CE, December 2014) (NEPA - CE, January 2015)			
Department of Transportation	Concurrent Programming Amendment under Resolution ICR1B-P-1516-02; May 2016.			
<u>SACOG</u>	<u>Outcome/Output:</u> Provide new locomotive capacity on existing trainsets. Replace borrow Amtrak owned locomotives.			
75-Various				

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5w.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS  
RESOLUTION FATP-1516-09**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission allocate \$39,801,000 for 42 Active Transportation Program (ATP) projects.

## **ISSUE:**

The attached vote list describes 42 ATP projects totaling \$39,801,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$39,801,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-108-0042 and 2660-108-0890 for the ATP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5w.(1) Active Transportation Program Projects</b>		<b>Resolution FATP-1516-09</b>		
1 \$233,000 City of Fort Bragg <u>MCOG</u> 01-Mendocino	<p><b>City of Fort Bragg - Chestnut St Multi Use Facility and Safe Routes to School Program.</b> Construction of an 8 foot to 12 foot wide multi-use facility on the north side of Chestnut Street, from Franklin Street to the eastern City limits</p> <p>(Small Urban and Rural - ID 0020)</p> <p>(CEQA - NOE, 06/25/2015.) (NEPA - CE, 02/23/2015.)</p> <p>Time Extension for FY 14-15 CON expires on June 30, 2016.</p> <p>(This CON allocation is for the infrastructure portion)</p> <p>Right of Way Certification: <b>PENDING</b></p> <p><u>Outcome/Output:</u> Project will provide ADA pedestrian and bicycle facilities, calm traffic, reduce the risk of accidents and improve safety and encourage walking and biking along a well used corridor serving three local schools.</p>	01-4612 ATP/14-15 CONST \$233,000 0114000012	2014-15 108-0890 FTF 20.30.720.100	\$233,000
2 \$2,296,000 City of Redding <u>SRTA</u> 02-Shasta	<p><b>City of Redding - Placer Street Improvement Project.</b> In the City of Redding, on Placer Street from the Western City Limit to east of Olive Avenue. Project will improve two miles of Placer Street, including roadway widening to establish a uniform 3 lane roadway, bicycle lanes, buffered bicycle lanes, and sidewalks. Safety improvements include enhanced pedestrian crossings and pedestrian safety lighting.</p> <p>(Statewide - ID 0031)</p> <p>(CEQA - MND, 1/23/2012.) (NEPA - CE, 11/5/2015.)</p> <p>Concurrent Consideration of Funding under Resolution E-16-30; May 2016.</p> <p>Right of Way Certification, 3/21/2016.</p> <p>(Contribution from other sources: \$2,708,000.)</p> <p><u>Outcome/Output:</u> Provide improved pedestrian, bicycle, transit, and roadway facilities which will result in improved mobility, accessibility, and safety.</p>	02-2572 ATP/15-16 CONST \$2,296,000 0215000061	2014-15 108-0890 FTF 20.30.720.100	\$2,296,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by	
RTPA/CTC	District-County	Location	Project Description	Phase	Item #	Fund Type	
				Prgm'd Amount	Fund Type	Amount by	
				Project ID	Program Code	Fund Type	
				Adv. Phase			
				EA			
<b>Resolution FATP-1516-09</b>							
<b>2.5w.(1)</b>	<b>Active Transportation Program Projects</b>						
3	\$368,000	Yuba City <u>SACOG</u> 03-Sutter	<b>Franklin Road Improvements.</b> In Yuba City, on Franklin Road between Harding Road and Walton Avenue. Install bicycle lanes, construct pedestrian access ramps, sidewalks and crosswalks.  (MPO - ID 0097)  (CEQA - NOE, 8/4/2015.)  (Contribution from other sources: \$51,262.)  Right of Way Certification: 03/17/2016  <u>Outcome/Output:</u> Increase the volume of biking and walking trips, increase safety and mobility of non-motorized users, advance active transportation efforts, enhance public health, ensure that disadvantaged communities fully share the benefits, provide a broad spectrum of projects.	03-1808 ATP/15-16 CONST \$368,000 0315000092	2014-15 108-0042 SHA 20.30.720.100	\$368,000	
4	\$1,135,000	Yuba County <u>SACOG</u> 03-Yuba	<b>Ella Elementary School Safe Routes to School Project.</b> Widening and overlaying Seventh Ave for bicycle lanes and construct new curb, sidewalks, curb ramps and storm drain system. Install a median island east of Olivehurst Ave  (MPO - ID 0108)  (CEQA - NOE, 10/21/2015.)  Right of Way Certification: 02/26/2016  (Contribution from other sources: \$173,000.)  <u>Outcome/Output:</u> Provide a safe route to Ella Elementary School that addresses community identified concerns for pedestrians and bicyclists.	03-2013 ATP/15-16 PS&E <del>\$100,000</del> \$0 CONST <del>\$1,035,000</del> \$1,135,000 0315000101	2014-15 108-0042 SHA 20.30.720.100	\$1,135,000	

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year Phase	Budget Year	Amount by
<u>RTPA/CTC</u>			Location	Prgm'd Amount	Item #	
District-County			Project Description	Project ID	Fund Type	Fund Type
				Adv. Phase	Program Code	
				EA		
<b>2.5w.(1) Active Transportation Program Projects</b>						<b>Resolution FATP-1516-09</b>
5	\$2,005,000	City of Alameda	<b>Cross Alameda Trail.</b> Rail to Trail conversion of the former Alameda Beltline property now owned by the city. This Cross Alameda Trail is between Webster Street and Sherman Street. In a Jean Sweeney Open Space Park section, a path is proposed for 3,600 feet, and would include 10 foot wide bike path, 6 foot wide walkway, 5 foot jogging path, path shoulders and landscaping area. In the Atlantic Avenue section, a protected on-street bikeway is proposed for 275 feet between Constitution way and the shopping center driveway and a Class I path is proposed for 150 feet between the driveway and Webster	04-2190E ATP/15-16 CONST \$2,005,000 0415000210	2014-15 108-0890 FTF 20.30.720.100	\$2,005,000
		<u>MTC</u> 04-Alameda	(MPO - ID 0111)  (CEQA - MND, 08/01/2014.) (NEPA - CE, 07/02/2015.)  Future Consideration of Funding approved under Resolution E-15-14; March 2015.  <u>Outcome/Output:</u> The project will increase bicycle and pedestrian capacity. Improve safety and operation for bicycle and pedestrians, including access to transit links, business and school. Provide for alternative modes of travel to reduce vehicle emissions.			
6	\$473,000	City of Berkeley	<b>City of Berkeley - Safe Routes to School Improvements for Leconte Elementary.</b> Construct eight curb bulbouts, post pedestrian warning sign and in pavement pedestrian yield signs, stripe red curb parking restrictions	04-2190G ATP/15-16 CONST <del>\$600,000</del> <b>\$473,000</b> 0415000225	2014-15 108-0890 FTF 20.30.720.100	\$473,000
		<u>MTC</u> 04-Alameda	(MPO - ID 0124)  (CEQA - MND, 07/02/2010.) (NEPA - CE, 05/12/2015.)  Future Consideration of Funding approved under Resolution E-15-36; June 2015.  Right of Way Certification: 10/29/2015  Cost savings go back to ATP program  <u>Outcome/Output:</u> The project will improve bicycle and pedestrian routes and encourage students and families to walk or bike for the school commute.			

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year Phase	Budget Year	Amount by	
<u>RTPA/CTC</u>			Location	Prgm'd Amount	Item #	Fund Type	
District-County			Project Description	Project ID	Fund Type	Program Code	
				Adv. Phase	Program Code	Fund Type	
				EA			
<b>Resolution FATP-1516-09</b>							
<b>2.5w.(1)</b>	<b>Active Transportation Program Projects</b>						
7	\$275,000	City of Livermore	<b>Marilyn Avenue Elementary School Safe Route to School.</b> Project elements include closing sidewalk gaps, sidewalk repair, pedestrian bulb-outs, accessible curb ramps with truncated domes, pedestrian signage, new and repainted sidewalks, pedestrian activated rapid flashing beacons, and speed feedback signs.	04-2190H ATP/15-16 CONST \$275,000 0415000234	2014-15 108-0042 SHA 20.30.720.100	\$275,000	
		<u>MTC</u> 04-Alameda	(MPO - ID 0130)  (CEQA - NOE, 11/18/2014.)  Right of Way Certification: 05/06/2014  <u>Outcome/Output:</u> The project will provide safe routes to school for the students at Marilyn Avenue Elementary School. It will increase walking and bicycling among students, decrease the number and/or rate of pedestrian and bicyclist injuries, reduce safety hazard, improve public health, reduce vehicle miles traveled, improve local air pollution, and benefits a disadvantaged community				
8	\$3,210,000	City of Oakland	<b>City of Oakland - Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure.</b> Design and construction of a Class I ADA compliant multi-use bicycle and ped bridge to close the gap from the San Francisco Bay Trail at Oakland Estuary to Lake Merritt over Embarcadero, major utilities and the UP Railroad tracks under I-880 freeway to the Lake Merritt Trail system behind Laney/Peralta Colleges.	04-2190J ATP/15-16 PS&E \$2,885,000 R/W \$325,000 0416000318	2014-15 108-0042 SHA  108-0042 SHA 20.30.720.100	\$2,885,000  \$325,000	
		<u>MTC</u> 04-Alameda	(MPO - ID 0138)  (CEQA - EIR, 04/03/2008.)  Concurrent Consideration of Funding under Resolution E-16-31; May 2016.  <u>Outcome/Output:</u> Promote safe healthy accessible walking and bicycling in an underserved community				
9	\$668,000	Alameda County	<b>Safe Routes to Schools (Non-Infrastructure).</b> Promote walking and bicycling safety in all Alameda County unincorporated area schools	04-2190K ATP/15-16 CONST \$668,000 0416000281	2014-15 108-0042 SHA 20.30.720.100	\$668,000	
		<u>MTC</u> 04-Alameda	(MPO - ID )  (CEQA - CE, 08/21/2015.)  <u>Outcome/Output:</u> This project will reduce the number of injuries and fatalities from all collisions including bike and pedestrian				

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>			Location	Phase	Item #	
District-County			Project Description	Prgm'd Amount	Fund Type	Fund Type
				Project ID	Program Code	
				Adv. Phase		
				EA		
<b>2.5w.(1)</b>			<b>Active Transportation Program Projects</b>			<b>Resolution FATP-1516-09</b>
10	\$1,128,000	City of Oakland Public Works Agency	<b>Oakland: High Street, Courtland Avenue, Ygnacio Avenue Intersection Improvements for Safe Routes to School.</b> Installation of raised median, pedestrian refuge, curb extension and/or extended sidewalks, ADA compliance ramps, bicycle detection and symbols, pedestrian countdown heads and signage.	04-2190M	2014-15	\$1,128,000
<u>MTC</u>				ATP/15-16	108-0890	
04-Alameda				CONST	FTF	
				\$1,128,000	20.30.720.100	
				0416000145		
			(MPO - ID 0131)			
			(CEQA - NOE, 04/15/2016.)			
			(NEPA - CE, 01/13/2016.)			
			Right of Way Certification: 03/07/2016			
			<u>Outcome/Output:</u> This project will improve bicycle and pedestrian safety			
11	\$792,000	San Francisco Municipal Transportation Agency	<b>San Francisco Citywide Bicycle Wayfinding Project.</b> Throughout San Francisco. Implement an effective bicycle wayfinding signage system.	04-2023D	2014-15	\$792,000
<u>MTC</u>				ATP/	108-0042	
04-San Francisco				CONST	SHA	
				\$792,000	20.30.720.100	
				0416000167		
			(MPO - ID 0196)			
			(CEQA - CE, 4/22/2016)			
			Right of Way Certification: 12/07/2015			
			(Contribution from other sources: \$353,000.)			
			<u>Outcome/Output:</u> Increase bicycle ridership by improving both the comfort of riding and the ability to navigate the bicycle network in San Francisco. Provide directions, distance or travel time to key destinations such as neighborhood and transit stations. Fill the system gap by providing direct guidance to bicyclists while promoting the feasibility of accessing key destination by bicycle for non-bicyclists.			

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by	
<u>RTPA/CTC</u>			Location	Phase	Item #	Fund Type	
District-County			Project Description	Prgm'd Amount	Fund Type	Amount by	
				Project ID	Program Code	Fund Type	
				Adv. Phase		EA	
				EA			
<b>Resolution FATP-1516-09</b>							
<b>2.5w.(1)</b>	<b>Active Transportation Program Projects</b>						
12	\$913,000	Monterey County <u>AMBAG</u> 05-Monterey	<b>Castroville Bicycle/Pedestrian Path and Railroad Crossing Project.</b> Located in unincorporated North Monterey County in Castroville, from the intersection of McDoughall Street and Salinas Street to Castroville Boulevard. Construct Class I bicycle /pedestrian path and bridge.  (Statewide - ID 0235)  (CEQA - MND, 02/10/2014.) (NEPA - CE, 05/06/2013, Revalidation 03/10/2016.)  Future Consideration of Funding approved under Resolution E-16-14; March 2016.  Right of Way Certification, 03/24/2016.  <u>Outcome/Output:</u> The Class I bicycle/pedestrian path and grade separated crossing will provide a direct connection from the town of Castroville to Castroville Boulevard. Project will close the gap to an existing Class I bicycle path on Castroville Boulevard and the Moro Cojo subdivision, a route used by students to get to North Monterey County High School and Elkhorn Elementary School. Project completion will offer bicyclists a safe alternative route to schools, work, shopping centers, and recreational activity centers.	05-2296 ATP/15-16 CONST \$913,000 05120000207	2014-15 108-0890 FTF 20.30.720.100	\$913,000	
13	\$4,143,000	Monterey County <u>TAMC</u> 05-Monterey	<b>Pathways to Health through Active Transportation via Salinas Valley.</b> All cities along the Salinas Valley will work collaboratively to improve the infrastructure that supports active transportation in each city. Improvements include sidewalk construction and repairs, bicycle lanes, multi-use paths, ADA ramps and safety improvements near schools.  (Small Urban and Rural - ID 0237)  (CEQA - NOE - City of Greenfield 03/05/2015 - City of Soledad 01/20/2015 - City of Salinas 02/23/2015 - City of King 01/15/2015 - City of Gonzales 03/18/2015)  Right of Way Certification - 03/23/2016.  <u>Outcome/Output:</u> Elements of the project will work together as a system to comprehensively provide the following benefits: reduce pedestrian/bicycle -vehicle collisions, improve sight distance and visibility, reduce traffic volumes and speeds, improve access to schools, parks and other key destinations, and encourage walking, bicycling and physical activity to improve health.	05-2608 ATP/15-16 CONST \$4,143,000 0515000064	2014-15 108-0042 SHA 20.30.720.100	\$4,143,000	

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>Resolution FATP-1516-09</b>				
<b>2.5w.(1)</b>	<b>Active Transportation Program Projects</b>			
14 \$403,000 City of Lompoc <u>SBCAG</u> 05-Santa Barbara	<b>City of Lompoc - Sidewalk Infill and Curb Ramp Project.</b> Various school routes in the City of Lompoc. The project will construct sidewalk and ADA compliant curb ramps along various school routes.  (Statewide - ID 0246)  (CEQA - NOE, 3/2/2016.)  Right of Way Certification: 3/1/2016  <u>Outcome/Output:</u> Construction of sidewalk and curb ramps will provide permanent, safe, and continuous routes for school children that are separated from vehicles, which has the potential to reduce pedestrian and/or bicycle injuries and fatalities in the City of Lompoc.	05-2609 ATP/15-16 CONST \$403,000 0515000069	2014-15 108-0042 SHA 20.30.720.100	\$403,000
15 \$247,000 Fresno County <u>FCOG</u> 06-Fresno	<b>ADA Path on Grove and Jensen Avenues from Ninth Street to Cedar Avenue.</b> Pedestrian improvements on Grove Avenue between 9th and Cedar Avenues, and Jensen Avenue between Pullman and Cedar Avenues.  (MPO - ID M006)  (CEQA - CE, 7/31/2015.) (NEPA - CE, 9/29/2015.)  Right of Way Certification: 3/15/2016  <u>Outcome/Output:</u> This project provides a safe facility for people to walk that is separated from traffic and meets current ADA requirements. This also improves the look of the neighborhood.	06-6762 ATP/15-16 CONST \$247,000 0615000236	2014-15 108-0890 FTF 20.30.720.100	\$247,000
16 \$61,000 Fresno County <u>FCOG</u> 06-Fresno	<b>Mt. Whitney Paved Ped Bikeway from Grantland to Garfield.</b> Installation of paved pedestrian walkway/bikeway along the north side of Mount Whitney Avenue between Grantland and Garfield Avenues.  (MPO - ID M008)  (CEQA - CE, 7/31/2015.) (NEPA - CE, 9/28/2015.)  Right of Way Certification: 3/14/2016  <u>Outcome/Output:</u> This project provides a safe dedicated path of travel for pedestrians walking and/or biking along Mt. Whitney Ave.	06-6764 ATP/15-16 CONST \$61,000 0615000233	2014-15 108-0890 FTF 20.30.720.100	\$61,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5w.(1) Active Transportation Program Projects Resolution FATP-1516-09</b>				
17 \$224,000 City of Kerman <u>FCOG</u> 06-Fresno	<b>Pedestrian Safety Improvements at Various Locations.</b> Construct curb bulbouts, or curb extensions, at each location. New curb and gutter, sidewalk, and curb ramps will be constructed to create the bulbouts. Drainage facilities will be installed as required around the bulbouts. Crossings will have high visibility crosswalks and signs.  (MPO - ID 0295)  (CEQA - CE, 4/29/2015.)  Right of Way Certification: 12/18/2015  <u>Outcome/Output:</u> Consists of construction of curb bulbouts, or curb extensions, at each location to improve safety of the crossings.	06-6766 ATP/15-16 CONST \$224,000 0615000112	2014-15 108-0042 SHA 20.30.720.100	\$224,000
18 \$17,000 City of Parlier <u>FCOG</u> 06-Fresno	<b>Manning Avenue SRTS Connectivity.</b> Crossing improvements, curb, gutter, sidewalk and Class II bike lane will be installed.  (MPO - ID M010)  (CEQA - CE, 1/15/2016.)  <u>Outcome/Output:</u> Walking and Biking / Increased Pedestrian Safety	06-6768 ATP/15-16 PS&E \$17,000 0616000019	2014-15 108-0042 SHA 20.30.720.100	\$17,000
19 \$312,000 City of Bakersfield <u>KCOG</u> 06-Kern	<b>SRTS - Frank West Elementary.</b> Install city standard sidewalks and ADA approved access ramps along the streets in and around Frank West Elementary School.  (MPO - ID 0308)  (CEQA - CE, 3/15/2016.) (NEPA - CE, 2/12/2016.)  Right of Way Certification: 12/28/2015  <u>Outcome/Output:</u> Install sidewalks and include all required handicap access ramps to improve this area for pedestrians and those with disabilities. The nearby school, Frank West Elementary, will see an increase in the number of students who walk or ride to the school campus and at the same time reduce vehicle congestion and accidents.	06-6770 ATP/15-16 CONST \$312,000 0616000110	2014-15 108-0890 FTF 20.30.720.100	\$312,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>Resolution FATP-1516-09</b>				
<b>2.5w.(1)</b>	<b>Active Transportation Program Projects</b>			
20 \$261,000 City of Farmersville <u>TCAG</u> 06-Tulare	<b>Farmersville Comprehensive Active Transportation Initiative.</b> The Farmersville Comprehensive Active Transportation Initiative will construct sidewalks, bicycle lanes, ADA compliant curb ramps, a pedestrian median refuge, install pedestrian safety lighting and signage, and paint striping for Class II bicycle lanes.  (MPO - ID 0342)  (CEQA - CE, 7/14/2015.)  Right of Way Certification: 3/15/2016  <u>Outcome/Output:</u> The purpose of the project is to address safety deficiencies in the City's current active transportation infrastructure near places of employment, schools and neighborhoods. The project will address sidewalk gaps and ADA compliance on South Farmersville Boulevard.	06-6778 ATP/15-16 CONST \$261,000 0616000173	2014-15 108-0042 SHA 20.30.720.100	\$261,000
21 \$141,000 City of Visalia <u>TCAG</u> 06-Tulare	<b>Mill Creek Trail Downtown Corridor.</b> This project develops a new Class I Multi-use trail and native landscape parkway in the East Downtown area.  (MPO - ID 0371)  (CEQA - CE, 1/6/2015.)  Right of Way Certification: 3/18/2016  <u>Outcome/Output:</u> Encourage use of non-motorized vehicles to/from Visalia's highly visited downtown. The east downtown master plan calls for this area to have live/work units. The planned mixed-use development around the trail will reduce greenhouse emissions.	06-6782 ATP/15-16 CONST \$141,000 0615000138	2014-15 108-0042 SHA 20.30.720.100	\$141,000
22 \$3,865,000 County of Los Angeles <u>LACMTA</u> 07-Los Angeles	<b>Willowbrook Area Access Improvements to MLK MACC (Multi-Service Ambulatory Care Center).</b> Located in the unincorporated community of Willowbrook on Wilmington Avenue, between Imperial Highway & 122nd Street. The project included design & construction of pedestrian enhancements and landscape.  (Statewide - ID 0450)  (CEQA - NOE , 10/26/2015) (NEPA - CE, 12/05/2014)  Right of Way Certification: 03/10/2016  <u>Outcome/Output:</u> The project will encourage the increased used of walking, bicycling, and transit ridership as safe and convenient alternatives to driving, thereby reducing vehicle trips, miles travelled and green house emissions.	07-4310 ATP/15-16 CONST \$3,865,000 0700021070	2014-15 108-0890 FTF 20.30.720.100	\$3,865,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>			Location	Phase	Item #	
District-County			Project Description	Prgm'd Amount	Fund Type	Fund Type
				Project ID	Program Code	
				Adv. Phase		
				EA		
<b>2.5w.(1)</b>			<b>Active Transportation Program Projects</b>			<b>Resolution FATP-1516-09</b>
23	\$2,766,000	City of Los Angeles	<b>Expo Line Bundy Station First Last Mile Improvements.</b> In the City of Los Angeles on surrounding the Expo Rail Line station located at Exposition Boulevard and Bundy Drive. The scope of work includes traffic calming/safety improvements through the installation of shade trees, pedestrian-level lighting, accessible curb ramps, a median refuge and curb extensions.	07-4869 ATP/15-16 CONST \$2,766,000 0715000099	2014-15 108-0890 FTF 20.30.720.100	\$2,766,000
		<u>LACMTA</u>				
		07-Los Angeles				
			(Statewide - ID 0429)			
			(CEQA - NOE, 09/25/2014)			
			(NEPA - CE, 02/04/2016)			
			Right of Way Certification: 03/07/2016			
			(Contribution from other sources: \$359,000)			
			<u>Outcome/Output:</u> The project output will increase ridership at Expo/Bundy Station by about 3 percent will reduce vehicle collisions with bicyclist and pedestrians through traffic calming and other safety improvements, and will encourage more walking and bicycling in the community.			
24	\$1,855,000	City of Los Angeles	<b>Eastside Active Transportation Linkages Phase II.</b> The project will provide pedestrian and bike safety improvements to north-south linkage streets to the 1st Street Metro Gold Line Light Rail stops in the Boyle Heights Community in the City of Los Angeles.	07-4870 ATP/15-16 CONST \$1,855,000 0715000100	2014-15 108-0890 FTF 20.30.720.100	\$1,855,000
		<u>LACMTA</u>				
		07-Los Angeles				
			(Statewide - ID 0424)			
			(CEQA - NOE, 09/25/2014)			
			(NEPA - CE, 02/04/2016)			
			(Right of Way Certification: 03/07/2016)			
			(Contribution from other sources: \$1,319,000)			
			<u>Outcome/Output:</u> The project will provide pedestrian safety improvements to north-south linkage to the 1st Street Metro Gold Line Light Rail Stops at Boyle Avenue (Mariachi Plaza) and Soto Street in the heavily disadvantage community of Boyle Heights just across the Los Angeles River from Downtown Los Angeles.			

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>			Location	Phase	Item #	Fund Type
District-County			Project Description	Prgm'd Amount	Fund Type	Amount by
				Project ID	Program Code	Fund Type
				Adv. Phase		EA
				EA		EA
<b>2.5w.(1)</b>			<b>Active Transportation Program Projects</b>			<b>Resolution FATP-1516-09</b>
25	\$2,133,000	City of Los Angeles <u>LACMTA</u> 07-Los Angeles	<b>Expo Line Pedestrian Improvements, Crenshaw to City Limit - City of Los Angeles.</b> Improve pedestrian linkages within 1/4 mile of three Metro's Exposition Light Rail Line stations at Ls Cienega Boulevard, La Brea Avenue, and Crenshaw, in the City of Los Angeles. Improvements in the vicinity of these transit stations include improved cross walks, sidewalks, ADA access ramps, and safety lighting at transit stops. as well as pedestrian amenities including street trees and benches.  (MPO - ID 0426)  (CEQA - NOE, 09/25/2014) (NEPA - CE, 01/12/2016)  Right of Way Certification: 03/07/2016  (Contribution from other sources: \$534,000)  <u>Outcome/Output:</u> Provide safety to pedestrians and improve mobility. Enhance landscaping, crosswalks, sidewalks, pedestrian lighting, street furniture and ADA access ramps.	07-4874 ATP/15-16 CONST \$2,133,000 0715000105	2014-15 108-0890 FTF 20.30.720.100	\$2,133,000
26	\$1,173,000	City of Cudahy <u>LACMTA</u> 07-Los Angeles	<b>Cudahy Citywide Safe Route to School Improvement.</b> The funds will be used to implement the City of Cudahy's SRTS Improvement Citywide (Pedestrian Crosswalk). The project includes various improvements to comply with ADA requirements and pedestrian safety; from signings, striping to lighting to curb ramp. etc  (Statewide - ID 0384)  (CEQA - NOE, 12/15/2014)  R/W Certification Date: 01/06/2016  <u>Outcome/Output:</u> The project output will increase pedestrian mobility and access, distinctly separate pedestrians from vehicles, improve the overall quality of service and safety while encouraging safe walking and bicycling to school, reducing greenhouse emission, and improving the health and well being of the community.	07-4891 ATP/15-16 CONST \$1,173,000 0715000211	2014-15 108-0042 SHA 20.30.720.100	\$1,173,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	Location	Project Description	PPNO Program/Year Phase	Prgm'd Amount	Budget Year	Item #	Amount by
<u>RTPA/CTC</u>						Project ID		Fund Type		Fund Type
District-County						EA		Program Code		
<b>2.5w.(1) Active Transportation Program Projects</b>										<b>Resolution FATP-1516-09</b>
27	\$949,000	City of Compton	<b>Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements.</b>		Improve pedestrian & bicycle safety adjacent to the Wilmington Avenue transportation corridor by developing safer pedestrian crossings & bicycle safety improvements include: El Segundo Boulevard at Wilmington Avenue -- installation of wider and colored crosswalks, high visibility crosswalk striping, countdown pedestrian signals & enhanced pedestrian lighting	07-4933 ATP/15-16 CONST \$949,000 0715000288		2014-15	108-0042 SHA 20.30.720.100	\$949,000
		<u>LACMTA</u>			(Statewide - ID 0382)					
		07-Los Angeles			(CEQA - NOE, 07/13/2015)					
					Right of Way Certification: 03/03/2016					
					<u>Outcome/Output:</u> The project improves bicycle/pedestrian safety by providing non-motorized alternatives and enhancing safety to both pedestrians and bicyclist. Benefits include an overall reduction in traffic congestion, increased air quality and reduced vehicular trips. Bike Lanes provide north-south connectivity to Metro Blue and Green Light Rail Lines. Pedestrian improvements provide safe crossing and encourage walking.					
28	\$450,000	City of Santa Monica	<b>Santa Monica Safe Routes to School Program (Non-Infrastructure).</b>		Target the six schools not included in the City SRTS Pilot program to expand the reach of SRTS and provide comprehensive educational and encouragement activities for students K-8 within after school programs and citywide.	07-5086 ATP/15-16 CONST \$450,000 0716000245		2014-15	108-0042 SHA 20.30.720.100	\$450,000
		<u>LACMTA</u>			(Statewide - ID 0478)					
		07-Los Angeles			(CEQA - NOE, 01/13/2016)					
					<u>Outcome/Output:</u> More students safely walking, biking, and using active transportation to school. Safer streets and reduce air pollution.					

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by	
<u>RTPA/CTC</u>			Location	Phase	Item #		
District-County		Project Description	Project ID	Adv. Phase	Fund Type	Fund Type	
			EA		Program Code		
<b>Resolution FATP-1516-09</b>							
<b>2.5w.(1)</b>	<b>Active Transportation Program Projects</b>						
29	\$62,000	City of Bell <u>LACMTA</u> 07-Los Angeles	<b>Florence Avenue Pedestrian Improvement Project, City of Bell.</b> Along Florence Avenue within the City boundaries of Los Angeles River to Salt Lake Ave. Work will install street furniture, pedestrian oriented lighting, enhanced paving to improve pedestrian safety at each intersection, countdown pedestrian signal heads, and landscaping.  (Statewide - ID 0377)  (CEQA - NOE, 01/22/2016)  <u>Outcome/Output:</u> The project will promote walking, increase mobility and safety for non-motorized users. It will also improve conditions for pedestrians especially for students who walk to and from the two local schools each each day.	07-5087 ATP/15-16 PS&E \$62,000 0716000256	2014-15 108-0042 SHA 20.30.720.100	\$62,000	
30	\$57,000	City of Oxnard <u>VCTC</u> 07-Ventura	<b>Proposed Oxnard Boulevard Bike Lanes.</b> Install Class II bike lanes on both directions of Oxnard Boulevard with bike lane arrows, bike lane symbol pavement markings bike lane detection loops, pavement markings and bike lane signs.  (MPO - ID 0495)  (CEQA - NOE, 06/18/2015)  <u>Outcome/Output:</u> The installation of dedicated bicycle lane along Oxnard Blvd will fill the connection gap to the north end of the City communities. It will enhance safety to the bicycle riding public and will encourage residents to use bicycles as an alternative means of transportation.	07-5147 ATP/15-16 PS&E \$57,000 0716000271	2014-15 108-0042 SHA 20.30.720.100	\$57,000	
31	\$521,000	Riverside County Transportation Department <u>RCTC</u> 08-Riverside	<b>Clark Street Sidewalk and Intersection Safety Improvements.</b> The project will construct approximately 2,000 linear feet of concrete sidewalk, curb & gutter, ADA-compliant curb ramps, driveway approaches, signs, pavement markings, signal modification, and bus turn-out improvements on the east side of Clark Street from Rider Street/Old Elsinore Road to approximately 200 feet north of Cajalco Road.  (MPO - ID 0527)  (CEQA - NOE, 3/10/2016.)  <u>Outcome/Output:</u> The project outcome will provide a safer means of transportation and promote a greater number of students to walk or bike to school.	08-1152 ATP/15-16 PS&E \$344,000 R/W \$177,000 0815000098	2014-15 108-0042 SHA 108-0042 SHA 20.30.720.100	\$344,000  \$177,000	

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>Resolution FATP-1516-09</b>				
<b>2.5w.(1)</b>	<b>Active Transportation Program Projects</b>			
32 \$297,000 Riverside County Transportation Department <u>RCTC</u> 08-Riverside	<b>Grapefruit Boulevard/4th Street Pedestrian and Roadway Safety Improvements.</b> The project will construct approximately 3,500 linear feet of asphalt concrete walkway and 250 linear feet of concrete sidewalk, curb & gutter, ADA-compliant curb ramps, and traffic signal improvements on the west side of Grapefruit Boulevard (SR 111) from 4th Street to approximately 0.7 mile southeast.  (MPO - ID 0530)  (CEQA - NOE, 3/8/2016.) (NEPA - CE, 3/1/2016.)  <u>Outcome/Output:</u> The project outcome is to install ADA-compliant features and to increase the walking and bicycling population.	08-1153 ATP/15-16 PS&E <del>\$287,000</del> <b>\$297,000</b> R/W <del>\$10,000</del> <b>\$0</b> 0815000099	2014-15 108-0890 FTF 20.30.720.100	\$297,000
33 \$1,202,000 City of Perris <u>RCTC</u> 08-Riverside	<b>Perris Valley Storm Drain Channel Trail.</b> The project will construct a multi-use trail along the west side of the Perris Valley Storm Drain (PVSD) from Nuevo Road to the northern city limits. Work includes landscaping, irrigation, fencing, and interpretive signage.  (Statewide - ID 0516)  (CEQA - MND, 7/28/2015.)  (Future Consideration of Funding approved under Resolution E-15-59; October 2015.)  (Contribution from other sources: \$2,373,000.)  <u>Outcome/Output:</u> The project outcome will increase walking and bicycling and reduce injuries by linking with trails to communities, schools, and industrial/commercial areas.	08-1162 ATP/15-16 CONST \$1,202,000 0815000079	2014-15 108-0042 SHA 20.30.720.100	\$1,202,000
34 \$197,000 State Coastal Conservancy <u>RCTC</u> 08-Riverside	<b>Increasing Active Transportation Use of the Santa Ana River Trail and Parkway (Non-Infrastructure).</b> The project will provide public outreach, trail map publication and distribution, and promote public programs and events.  (MPO - ID 0570)  (CEQA - NOE, 2/18/2016.)  <u>Outcome/Output:</u> The project outcome is to encourage greater use of the river trail and parkway.	08-1175 ATP/15-16 CONST \$197,000 0816000069	2014-15 108-0042 SHA 20.30.720.100	\$197,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>Resolution FATP-1516-09</b>				
<b>2.5w.(1)</b>	<b>Active Transportation Program Projects</b>			
35 \$780,000 City of Tehachapi KCOG 09-Kern	<b>Tehachapi SRTS.</b> Construct sidewalk, curb and gutter, ADA-compliant curb ramps, class II bike lanes, and improved crosswalks to close existing facility gaps on Curry Street, Valley Boulevard, Anita Drive, and Dennison Road.  (MPO - ID 0581)  (CEQA - NOE, 3/23/2016.) (NEPA - CE, 04/10/2015; Revalidation 03/17/2016.)  Right of Way Certification: 03/23/2016  <u>Outcome/Output:</u> The project outcome will provide a safer means of transportation and promote a greater number of students to walk or bike to school.	09-2614 ATP/15-16 CONST \$780,000 0915000032	2014-15 108-0890 FTF 20.30.720.100	\$780,000
36 \$749,000 City of Ceres StanCOG 10-Stanislaus	<b>Safe Routes to School improvements on Hackett Road and Kinser Road.</b> This project will construct sidewalk in-fill, ADA-compliant curb ramps, crosswalk striping, and install traffic signage.  (MPO - ID M015)  (CEQA - NOE, 3/23/2015.) (NEPA - CE, 5/14/2015.)  Right of Way Certification: 11/25/2015  <u>Outcome/Output:</u> The project improvements will provide a safer walking environment for students and parents.	10-6001 ATP/15-16 CONST \$749,000 1015000097	2014-15 108-0890 FTF 20.30.720.100	\$749,000
37 \$50,000 National City SANDAG 11-San Diego	<b>National City 18th Street Bicycle and Pedestrian Enhancements.</b> The project will provide about 0.75 mile of Class III bike facilities from Palm Avenue and Granger Avenue. Additionally, the project includes the installation of curb extensions at the intersections of 18th Street and B Avenue and 18th Street and F Avenue, and the construction of a roundabout at Lanoitan Avenue.  (Statewide - ID 0676)  (CEQA - NOE, 01/12/2015.)  <u>Outcome/Output:</u> Provide traffic calming features such as curb extensions and a roundabout. Installing red curb in key locations will enhance safety by reducing the number and severity of vehicular and pedestrian/bicyclist collisions. Installing Class III bicycle facilities and replacing sidewalk panels in key locations will enhance pedestrian and bicycle facilities and will reduce green house gas emissions, promote healthy living, and lead to health care cost savings.	11-1156 ATP/15-16 R/W \$50,000 1115000090	2014-15 108-0042 SHA 20.30.720.100	\$50,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5w.(1) Active Transportation Program Projects</b>			<b>Resolution FATP-1516-09</b>	
38 \$627,000 City of Vista <u>SANDAG</u> 11-San Diego	<p><b>Maryland Elementary Pedestrian Mobility Improvement.</b> This project will construct curb, gutter and sidewalks along North Drive between N. Melrose Avenue and El Pico Court, W. Los Angeles Drive between North Drive and California Avenue, and East Drive between North Drive and Cajon Circle in the City of Vista. Construct sidewalk, curb, and gutter. The project will also construct curb pop-outs at two intersections and install two driver speed feedback signs.</p> <p>(Statewide - ID 0702)</p> <p>(CEQA - NOE, 12/29/2014.)</p> <p>Right of Way Certification: 01/21/2016</p> <p><u>Outcome/Output:</u> This project will provide pedestrians infrastructure to increase mobility, access and improve safety for pedestrians in the area.</p>	11-1160 ATP/15-16 CONST \$627,000 1115000072	2014-15 108-0042 SHA 20.30.720.100	\$627,000
39 \$400,000 City of Santa Ana <u>OCTA</u> 12-Orange	<p><b>Safe Routes to School Enhancements for Monte Vista Elementary.</b> The project will construct bulb outs, ADA-compliant wheelchair ramps, and install a new left-turn signal at the intersection of McFadden Avenue and Raitt Street. A partnership with the Orange County Health Care Agency will provide educational safety outreach programs for the safe routes around the Monte Vista Elementary School.</p> <p>(MPO - ID 0753)</p> <p>(CEQA - NOE, 12/05/2014.)</p> <p>Right of Way Certification: 02/03/2016</p> <p><u>Outcome/Output:</u> The project will reduce collisions involving automobiles with pedestrians and bicyclists, provide a safe means of transportation, and promote through outreach a greater number of students to walk or bicycle to school.</p>	12-2170P ATP/15-16 CONST \$400,000 1215000066	2014-15 108-0042 SHA 20.30.720.100	\$400,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5w.(1) Active Transportation Program Projects Resolution FATP-1516-09</b>				
40 \$1,019,000 City of Santa Ana OCTA 12-Orange	<b>Maple Bicycle Trail Enhancements.</b> The project will construct crosswalks, bulb outs, ADA-compliant wheelchair ramps, and install signage along the 2.25 mile Maple Bicycle Trail from Central Avenue to Chestnut Avenue.  (MPO - ID 0761)  (CEQA - NOE, 12/05/2014.)  Right of Way Certification: 01/25/2016  <u>Outcome/Output:</u> The project outcome is to reduce collisions involving automobiles with pedestrians and bicyclists, provide a safer means of transportation, and promote a greater number of students to walk or bike to school.	12-2170Q ATP/15-16 CONST \$1,019,000 1215000067	2014-15 108-0042 SHA 20.30.720.100	\$1,019,000
41 \$880,000 City of Santa Ana OCTA 12-Orange	<b>Bishop Pacific - Shelton Bicycle Boulevards.</b> The project will construct Class III bicycle lanes with bulb outs, traffic circles, signage, pavement striping, and bicycle detection on Willits Street/Bishop Street from Raitt Street to Flower Street, Shelton Street from McFadden Avenue to 1st Street and Pacific Street from McFadden Avenue to 1st Street.  (Statewide - ID 0760)  (CEQA - NOE, 11/14/2014.)  Right of Way Certification: 2/23/2016  <u>Outcome/Output:</u> The project outcome will construct 2.5 miles of Class III bicycle lanes to provide a safer means of transportation for bicyclists.	12-2170U ATP/15-16 CONST \$880,000 1215000065	2014-15 108-0042 SHA 20.30.720.100	\$880,000
42 \$464,000 City of Santa Ana OCTA 12-Orange	<b>Safe Routes to School Enhancements for King Elementary.</b> The project will construct bulb outs, ADA-compliant wheelchair ramps, and install a new traffic signal at the intersection of McFadden Avenue and Pacific Avenue. A partnership with the Orange County Health Care Agency will provide educational safety outreach programs.  (Statewide - ID 0756)  (CEQA - NOE, 11/14/2014.)  Right of Way Certification: 02/03/2016  <u>Outcome/Output:</u> The project will reduce collisions involving automobiles with pedestrians and bicyclists, provide a safer means of transportation, and promote through outreach a greater number of students to walk or bicycle to school.	12-2170X ATP/15-16 CONST \$464,000 1215000063	2014-15 108-0042 SHA 20.30.720.100	\$464,000

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5w.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FINANCIAL ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS  
(ADVANCEMENTS)  
RESOLUTION FATP-1516-10**

### **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission allocate \$637,000 for 10 Active Transportation Program (ATP) projects programmed in Fiscal Year 2016-17. Availability of funds in the current Fiscal Year allows for the allocation of these projects at this time.

### **ISSUE:**

The attached vote list describes 10 ATP projects totaling \$637,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$637,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-108-0042 and 2660-108-0890, for 10 ATP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year Phase	Prgm'd Amount	Budget Year	Amount by
<u>RTPA/CTC</u>			Location	Project ID	Item #		Fund Type
District-County			Project Description	Adv. Phase EA	Fund Type	Program Code	Fund Type
<b>2.5w.(2)</b>			<b>Active Transportation Program Projects (ADVANCEMENTS)</b>			<b>Resolution FATP-1516-10</b>	
1	\$20,000	Shasta County	<b>Junction School Safe Route To School.</b> Implement a "Road Diet" (5 lanes to 3 lanes) on Deschutes Road adjacent to Junction School and provide raised median crosswalk refuge islands to enhance crossing safety.	02-2577 ATP/16-17 PA&ED \$20,000 0216000112	2014-15 108-0890 FTF 20.30.720.100		\$20,000
		<u>SRTA</u> 02-Shasta	(Small Urban and Rural - ID )  Advancement of funds from 16/17 to 15/16 per agency.  <u>Outcome/Output:</u> Project will enhance school crossing safety and provide dedicated bike lanes.				
2	\$83,000	Town of Paradise	<b>Almond Street Multi-Modal Improvements.</b> On Almond Street between Pearson Road and Elliott Road. Add sidewalks, curbs and gutters; widen Almond Street to incorporate Class II Bicycle Lanes.	03-1019 ATP/16-17 PA&ED \$83,000 0316000095	2014-15 108-0042 SHA 20.30.720.100		\$83,000
		<u>BCAG</u> 03-Butte	(Statewide - ID )  (Contribution from other sources: \$2,000.)  <u>Outcome/Output:</u> Provide safer walking and bicycling access in the project area and increase non-motorized transportation.				
3	\$19,000	Town of Paradise	<b>Memorial Trailway Class I Enhancements.</b> Memorial Trailway in Paradise from Neal Road to Pentz Road. Widen existing facility, install dark-sky LED pedestrian/bicycling lighting and enhance all major crosswalks intersecting motorized vehicle arterials.	03-1021 ATP/16-17 PA&ED \$19,000 0316000096	2014-15 108-0042 SHA 20.30.720.100		\$19,000
		<u>BCAG</u> 03-Butte	(Statewide - ID )  (Contribution from other sources: \$1,000.)  <u>Outcome/Output:</u> Provide safer walking and bicycling access in the project area and increase non-motorized transportation.				
4	\$66,000	Town of Paradise	<b>Ponderosa Elementary Safe Routes to School Project.</b> Along Pentz Road between Bille Road and 300 feet north of Wagstaff Road. Add sidewalks, curbs and gutters and add Class II bicycle lanes.	03-1024 ATP/16-17 PA&ED \$66,000 0316000099	2014-15 108-0042 SHA 20.30.720.100		\$66,000
		<u>BCAG</u> 03-Butte	(Small Urban and Rural - ID )  (Contribution from other sources: \$9,000.)  <u>Outcome/Output:</u> Provide safer walking and bicycling access in the project area and increase non-motorized transportation				

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year Phase	Prgm'd Amount	Budget Year	Amount by
<u>RTPA/CTC</u>			Location	Project ID	Item #	Fund Type	Fund Type
District-County		Project Description		Adv. Phase	Program Code		
				EA			
<b>2.5w.(2) Active Transportation Program Projects (ADVANCEMENTS)</b>							<b>Resolution FATP-1516-10</b>
5	\$24,000	Town of Paradise <u>BCAG</u> 03-Butte	<b>Downtown Paradise Equal Mobility Project.</b> On Skyway Road between Pearson Road and Elliott Road. Remove and replace outdated non-ADA compliant sidewalks and driveways in the downtown Paradise commercial core.  (Small Urban and Rural - ID )  (Contribution from other sources: \$1,000.)  <u>Outcome/Output:</u> Provide safer walking access in the project area and increase non-motorized transportation	03-1025 ATP/16-17 PA&ED \$24,000 0316000100	2014-15 108-0042 SHA 20.30.720.100		\$24,000
6	\$88,000	Sacramento County <u>SACOG</u> 03-Sacramento	<b>Power Inn Road Sidewalk Improvements.</b> Power Inn Road from 450 feet south of Loucreta Drive to Florin Road. Construct continuous sidewalks and bike lanes; installation of street lights and traffic signal modification at the intersection of Power Inn Road and Florin Road.  (Statewide - ID )  (Contribution from other sources: \$12,000.)  <u>Outcome/Output:</u> Improve safety access for children and residents to nearby schools and surrounding commercial services; reduce number of accidents.	03-1684 ATP/16-17 PA&ED \$88,000 0316000104	2014-15 108-0890 FTF 20.30.720.100		\$88,000
7	\$84,000	City of Rancho Cordova <u>SACOG</u> 03-Sacramento	<b>Rod Beaudry-Routier Bikeway Project.</b> Rod Beaudry Drive from Goethe Park Road to Folsom Boulevard; Folsom Boulevard from Rod Beaudry Drive and Routier Road; Routier Road between Folsom Boulevard and Old Placerville Road. Construct Class IV protected bike lanes and intersection improvements.  (MPO - ID )  (Contribution from other sources: \$11,000.)  <u>Outcome/Output:</u> Increase amount of non-motorized transportation and make non-motorized transportation safer	03-1686 ATP/16-17 PA&ED \$84,000 0316000154	2014-15 108-0890 FTF 20.30.720.100		\$84,000
8	\$128,000	Sacramento County <u>SACOG</u> 03-Sacramento	<b>Thomas Edison Elementary SRTS.</b> Hurley Way between Fulton Avenue and Morse Avenue-Construct sidewalk infill, curb, gutter, storm drain inlets, curb ramps and pedestrian lighting. Non-infrastructure component will include walking and biking educational programs.  (MPO - ID )  (Contribution from other sources: \$18,000.)  <u>Outcome/Output:</u> Increase pedestrian and bicycle accessibility to the school.	03-1687 ATP/16-17 PA&ED \$128,000 0316000156	2014-15 108-0890 FTF 20.30.720.100		\$128,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by	
<u>RTPA/CTC</u>			Location	Phase	Item #		
District-County			Project Description	Prgm'd Amount	Fund Type	Fund Type	
				Project ID	Program Code		
				Adv. Phase			
				EA			
<b>Resolution FATP-1516-10</b>							
<b>2.5w.(2)</b>	<b>Active Transportation Program Projects (ADVANCEMENTS)</b>						
9	\$75,000	City of Rancho Cordova	<b>Stone Creek Community Bike Trail Pedestrian Signal Safety Project.</b> At the intersection of Stone Creek Community Bike Trail and Zinfandel Drive and Prospect Park Drive. Install new bicycle/pedestrian actuated signals, striping and signage, and ADA curb ramps.	03-1688 ATP/16-17 PS&E \$75,000 0316000155	2014-15 108-0042 SHA 20.30.720.100	\$75,000	
		<u>SACOG</u> 03-Sacramento	(MPO - ID )  (CEQA - NOE, 3/22/2016.)  (Contribution from other sources: \$10,000.)  <u>Outcome/Output:</u> Provide safer non-motorized transportation and increase accessibility.				
10	\$50,000	City of Santa Barbara	<b>City of Santa Barbara: Safe Routes to School Pedestrian Improvement Project.</b> This Project is located in the City's Eastside neighborhood near Franklin Elementary School at the intersection of Carpinteria and Voluntario Streets and along Voluntario Street from Cacique to Mason Streets. Project is to design and construct curb extensions at the intersection of Carpinteria and Voluntario Streets to improve visibility and compliance to stop at the intersection. Install pedestrian-scale lighting along Voluntario Street from Cacique to Mason Streets.	05-2675 ATP/16-17 PA&ED \$50,000 0516000124	2014-15 108-0042 SHA 20.30.720.100	\$50,000	
		<u>SBCAG</u> 05-Santa Barbara	(Small Urban and Rural - ID )  <u>Outcome/Output:</u> Construction of curb extensions and pedestrian-scale lighting will provide permanent and safe crossing at a busy intersection to reduce pedestrian and/or bicycle injuries and fatalities in the City of Santa Barbara.				

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.6d.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FISCAL YEAR 2016-17 ALLOCATION FOR THE BAY AREA FERRY OPERATIONS PROGRAM**  
**RESOLUTION MFP-15-09**

### **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission approve the resolution below, allocating \$3,244,000 in Public Transportation Account funds for the Waterborne Ferry Program in the San Francisco Bay Area, contingent upon passage of 2016 Budget Act.

### **ISSUE:**

The Proposed Budget Act of 2016 includes \$3,244,000 to fund water transit operations in the San Francisco Bay Area managed through the Metropolitan Transportation Commission. The Bay Area Toll Authority/Metropolitan Transportation Commission is requesting the allocation for their Ferry Boat Operations Program at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$3,244,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-105-0046, for the San Francisco Bay Area Waterborne Ferry Program. This allocation is contingent on the passage of the 2016 Budget Act.

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.6f.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck, Chief  
Division of  
Budgets

Subject: **FINANCIAL ALLOCATION FOR A LOCALLY ADMINISTERED MULTI-FUNDED PROPOSITION 1A HSPTB – INTERCITY RAIL/TIRCP PROJECT**  
**RESOLUTION HST1A-A-1516-01**  
**RESOLUTION TIRCP-1516-07**

### **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission allocate \$14,800,000 for the locally administered multi-funded Proposition 1A High-Speed Passenger Train Bond Fund (HSPTBF) Intercity Rail/Transit & Intercity Rail Capital Program (TIRCP) Capitol Corridor Travel Time Reduction (PPNO CP012) project.

### **ISSUE:**

The attached vote list describes one locally administered Proposition 1A HSPTBF Intercity Rail/TIRCP project totaling \$14,800,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

### **FINANCIAL RESOLUTION:**

Resolved, that \$10,180,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-304-6043 and \$4,620,000 from the Budget Act of 2015, Budget Act Item 2660-301-0046 of Reimbursement Authority for the locally administered Proposition 1A HSPTBF Intercity Rail/TIRCP project described in the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>		District-County	Location	Phase	Item #	Fund Type
			Project Description	Prgm'd Amount	Fund Type	Amount by
				Project ID	Program Code	Fund Type
				Adv. Phase		
				EA		
<b>2.6f.(1)</b>	<b>Multi-Funded - Proposition 1A (HSPTB - Intercity) and Transit &amp; Intercity Rail Capital Program Projects</b>				<b>Resolution HST1A-A-1516-01</b>	
						<b>Resolution TIRCP-1516-07</b>
1	\$14,800,000	Capital Corridor Joint Powers Authority	<b>Capitol Corridor Travel Time Reduction Project.</b> Track and curve improvements between San Jose and Martinez that will result in faster journeys and ridership increases benefiting passengers using the San Jose Diridon, Santa Clara-University, and Great America stations.	-CP012 Prop 1A/15-16 CONST \$10,180,000	2012-13 304-6043 HSPTBF 30.20.100.000	\$10,180,000
-Various			(CEQA - CE, 3/28/2016.)	TIRCP/15-16 CONST \$4,620,000	2015-16 301-0046R PTA 30.10.070.000	\$4,620,000
				S		
			HSR Project Information - PPNO CP012 EA RA69H1 , Project ID 0016000278.			
			TIRCP Project Information - PPNO CP012 EA R350GA, Project ID 0016000276.			
			Concurrent Programming Amendment under Resolution HST1A-P-1516-02; May 2016.			
			<u>Outcome/Output:</u> Increased ridership, reduced greenhouse gas emissions, reduced travel times, and improved connections with local, regional, and state transit systems.			

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18-19, 2016

**Reference No.:** 2.6g.  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of  
Budgets

**Subject:** FINANCIAL ALLOCATION FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS  
RESOLUTION TIRCP-1516-08

## RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$10,200,000 for two Transit and Intercity Rail Capital Program (TIRCP) projects.

## ISSUE:

The attached vote list describes two TIRCP projects totaling \$10,200,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

## FINANCIAL RESOLUTION:

Resolved, that \$10,200,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-101-3228, and Budget Act of 2015, Budget Act Item 2660-301-0046 of Reimbursement Authority for the TIRCP projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year Phase	Budget Year	Amount by
<u>RTPA/CTC</u>		<u>Location</u>		Prgm'd Amount	Item #	Fund Type
District-County		Project Description		Project ID	Fund Type	Amount by
				Adv. Phase	Program Code	Fund Type
				EA		
<b>2.6g. Transit and Intercity Rail Capital Program Projects</b>						<b>Resolution TIRCP-1516-08</b>
1	\$10,000,000	Monterey-Salinas Transit <u>TAMC</u> 05-Monterey	<b>Monterey Bay Operations and Maintenance Facility/Salinas Transit Service Project.</b> Renovation and expansion of the 37-year old Monterey maintenance and operations facility.  (Future Consideration of Funding approved under Resolution E-16-08; January 2016.)  <u>Outcome/Output:</u> Increased ridership, reduced greenhouse gas emissions, improved service frequency, and integration with local and regional transit systems.	05-CP013 TIRCP/2015-16 CONST \$10,000,000 0016000275 S T349GA	2015-16 301-0046R PTA 30.10.070.000	\$10,000,000
2	\$200,000	San Joaquin Regional Rail Commission <u>SJCOG</u> 10-San Joaquin	<b>Altamont Corridor Express (ACE) Wayside Power Project.</b> Installation of wayside power sources at ACE's new Downtown Stockton SJRRC/ACE Regional Maintenance facility  (CEQA - CE, 3/1/2016.)  <u>Outcome/Output:</u> Reduced greenhouse gas emissions and reduced noise pollution in adjacent neighborhoods.	10-CP014 TIRCP/2015-16 CONST \$200,000 0016000277 S R351GA	2014-15 101-3228 GGRF 30.10.070.000	\$200,000

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.8a.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rihui Zhang, Chief  
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECT, PER ATP GUIDELINES WAIVER 16-15**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation as supported for the projects listed on the attached document for the time periods shown.

### **ISSUE:**

The attached document identifies 38 allocations totaling \$58,268,000 that are programmed in the Active Transportation Program (ATP) for Fiscal Year 2015-16. The agencies will not be able to request allocation of funds by the June 30, 2016 deadline. The attachment shows the details of the projects and the explanations for the delays. The project sponsors are requesting extensions, and the regional planning agencies concur.

### **BACKGROUND:**

Current ATP Guidelines adopted by the Commission stipulate that funds that are programmed for all components of local grant projects or for Department construction costs are available for allocation only until the end of the fiscal year identified in the ATP. The Commission may approve a waiver to the timely use of funds deadline one-time only for up to 20 months.

Attachment

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
1	City of Galt Sacramento County PPNO: 03-1681 South Galt Safe Routes to Schools project	\$0 \$0 \$0 \$1,800 <b>\$1,800</b>	12 Months 06/30/2017 Support
<p>The City of Galt (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the South Galt Safe Routes to School project. The City experienced unexpected delays during the Right of Way (ROW) phase.</p> <p>The City encountered an unanticipated delay in acquiring the needed Temporary Construction Permits from the 29 homeowners located adjacent to the project. The project encountered an additional delay by the unexpectedly long and complex Request for Proposal process, which was used to identify and acquire a consultant to assist the City with the unexpected ROW work. The City now anticipates completing both the ROW and Plans, Specifications, and Estimate (PS&amp;E) phases of work, and allocating CON by June 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
2	City of East Palo Alto San Mateo County PPNO: 04-1040A East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing project	\$0 \$0 \$0 \$8,600 <b>\$8,600</b>	6 Months 12/31/2016 Support
<p>The City of East Palo Alto (City) requests a six-month time extension to allocate funding for the construction (CON) phase of the East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing project. The City experienced unexpected delays during the Right of Way (ROW) phase and additional unforeseen environmental studies.</p> <p>During the process of clearing the ROW for the project, an unanticipated relocation of a signage structure was encountered. The sign belongs to and is controlled by the adjacent shopping center owner, a major stakeholder for the project and the local economy. The sign conflicts with the ramp for the new overpass and must be relocated. The relocation of the sign triggered the revision of the Visual Impact Report, which necessitates the revalidation of CEQA (completed March 12, 2016). The City anticipates ROW certification in August 2016 and CON allocation by December 2016. Therefore, the City requests a six-month time extension for allocation of the CON phase to December 31, 2016.</p>			
3	East Bay Regional Park District Alameda County PPNO: 04-2122B San Francisco Bay Trail, Pinole Shore to Bay Front Park project	\$0 \$0 \$0 \$4,000 <b>\$4,000</b>	12 Months 06/30/2017 Support
<p>The East Bay Regional Park District (Park District) requests a 12-month time extension to allocate funding for the construction (CON) phase of the San Francisco Bay Trail, Pinole Shore to Bay Front Park project. The Park District experienced unexpected delays during the Right of Way (ROW) phase.</p> <p>The Park District has been working diligently with the Union Pacific Railroad to acquire the necessary property rights to avoid delays to the project schedule. As of April 2016, the Park District has not received the property rights. The Park District is also anticipating an additional delay to the project in acquiring the required permit from the California Public Utilities Commission. The Park District is anticipating completion of the ROW phase by May 2017, and requesting allocation of the CON phase in June 2017. Therefore, the Park District requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
4	City of Santa Barbara Santa Barbara County PPNO: 05-2599 Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements project	\$0 \$400 \$0 \$0 <b>\$400</b>	10 Months 04/30/2017 Support
<p>The City of Santa Barbara (City) requests a 10-month time extension to allocate funding for the Plans, Specifications and Estimate (PS&amp;E) phase of the Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Studies (PA&amp;ED) phase. The City is also requesting a concurrent time extension for the construction phase.</p> <p>The City anticipated allocation of the PA&amp;ED funds in August 2014. However, the City did not request allocation of the funds until December 2014, which delayed the project schedule three months. The project was also delayed when the project survey, base mapping, and constraints mapping took longer than originally anticipated due to topographic and Right of Way (ROW) complications. This delayed the conceptual project alignment, which was needed to initiate the required environmental technical studies. The project was delayed further by a lengthy community outreach process, which was necessary to build a consensus among the project stakeholders.</p> <p>The City anticipates NEPA approval in December 2016, with PS&amp;E and ROW allocation in January 2017. To allow for any unforeseen delays, the City requests an additional three months. Therefore, the City requests a 10-month time extension for allocation of the PS&amp;E phase to April 30, 2017.</p>			
5	City of Santa Barbara Santa Barbara County PPNO: 05-2599 Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements project	\$0 \$0 \$0 \$2,153 <b>\$2,153</b>	12 Months 06/30/2017 Support
<p>The City of Santa Barbara (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Studies (PA&amp;ED) phase. The City is also requesting a time concurrent extension for the Plans, Specifications and Document (PS&amp;E) phase.</p> <p>The City anticipated allocation of the PA&amp;ED funds in August 2014. However, the City did not request allocation of the funds until December 2014, which delayed the project schedule three months. Another project delay occurred when the project survey, base mapping, and constraints mapping took longer than originally anticipated due to topographic and Right of Way (ROW) complications. This delayed the conceptual project alignment, which was needed to initiate the required environmental technical studies. The project was delayed further by a more lengthy community outreach process, which was necessary to build a consensus among the project stakeholders.</p> <p>The City anticipates NEPA approval in December 2016 with Plans, Specifications and Estimate (PS&amp;E) and ROW allocation in January 2017. To allow time for PS&amp;E and ROW completion, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
6	City of Santa Barbara Santa Barbara County PPNO: 05-2601 Las Positas Road Multiuse Path project	\$0 \$1,018 \$0 \$0 <b>\$1,018</b>	12 Months 06/30/2017 Support
<p>The City of Santa Barbara (City) requests a 12-month time extension to allocate funding for the Plans, Specifications and Estimate (PS&amp;E) phase of the Las Positas Road Multiuse Path project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&amp;ED) phase.</p> <p>The City did not request allocation of the funds until December 2014, which delayed the project schedule three months. A one-month delay to the project occurred when the project survey took longer than expected due to the unexpectedly large number of utilities and need for survey data of an existing S-curve located upstream of the bridge. The project was delayed an additional six-months by a lengthy community outreach process, which was necessary to gather consensus on the project from all of the stakeholders impacted by the City's plans. Community interest in the project exceeded what the City had expected. To allow for any additional unforeseen future delays, the City requests an additional two months.</p> <p>The City anticipates the PA&amp;ED phase will be completed in December 2016. Allocation of the funds for the PS&amp;E phase is estimated to occur by January 2017. Therefore, the City requests a 12-month time extension for allocation of the PS&amp;E phase to June 30, 2017.</p>			
7	City of Santa Barbara Santa Barbara County PPNO: 05-2602 Lower Milpas Pedestrian Improvement project	\$0 \$0 \$0 \$972 <b>\$972</b>	12 Months 06/30/2017 Support
<p>The City of Santa Barbara (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Lower Milpas Pedestrian Improvement project. The City experienced an unexpected delay during the Project Approval and Environmental Document (PA&amp;ED) phase.</p> <p>The City received allocation of the PA&amp;ED phase in December 2014. At the May 2015 Commission meeting, the City received a 12-month time extension to receive allocation of funds for their Plans, Specifications and Estimate (PS&amp;E) phase of work. The PS&amp;E time extension was granted because the project encroaches on Union Pacific Railroad (UPRR) and State ROW, which required extensive coordination and approval from the UPRR and the Department. The City anticipates PS&amp;E allocation by June 30, 2016, which is also the last date to receive allocation of their CON funds. However, the CON phase of work cannot be allocated until the PS&amp;E phase is completed.</p> <p>Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
8	County of Fresno Fresno County PPNO: 06-6765 Riverdale Pedestrian Path Bikeway Hazel from Mt. Whitney to Stathem project	\$0 \$0 \$0 \$308 <b>\$308</b>	12 Months 06/30/2017 Support
<p>The County of Fresno (County) requests a 12-month time extension to allocate funding for the construction (CON) funding for the Riverdale Pedestrian Path Bikeway Hazel from Mt. Whitney to Stathem project. The County experienced unexpected delays during the Right of Way (ROW) phase of the project.</p> <p>The County encountered an unexpected delay to the project when they had trouble acquiring all the Temporary Construction Easements needed for the project. The County anticipates the project will experience additional delays as they begin work with Southern California Edison (SCE) to relocate some of SCE's utilities. With the current and anticipated project delays, the County anticipates completing the ROW and the Plans, Specifications and Estimate phase of work by March 2017. This will allow the County to allocate the CON phase by April 2017. To allow for any additional unforeseen delays, the County requests an additional two months. Therefore, the County requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
9	City of Parlier Fresno County PPNO: 06-6768 Manning Avenue Safe Routes to School project	\$0 \$0 \$0 \$180 <b>\$180</b>	12 Months 06/30/2017 Support
<p>The City of Parlier (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Manning Avenue Safe Routes to School project. The City experienced unexpected delays during the Right of Way (ROW) phase of the project.</p> <p>The City encountered an unexpected delay in their efforts to relocate overhead power poles owned by the Pacific Gas and Electric Company (PG&amp;E). Although the City worked diligently to coordinate with PG&amp;E, the slow response time from PG&amp;E resulted in a 12-month delay to the project. The completion of the Plans, Specifications &amp; Estimate (PS&amp;E) and ROW phases of work are anticipated by May 2017, with allocation of CON funds in June 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
10	City of Covina Los Angeles County PPNO: 07-4528 Covina Bicycle Network Phase 2 project	\$0 \$0 \$0 \$839 <b>\$839</b>	12 Months 06/30/2017 Support
<p>The City of Covina (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Covina Bicycle Network Phase 2 project. The City experienced unexpected delays during the Project Approval and Environmental Document phase.</p> <p>The project was unexpectedly delayed in design due to the need to refine the design to better accommodate bicyclists and address safety concerns. The City anticipates revisions to the plan may trigger a project scope change delaying the project by seven months. The City encountered another unexpected delay when the City needed additional help in preparing the environmental documents. The City had to conduct a complex Request for Proposal process to identify and acquire a specialized consultant delaying the project three months. To allow for any additional unforeseen delays, the City requests for an additional two months.</p> <p>The City anticipates allocation of CON funds by June 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
11	City of Duarte Los Angeles County PPNO: 07-4529 Duarte Gold Line Station Pedestrian and Bicycle Improvements project	\$0 \$0 \$0 \$1,157 <b>\$1,157</b>	6 Months 12/31/2016 Support
<p>The City of Duarte (City) requests a six-month time extension to allocate funding for the construction (CON) phase of the Duarte Gold Line Station Pedestrian and Bicycle Improvements project. The City experienced unexpected delays during the Plans, Specifications and Estimate (PS&amp;E) phase.</p> <p>The Request for Proposals process was used to identify and acquire two specialized consultants. The process was long and complex, and took more time than the City anticipated. The project was further delayed by a lengthy community outreach process, which was necessary to gather consensus on the project from all impacted stakeholders. The City is currently working on the PS&amp;E phase of the project and anticipates completion by June 2016. By December 2016, the City expects to complete the Right of Way phase and allocate CON funding. Therefore, the City requests a six-month time extension for allocation of the CON phase to December 31, 2016.</p>			
12	City of Palmdale Los Angeles County PPNO: 07-4878 Avenue R Complete Streets and Safe Routes project	\$0 \$0 \$2,500 \$0 <b>\$2,500</b>	12 Months 06/30/2017 Neutral
<p>The City of Palmdale (City) requests a 12-month time extension to allocate funding for the Right of Way (ROW) phase of the Avenue R Complete Streets and Safe Routes project. The City experienced unexpected delays during the Project Approval and Environmental Studies (PA&amp;ED) phase. For this project, the City is also requesting a concurrent time extension for the construction (CON) phase.</p> <p>The project was unexpectedly delayed on November 5, 2014, when a Federal Highway Administration Final Rule amended the environmental requirements for the project. Originally, the environmental document had qualified for a Categorical Exemption. However, implementation of the Final Rule now requires a Finding of No Significant Impact. This will delay completion of the project's environmental document by 12 months creating a cascade effect including delays to all subsequent project milestones. The City anticipates allocation of ROW funds by June 30, 2017. Therefore, the City requests a 12-month time extension for allocation of the ROW phase to June 30, 2017.</p>			
13	City of Palmdale Los Angeles County PPNO: 07-4878 Avenue R Complete Streets and Safe Routes project	\$0 \$0 \$0 \$2,252 <b>\$2,252</b>	12 Months 06/30/2017 Neutral
<p>The City of Palmdale (City) requests a 20-month time extension to allocate funding for the construction (CON) phase of the Avenue R Complete Streets and Safe Routes project. The City experienced unexpected delays during the Project Approval and Environmental Studies (PA&amp;ED) phase of the project. For this project, the City is also requesting a concurrent time extension for the Right of Way (ROW) phase.</p> <p>The project was unexpectedly delayed on November 5, 2014, when a Federal Highway Administration Final Rule amended the environmental requirements for the project. Originally, the environmental document had qualified for a Categorical Exemption. However, implementation of the Final Rule now requires a Finding of No Significant Impact. This will delay completion of the project's environmental document by 12 months and creating a cascade effect including delays to all subsequent project milestones. The ROW certification is now anticipated by the end of 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
14	City of Los Angeles Los Angeles County PPNO: 07-4931 Sixth Street Viaduct Replacement Project: Bicycle and Pedestrian Facilities project	\$0 \$0 \$0 \$2,052 <b>\$2,052</b>	12 Months 06/30/2017 Support
<p>The City of Los Angeles (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Sixth Street Viaduct Replacement Project: Bicycle and Pedestrian Facilities project. The City experienced unexpected delays during the Plans, Specifications and Estimate (PS&amp;E) phase.</p> <p>The City was unable to initiate authorization until the project description was amended to include the ATP component of work in the Federal Transportation Improvement Program. This delayed the project 12 months. The City anticipates allocation of CON funds in June 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
15	City of Pomona Los Angeles County PPNO: 07-5053 Priority Implementation for Downtown Bicycle and Pedestrian Improvements project	\$0 \$0 \$0 \$2,010 <b>\$2,010</b>	12 Months 06/30/2017 Support
<p>The City of Pomona (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Priority Implementation for Downtown Bicycle and Pedestrian Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Document phase.</p> <p>The project was unexpectedly delayed for 12 months when the City discovered the project required a more complex environmental document than was originally anticipated due to some areas being located within a historical district. This resulted in the need for the City to hire specialized environmental experts to complete the more detailed studies. The length and complexity of the process to acquire these specialized consultants resulted in a delay to the project. Also contributing to the previously mentioned project delay, was an unanticipated, lengthy community outreach process that turned out to be required for a consensus of approval from the property owners, residents, business owners, and other stakeholders who will be impacted by the project.</p> <p>With the specialized consultant services now on board and additional community outreach planned, the City anticipates completing Right of Way and Plans, Specifications and Estimate by December 2016, thus allowing the City to request CON allocation by June 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
16	City of Bell Gardens Los Angeles County PPNO: 07-5154 Bell Gardens Citywide Safety Enhancement project	\$0 \$0 \$0 \$802 <b>\$802</b>	12 Months 06/30/2017 Support
<p>The City of Bell Gardens (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Bell Gardens Citywide Safety Enhancement project. The City experienced unexpected delays during the Project Approval and Environmental Document phase.</p> <p>The City had to perform additional scoping to identify all the safety locations needing to be addressed by the project within the City. The Preliminary Environment Study was submitted in March 2016. The Right of Way Certification is anticipated to be completed by September 2016, and the CON allocation by February 2017. To allow for any additional unforeseen issues, the City requests an additional four months. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
17	City of Santa Clarita Los Angeles County PPNO: 07-5156 Sierra Highway Pedestrian and Bicycle Bridge and Street Improvements project	\$0 \$0 \$0 \$1,402 <b>\$1,402</b>	12 Months 06/30/2017 Support
<p>The City of Santa Clarita (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Sierra Highway Pedestrian and Bicycle Bridge and Street Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&amp;ED) phase.</p> <p>The City noted the project required a more complex environmental document triggered by the proposed pedestrian bridge. The Visual Impact Assessment and the Natural Environmental Study were more complex than anticipated, and delayed the project by nine months. Because a portion of the project is within the State Right of Way (ROW), the project must also include additional state oversight of the project design plans, and specifications. This was not accounted for in the original project schedule, delaying the project an additional three months.</p> <p>The City now anticipates completing PA&amp;ED in July 2016, ROW in October 2016 and the Plans, Specification and Estimate in June 2017. This will allow for the City to allocate CON funds in June 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
18	San Gabriel Valley Council of Governments Los Angeles County PPNO: 07-5182 Regional Active Transportation Planning Initiative	\$0 \$0 \$0 \$643 <b>\$643</b>	6 Months 12/31/2016 Support
<p>The San Gabriel Valley Council of Governments (SGVCOG) requests a six-month time extension to allocate funding for the construction (CON) phase of the Regional Active Transportation Planning Initiative. SGVCOG experienced unexpected delays during the pre-award audit.</p> <p>SGVCOG anticipated completion of the pre-award audit at the time of project selection. However, SGVCOG became designated as ineligible to receive funding. As an alternative, SGVCOG has been seeking to transfer the funds to another agency, the Southern California Association of Governments (SCAG), to administer the project on behalf of SGVCOG. SGVCOG anticipates to complete the transfer by July 2016. SCAG plans on allocating CON funds by October 2016. To allow for a smooth transition of the project between SGVCOG and SCAG, and for any additional unforeseen issues, the SGVCOG requests for an additional two months. Therefore, SGVCOG requests a six-month time extension for allocation of the CON phase to December 31, 2016.</p>			
19	City of Indio Riverside County PPNO: 08-1144 Andrew Jackson Elementary Pedestrian Improvements	\$0 \$0 \$0 \$2,374 <b>\$2,374</b>	12 Months 06/30/2017 Support
<p>The City of Indio (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Andrew Jackson Elementary Pedestrian Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&amp;ED) phase.</p> <p>The process to receive proposals, interview qualified firms, and begin negotiations took longer than expected. This delay directly impacted the allocation of CON funds. The project was delayed further by a more lengthy community outreach process than was initially scoped, which was necessary to build a consensus among the project stakeholders.</p> <p>With the initial delay to PA&amp;ED and the need for more extensive community outreach, the Right of Way and Plans, Specifications, and Estimate phases are estimated to be completed and CON allocated in June 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
20	County of Riverside Riverside County PPNO: 08-1153 Grapefruit Boulevard/4 <sup>th</sup> Street Pedestrian and Roadway Safety Improvements project	\$0 \$0 \$0 \$1,860 <b>\$1,860</b>	12 Months 06/30/2017 Support
<p>The County of Riverside (County) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Grapefruit Boulevard/4<sup>th</sup> Street Pedestrian and Roadway Safety Improvements project. The County experienced unexpected delays during the Environmental Studies &amp; Permits (PA&amp;ED) and Plans, Specifications and Estimate (PS&amp;E) phases.</p> <p>The County anticipated allocating PA&amp;ED funds in January 2015. However, the allocation request was not approved until March 2015 since the ATP required lead time to be administered properly. This delayed the project by three months. Upon allocation of PA&amp;ED funds, the County anticipated utilizing their on-call consultant. However, the on-call consultant did not meet the new federal selection process requirements. The County then advertised and selected a new qualified consultant delaying the project by an additional seven months. To allow for additional, unforeseen delays, the County requests an additional two months.</p> <p>The County will request allocation for Right of Way and PS&amp;E funds during the May 2016 Commission meeting and anticipates allocation of CON funds by June 2017. Therefore, the County requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
21	County of Riverside Riverside County PPNO: 08-1159 Troth Street Safe Routes to School Improvements project	\$0 \$0 \$0 \$502 <b>\$502</b>	12 Months 06/30/2017 Support
<p>The County of Riverside (County) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Troth Street Safe Routes to School Improvements project. The County experienced unexpected delays during the Plans, Specifications and Estimate phase of the project.</p> <p>The City of Jurupa Valley (City) determined they could not secure a Master Agreement in time to deliver the project. As a result, the City entered into a service agreement with the County in March 2015, designating the County as the lead agency. During early development of improvement plans, it was learned that the Right of Way (ROW) dedication will require 28 properties and several power poles to be relocated. The County will need to hold several community meetings for feedback from property owners to formulate a design that will be acceptable to the entire community. The County anticipates incorporating the community's concerns, completion of ROW, and completion of plans by February 2017. The County proposes to construct this project in the summer months to minimize impacts to school operation. Therefore, the County requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
22	City of Coachella Riverside County PPNO: 08-1163 Active Transportation Program Improvements project	\$0 \$0 \$0 \$1,664 <b>\$1,664</b>	12 Months 06/30/2017 Support
<p>The City of Coachella (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Active Transportation Program Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Document phase.</p> <p>This project received a six-month time extension to allocate the Plans, Specifications and Estimate (PS&amp;E) phase at the June 2015 Commission meeting. The time extension was granted because the City needed to ensure that the project's proposed elements would not create any negative impacts to the community, which required waiting for the adoption of the City's General Plan (GP). Until the GP was adopted, the City could not proceed with the project's environmental document (NEPA) clearance, which is required before CON can be allocated.</p> <p>The City approved their GP in April 2015 and the City originally received NEPA clearance in December 2015. After the GP was approved, the City learned additional studies and consultation with Native American Tribes would also be required. This triggered the need to update the NEPA document, which the City completed in April 2016. The PS&amp;E phase was allocated at the January 2016 Commission meeting and is in progress. The Right of Way Certification was received on May 1, 2016. Based on these delays to the project, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
23	San Bernardino Association of Governments San Bernardino County PPNO: 08-1166 San Bernardino Association of Governments Metrolink Station Accessibility Improvement project	\$0 \$0 \$0 \$4,103 <b>\$4,103</b>	12 Months 06/30/2017 Support
<p>The San Bernardino Association of Governments (SANBAG) requests a 12-month time extension to allocate funding for the construction (CON) phase of the San Bernardino Association of Governments Metrolink Station Accessibility Improvement project. SANBAG experienced an unexpected delay during the Project Approval and Environmental Document (PA&amp;ED) phase.</p> <p>During PA&amp;ED, SANBAG found the project required a more complex environmental document than originally anticipated. With a key safety component needed in a historic district, the project was unexpectedly delayed by ten months. SANBAG received environmental clearance in March 2016. The City anticipates completion of the Plans, Specifications and Estimate, and allocation of CON by June 2017. Therefore, SANBAG requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
24	City of Moreno Valley Riverside County PPNO: 08-1167 Citywide Safe Routes to School Pedestrian Facility Improvements	\$0 \$0 \$0 \$1,469 <b>\$1,469</b>	12 Months 06/30/2017 Support
<p>The City of Moreno Valley (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Citywide Safe Routes to School Pedestrian Facility Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&amp;ED) phase.</p> <p>The City determined the project required a more complex environmental document than originally anticipated. Because the City staff did not have the expertise to complete the required environmental studies, a consultant was hired, which delayed the project by 12 months. The City previously received a 12-month time extension to the PA&amp;ED phase during the May 2015 Commission meeting. The City anticipates NEPA approval in May 2016, and allocation of the Right of Way and Plans, Specifications and Estimate phases in June 2016. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
25	City of Chino Hills San Bernardino County PPNO: 08-1168 Los Serranos Safe Routes to School Sidewalk project	\$0 \$0 \$0 \$1,613 <b>\$1,613</b>	7 Months 01/31/2017 Support
<p>The City of Chino Hills (City) requests a seven-month time extension to allocate funding for the construction (CON) phase of the Los Serranos Safe Routes to Schools Sidewalk project. The City experienced unexpected delays during the Project Approval and Environmental Document phase.</p> <p>The City encountered an unexpected delay when it learned they were required to have a Master Agreement (MA) with the Department prior to receipt of federal funds.</p> <p>With the MA now in place, the City expects to finish the Plans, Specifications and Estimate phase by October 2016, Right-of-Way Certification by December 2016, and request CON allocation by January 2017. Therefore, the City requests a seven-month time extension for allocation of the CON phase to January 31, 2017.</p>			
26	City of Fontana San Bernardino County PPNO: 08-1169 Safe Routes to Schools project	\$0 \$0 \$0 \$1,458 <b>\$1,458</b>	12 Months 06/30/2017 Support
<p>The City of Fontana (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Safe Routes to Schools project. The City experienced unexpected delays during the Project Approval and Environmental Document phase.</p> <p>The project was unexpectedly delayed after the Preliminary Environmental Survey (PES) was performed. The PES indicated the project required Cultural Studies including an Archaeology Survey Report, a Historic Property Survey Report and a Historic Resources Evaluation Report record search.</p> <p>The City now expects to complete their NEPA document by June 2016. The Right of Way (ROW) allocation is now anticipated by May 2017. The City expects to have the ROW certification by June 2017. This paves the way for the City to allocate CON by June 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
27	City of Riverside Riverside County PPNO: 08-1187 Wells/Arlanza Sidewalk Improvements	\$0 \$0 \$0 \$1,782 <b>\$1,782</b>	10 Months 04/30/2017 Support
<p>The City of Riverside (City) requests a 10-month time extension to allocate funding for the construction (CON) phase of the Wells/Arlanza Sidewalk Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&amp;ED) phase.</p> <p>The City initially thought the project qualified for a NEPA Categorical Exclusion, with no additional studies required. However, it was determined that the project required additional environmental studies including a Noise Technical Study, a Hazardous Study, a Hazardous Waste Initial Site Assessment, an Natural Environmental Study, a Historical Property Report, and a Historic Resources Evaluation Report. A consultant was hired to complete the required studies. Hiring a consultant resulted in delaying the project five months. The environmental studies added a seven-month delay to the project.</p> <p>With the consultant now on board, the City anticipates completing the PA&amp;ED phase in August 2016. The Right of Way and Plans, Specifications and Estimate phases are estimated to be completed in April 2017. Therefore, the City requests a 10-month time extension for allocation of the CON phase to April 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
28	City of Riverside Riverside County PPNO: 08-1188 Norte Vista Sidewalk Improvements	\$0 \$0 \$0 \$1,882 <b>\$1,882</b>	10 Months 04/30/2017 Support
<p>The City of Riverside (City) requests a 10-month time extension to allocate funding for the construction (CON) phase of the Norte Vista Sidewalk Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&amp;ED) phase.</p> <p>The City determined a Noise Study Hazardous Waste Initial Site Assessment, Natural Environmental Study, and Cultural Studies would need to be performed. Adding this work to the scope delayed the project seven months. In addition, to complete the studies, a consultant was hired by the City. This delayed the project five months.</p> <p>With the consultant now on board, the City anticipates completing the PA&amp;ED phase in August 2016. The Right of Way and Plans, Specifications and Estimate phases are estimated to be completed by April 2017. Therefore, the City requests a 10-month time extension for allocation of the CON phase to April 30, 2017.</p>			
29	County of Kern Kern County PPNO: 09-6772 Mojave Pedestrian Improvements project	\$0 \$0 \$0 \$249 <b>\$249</b>	6 Months 12/31/2016 Support
<p>The County of Kern (County) requests a six-month time extension to allocate funding for the construction (CON) phase of the Mojave Pedestrian Improvements project. The County experienced unexpected delays during the Project Approval and Environmental Document (PA&amp;ED) phase.</p> <p>The County accepted this project from the Community Development Department of Kern County, which was unable to meet the delivery dates. This late change in project sponsorship resulted in a four-month delay to the PA&amp;ED phase. Once work on PA&amp;ED began, the County discovered the project was on the State Highway System. This required additional state oversight and requirements including state lead on the CEQA review, a state encroachment permit and a state cooperative maintenance agreement. The project also created a gap in a rail line crossing, which required a logical Termini Mini Study. After a two-month delay to the project, the County decided to exclude the rail section from the project scope. With the delayed start of design and with the environmental document approved on March 25, 2016, the County now anticipates requesting CON allocation by December 2016. Therefore, the County requests a six-month time extension for allocation of the CON phase to December 31, 2016.</p>			
30	City of Tracy San Joaquin County PPNO: 10-3160 Mount Diablo/Mount Oso/C. Street Improvement project	\$0 \$0 \$0 \$760 <b>\$760</b>	6 Months 12/31/2016 Support
<p>The City of Tracy (City) requests a six-month time extension to allocate funding for the construction (CON) phase of the Mount Diablo/Mount Oso/C. Street Improvement project. The City experienced unexpected delays during the Right of Way (ROW) phase.</p> <p>The City is currently working with property owners to acquire the ROW needed to construct the project, which has taken longer than anticipated. The City anticipates ROW acquisition and certification by October 2016. For this project, the City is also requesting an additional two months to allow for any unforeseen issues. Therefore, the City requests a six-month time extension for allocation of the CON phase to December 31, 2016.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
31	City of Modesto Stanislaus County PPNO: 10-6002 Modesto Junior College Class I Bicycle Path (Phase II) project	\$0 \$0 \$0 \$512 <b>\$512</b>	10 Months 04/30/2017 Support
<p>The City of Modesto (City) requests a 10-month time extension to allocate funding for the construction (CON) phase of the Modesto Junior College Class I Bicycle Path (Phase II) project. The City experienced unexpected delays during the Right of Way (ROW) phase.</p> <p>The City experienced an unanticipated delay in the acquisition of two railroad parcels owned by the Union Pacific Railroad (UPRR). The City and UPRR have worked together in search of the current ownership of the parcels. This record search reached back to the 1800s, and included a sublease of one of the properties, which made the process to acquire the properties long and complex. The City now anticipates completing ROW by August 2016 and Plans, Specifications &amp; Estimate (PS&amp;E) by February 2017. After PS&amp;E, but prior to CON, the project will have an internal review of the PS&amp;E package for Quality Control/Quality Assurance purposes before it receives approval from the City Manager. Therefore, the City requests a 10-month time extension for allocation of the CON phase to April 30, 2017.</p>			
32	County of San Diego San Diego County PPNO: 11-0688 Safe Routes to School – Live Oak Elementary/Potter Junior High project	\$0 \$0 \$166 \$0 <b>\$166</b>	6 Months 12/31/2016 Support
<p>The County of San Diego (County) requests a six-month time extension to allocate Right of Way (ROW) funds for the Safe Routes to School – Live Oak Elementary/Potter Junior High project. The County experienced unexpected delays during the Plans, Specifications and Estimate (PS&amp;E) phase. For this project, the County is also requesting concurrent a time extension for the construction (CON) phase.</p> <p>The project borders an environmentally sensitive area and the original scope, which included motorized components, was revised to include only the motorized components required for pedestrian improvements. The County plans on requesting an allocation of funds for PS&amp;E by June 2016. In addition, new California Water Board regulations require the County to purchase large detention areas to mitigate the project's environmental impacts on adjacent properties. In an effort to reduce the number of these impacts, the County is revising their design to avoid the environmental areas as much as possible. This redesign will result in a six-month delay to the project. Therefore, the County requests a six-month time extension for allocation of the ROW phase to December 31, 2016.</p>			
33	County of San Diego San Diego County PPNO: 11-0688 Safe Routes to School – Live Oak Elementary/Potter Junior High project	\$0 \$0 \$0 \$1,900 <b>\$1,900</b>	12 Months 06/30/2017 Support
<p>The County of San Diego (County) requests a 12-month time extension to allocate construction (CON) funds for the Safe Routes to School – Live Oak Elementary/Potter Junior High project. The County experienced unexpected delays during the Project Assessment and Environmental Document (PA&amp;ED) and the Plans, Specifications and Estimate (PS&amp;E) phases of work. For this project, the County is also requesting a concurrent time extension for the Right of Way (ROW) phase.</p> <p>The project borders an environmentally sensitive area and the original scope, which included motorized components, was revised to include only the motorized components required for pedestrian improvements, resulting in a six-month delay. In addition, new California Water Board regulations require the County to purchase large detention areas to mitigate the project's environmental impacts on adjacent properties. In an effort to reduce the number of these impacts, the County is revising their design to avoid the environmental areas as much as possible. This redesign will result in an additional six-month delay to the project.</p> <p>With the six-month delay in PA&amp;ED and the six-month delay in PS&amp;E, the project was delayed a total of 12 months. Therefore, the County requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) <b>TOTAL</b>	Number of Months Requested Extended Deadline CT Recommendation
34	City of San Diego San Diego County PPNO: 11-1178 Chollas Creek – Bayshore Bikeway Final Design project	\$0 \$695 \$0 \$0 <b>\$695</b>	3 Months 09/30/2016 Support
<p>The City of San Diego (City) requests a three-month time extension to allocate funding for the Plans, Specifications and Estimate (PS&amp;E) phase of the Chollas Creek – Bayshore Bikeway Final Design project. The City experienced unexpected delays during the Project Assessment and Environmental Document phase. For this project, the City is also requesting concurrent time extensions for the Right of Way and construction (CON) phases.</p> <p>The City experienced an unanticipated delay when they discovered the project is located near an old Native American village site, which is adjacent to the waterway. This triggered the need for additional cultural, archaeological and biological studies. These additional studies delayed the environmental document and subsequent phases of work. As a result, the City anticipates requesting allocation of the PS&amp;E phase in September 2016. Therefore, the City requests a three-month time extension for allocation of the PS&amp;E phase to September 30, 2016.</p>			
35	County of San Diego San Diego County PPNO: 11-1178 Chollas Creek – Bayshore Bikeway Final Design project	\$0 \$0 \$20 \$0 <b>\$20</b>	3 Months 09/30/2016 Support
<p>The City of San Diego (City) requests a three-month time extension to allocate funding for the Right of Way (ROW) phase of the Chollas Creek – Bayshore Bikeway Final Design project. The City experienced unexpected delays during the Project Assessment and Environmental Document phase. For this project, the City is also requesting concurrent time extensions for the Plans, Specifications and Estimate and construction phases.</p> <p>The City experienced an unanticipated delay when they discovered the project is located near an old Native American village site, which is adjacent to the waterway. This triggered the need for additional cultural, archaeological and biological studies. These additional studies delayed the environmental document and subsequent phases of work. As a result, the City anticipates requesting allocation for the ROW phase in September 2016. Therefore, the City requests a three-month time extension for allocation of the ROW phase to September 30, 2016.</p>			
36	City of San Diego San Diego County PPNO: 11-1178 Chollas Creek – Bayshore Bikeway Final Design project	\$0 \$0 \$0 \$20 <b>\$20</b>	8 Months 02/28/2017 Support
<p>The City of San Diego (City) requests an eight month time extension to allocate funding for the construction (CON) phase of the Chollas Creek – Bayshore Bikeway Final Design project. The City experienced unexpected delays during the Project Assessment and Environmental Document phase. For this project, the City is also requesting concurrent time extensions for the Plans, Specifications and Estimate (PS&amp;E) and Right of Way (ROW) phases.</p> <p>The City had an unanticipated delay when they discovered an old Native American village site located near the project. This triggered the need for additional cultural, archaeological and biological studies for the environmental document (NEPA). These additional studies caused a three-month delay to the allocation of PS&amp;E and ROW. Another five months will be needed to finish PS&amp;E and ROW. The City will need a total of eight months before they can request allocation of CON. Therefore, the City requests an eight-month time extension for allocation of the CON phase to February 28, 2017.</p>			

Time Extension/Waiver – Project Allocation Deadline  
 Active Transportation Program

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37	City of Anaheim Orange County PPNO: 12-2170A Anaheim Coves Northern Extension project	\$0 \$0 \$0 \$1,025 <b>\$1,025</b>	12 Months 06/30/2017 Support
<p>The City of Anaheim (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Anaheim Coves Northern Extension project. The City experienced unexpected delays during the Project Approval and Environmental Document phase.</p> <p>The City did not anticipate California Department of Fish and Wildlife (CDFW) having oversight of the properties as existing mitigation areas. Properly addressing CDFW needs has required additional time and coordination, resulting in a six-month delay to the project. The required mitigation for the bird nesting season prohibits construction activities, which creates an additional six-month delay.</p> <p>With these delays, the City now anticipates receiving approval of the environmental document in September 2016. The City also expects to complete the Right of Way and the Plans, Specifications and Estimate phases of work in September 2016. The new anticipated allocation date for CON is June 2017. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			
38	City of Costa Mesa Orange County PPNO: 12-2170D West 19 <sup>th</sup> Street Bicycle Trail project	\$0 \$0 \$0 \$832 <b>\$832</b>	12 Months 06/30/2017 Support
<p>The City of Costa Mesa (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the West 19<sup>th</sup> Street Bicycle Trail (Trail) project. The City experienced unexpected delays during the Plans, Specifications and Estimate phase.</p> <p>The City planned to construct the project to be aligned with the County’s proposed Sewer Pipeline (Pipeline) project. After the City received ATP funding, they learned the County’s Pipeline project would be delayed a minimum of two years, as a result of Southern California Edison (SCE). To avoid this delay, the City realigned their proposed trail location to avoid the future pipeline. The City’s original schedule included time savings from combining their project’s environmental document with the Pipeline project’s environmental document. The two-year delay to the Pipeline project forced the City to develop a separate environmental document. The City also planned on combining the Trail and Pipeline projects under a single, California Coastal Commission (CCC) permit, to save even more time. The SCE delay caused the City to revise and resubmit their CCC permit.</p> <p>The delay, as a result of the above issues, is 12 months. Therefore, the City requests a 12-month time extension for allocation of the CON phase to June 30, 2017.</p>			

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.8b.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of  
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE  
ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER STIP  
GUIDELINES  
WAIVER 16-16**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a time extension for ten months for the State Highway Operation and Protection Program (SHOPP) Water Quality Improvements project (PPNO 1067B) on Highway 1, in the city and county of San Francisco, at Presidio National Park.

## **ISSUE:**

On December 10, 2015, the Commission allocated \$1,800,000 for this SHOPP project to install a new storm water drainage pipe to divert Highway 1 storm water runoff to the San Francisco Public Utility Commission combined sewer system. In accordance with Resolution G-13-07, the deadline to award contracts for projects allocated in December 2015 is June 30, 2016. The Department will not be able to meet the award deadline for this project and is requesting a time extension for the period of contract award.

The delay is due to the relocation of an existing electric utility conduit. The existing conduit was shown in the "as-built" plan as a Department's utility, which does not require special coordination with a utility company for relocation. However, it was later discovered that the conductors within the conduit are Pacific Gas & Electric's four kilovolt lines servicing the MacArthur tunnel lights. The existing utility conduit is in conflict with the new storm drain pipe and must be moved temporarily. The Department is working with Pacific Gas & Electric to coordinate the relocation, which is expected to take 12 months. This will delay the award date 10 months, which is beyond the June 30, 2016 deadline. The ten-month time extension will allow the Department sufficient time to process and award the project.

**BACKGROUND:**

Current STIP Guidelines, stipulate that the agency implementing a project requests a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.8b.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey, Chief  
Division of Aeronautics

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE  
ADMINISTERED PROJECTS ON THE AERONAUTICS PROGRAM OF PROJECTS PER  
AERONAUTICS GUIDELINES G-14-03  
WAIVER 16-17**

### **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the Aeronautic Acquisition and Development (A&D) projects listed on the attached document for the time periods shown.

### **ISSUE:**

The Commission allocated \$832,000 for the construction of 2 A&D projects identified in the attachment. The responsible agencies have been unable to award the contracts within 12 months of allocation and have requested extensions. The attachment describes the details of the projects and the explanations for the delays.

### **BACKGROUND:**

Current Aeronautics Guidelines, adopted under Resolution G-14-03, stipulate that the agency implementing a project may request a one-time extension if the project will not be awarded within 12 months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with California Government Code, section 14529.8.

Attachment

Time Extension/Waiver—Project Contract Award Deadline  
 Acquisition and Development Program

Project Number	Applicant County Planning Project Number Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline Caltrans Recommendation
1	Hayward Executive Airport Alameda County Ala-2-14-1 Runway 28L/10R and Taxiway Paving and Restriping	\$499,000	5/28/2015 FDOA-2014-08 3 Months 8/26/2016 Support
<p>The City of Hayward (City) is requesting an extension to the period of contract award for the construction phase of this project.</p> <p>During the Plans, Specifications &amp; Estimate (PS&amp;E) phase, the City experienced a delay due to time needed by the Federal Aviation Administration for review. The PS&amp;E has been completed and approved and the City is now ready to proceed to bid and award a construction contract.</p> <p>Although the City is expecting to award a contract by May 27, /2016, which is within the 12-month allocation window, the City would like an extension in the event of an unforeseen delay in the award process.</p> <p>Therefore the City requests a three month extension, to August 2016, to ensure the City can award within the extended time limit.</p>			
2	Herlong Airport Lassen County Las-5-14-1 Overlay Runway, Taxiway and Apron Project	\$333,000	5/28/2015 FDOA-2014-08 3 Months 8/26/2016 Support
<p>The Lassen County Department of Public Works (County) is requesting an extension to the period of contract award for the construction phase of this project.</p> <p>During the Plans, Specifications &amp; Estimate (PS&amp;E) phase, the City experienced a delay due to time needed by the Federal Aviation Administration for review. The PS&amp;E has been completed and approved and the City is now ready to proceed to bid and award a construction contract.</p> <p>Although the City is expecting to award a contract by May 24, 2016, which is within the 12-month allocation window, the City would like an extension in the event of an unforeseen delay in the award process.</p> <p>Therefore the City requests a three month extension, to August 2016, to ensure the City can award within the extended time limit.</p>			

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** May 18-19, 2016

**Reference No.:** 2.8b.(3)  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Rihui Zhang, Chief  
Division of Local Assistance

**Subject:** **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR ACTIVE  
TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES  
WAIVER 16-18**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the Active Transportation Program (ATP) projects listed on the attached document for the time period shown.

## **ISSUE:**

The Commission allocated \$1,516,000 for the construction of two ATP projects identified on the attachment. The responsible agencies have been unable to award the contract within six months of allocation. The attachment describes the details of the project and the explanation for the delays. The respective agencies request extensions, and the planning agencies concur.

## **BACKGROUND:**

Current ATP Guidelines stipulate that the agency implementing a project, request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 12 months.

Attachment

**Time Extension/Waiver – Project Contract Award Deadline  
Active Transportation Program**

<b>Project #</b>	<b>Applicant County PPNO Project Description Reason for Project Delay</b>	<b>Extension Amount  <i>Construction Only</i></b>	<b>Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation</b>
1	City of Roseville Placer County PPNO: 03-1522 Downtown Roseville Class I Trails project	\$1,236,000	01/21/2016 FATP-1516-05 12 Months 06/30/2017 Support
<p>The City of Roseville (City) is requesting a 12-month extension to the period of contract award for the construction (CON) phase of the Downtown Roseville Class I Trails project. The City experienced an unexpected delay in the CON phase.</p> <p>The City received allocation of their CON funds in January 2016. Since then, the City has been working toward awarding the project. The City applied for a Central Valley Flood Protection Board (CVFPB) Encroachment Permit (Permit) in August 2015 and expected the Permit to be approved in six months. However, the CVFPB's Permitting Section is severely backlogged, and the City has not received the Permit. All other permits needed for the project have been approved.</p> <p>The City currently anticipates receiving the CVFPB Permit by August 2016. Once the CVFPB Permit is received, the City will advertise the project in early 2017. Due to permit constraints and a narrow construction work window, CON is expected to be awarded in June 2017. Therefore, the City is requesting a 12-month time extension to award the CON phase to June 30, 2017.</p>			
2	Los Angeles County Metropolitan Transportation Authority Los Angeles County PPNO: 07-5020 Metro Blue Line First/Last Mile Plan	\$280,000	10/21/2015 FATP-1516-03 6 Months 10/31/2016 Support
<p>The Los Angeles County Metropolitan Transportation Authority (LACMTA) is requesting a six-month time extension to award the non-infrastructure consultant contract, programmed and funded from the project's construction (CON) phase for the Metro Blue Line First/Last Mile plan. LACMTA experienced an unexpected delay after allocation of the CON funds, but prior to award of the consultant contract.</p> <p>In October 2015, LACMTA received allocation of the CON funds to be used for the non-infrastructure consultant contract to develop the Metro Blue Line First/Last Mile plan. LACMTA experienced an unexpected project delay when they discovered additional community engagement and outreach was required compared to what had been planned. Before the contract could be awarded, LACMTA had to first determine the appropriate type and amount of additional community engagement needed. Second, LACMTA needed to amend the additional work into the consultant contract. As a result, LACMTA anticipates needing an additional six months to solicit and award the Metro Blue Line First/Last Mile plan contract. Therefore, LACMTA is requesting a six-month time extension to award the CON phase to October 31, 2016.</p>			

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.8c.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce Roberts, Chief  
Division of Rail and Mass  
Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR A  
LOCALLY ADMINISTERED STATE TRANSPORTATION IMPROVEMENT  
PROGRAM (STIP) RAIL PROJECT, PER STIP GUIDELINES  
WAIVER 16-20**

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve a 20-month time extension to March 31, 2018 to complete construction of Phase 1A for the Hercules Intercity Rail Station project (PPNO 2011F), in Contra Costa County.

### **ISSUE:**

On June 27, 2012, the Commission approved Resolutions MFP-11-16 and FP-11-79 allocating \$8,000,000 in Regional Improvement Program (RIP) and \$1,097,000 RIP – Transportation Enhancement funds for construction. The City of Hercules (City) experienced delays in advertising and awarding the contract due to unforeseen complexities developed from the division of the contract into two bid packages to facilitate administration of project elements subject to Federal Transit Administration and project elements specifically funded by the Federal Highway Administration. Therefore, the City needed nine additional months to award. At the December 2012 Commission meeting, a nine-month time extension was approved extending the award deadline to September 30, 2013. The City awarded the construction contract on July 29, 2013.

As described above, Phase 1A is being constructed under two separate bid packages (construction contracts). While improvements constructed under the first construction contract have been completed, the City has not accepted this contract as complete. The contractor has submitted a construction claim. The City and the construction contractor have been negotiating in good faith since December 2015. It is very likely that mediation will be required to settle this claim. If this situation goes to mediation, the City estimates it could take up to eight months to settle this claim and accept the first construction contract as complete.

The second construction contract is progressing as scheduled with completion anticipated by November 2016. There is a potential risk that work in environmentally sensitive areas may not be completed within the San Francisco Bay Conservation and Development Commission's construction window, which ends October 15, 2016. If this risk materializes, construction would re-commence on April 15, 2017. Under this risk scenario, construction would be completed during or by July 2017. If there are no claims by the construction contractor, the City could accept the contract in October 2017. If claims materialize, depending on the magnitude and complexity of the claims, it could take up to 12 months to settle the claims and accept the second contract as complete.

Since the City is already dealing with contractor claims on the first construction contract, there is a possibility that the second contract completion may get delayed due to similar issues. Since the extension request is only a one-time opportunity, the City is requesting a 20-month extension to deal with this uncertainty.

**BACKGROUND:**

Current STIP guidelines stipulate that a local agency has up to 36 months from the award of the contract to complete the project. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government code Section 14529.8.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.8c.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rihui Zhang, Chief  
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY ADMINISTERED STIP PROJECT, PER RESOLUTION G-13-07 WAIVER 16-21**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the time extension request to the period of project completion deadline for the project listed in the attached document.

## **ISSUE:**

The Commission allocated \$862,000 for the construction of one locally administered State Transportation Improvement Program (STIP) project identified on the attachment. The responsible agency will be unable to complete the project by the July 31, 2016 deadline. The attachment describes the details of the project and the explanation for the delay. The respective agency requests an extension, and the planning agency concurs.

## **BACKGROUND:**

Current STIP Guidelines stipulate that a local agency has up to 36 months from the time of contract award to accept the contract. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Guidelines further stipulate that the Commission may approve a waiver to the project completion deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Completion Deadline  
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount  <i>Construction Only</i>	Award Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Hercules Contra Costa County PPNO: 04-2025E Hercules Bay Trail, Bio Rad Segment project	\$862,000	07/29/2013 FP-11-79 10 Months 05/31/2017 Support
<p>The City of Hercules (City) is requesting a ten-month time extension to complete construction (CON) of Phase 1A for the Hercules Bay Trail, Bio Rad Segment project. The City has experienced an unexpected delay during the CON phase.</p> <p>The City awarded the construction contract on July 29, 2013. The City's plan includes three phases: Phase 1A, 1B and 1C. Each phase is comprised of multiple elements. Phase 1A is being constructed under two separate construction contracts: 1) The Hercules Bay Trail, Bio Rad Segment project (PPNO 04-2025E), and 2) The Hercules Intermodal Transit Center project (PPNO 04-2011F).</p> <p>While improvements constructed under this construction contract (04-2025E) are complete, the City has not yet accepted the contract because the contractor has submitted a claim. Since December 2015, the City and the contractor have been negotiating in good faith to agree on a resolution. However, it is very likely that mediation will be required to settle this claim. If this claim goes to mediation, the City estimates it could take up to eight months to settle the claim and accept the contract as complete. The City also requests an additional two months to allow for any additional unexpected issues. Therefore, the City requests a ten-month time extension for project completion to May 31, 2017.</p>			

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No. 2.8d.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Bruce De Terra, Chief  
Division of Transportation  
Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES FOR ONE LOCALLY-ADMINISTERED ON-SYSTEM STIP PROJECT, PER STIP GUIDELINES WAIVER-16-22**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project development expenditures for the Downtown Hoopa Traffic Enhancement project (PPNO 2262), for the period of 20 months, to February 28, 2018.

## **ISSUE:**

The Hoopa Valley Tribe (Tribe) is requesting a 20-month extension to the period of project development expenditures on the Downtown Hoopa Traffic Enhancement project (PPNO 2262), in Humboldt County. A total of \$475,000 programmed in State Transportation Improvement Program (STIP) has been allocated to the Tribe; however, the funds will not be fully expended by the June 30, 2016 deadline. The Department concurs with the Tribe's request for an extension.

## **BACKGROUND:**

The Downtown Hoopa Traffic Enhancement project was allocated on May 21, 2014 under Resolution FP-13-54. In order for the Tribe to begin work and get reimbursed by the Department, a cooperative agreement must be executed prior to work being done. Because the Tribe is a federally recognized independent nation, a standard cooperative agreement was not appropriate and a special agreement was needed between the Tribe and the Department. Delays in the development of a cooperative agreement, in turn, has led to the inability of the Native American tribe to expend the funds.

When the project was initially programmed, the complexity and time consuming nature in developing an agreement between the Tribe and the Department was not adequately anticipated; no similar agreement had ever been developed for a tribe administering a STIP project on the State Highway System.

By the time the project was allocated, the agreement process had already begun with discussions between representatives from the State and the Tribe. Since the project falls within State right-of-way; however, additional Department functional units needed to be involved. All parties recognized the importance of achieving an agreement that could set precedence on future projects.

Upon allocation, the Federal approval process was initiated with the Federal Highway Administration (FHWA), but could not be completed without an agreement between the Department and the Tribe. Once an agreement had been reached, the Federal approval process had to be re-initiated, further delaying the project.

The cooperative agreement has now been executed between the Department and the Tribe and approved by the FHWA, which will allow the Tribe to begin work on the project. A time extension for expenditures of 20 months is now needed to complete environmental work.

Current STIP Guidelines stipulate that funds programmed for Project Development and Right of Way are available for expenditure only until the end of the second fiscal year after the fiscal year in which the STIP funds were allocated. The Commission may approve a waiver to the timely use of funds deadline for expenditure one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.