ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

December 7, 2016

Riverside, California

Wednesday, December 7, 2016

1:00 PM **Commission Meeting**
Riverside County Administration Building
Supervisors' Chambers
4080 Lemon Street
Riverside, California 92501

5:00 PM **Mobility 21 Reception**
Riverside County Administration Building
Atrium
4080 Lemon Street
Riverside, California 92501

7:00 PM **Commissioners' Dinner**
Duane's Prime Steak and Seafood
3649 Mission Inn Avenue
Riverside, California 92501

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

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), California Aid to Airports Program (CAAP), Acquisition & Development (A&D).

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – January 18-19, 2017 in Sacramento, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
	GENERAL BUSINESS				
1	Roll Call	1.1	Bob Alvarado	I	C
2	Welcome to the Region	1.12	John Tavaglione Anne Mayer Ray Wolfe	I	R
3 8 Ayes	Resolution of Necessity – Written Appearance --06-Ker-99-PM 44.23 Roscoe Moss Manufacturing Inc., a California Corporation	2.4a.	Rick Guevel Jennifer S. Lowden	A	D
4	Approval of Minutes for October 19-20, 2016	1.2	Bob Alvarado	A	C
5	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
	REPORTS				
6	Executive Director's Report	1.3	Susan Bransen	A	C
7	Commission Reports	1.4	Bob Alvarado	A	C
8	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
9	Caltrans Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
10	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
11	Regional Agencies Moderator	1.8	Melissa Garza	I	R
12	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
13	Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R
	POLICY MATTERS				
14	Innovations in Transportation: Cubic - Delivering Customer Focused Solutions with New Technologies.	4.7	Garth Hopkins Larry Yermack	I	C
15	American Public Transportation Association Update	4.6	Garth Hopkins Doran Barnes	I	C
16	State and Federal Legislative Matters	4.1	Eric Thronson	A	C
17	Budget and Allocation Capacity	4.2	Eric Thronson Steven Keck	I	D
18	Road Charge Technical Advisory Committee and Pilot Program Update	4.3	Mitch Weiss	I	C
19	Development of California Freight Investment Program Guidelines for National Highway Freight Formula Funds and Relief Loan Repayment Funds	4.11	Dawn Cheser	I	C
20	Adoption of 2017 Active Transportation Program – Statewide and Small Urban & Rural Components	4.8	Laurie Waters	A	C
21 2:00pm	Southern California Workshop – Final Draft Regional Transportation Plan Guidelines For MPOs and RTPAs	4.16	Garth Hopkins	I	C
22	Caltrans' Interim Guidance for Local Development/ Intergovernmental Review (LD/IGR)	4.12	Garth Hopkins Alyssa Begley	A	C/D
23	Caltrans' Response to the Statewide Tree Mortality Issue – Short and Long Term Strategies	4.4	Rick Guevel Tony Tavares	I	D
24	2017 State Highway System Management Plan	4.13	Rick Guevel Mike Johnson	I	D
25	Proposition 1B Bond Program Project Benefits	4.14	Dawn Cheser Bruce DeTerra	I	D
	INFORMATION CALENDAR		Rick Guevel		
26	**Informational Reports on Allocations Under Delegated Authority** --Emergency G-11 Allocations *(2.5f.(1))*: $16,250,000 for ten projects --SHOPP Safety Sub-Allocations *(2.5f.(3))*: $43,838,000 for eight projects --Minor G-05-16 Allocations *(2.5f.(4))*: $1,071,000 for two projects	2.5f.		I	D
	Reports for Projects that have been Allocated but not Awarded:				
27	State Highway Projects	3.2a.		I	D
28	Local Assistance STIP Projects	3.2b.		I	D
29	Local Assistance ATP Projects	3.2c.		I	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Quarterly Report: First Quarter – Fiscal Year 2016-17				
30	Proposition 1A – High Speed Passenger Train Bond Program	3.4		I	D
31	Caltrans Rail Operations	3.5		I	D
32	Caltrans Finance Report	3.10		I	D
	Other Reports				
33	Local Assistance Lump Sum Allocation for the period ending September 30, 2016	3.3		I	D
34	Balance Report on AB 1012 “Use It or Lose It” Provisions for FFY 2014 Unobligated CMAQ and RSTP Funds	3.6		I	D
35	Notification of AB 1012 “Use It or Lose It” Provision for FFY 2015 Unobligated CMAQ and RSTP Funds	3.7		I	D
36	Local and Regional Agency Notices of Intent to Expend Funds on STIP Projects Prior to Commission Allocation per SB 184	3.9		I	C

Tab #	Item Description	Ref. #	Presenter	Status*	
	BEGIN CONSENT CALENDAR		Rick Guevel		
37	Approval of Projects for Future Consideration of Funding: 02-Sha-5, PM R3.8/R11.7 Redding to Anderson 6-Lane Project Construct roadway improvements on a portion of Interstate 5 in Shasta County. (ND) (PPNOs 03445A and 03445B) (STIP) 03-Nev-80, PM 18.3/19.3 Nevada-80 Water Supply Pipeline for Truckee CHP Inspection Station Install a water supply line to an existing CHP Inspection Station on Interstate 80 in Nevada County. (ND) (PPNO 4295) (SHOPP) 03-Nev-174, PM 2.7/4.6 Nevada 174 Highway Realignment Project Realign a portion of SR 174 in Nevada County. (MND) (PPNO 4451) (SHOPP) 03-Col-20, PM 31.8/32.8 Colusa Rehabilitation Project Construct roadway improvements on a portion of SR 20 in Colusa County. (ND) (PPNO 2950) (SHOPP) 05-Mon-1, PM 72.3/72.9 State Route 1/Rio Road to Carmel Valley Road Operational Improvement Project Construct roadway improvements on a portion of SR 1 in Monterey County. (MND) (PPNO 1814) (STIP) 05-SCr-17, PM 0.2/0.5 Pasatiempo Shoulder Widening Widening existing shoulders on a portion of SR 17 in Santa Cruz County. (MND) (PPNO 2422) (SHOPP) 05-SLO-101, PM 16.4 Pismo Creek Scour Repair Project Repair scour damage on an existing bridge on SR 101 in San Luis Obispo County. (MND) (PPNO 2387) (SHOPP) 06-Ker-99, PM 23.6/28.4 Bakersfield 99 Rehabilitation Project Construct roadway improvements on a portion of SR 99 in Kern County. (MND) (PPNO 6661) (SHOPP) 06-Kin-41, PM 34.4/35.0 Kansas Avenue Intersection Improvement Project Construct intersection improvements on SR 41 at Kansas Avenue in Kings County. (ND) (PPNO 6734) (SHOPP) 08-SBd-395, PM 35.5/39.1 US Highway 395 Widen Median and Shoulder and Install Rumble Strips Project Construct roadway improvements on a portion of US 395 in San Bernardino County. (MND) (PPNO 0388P) (SHOPP)	2.2c.(1)		A	D
38	Approval of Project for Future Consideration of Funding: 10 – San Joaquin County River Road Intersection and Sidewalk Improvement Project. Construct intersection improvements (i.e., sidewalk, traffic signal, landscaping, etc.). (ND) (PPNO 3210) (ATP) *(Related item under Ref. 2.5w.(1))*	2.2c (2)		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
39	Approval of Project for Future Consideration of Funding: 06 – Fresno County Fresno Bus Rapid Transit (BRT) Project. Construct a 15.7-mile Bus Rapid Transit (BRT) in the City of Fresno. (MND) (PPNO CP016) (TCRP) *(Related Item under Ref. 2.6g.(1))*	2.2c (3)		A	C
40	Five Relinquishment Resolutions - --04-SCl-101-PM 50.7/51.2 Right of way along Route 101 on East Bayshore Road, in the city of Palo Alto. --08-SBd-215-PM 5.0/9.5 Right of way along Route 215 from Auto Center Road to Massachusetts Avenue, in the city of San Bernardino. --11-SD-125-PM-13.5/14.0, 11-SD-94-PM 10.5/10.8 Right of way along Route 125 on Bowling Green Drive and Echo Drive and along Route 94 on Panorama Drive, in the city of La Mesa. --11-Imp-86-PM 8.8/12.3 Right of way on Route 86 (Imperial Avenue) between the south and north city boundaries, in the city of Imperial. --12-Ora-5-PM 8.3/8.6 Right of way along Route 5 on Camino Capistrano, in the city of San Juan Capistrano.	2.3c.		A	D
41	One Vacation Resolution: --07-LA-1-PM 41.1/41.7 Right of way along Route 1 from 0.4 mile west of Tuna Canyon Road to 0.2 mile east of Tuna Canyon Road, in the city of Malibu.	2.3d.		A	D
42 8 Ayes	11 Resolutions of Necessity --Resolutions C-21497 through C-21507	2.4b.		A	D
43	Director's Deeds --Items 1 through 11 Excess Lands - Return to State: $5,585,200 Return to Others: $0	2.4d.		A	D
44	Request to de-allocate $215,980 in Proposition 1B TFA construction from the North Old Stage Road Project in Siskiyou County, due to savings at project closeout. (PPNO 2300)	2.5g.(3)		A	D
45	Request to amend Resolution TIRCP-1516-05 to clarify the project scope of the San Joaquin Regional Transit District's Bus Rapid Transit Expansion – MLK and Crosstown Miner Corridors project, in San Joaquin County.(PPNO CP011)	2.6g.(2)		A	D
46	Rescind $432,000 in Aeronautic – Acquisition & Development funding from the Ruth Airport, in Trinity County, originally allocated under Resolution FDOA-2014-07. (Tri-7-14-07) *(Related Item under Ref. 2.7a.)*	2.7c.(1)		A	D
47	Rescind $88,000 in supplemental Aeronautic – Acquisition & Development funding from the Ruth Airport, in Trinity County, originally allocated under Resolution FDOAS-2016-01. (Tri-7-14-07) *(Related Item under Ref. 2.7a.)*	2.7c.(2)		A	D
48	Technical Correction – STIP PPM: Correct the PPNO under Resolution FP-16-03 for Project 14 – MTC's Planning, Programming and Monitoring project for San Mateo County.	2.9		A	D
	END OF CONSENT CALENDAR				

Tab #	Item Description	Ref. #	Presenter	Status*	
	Environmental Matters				
49	Approval of Projects for Future Consideration of Funding: 03-Pla-80, PM 1.9/6.1, 03-Pla-65, PM R4.8/R7.3 I-80/SR 65 Interchange Improvement Project Construct interchange and roadway improvements on Interstate 80 at SR 65 in Placer County. (FEIR) (PPNOs 6913A and 5108) (SHOPP)	2.2c.(4)	Garth Hopkins Katrina Pierce	A	D
50	Approval of Project for Future Consideration of Funding: 04 – Santa Clara/San Francisco Counties Peninsula Corridor Electrification Project. Electrify the Caltrain Corridor from 4th/King Caltrain Station to the Tamien Caltrain Station. (FEIR) (TIRCP)	2.2c.(5)	Garth Hopkins	A	C
	PROGRAM UPDATES				
51	Amendment to the FY 2016-17 State Transportation Improvement Program Policy on Advance Project Allocations.	4.17	Mitch Weiss	A	C
52	Amendment to the FY 2016-17 Active Transportation Program Policy on Project Amendments and Advance Project Allocations.	4.19	Laurie Waters	A	C
53	ATP Amendment for Approval: The Town of Paradise proposes to amend the Cycle 1, Active Transportation Program, Person Rd SR2S Connectivity project, to revise the project scope. (PPNO 1018)	4.9	Laurie Waters Rihui Zhang	A	D
54	ATP Amendment for Approval: The City of Laguna Hills proposes to amend the Cycle 1, Active Transportation Program, La Paz Sidewalk Widening Project to remove scope from the project. (PPNO 2170I)	4.10	Laurie Waters Rihui Zhang	A	D
	Amendment of the 2015 Active Transportation Program MPO Competitive Component for the Southern California Association of Governments				
55	The Southern California Association of Governments proposes to program an additional $225,000 in Active Transportation Program (ATP) funds for the PA&ED phase of the Orange County OC Loop Coyote Creek project (PPNO 1005) in Orange County.	4.18	Laurie Waters Rihui Zhang	A	C
	PROJECT BUSINESS MATTERS				
	SHOPP Program Amendments for Approval:				
56	Request to: --Add 21 new projects into the 2016 SHOPP --Revise 26 projects currently programmed in the 2016 SHOPP.	2.1a.(1)	Rick Guevel Bruce De Terra	A	D
	STIP Amendment for Notice				
57	The City of Elk Grove and the Sacramento Area Council of Governments are proposing to program an AB 3090 cash reimbursement project (PPNO 1667A) and use local funds for construction of the ITS Master Plan - Phase 4 Implementation project (PPNO 1667) in Sacramento County, with later reimbursement in FY 2019-20.	2.1b.	Mitch Weiss Bruce De Terra	I	D
	TCRP Amendments for Action				
58	The Department and the Alameda County Transportation Commission propose to amend the Tier 1 - TCRP Project 4.0 (Sunol Grade HOV Corridor-Southbound project (PPNO A0157D) and the Sunol Grade Sabercat Mitigation for Southbound HOV (PPNO 0157M) to revise the project funding plan and re-allocate previously allocated funds.	2.1a.(2)/ 2.5t.(1)	Dawn Cheser Bruce De Terra	A	D
	Proposition 1B Bond Program Amendment				
59	Trade Corridors Improvement Fund Baseline Amendment: Project 15 – San Gabriel Valley Grade Separation Program in Los Angeles County. (PPNO TC15)	2.1c.(5)	Dawn Cheser Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	ALLOCATIONS				
	PUC Set-Aside Allocations				
60	Proposed FY 2017-18 Allocation Set-Aside for the PUC Railroad Grade Crossing Protection Maintenance Program.	4.5	Dawn Cheser	A	C
	SHOPP Allocations				
61	Request of $190,038,000 for 10 SHOPP projects.	2.5b.(1)	Rick Guevel Bruce De Terra	A	D
	STIP Allocations				
62	Request of $8,058,000 for two State administered STIP projects, on the State Highway System.	2.5c.(1)	Mitch Weiss Bruce De Terra	A	D
63	Request of $832,000 for four locally administered STIP projects, off the State Highway System. *2.5c.(3a)* -- $190,000 for one STIP projects. *2.5c.(3b)* -- $642,000 for three STIP Planning, Programming, and Monitoring projects.	2.5c.(3)	Mitch Weiss Bruce De Terra	A	D
	Supplemental Request - Allocations for Capital Outlay Support				
64	Request of $23,200,000 in additional funds for construction support and $1,700,000 for right of way support for the Schuyler Heim Bridge Replacement project on Route 47 in Los Angeles County. This results in an increase of 6.4 percent in construction support and 0.5 percent in right of way support, over the current project budget. (PPNO 0444E)	2.5e.(1)	Rick Guevel Carrie Bowen	A	D
65	Approval of Additional Capital Outlay Support for SHOPP: 1) Request $1,887,000 in additional programming for the Project Approval and Environmental Document phase of the Lagunitas Creek Bridge replacement SHOPP project (PPNO 0756K) on Route 1 in Marin County. (Resolution FA-16-11). 2) Request of $2,000,000 in additional programming for the Construction Support phase for the San Francisco Oakland Bay Bridge Maintenance Complex Warehouse replacement SHOPP project (PPNO 0063L) on Route 80 in Alameda County. (Resolution FA-16-12)	2.5e.(2)	Rick Guevel Bijan Sartipi	A	D
	Lump Sum - Proposition 1B LBSRA Allocation				
66	Request of $9,793,335 in Proposition 1B Local Bridge Seismic Retrofit Program Bond Lump Sum for Federal Fiscal Year 2016-17.	2.5g.(4)	Rick Guevel Rihui Zhang	A	D
	TCRP Project Allocations for Tier 2 Projects				
67	Request of $500,000 for State administered TCRP Project 4 – Sunol Grade HOV Corridor-Southbound, in Alameda County, on the State Highway System. (PPNO A0157J)	2.5t.(2a)	Dawn Cheser Bruce De Terra	A	D
68	Request of $774,000 for two locally administered TCRP Rail projects.	2.5t.(2b)	Dawn Cheser Bruce De Terra	A	D
	Active Transportation Program (ATP) Project Allocations				
69	Request of $30,425,000 for 39 Active Transportation Program projects. *(Related item under Ref. 2.2c.(2))*	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
	Advance - Active Transportation Program (ATP) Projects				
70	Request of $1,190,000 for the Active Transportation Resources Center (ATRC) project, programmed in FY 17-18, in various counties. (PPNO 0774)	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
	Transit & Intercity Rail Capital Program (TIRCP)				
71	Letter of No Prejudice: Transit and Intercity Rail Capital Program - Peninsula Corridor Electrification Project.	2.1c.(10)	Mitch Weiss Bruce Roberts	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Transit & Intercity Rail Capital Program (TIRCP) Project Allocations				
72	Request of $4,083,000 for the locally administered Transit and Intercity Rail Capital Program Metropolitan Rapid Transit and Rail Connectivity Project, in Fresno County.(PPNO CP016) *(Related Items under Ref. 2.2c.(3))*	2.6g.(1)	Mitch Weiss Bruce Roberts	A	D
	Aeronautics Project Allocations				
73	Request of $499,000 for the Baker Airport Rehabilitation Runway project in San Bernardino County. (SBD-38-16-1) *(Related Items under Ref. 2.7c.(1) & 2.7c.(2))*	2.7a.	Dawn Cheser Gary Cathey	A	D
	TIME EXTENSION REQUESTS				
	Contract Award Time Extension				
74	Request to extend the period of contract award for nine locally administered ATP projects, per ATP Guidelines.	2.8b.(1)	Laurie Waters Rihui Zhang	A	D
75	Request to extend the period of contract award for the City of Galt's C Street/Central Galt Complete Streets project in Sacramento County, per STIP Guidelines. (PPNO 6576)	2.8b.(2)	Laurie Waters Rihui Zhang	A	D
76	Request to extend the period of contract award for three SHOPP projects, per STIP Guidelines.	2.8b.(3)	Rick Guevel Bruce De Terra	A	D
77	Request to extend the period of contract award for the Orange Transportation Center Parking Structure project in Orange County, per STIP Guidelines. (PPNO 9657)	2.8b.(4)	Mitch Weiss Bruce Roberts	A	D
78	Request to extend the period of contract award for the Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvement project in Los Angeles County, per TIRCP Guidelines.	2.8b.(5)	Mitch Weiss Bruce Roberts	A	D
79	Request to extend the period of contract award for the Bus Rapid Transit Expansion – MLK and Crosstown Miners Corridors project in San Joaquin County, per TIRCP Guidelines.	2.8b.(6)	Mitch Weiss Bruce Roberts	A	D
	Project Completion Time Extension				
80	Request to extend the period of project completion for the Stockton to Escalon Double Track project (Segment 3), in San Joaquin County, per STIP Guidelines. (PPNO 2030A)	2.8c.	Mitch Weiss Bruce Roberts	A	D
	OTHER MATTERS / PUBLIC COMMENT	6.			
	ADJOURN				

Highway Financial Matters

$ 190,038,000	Total SHOPP/Minor Requested for Allocation
$ 8,890,000	Total STIP Requested for Allocation
$ 1,274,000	Total Proposition 1B Bond Requested for Allocation
$ 9,793,335	Total Supplemental Funds Requested for Allocation
$ 31,615,000	Prop 1B LBSR Lump Sum
$ 28,787,000	Supplementals (Includes ATP)
$ 270,397,335	Sub-Total Project Funds Requested for Allocation
$ 61,159,000	Delegated Allocations
$ 331,556,335	Sub-Total, Highway Project Allocations
$ 331,556,335	Total Value
5,968	Total Jobs Created: *(Includes Direct, Indirect, and Induced)*
$ 215,980	De-Allocation/Project Savings
$ 215,980	Total De-Allocation

Tab #	Item Description	Ref. #	Presenter	Status*
	Mass Transportation Financial Matters $ 4,083,000 TIRCP (Cap and Trade) $ 499,000 A&D Projects $ 4,852,000 Total Value $ 520,000 De-Allocations/Project Savings $ 520,000 Total De-Allocation 82 Total Jobs Created: *(Includes Direct, Indirect, and Induced)*			

List of Projects Going Forward for CTC Allocation

December 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5b.(1)	**SHOPP Projects**						**Resolution FP-16-15**
1	01	MEN	101	4649	0G380	Near Willits, from 1.6 miles north of Route 20 to 2.3 miles north of Route 20, at Upp Creek Bridge No. 10-0070. Remove fish passage barrier by replacing existing concrete box culvert with new Bridge No.10-0305 and new retaining wall. Also, install rock weirs and native material to provide an engineered stream-bed for improved passage of all stages of salmonid.	$5,655,000
2	01	MEN	253	4556	0B560	Near Boonville, from 0.9 mile east to 1.3 miles east of Anderson Creek Bridge. Permanent restoration of slope failure damage caused by heavy storms and subsequent slides in Spring 2011. Project will construct retaining walls above and below the roadway, widen shoulders, improve drainage and reconstruct pavement.	$4,212,000
3	04	MRN	1	0312T	1SS58	Near Mill Valley, at 0.2 mile north of Loring Avenue. Permanent roadway restoration of storm damage washout by constructing a retaining wall, installing six drainage inlets and installing 210 feet of guard rail.	$3,158,000
4	04	NAP	29	0382E	4A09A	Near Calistoga, at Troutdale Creek Bridge No. 21-0004. Environmental mitigation project for riparian plant establishment to fulfill the environmental permit requirement for the completed bridge replacement project (EA 4A091).	$180,000
5	04	SCL	101	0086X	4G950	In Santa Clara, San Mateo and San Francisco Counties, on various routes, at various locations. Improve highway worker safety at 27 pump house locations by upgrading fall protection railing and cables, upgrading ladders and fans, performing stairway repairs, and paving access roads. Also, remove obsolete irrigation lines at 3 locations.	$1,540,000
6	04	SM	280	0729R	4G592	Near Belmont, at 1.4 miles south of Route 92. Environmental mitigation for completed sinkhole repair project EA 4G591. Work will consist of design, implementation, and monitoring the restoration of three acres for the San Francisco Garter Snake (SFGS) and California Red-legged Frog (CRLF) habitat. Work also includes removal of non-native plant species and planting of native species to enhance habitat for these species.	$410,000
7	07	LA	5	3725B	25262	In and near Santa Clarita, from 0.5 miles south of I-5/SR-14 Separation to 1.7 miles north of Lake Hughes Road Undercrossing. Rehabilitate pavement to a state of good repair and improve the ride quality by replacing existing pavement with concrete pavement. Reconstruction work will consist of Jointed Plain Concrete (JPCP), Jointed Plain Concrete Pavement-Rapid Strength Concrete (JPCPRSC), precast concrete slabs, and upgrading	$165,138,000
8	08	RIV	60	0033R	1C640	In and near the city of Riverside, on Route 60 from Milliken Avenue to Routes 60/91/215 Junction; also on Route 91 from Spruce Street to Routes 60/91/215 Junction. Upgrade communications system to fiber optic cable and connect to 24 Transportation Management System (TMS) field elements.	$2,238,000
9	08	SBD	38	3004M	1G700	Near Big Bear Lake, from 0.5 mile west of Glass Road to 0.2 mile east of Seven Oaks Road. Permanent restoration of embankment damaged by the Lake Fire of June 2015. The project is to place rock slope protection, repair damaged drainage systems, and construct headwalls, wingwalls and debris flow barriers at existing culvert locations.	$3,344,000
10	11	SD	Var.	1104	41090	In San Diego County, on Route 5, 75, and 905 at various locations. Construct Maintenance Vehicle Pullouts (MVP's) and pave beyond gore areas. This project will improve safety and reduce the frequency, duration, and proximity of highway worker exposure to traffic.	$4,163,000
10 Projects						**Total**	**$190,038,000**

List of Projects Going Forward for CTC Allocation

December 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5c.(1)						**State Administered STIP Project on the State Highway System**	**Resolution FP-16-16**
1	05	MON	101	0058Y	0161H	In and near Salinas, from 0.2 mile north of Boronda Road to 0.7 mile south of San Juan Road. Landscape mitigation.	$3,058,000
2	06	TUL	99	6423	47150	Near Goshen, on Route 99 at Betty Drive. Widen interchange and construct operational improvements.	$5,000,000
2 Projects						**Total**	**$8,058,000**
2.5c.(3a)						**Locally Administered STIP Project Off the State Highway System**	**Resolution FP-16-17**
1	01	HUM		2390		In Blue Lake on Railroad Avenue, from 150 feet north of E Street to G Street. Road Rehabilitation, upgrade ADA access at intersections. provide striping for bike lanes and add traffic calming features on Railroad Avenue at F Street.	$190,000
1 Projects						**Total**	**$190,000**
2.5c.(3b)						**Local STIP Planning, Programming and Monitoring Projects**	**Resolution FP-16-17**
1	02	LAS		2124		Planning, Programming and Monitoring	$111,000
2	05	MON		1165		Planning, Programming and Monitoring.	$231,000
3	11	IMP		7200	21257	Planning, Programming and Monitoring	$300,000
3 Projects						**Total**	**$642,000**
2.5e.(1)						**Supplemental Funds for Previously Voted Projects**	**Resolution FA-16-10**
1	07	LA	47	0444E	13820	In the cities of Long Beach and Los Angeles from Ocean Boulevard to transition of Route 103 and Henry Ford Avenue along Route 47. Replace Schuyler Heim Bridge	$24,900,000
1 Projects						**Total**	**$24,900,000**
2.5f.(1)						**Informational Report - Emergency G-11 Allocations**	**Resolution**
1	01	Men	101	4653	0G560	In Ukiah, at East Perkins Street Overcrossing No. 10-0193. On September 14, 2016, a truck hauling an excavator struck the structure from below, damaging four of the six concrete girders and compromising the structural integrity. The overcrossing is partially closed to traffic. This project will repair girders, and provide associated traffic control. The work is necessary to restore the structure to its full capacity and prevent failure. Abatement is being sought	$1,100,000
2	03	Yol	84	9057	2H260	Near the city of West Sacramento, from Levee Road (South) to the end of Route 84. Numerous years of extreme drought and heavy 2016 winter rains have created irregular settlement and roadway pavement distress. On September 8, 2016, longitudinal pavement cracks, differential roadway settlement, and embankment slip-outs were identified. Conditions are worsening under heavy farming equipment and commercial trucks. Repairs are	$1,230,000
3	04	CC	4	1496C	0K870	In Pittsburg, at Railroad Avenue. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. The Department's water conservation goal is for a 50% reduction statewide. At one location, this project will convert existing potable water irrigation to reclaimed water and make repairs by installing water pipe, valves, sprinklers, electrical wire, theft-deterrent pull boxes, crossovers,	$200,000

List of Projects Going Forward for CTC Allocation

December 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
4	04	SCl	280	1498E	1K520	In San Jose at various locations, the Southwest Expressway pump station (PM 2.9), Bird Avenue pump station (PM 3.8) and Menker Avenue pump station (PM 4.4); also in San Mateo county, at Ravenswood pump station (PM 28.0). Recent inspections by the Department revealed pump station elements have failed due to high groundwater levels from previous winter storms. This project will replace/repair the failed components, such as, pumps, electrical	$2,220,000
5	04	SM	101	1453M	3K130	In the city of San Mateo, at Route 92/101 Separation No. 35-0252R. On August 8, 2016, a bridge joint seal failed and repairs were made by Department forces. On August 26, 2016, the repairs failed and the uneven damaged area is continuously hit by traffic action and expanding the joint seal damage. The project will replace the bridge joint seal. This work is necessary to stop damage growth and to avoid lane closure impacts to the traveling	$500,000
6	06	Ker	155	6817	0V690	Near Lake Isabella, in Sequoia National Forest boundaries, 13.4 miles west of Route 155/178 junction. On October 30, 2015, a Governor's Proclamation was issued in response to large tree mortality caused by drought, insect infestation, and disease. And on April 14, 2016 California Office of Emergency Services (OES) issued a mission task order directing the Department to remove dead and dying vegetation within 100 feet of the highway centerline in	$4,000,000
7	07	LA	14	5162	1XA20	In and near Santa Clarita, from Lost Canyon Road Undercrossing to Spring Canyon Road Undercrossing. Starting on July 22, 2016 the Sand Fire burned more than 38,000 acres and damaged the highway and slopes. On July 26, 2017 a Governor's Proclamation was issued in response to the fire damage. This project will replace guard railing, repair drainage systems, replace roadside signs, install fencing, clear sediment basins of debris and install	$400,000
8	08	SBd	15	3006E	1H371	Near San Bernardino, from Glen Helen Parkway to the Route 15/395 Junction. On August 16, 2016 the Blue Cut Fire started and a Governor's emergency proclamation was issued the same day. The fire damaged 8,000 feet of guard rail, a truck scale trailer, and side slope vegetation. Previous emergency G-11 project (EA 1H370) installed temporary k-rail barrier so the route could reopen. The project will replace fire damaged guard rail with steel posts, clear	$2,400,000
9	10	Mpa	140	3186	1G430	Near the town of Mariposa, on Route 140 at PM 20.0 to 21.5 and PM 22.0 to 51.8; also on Route 49 at PM 0.3 to 9.0. On October 30, 2015, a Governor's Proclamation was issued in response to large tree mortality caused by drought, insect infestation, and disease. Maintenance crews are unable to keep up with the need. In this stretch, approximately 700 trees have been identified by the district tree maintenance crew as requiring removal.	$3,100,000
10	11	SD	15	1249	42910	In the city of San Diego, at 0.3 mile north of Aero Drive. On October 6, 2016, the Department was notified of recently developed dips in the roadway. Field inspections identified a failed 60-inch metal culvert that is allowing water infiltration to undermine the roadway. The project will remove and replace damaged sections of culvert, grout the voids surrounding the culvert, and repair the roadway section. The work is necessary to prevent further	$1,100,000
10 Projects						**Total**	**$16,250,000**

2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**	**Resolution**

1	03	BUT	32	2110	4F260	In Chico, at Ivy Street on eastbound (W 9th Street) and westbound (W 8th Street) directions. Improve safety by installing traffic signals for both intersection directions, upgrade ADA curb ramps, repave intersections, and upgrade drainage. This project will reduce the number and severity of collisions.	$1,945,000
2	03	BUT	191	2705	3F760	Near Paradise, from 1.9 miles north of Clear Creek Bridge to Airport Road. Improve safety by increasing curve radii, widening shoulders to standard, correcting the vertical profile, and improving clear recovery zone. Improvements will reduce the number and severity of collisions.	$23,168,000
3	05	SCR	129	2476	1F030	Near Watsonville, from east of Lakeview Road to west of Old Chittenden Road; also in San Benito County from the Santa Cruz/San Benito County line to School Road (PM 0.0/0.4). Place open graded friction course and upgrade guard railing to current standards to improve safety and reduce the number and severity of collisions.	$5,238,000

List of Projects Going Forward for CTC Allocation

December 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
4	06	KER	155	6636	0P290	In and near Delano, from 0.4 mile west of Browning Road to 0.4 mile east of Browning Road. Construct roundabout interchange to improve safety and reduce the number and severity of broadside collisions.	$3,433,000
5	08	RIV	60	0033S	1E650	Near Ontario, from the San Bernardino County line to Valley Way Undercrossing. Safety improvements to improve night time visibility. Install a double luminaire lighting system in the median to reduce the number and severity of collisions.	$14,768,000
6	08	SBD	18	0190N	1E080	In Apple Valley, from Navajo Road to Kiowa Road. Construct raised median curb in left-turn lanes to reduce the number and severity of cross median collisions.	$2,228,000
7	09	INY	VAR	0652	36610	In Inyo and Mono Counties on various routes at various locations. Improve safety by constructing edgeline rumble strips and installing signs to reduce the number and severity of collisions.	$685,000
8	12	ORA	5	2860G	0N280	In Santa Ana, at the northbound connector to westbound Route 22. Improve safety by grooving two lanes of roadway, improving drainage, adding lighting, installing new pavement delineation, repairing damaged pavement and replacing guard railing to reduce the number and severity of collisions.	$845,000
8 Projects						**Total**	**$52,310,000**
2.5f.(4)	**Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations**						**Resolution**
1	02	Sha	Var		0H780	Relocate, upgrade, and replace existing gore signs to ensure that Caltrans maintenance personnel are working outside of the path of errant vehicles.	$550,000
2	10	Tuo	120		0Y450	Install three turnouts and provide pullouts for the eastbound traffic on SR 120.	$1,033,000
2 Projects						**Total**	**$1,583,000**
2.5t.							**Resolution**
1	08	SBD		1141		In City of Colton. Construct a grade separation for BNSF railroad lines (TCIF 84) (TCRP 55.4).	$6,404,000
1	08	SBD		T0553		Build grade separations on BNSF and UPRR lines at the following two locations: Segment #1 - Yuma rail line at Hunts Lane and Segment #2 - San Bernardino RR Lines at State Street/University Parkway (TCRP 55.3)	$2,581,000
2 Projects						**Total**	**$8,985,000**
2.5t.(2a)	**State Administered TCRP Projects On the State Highway System**						**Resolution TFP-16-09**
1	04	Ala	680	A0157J	2537A	From Route 237 in Milpitas to Stoneridge Drive near Pleasanton - establish southbound follow-up landscaping (TCRP #4).	$500,000
1 Projects						**Total**	**$500,000**
2.5t.(2b)	**Locally Administered TCRP Rail Projects**						**Resolution TFP-16-10**
1	75	CC		2011F	RA22TA	In Hercules, along San Pablo Bay. Construct a train station. (TCRP#12.2)	$700,000
2	75	SD		2073	75-RA77RA	Add new second main track for 2 miles from Control Point Carl to Control Point Farr, through the City of Carlsbad, including a universal cross-over installed at Control Point Carl. (TCRP #74.10)	$74,000

List of Projects Going Forward for CTC Allocation

December 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2 Projects						**Total**	**$774,000**
2.5w.(1)	**Active Transportation Program Projects**						**Resolution FATP-1617-06**
1	01	HUM		2445A		Construct a Class I Bike Path within the Right-of-way of State-Route 255 between Dean Avenue and Carlson Drive	$140,000
2	01	LAK		3105		This project will install Class II bicycle lanes along Phillips Avenue (residential collector street) and to rehabilitate middle 22 feet of the street and widen the existing section by four feet on each side to add Class II bicycle lanes and install signs, stripping and pavement markings.	$495,000
3	01	LAK		3111		Construction of approximately 915 lineal feet of curb, gutter and sidewalk along the west side of Government Street between Melody Land and First Street, along the south side of First Street between Government Street and Clover Valley Road and along Second Street between Main Street and Middle Creek Road.	$18,000
4	03	But		1019		On Almond Street between Pearson Road and Elliott Road. Add sidewalks, curbs and gutters; widen Almond Street to incorporate Class II Bicycle Lanes.	$146,000
5	03	But		1021		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.	$29,000
6	03	But		1022		On B Street from 1st Street to 11th Street and on 2nd Street from E Street to just north of I street. Construct sidewalks and curb ramps.	$30,000
7	03	But		1024A		Along Pentz Road between Bille Road and 300 feet north of Wagstaff Road. Add sidewalks, curbs and gutters and add Class II bicycle lanes.	$155,000
8	03	But		1025		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.	$24,000
9	04	SM		1040A		City of East Palo Alto, US Highway 101 at Clarke Avenue/Newell Road. Project will provide a new Class I pedestrian and bicycle overcrossing of US 101, with additional on-street improvement- a Class III bikeway; a traffic signal/crossing; Class II bike lanes and pedestrian enhancements.	$8,600,000
10	05	SB		2599		Along Cacique Street from Salinas Street on the east to Alisos Street on the west and along Soledad Street from Cacique Street in the south to Montecito Street to the north in the City of Santa Barbara. Replace one existing wooden pedestrian bridge at Cacique Street and install one new pedestrian/bike bridge at Soledad Street Remove barriers, improve lighting, install ADA compliant sidewalks, curb and gutters.	$400,000
11	05	SB		2695		Design and construct sidewalk infill for the residential areas of Old Town Goleta.	$105,000
12	06	Fre		6829		Construct 1.6 miles of a 12-foot asphalt concrete trail, including paving, drainage, landscaping, irrigation, lighting, drinking fountains, benches, trash receptacles, and signage.	$4,000
13	07	LA		4867		This project will create pedestrian and bicycle linkage along several streets serving Menlo Ave Elementary School and West Vernon Elementary School within the City of Los Angles. Improvements will be focused within 1/4 mile of each school on the following 2010 Bike Plan street designated as "Bicycle Friendly Streets".	$3,794,000

List of Projects Going Forward for CTC Allocation

December 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
14	07	LA		4872		This SRTS project will create neighborhood-friendly pedestrian and bicycle linkages serving Dolores Huerta Elementary School, 28th Street Elementary School , and Quincy Jones Elementary School in the City of Los Angeles. Improvements will be focused within ¼ mile of each school following the 2010 Bike Plan "Bicycle Friendly Streets ".	$3,434,000
15	07	LA		4914A		Infrastructure: Installation of a 0.5 mile long Class III bike route on 6th Street between Arizona Avenue and Woods Avenue and a 1.4 mile long bike boulevard on Hubbard Street between Woods Avenue to Hay Avenue. Curb extensions on 6th Street at Clela Avenue and Bradshawe Street, on Hubbard Street at Atlantic Boulevard and Findlay Street, and bulb outs and a traffic circle at 6th Street and Bradshawe Street.	$550,000
16	07	LA		4934		Infrastructure improvements including bike lanes, high visibility crosswalks, countdown pedestrian signals, and curb ramps; and non infrastructure education, and enforcement programming for the entire community. The project is citywide near parks, schools, public transit and employment centers over three years.	$1,436,000
17	07	LA		4935		Road diet and improve asphalt pathway. Replace approximately 4,000 linear feet of 60 year old uneven, cracked and root buckled side panels, along with 94 large bottle brush trees.	$2,108,000
18	07	LA		4959		Infrastructure: The improvements will include curb extensions (bulb outs), curb cuts and truncated domes for improved wheel chair access, enhanced continental style cross walks, and pedestrian countdown and audio signals at signalized intersections.	$745,000
19	07	LA		5114		Bike path improvements, dedicated two-way bike lane and new bike/ped path.	$72,000
20	07	LA		5125		Improves pedestrian and bicyclist linkages on a 0.2 mile segment of 4th Street.	$120,000
21	07	LA		5128		Installation of safety enhancements for pedestrians and eliminating hazardous conditions.	$11,000
22	07	LA		5130		The project will be installing safety enhancements for peds or eliminate hazardous conditions.	$172,000
23	07	LA		5132		Overhauling the sidewalk system in the project area, traffic striping, signs, pedestrian signals, and bicycle parking amenities.	$340,000
24	07	LA		5135		Installing curb extensions, widening sidewalks, improving pedestrian lighting, enhancing crosswalks, and provide pedestrian amenities; benches, street trees, landscaped buffers from traffic and bike racks.	$120,000
25	07	LA		5235		Non Infrastructure: Active Transportation Plan, Regional Greenway Network Plan, Regional Wayfinding Signage, Evaluation, Education and Encouragement.	$643,000
26	07	VEN		5152B		Non-Infrastructure Component: Education, Encouragement, Enforcement, and Evaluation.	$30,000
27	08	SBD		1168		Construct curb, gutter, sidewalk, and ADA-compliant curb ramps along eleven residential streets within the Los Serranos neighborhood of Chino Hills.	$1,613,000
28	08	SBD		1182		Install bike lanes, bicycle detection, ADA-compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalk, repaint existing crosswalks, and upgrade existing curb ramps along Etiwanda Avenue, et al.	$8,000

List of Projects Going Forward for CTC Allocation

December 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
29	08	SBD		1183A		Construct sidewalk, curb, gutter, crosswalk striping, street lights, ADA-accessible curb ramps, and provide educational and encouragement activities in three locations.	$143,000
30	08	SBD		1184		Construct curb, gutter, sidewalk, and ADA-compliant curb ramps on Pueblo Trail from Hopi Trail to Bennock Avenue.	$5,000
31	08	SBD		1192		A plan to create connectivity for non-motorized transportation.	$295,000
32	08	SBD		1202		Construct a Class I bikeway along the Santa Ana River from Orange Street in the City of Redlands to Opal Street in the community of Mentone.	$307,000
33	09	Ker		6772		Construct curbs, gutters, sidewalks, handicap access ramps, culvert extension and driveway approaches at an unincorporated community of Mojave and Kern county. Project is located on the East side of State Route 14 beginning approximately 300 feet north of the Oak Creek Road grade separation and continuing to approximately 800 feet north of the intersection of SR 14 and Old 58.	$249,000
34	10	SJ		3160		Curb, gutter, sidewalk and lighting on Mt. Diablo Avenue/Mt. Oso/C Street. Construction of sidewalk, curb, gutter, and lighting to provide pedestrian walking facility to school.	$760,000
35	10	SJ		3210		Sidewalk, traffic signal, roadway improvements, landscaping improvements, lighting, and electrical improvements located at the intersection of River Road and Fulton Avenue and east on River Road for 1/4 of a mile.	$475,000
36	11	SD		1212		Located on 30th Street between D Avenue and 2nd Avenue, on 2nd Avenue between 30th Street and Sweetwater River Bikeway. Sweetwater River Bikeway entrances at 2nd Street and Hoover Avemie. Project will construct approximately one mile of Class II and Class III bicycle facilities to include bicycle detector loops and bicycle boxes. Decrease lane widths for vehicles.	$25,000
37	12	ORA		1014		Construction of new 12-foot wide pedestrian and bicycle pathway along Lincoln Avenue from Park Lane to the Santiago Creek Trail.	$80,000
38	12	ORA		2170B		Construct 0.6 mile of a 10-foot wide Class I paved bicycle trail and 3,400 linear feet of decomposed granite pedestrian path along the former Union Pacific Railroad right of way from State College Boulevard to Birch Street.	$2,484,000
39	12	ORA		2172O		Install bike boulevard improvements with applicable signage, striping, and signal improvements including protected left turn phasing.	$260,000
39 Projects						**Total**	**$30,425,000**

2.5w.(2)	**Active Transportation Program Projects (ADVANCEMENTS)**	**Resolution FATP-1617-07**

1	50	Various		0774		(Non Infrastructure) Statewide Technical Assistance Resource Center for Active Transportation Program	$1,190,000
1 Projects						**Total**	**$1,190,000**

2.6g.(1)	**Transit and Intercity Rail Capital Program Projects**	**Resolution TIRCP-1617-03**

1	06	Fre		CP016	T357GA	Modernizing fare payment systems and improved integration with transit and rail services as a funding match to purchase and install 55 ticket vending machines (TVM) and implement electronic fare media, both of which will enable the first use of SMART cards, as well as purchase two vehicles used to repair the TVM machines for Fresno's Bus Rapid Transit (BRT) on the Blackstone and Ventura/Kings Canyon Corridors. These project elements are	$4,083,000
1 Projects						**Total**	**$4,083,000**

List of Projects Going Forward for CTC Allocation

December 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.6g.(2)		**Allocation Amendment - Transit and Intercity Rail Capital Program Projects**					**Resolution TIRCP-1617-04**
1	10	SJ		CP011	T348GA	Construction of high-frequency, limited-stop Bus Rapid Transit services in two new corridors. Includes the purchase of 12 new ~~diesel-hybrid~~ **electric** buses.	($6,841,000)
1 Projects						**Total**	**($6,841,000)**
2.7a.		**Aeronautics - Acquisition and Development (A&D) Program**					**Resolution FDOA-2016-03**
1		SBD				Rehabilitate Runway 15/33	$499,000
1 Projects						**Total**	**$499,000**

PUBLIC DISTRIBUTION

CALIFORNIA TRANSPORTATION COMMISSION
1120 N Street, MS-52
Sacramento, CA 95814
(916) 654-4245 FAX: (916) 653-2134

CTC Website: http://www.catc.ca.gov

Mr. Bob Alvarado, Chair
Northern California Carpenters Regional Council
265 Hegenberger Road, Suite 200
Oakland, CA 94621-1480

Ms. Fran Inman, Vice Chair
Majestic Realty Company
13191 N. Crossroads Parkway, Sixth Floor
City of Industry, CA 91746-3497

Ms. Yvonne B. Burke
1120 N Street MS-52
Sacramento, CA 95814

Ms. Lucetta Dunn
Orange County Business Council
2 Park Plaza, Suite 100
Irvine, CA 92614

Mr. Jim Earp
1120 N Street MS-52
Sacramento, CA 95814

Mr. Carl Guardino
Silicon Valley Leadership Group
2001 Gateway Place, Suite 101E
San Jose, CA 95110

Mr. James C. Ghielmetti
Signature Homes, Inc.
4670 Willow Road, Suite 200
Pleasanton, CA 94588

Ms. Christine Kehoe
1120 N Street MS-52
Sacramento, CA 95814

Mr. James Madaffer
Madaffer Enterprises, Inc.
1620 5th Avenue, Suite 400
San Diego, CA 92101

Mr. Joseph Tavaglione
Tavaglione Construction & Development, Inc.
3405 Arlington Avenue
Riverside, CA 92506

Ex-Officio Members

The Honorable Jim Beall
Member of the Senate
State Capitol, Room 2068
Sacramento, CA 95814

The Honorable Jim Frazier
Member of the Assembly
State Capitol, Room 3091
Sacramento, CA 94814

Executive Director
Ms. Susan Bransen
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814
(916) 654-4245 FAX: (916) 653-2134

1.12

WELCOME TO THE REGION

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

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 3

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.4a.
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 – WRITTEN APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt a Resolution of Necessity (Resolution) C-21496 summarized on the following page. This Resolution is for a transportation project on State Route 99 in District 6, Kern 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 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.

In this case, the property owner is contesting the Resolution and has requested a written appearance before the Commission. At the request of the property owner, objections to the Resolution have been submitted in writing to be included in the official record of the Commission meeting, in lieu of a personal appearance before the Commission. The owner's objections are included as Attachment A and B. The Department's responses to the owner's objections are contained in Attachment C.

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-21496 - Roscoe Moss Manufacturing Company, a California Corporation
06-Ker-99-PM 44.23 - Parcel 87216-1, 2, 3, 4 - EA 0K4609.
Right of Way Certification Date: 12/14/16; Ready to List Date: 12/15/16. Freeway - Replace existing steel girder bridge with new pre-stressed slab bridge. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and two permanent easements for utility purposes to be conveyed to Pacific Gas and Electric Company and AT&T. Located near the city of McFarland at 31916 Famoso Road. Assessor Parcel Number 073-040-08.

Attachments:

Attachment A - Owners Written Objections dated February 11, 2016
Attachment B - Owners Written Objections dated October 21, 2016
Attachment C - Department Response dated November 4, 2016
Attachment D - Fact Sheet
Exhibits A, B and C - Maps

Snell & Wilmer
L.L.P.
LAW OFFICES

Plaza Tower
600 Anton Boulevard
Suite 1400
Costa Mesa, California 92626-7689
714.427.7000
714.427.7799 (Fax)
www.swlaw.com

RECD BY CTC
FEB 16 2016

DENVER
LAS VEGAS
LOS ANGELES
LOS CABOS
ORANGE COUNTY
PHOENIX
RENO
SALT LAKE CITY
TUCSON

Sean M. Sherlock
714-427-7036
ssherlock@swlaw.com

February 11, 2016

2/16/16
Forwarded To:
Right of way
Copied To:
Stephen Maller

VIA EXPRESS MAIL

Executive Director
California Transportation Commission
Post Office Box 942873
Mail Station 52
Sacramento, California 94273-0001

Re: Resolution of Necessity; Roscoe Moss Manufacturing; 06-Ker-99-PM 44.23; Project #0612000105; Parcel 87216-1, 2, 3

Dear Madam or Sir:

This firm represents Roscoe Moss Manufacturing Company ("Owner") in the above-referenced matter. This letter shall serve as Owner's request to appear, and its written objections contesting the adoption of a resolution of necessity in connection with the above-referenced project.

Owner contests the resolution of necessity on the ground that the project is not planned or located in the manner that will be most compatible with the greatest public good and the least private injury. Cal. Code Civ. Proc., §1240.030(b).

Owner's objection is based on the fact that the project will require alteration of the existing access drive providing ingress and egress to and from Owner's property, and the design proposed by the Department of Transportation ("CalTrans") for the altered access drive does not accommodate the heavy duty, big rig flatbed trucks that must access Owner's property. The details are discussed in the attached e-mail and drawing. We have brought this issue to the attention of the CalTrans agent, who assures us that CalTrans engineers are working on a solution, but to date the issue is not resolved.

Attachment A

Snell & Wilmer is a member of LEX MUNDI, The Leading Association of Independent Law Firms

Please contact me with any questions regarding this matter, and with information about the date, time, and location of the Commission's hearing on this matter. Please include this letter in the administrative record for this matter.

Best regards,

Snell & Wilmer L.L.P.

Sean M. Sherlock

SMS:wjm

cc: Robert Van Valer
Ted Caldwell
Steven T. Graham, Esq.

Attachment A

Snell & Wilmer
L.L.P.
LAW OFFICES

Plaza Tower
600 Anton Boulevard
Suite 1400
Costa Mesa, California 92626-7689
714.427.7000
714.427.7799 (Fax)
www.swlaw.com

RECD BY CTC
OCT 24 2016

DENVER
LAS VEGAS
LOS ANGELES
LOS CABOS
ORANGE COUNTY
PHOENIX
RENO
SALT LAKE CITY
TUCSON

Sean M. Sherlock
714-427-7036
ssherlock@swlaw.com

October 21, 2016

10/24/16
Forwarded to:
Right of Way
copied to:
Stephen Melke

VIA EXPRESS MAIL

Executive Director
California Transportation Commission
Post Office Box 942873
Mail Station 52
Sacramento, California 94273-0001

Re: Resolution of Necessity; Roscoe Moss Manufacturing; 06-Ker-99-PM 44.23; Project #0612000105; Parcel 87216-1, 2, 3

Dear Madam or Sir:

This firm represents Roscoe Moss Manufacturing Company ("Owner") in the above-referenced matter. This letter shall update our correspondence to you dated February 11, 2016, in this matter.

Our February 11, 2016, correspondence served as Owner's request to appear, and its written objections contesting the adoption of a resolution of necessity in connection with the above-referenced project. The purpose of this letter is to clarify that Owner wishes to maintain its objections by written appearance in lieu of a personal appearance before the CTC.

Owner maintains all of the objections set forth in its February 11, 2016, correspondence. Each and every such objection is expressly reserved.

Owner contests the resolution of necessity on the ground that the project is not planned or located in the manner that will be most compatible with the greatest public good and the least private injury. Cal. Code Civ. Proc., §1240.030(b).

In addition to the grounds raised in our February 11, 2016, correspondence, Owner's objection is based on the fact that the project, as currently proposed, will cause the access drive to encroach upon existing usable portions of Owner's lot, and render additional portions unusable except for ingress and egress. We are continuing to work cooperatively with the Caltrans agent and engineers to resolve these issues.

Attachment B

Please include this letter in the administrative record for this matter.

Best regards,

Snell & Wilmer L.L.P.

Sean M. Sherlock

SMS:wjm

cc: Robert Van Valer
Ted Caldwell
Steven T. Graham, Esq.

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
855 M STREET, SUITE 200
FRESNO, CA 93721-2716
PHONE (559) 445-6176
FAX (559) 445-6118
TTY 711
www.dot.ca.gov

Serious drought.
Help save water!

November 4, 2016

Mr. Ted Caldwell, Vice President
Roscoe Moss Company
4360 Worth Street
Los Angeles, CA 90063

Dear Mr. Caldwell:

This letter is in response to your objections by written appearance dated October 21, 2016, including your preceding written objections dated February 11, 2016 regarding the proposed acquisition of parcel 87216 for the Famoso State Route 46/99 Bridge Replacement Project.

- *"Owner's objection is based on the fact that the project will require alteration of the existing access drive providing ingress and egress to and from owner's property, and the design proposed by the Department of Transportation ("Caltrans") for the altered access drive does not accommodate the heavy duty, big rig flatbed trucks that must access owner's property."*

- *"Owner's objection is based on the fact that the project, as currently proposed, will cause the access drive to encroach upon existing usable portions of owner's lot, and render additional portions unusable except for ingress and egress."*

District Response:
As a result of Roscoe Moss' objections and in an effort to reduce the impacts, an alternative to the original design was presented in September 2016. The alternative proposed a second access further north of the main driveway to facilitate ingress and egress on the property. This additional access would also eliminate any grade differential thus relieving any concerns for the heavy equipment traveling at an incline. This proposal was rejected.

Subsequently, a third design alternative was presented in October 2016. This alternative would maintain the primary access driveway as previously presented. The access gate and fencing would be recessed into the property away from the slope of the driveway creating a level area between the gate, the driveway and the railroad property. This design alleviates any aforementioned issues. Also, at Roscoe Moss' request, the Department of Transportation has agreed to complete the fencing, gate and paving as construction contract work. The latest revised proposal offered to you on October 7, 2016 includes all of the contingencies mentioned above. I understand your staff is currently reviewing the latest offer. Once your review is complete please let me know if this alternative would be accepted.

If you have additional questions please contact me at (559) 445-6176. Thank you.

Sincerely,

ANGELA CHAPA
Associate Right of Way Agent

c: Sharri Bender Ehlert, District Deputy Director, Department of Transportation
Jamie Lupo, Chief, Central Region Right of Way, Department of Transportation
Chris Gardner, Project Manager, Department of Transportation
Sean M. Sherlock, Attorney, Snell & Wilmer, LLP

Resolution of Necessity Appearance Fact Sheet

PROJECT DATA 06-Ker-99-PM 43.9/44.6

Location: In Kem County, near Famoso, on Route 46

Limits: from 0.5 mi west of Route 46/99 Separation to 0.1 mile east of Route 46/99 Separation and on Route 99 from 0.4 mi south of Route 46/99 Separation to 0.3 mile north of Route 46/99 Separation

Cost:

Construction Cost	$18,263,000
RW Cost	$4,261,000

Funding Source: SHOPP Bridge Rehabilitation (20.10.201 .110)

Number of Lanes: Existing and Proposed
Route 46: 2 lane Conventional Highway
Route 99: 6-lane Freeway

Proposed Major Features: It is proposed to replace the existing structurally deficient bridge that has a number of vehicle hits with a two span structure to accommodate an increased vertical clearance and future 8 lanes on Route 99. It is also proposed to replace existing southbound Route 99 off/on ramps at the gore area with new L-1 type diamond ramps to make the facility a half diamond interchange.

Traffic:

		(Year)	ADT
SR46	Existing	(2012)	8,200
	Proposed	(2032)	15800
SR99	Existing	(2012)	8,500
	Proposed	(2032)	104,000

PARCEL DATA

Property Owner: Roscoe Moss Manufacturing Co.

Parcel Location: Northeast corner of Route 46/Famoso Road and Route 99
31916 Famoso Road
McFarland, CA 93250

Present Use: Fabrication and distribution of well casings and water transmission pipes.

Area of Property: 6.37 acres

Area Required: Parcel 87216-1 (0 .13 Acre Roadway Acquisition)
Parcel 87216-2, 3 (0.22 Acre Utility Easement)
Parcel 87216-4 (9014 SQFT Temporary Construction Easement

Attachment D

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Ker	46,99	57.3/57.8, 43.9/44.6	1	???

INDEX OF PLANS

SHEET No.	DESCRIPTION
1	TITLE AND LOCATION MAP
2-7	TYPICAL CROSS SECTIONS
9-13	LAYOUT
14-22	PROFILE
23-29	CONSTRUCTION DETAILS
30-50	DRAINAGE PLAN,PROFILE AND QUANTITIES
51-53	UTILITY PLAN
54-54	CONSTRUCTION AREA SIGNS
55-64	STAGE CONSTRUCTION PLAN
65-109	PAVEMENT DELINEATION AND QUANTITIES
110-114	SUMMARY OF QUANTITIES
115-120	EROSION CONTROL PLANS
121-133	ELECTRICAL PLANS
134-XXX	REVISED AND NEW STANDARD PLANS

THE STANDARD PLANS LIST APPLICABLE TO THIS CONTRACT IS INCLUDED IN THE NOTICE TO BIDDERS AND SPECIAL PROVISIONS BOOK.

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

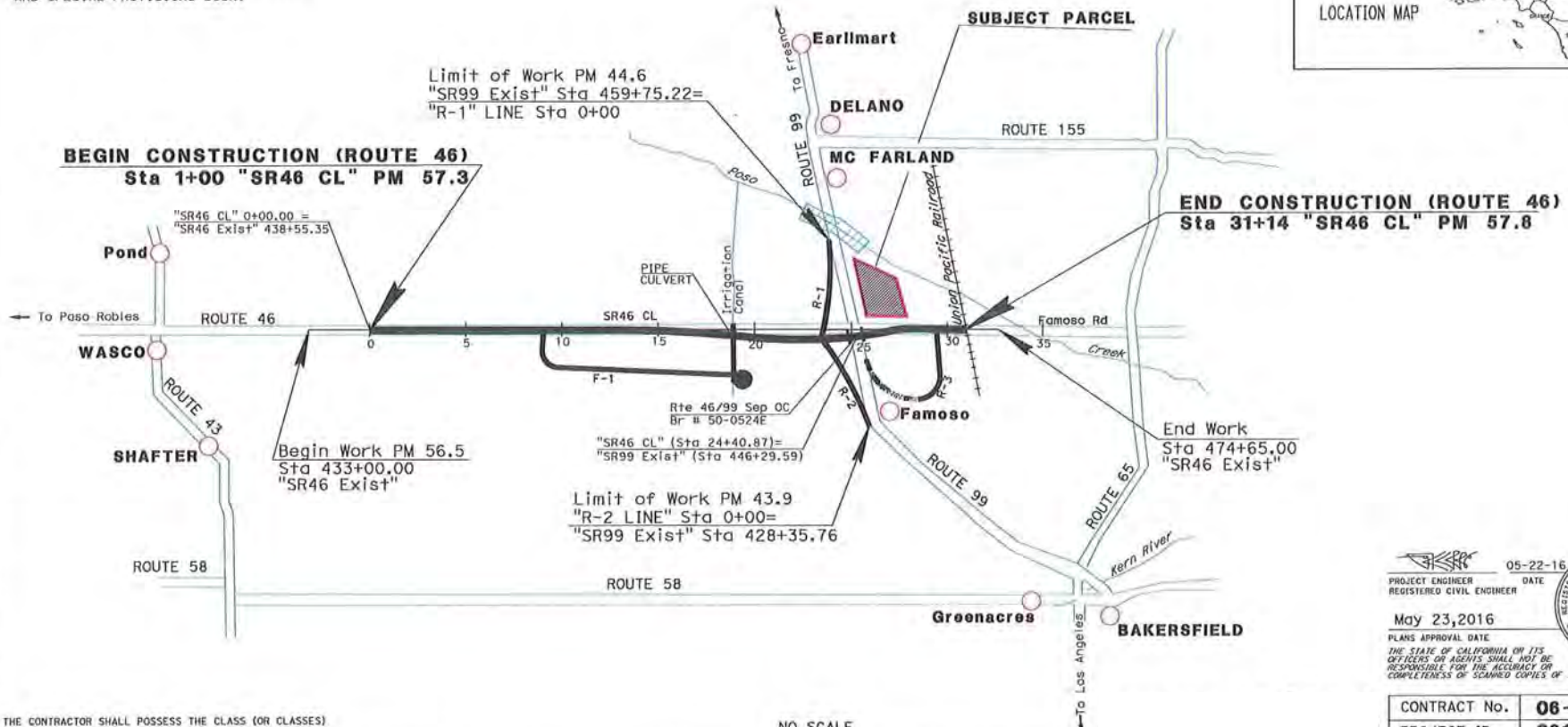
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN KERN COUNTY NEAR FAMOSO

ON ROUTE 46 FROM 0.5 MILE WEST OF ROUTE 46/99 SEPARATION TO 0.1 MILE EAST OF ROUTE 46/99 SEPARATION AND ON ROUTE 99 FROM 0.4 MILE SOUTH OF ROUTE 46/99 SEPARATION TO 0.3 MILE NORTH OF ROUTE 46/99 SEPARATION

TO BE SUPPLEMENTED BY STANDARD PLANS 2010



THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

05-22-16
PROJECT ENGINEER REGISTERED CIVIL ENGINEER — DATE

May 23,2016
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — TAREK CHOWDHURY — No. 75993 — Exp 06/30/18 — CIVIL — STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	06-0K4604
PROJECT ID	0612000105

PROJECT MANAGER: CHRIS GARDNER
DESIGN ENGINEER: MICHAEL K. LIM

LAST REVISION 05-02-16 — DATE PLOTTED => 25-JUL-2016 TIME PLOTTED => 08:05

BORDER LAST REVISED 7/2/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s129624 DGN FILE => 0612000105ab001.dgn | UNIT 1466 | PROJECT NUMBER & PHASE 06120001051

EXHIBIT A

EXHIBIT A

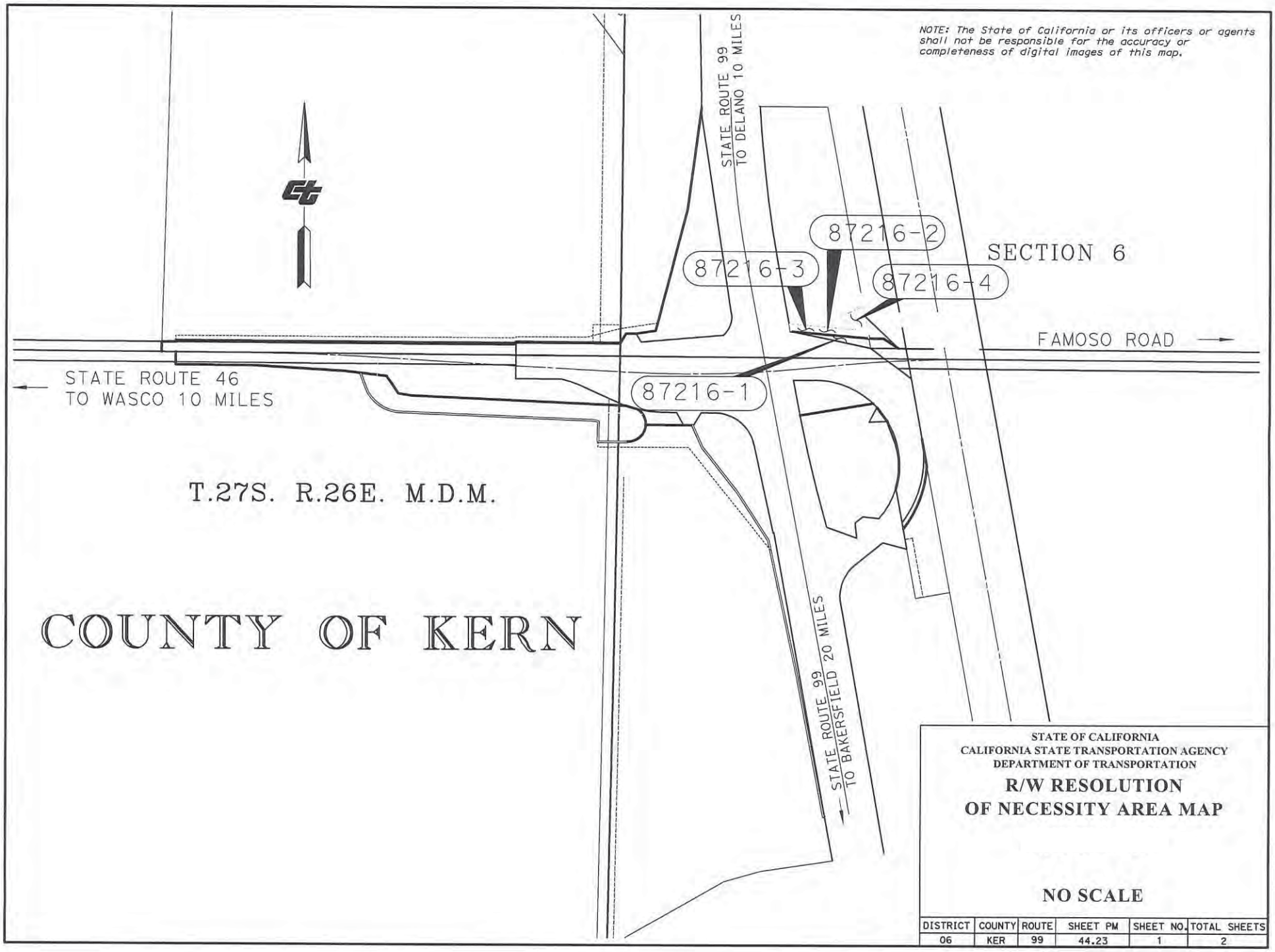


EXHIBIT B

EXHIBIT B

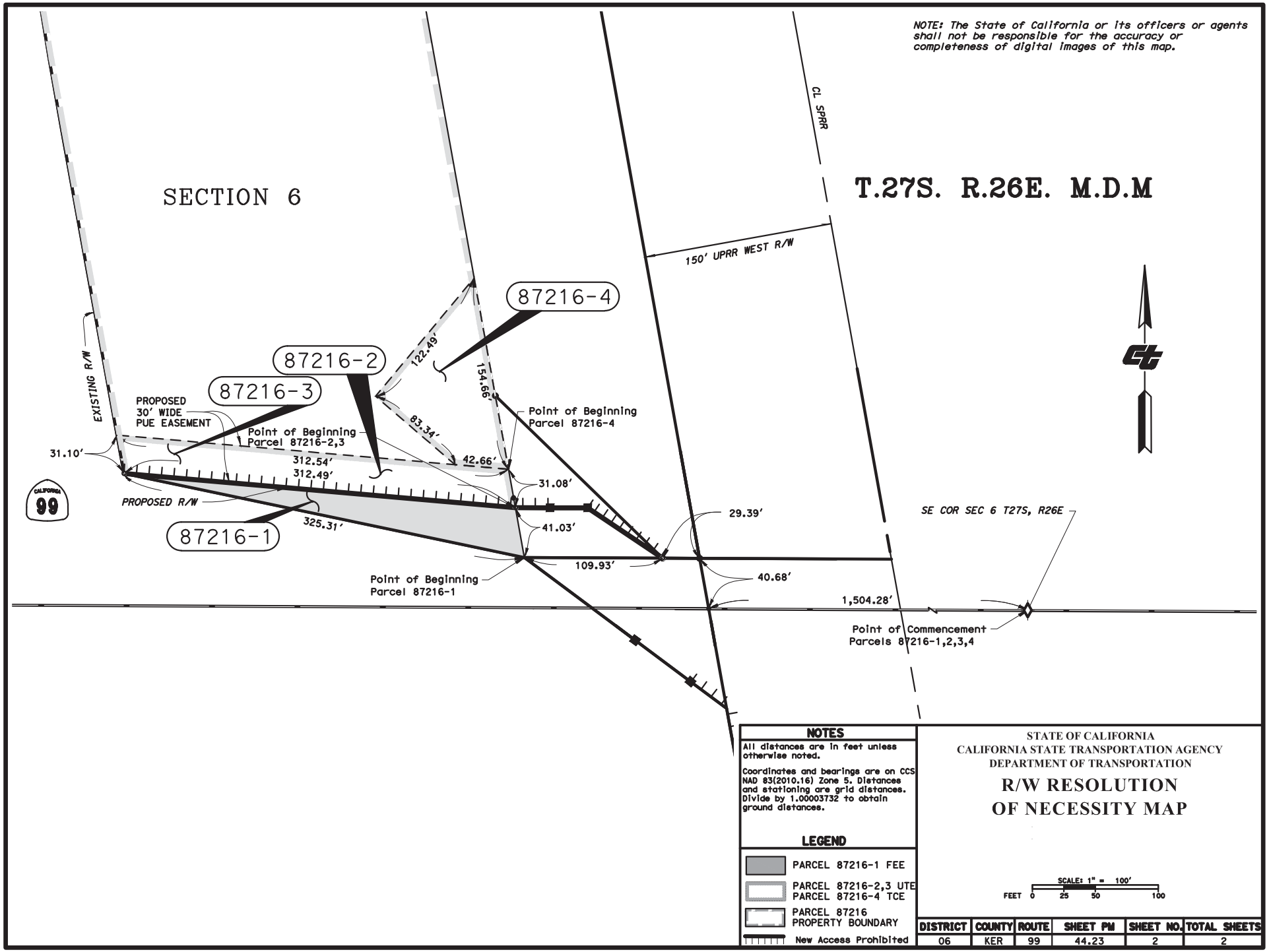


EXHIBIT C

EXHIBIT C

Tab 4

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

October 19-20, 2016

San Jose, California

Wednesday, October 19, 2016

1:00 PM **Commission Meeting**
San Jose City Hall
City Council Chambers
200 E Santa Clara Street
San Jose, CA

Thursday, October 20, 2016

9:00 AM **Commission Meeting**
San Jose City Hall
City Council Chambers
200 E Santa Clara Street
San Jose, 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 (R/W), Fiscal Year (FY), Active transportation Program (ATP), Intercity Rail(ICR), California Aid to Airports Program (CAAP), Acquisition & Development (A&D).

	GENERAL BUSINESS				
1	Roll Call	1.1	Bob Alvarado	I	C

Chair Bob Alvarado	Present	Commissioner Carl Guardino	Present
Commissioner Yvonne Burke	Present	Commissioner Fran Inman	Present
Commissioner Lucetta Dunn	Arrived 1:16pm	Commissioner Kehoe	Present
Commissioner Jim Earp	Absent	Commission Jim Madaffer	Present
Commissioner Jim Ghielmetti	Present	Commissioner Joe Tavaglione	Present
TOTAL	**Present:9** **Absent: 1**		
Senator Jim Beall, Ex-Officio		Present	
Assemblymember Jim Frazier, Ex-Officio		Present	

2	Welcome to the Region	1.12	Sam Liccardo	I	R

San Jose Mayor Sam Liccardo presented this informational item.

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – December 7-8, 2016 in Riverside, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
3	Approval of Minutes for August 17-18, 2016	1.2	Bob Alvarado	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Kehoe **Recused:** None **Absent**: Earp, Dunn
Vote result: **8-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

4	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Kehoe **Recused:** None **Absent**: Earp, Dunn
Vote result: **8-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	REPORTS				
5	Executive Director's Report • Annual Report to the Legislature	1.3	Susan Bransen	A	C

Recommendation: Approval of draft text of the 2017 Annual Report to the Legislature with ability for CTC staff to make minor, non-technical edits as needed.
Action Taken: Approved
Motion: Madaffer **Second:** Kehoe **Recused:** None **Absent**: Earp, Dunn
Vote result: **8-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

6	Commission Reports	1.4	Bob Alvarado	A	C

Commissioner Tavaglione reported that WTS raised over $18,000 at their annual softball fundraiser.
Commissioner Inman shared her thanks to KernCOG's Executive Director and staff for hosting the September Town Hall Meeting in Bakersfield.

7	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T

California State Transportation Agency Undersecretary Brian Annis presented this informational item.

8	Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D

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

9	FHWA California Division Administrator	1.11	Vincent Mammano	I	F

Federal Highways Administrator Vince Mammano presented this informational item.

10	Regional Agencies Moderator	1.8	Melissa Garza	I	R

Regional Agencies Vice-Moderator Patricia Chen presented this informational item.

11	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R

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

Tab #	Item Description	Ref. #	Presenter	Status*	
12	Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R

Self Help Counties Coalition's Chris Esther presented this informational item.

	POLICY MATTERS				
13	Innovations in Transportation • ProspectSV	4.7	Garth Hopkins Doug Davenport	I	C

Prospect Silicon Valley Founder and CEO presented this information item.

14	State and Federal Legislative Matters	4.1	Eric Thronson	A	C

No action was taken on this item, CTC Deputy Director Eric Thronson presented this informational item.

15	Caltrans Overview of Potential Impacts of NEPA Assignment Expiration	4.10	Katrina Pierce Eric Thronson	A	D

Recommendation: Approval of letter as amended.
Action Taken: Approved
Motion: Madaffer **Second:** Tavaglione **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

16	Budget and Allocation Capacity	4.2	David Van Dyken Steven Keck	I	D

CTC Associate Deputy Director David Van Dyken and Caltrans Chief of Budgets Steven Keck presented this informational item.

17	Revised 2017 Active Transportation Program Fund Estimate	4.22	Mitch Weiss Steven Keck	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, 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:
Revised 2017 ATP Fund Estimate **YELLOW SUPPLEMENTAL ITEM**

18 **1:30pm** Timed Item	Hearing on the 2017 Active Transportation Program Guidelines for the Use of Greenhouse Gas Reduction Funds	4.24	Laurie Waters	I	C

CTC Deputy Director Mitchell Weiss presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Hearing – 2017 ATP Guideline for Use of Greenhouse Gas Reduction Funds **PINK SUPPLEMENTAL ITEMS (2)**

Tab #	Item Description	Ref. #	Presenter	Status*	
19	Adoption of the 2017 Active Transportation Program Guidelines for the Use of Greenhouse Gas Reduction Funds	4.25	Laurie Waters	A	C

Recommendation: Approval as amended
Action Taken: Approved
Motion: Ghielmetti **Second:** Burke **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

20	Capital Outlay Support Workload Forecasting Process Improvement Recommendation	4.9	Eric Thronson	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

21	Asset Management Plan – Adoption of Unconstrained Performance Measures and Targets	4.16	Stephen Maller Mike Johnson	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Dunn **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, 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:
Asset Management Plan

YELLOW SUPPLEMENTAL ITEM
(Attachment Only)

22	California Aviation System Plan (CASP) • Adoption of the 2016 CASP Policy Element • Revision of CASP Report Format and Timeline	4.12	Garth Hopkins Coco Briseno	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Kehoe **Second:** Ghielmetti **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

23	Overview of the Caltrans Climate Change Vulnerability Assessment	4.13	Garth Hopkins Coco Briseno	I	D

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Item was withdrawn prior to the meeting.

Tab #	Item Description	Ref. #	Presenter	Status*	
24	Presentation on the Draft Document "Vibrant Communities and Landscapes a Vision for California in 2050"	4.17	Garth Hopkins Louise Bedsworth	I	R

CTC Deputy Director Garth Hopkins and the Governor's Office of Planning and Research's Louise Bedsworth presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Presentation on the Draft Document "Vibrant Communities and Landscapes a Vision for California in 2050" ***YELLOW SUPPLEMENTAL ITEM***

25	Development of Guidelines for Regional Transportation Plans and the California Transportation Plan	4.14	Laura Pennebaker	I	C

CTC Associate Deputy Director Laura Pennebaker presented this informational item.

26	Development of Guidelines for the National Highway Freight Program	4.23	Dawn Cheser	I	C

CTC Assistant Deputy Director Dawn Cheser presented this informational item.

Speakers:
Robert Naylor – Los Angeles County Metropolitan Transportation Authority.

	INFORMATION CALENDAR		Stephen Maller		
27	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $30,074,000 for 22 projects. -- SHOPP Safety Sub-Allocations *(2.5f.(3))*: $12,577,000 for five projects. -- Minor G-05-16 Allocations *(2.5f.(4))*: $2,178,000 for three projects.	2.5f.		I	D

This item was presented as part of the Information Calendar.

	Monthly Reports on the Status of Contract Award for:				
28	State Highway Projects, per Resolution G-06-08	3.2a.		I	D

This item was presented as part of the Information Calendar.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Status of Contract Award – State Highway Projects
Revise the Book Item Attachment for PPNO 04-1067B/EA 1A904 – Presidio National Park
→Under "Project Status" delete the last sentence as follows: ~~Pending award~~.

29	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D

This item was presented as part of the Information Calendar.

30	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D

This item was presented as part of the Information Calendar.

31	Local Assistance Lump Sum Allocation for the period ending June 30, 2016	3.3		I	D

This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*	
32	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

This item was presented as part of the Information Calendar.

	Quarterly Report: Fourth Quarter – Fiscal Year 2015-16				
33	Proposition 1A – High Speed Passenger Train Bond Program	3.5		I	D

This item was presented as part of the Information Calendar.

34	Caltrans Finance	3.6		I	D

This item was presented as part of the Information Calendar.

35	Caltrans Rail Operations	3.7		I	D

This item was presented as part of the Information Calendar.

	Proposition 1B Program				
36	*Proposition 1B* *--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		I	D

This item was presented as part of the Information Calendar.

37	Balance Report on AB 1012 "Use It or Lose It" provisions for FFY 2014 Unobligated CMAQ and RSTP funds	3.10		I	D

This item was presented as part of the Information Calendar.

38	Toll Bridge Seismic Retrofit Program – 2016 Second Quarter Progress and Financial Update	3.11		I	C

This item was presented as part of the Information Calendar.

	Close-Out Reports:				
39	Final Close-Out - FY 2015-16 Minor Program Lump Sum Allocation	3.12		I	D

This item was presented as part of the Information Calendar.

40	Final Close-Out - FY 2015-16 Right of Way Lump Sum Allocation	3.13		I	D

This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
	BEGIN CONSENT CALENDAR		Stephen Maller	

Recommendation: Approval as amended
Action Taken: Approved
Motion: Dunn **Second:** Madaffer **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
41	Approval of Projects for Future Consideration of Funding: 01-Hum-36, PM 36.1/40.5 California State Route 36 Improvement Project Construct roadway improvements on a portion of SR 36 in Humboldt County. (MND) (PPNO 2272) (SHOPP) *(Related Item under Tab 62.)* 01-Men-101, PM 45.89, 01-Men-128, PM 38.8, 01-Men-20, PM R41.87 Mendocino Bridge Scour Project Construct roadway improvements on SR 101, 128, and 20 in Mendocino County. (MND) (PPNO 4572) (SHOPP) 02-Mod-299, PM 24.5/33.5 Caldwell Creek Roadway Rehabilitation Project Construct roadway improvements including pavement rehabilitation on a portion of SR 299 in Modoc County. (MND) (PPNO 3522) (SHOPP) 04-Ala-84, PM 20.7/23.0 State Route 84 Realignment and Widening Project Construct roadway improvements including realignment and widening of a portion of SR 84 in Alameda County. (ND) (PPNOs 0086Z and 0085S) (SHOPP) *(Related Item under Tab 88.)* 04-SCl-152, PM 6.1/6.68 Uvas Creek Bridge Replacement Project Replace existing bridge on SR 152 in Santa Clara County. (ND) (PPNOs 0485G and 0487M) (SHOPP) *(Related Item under Tab 82.)* 05-Mon-1, PM 2.5/67.3 Monterey Highway 1 Culvert Replacement Project Replace existing culverts on a portion of SR 1 in Monterey County. (MND) (PPNO 2478) (SHOPP) 06-Tul-190, PM R15.1/16.97 Porterville Median Barrier Construct roadway improvements including median barriers on a portion of SR 190 in Tulare County. (MND) (PPNO 3032) (SHOPP) 07-LA-405, PM 14.4/15.6 Interstate 405 at Crenshaw Boulevard/182nd Street Interchange Improvement Project Construct interchange improvements on I-405 in Los Angeles County. (ND) (EA 29360) (Local) 08-Riv-15, PM 34.7 to 08-SBd-15, PM 1.3 Interstate 15 Express Lanes Project Construct toll lanes on a portion of I-15 in Riverside and San Bernardino Counties. (MND) (EA J0800) (Local) 08-Riv-60, PM 22.10/26.61 State Route 60 Truck Lanes Project Construct truck lanes on a portion of SR 60 in Riverside County. (MND) (PPNO 0033N) (SHOPP) 10-Mpa-140, PM 31.9/32.5 SR 140 Slope Repair Project Construct repairs to a failed slope on SR 140 in Mariposa County. (MND) (EA 0Y340)	2.2c.(1)		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	10-SJ-4, PM 2.1 SJ SR-4 Rock Slope Protection Project Construct erosion control on a portion of SR 4 in San Joaquin County. (MND) (EA 0P840)				

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:
Approval for Projects for Future Consideration of Funding
Agenda corrections as follows:
- 01-Hum-36; PM 36.1/40.5 → (Related Item under Tab ~~82~~ **81**.)
- 04-Ala 84, PM 20.7/23.0 → (Related Item under Tab ~~88~~ **87**.)
- 04-SCl-152; PM 6.1/6.68 → (Related Item under Tab ~~82~~ **81**.)

42	Approval of Project for Future Consideration of Funding: 04 – San Mateo County U.S. Highway 101 Bicycle and Pedestrian Overcrossing Project Construct a Class I Pedestrian/Bicycle Overcrossing over U.S. Highway 101. (MND) (PPNO 10401) (ATP)	2.2c.(4)		A	C

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:
Approval of Project for Future Consideration of Funding – 04- San Mateo County (US Highway 101 Bicycle & Pedestrian Overcrossing
Agenda correction as follows: ~~(PPNO 10401)~~ **(PPNO 1040A)**

43	One Route Adoption as a controlled access highway at: 05-Sbt-25-PM 51.5/60.1, 04-SCl-25-PM 0.0/2.6 On Route 25 from San Felipe Road to Route 101, in the counties of San Benito and Santa Clara.	2.3a.(1)		A	D

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

44	One Notice of Intent: Notice of Intent to consider Rescinding Freeway Adoption in the county of San Diego. 11-SD-54 PM 6.7/16.9	2.3a.(2)		A	D

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

45	Rescission of Freeway Declaration for: A portion of Route 76 from the easterly limits of the City of Oceanside to Interstate 15 in the county of San Diego. 11-SD-76-PM R9.0/R17.3	2.3a.(3)		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
46	Seven Relinquishment Resolutions: 04-Ala-262-PM R0.1/R0.4 Right of way along Route 262 on East Warren Avenue and Kato Road, in the city of Fremont. 06-Ker-166-PM 14.86 Right of way along Route 166 at Old River Road, in the county of Kern. 07-LA-187-PM 3.5/8.9 Right of way on Route 187 from Lincoln Boulevard (Route 1) to the Santa Monica Freeway (Route 10), in the city of Los Angeles. *(Related Item under Tabs 89 & 80.)* 07-LA-210-PM R21.1/R21.3 Right of way along Route 210 at Meadow Grove Street, in the city of Los Angeles. 08-SBd-210-PM 20.0/22.2, 08-SBd-210U-PM 20.8/22.2, and 08-SBd-215-PM 9.7/9.9 Right of way on Route 210U (Highland Avenue) from the west city boundary to 0.1 miles east of Route 210, along Route 210 from Macy Street to 26th Street, and along Route 215 from Route 210 to 27th Street, in the city of San Bernardino. 08-SBd-215-PM 6.8/7.6 and 08-SBd-66-PM S23.16/S23.41 Right of way on Route 66 ("H" Street) from 4th Street to 6th Street and along Route 215 from 2nd Street to 16th Street, in the city of San Bernardino. 08-Riv-74-PM 27.3/27.4 and 08-Riv-215-PM 26.2/26.3 Right of way on Route 74 between Seventh Street and Redlands Avenue and along Route 215 between San Jacinto Avenue and 4th Street, in the city of Perris.	2.3c.		A	D

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:
Seven Relinquishment Resolutions
Agenda corrections as follows: ◆ 07-LA-187 – PM 3.5/8.9 → (Related Items under Tabs ~~89 & 80~~ **88 & 79**.)

47	One Vacation Resolution: 07-LA-1-PM 41.1/41.7 Right of way along Route 1 from 0.4 mile west of Tuna Canyon Road to 0.2 mile east of Tuna Canyon Road, in the city of Malibu.	2.3d.		A	D

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

48 8 Ayes	14 Resolutions of Necessity Resolutions C-21482 through C-21495	2.4b.		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
49	Director's Deeds Items 1 through 9 Excess Lands - Return to State: $1,491,343 Return to Others: $0	2.4d.		A	D

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

50 8 Ayes	5 Rescinding Resolutions of Necessity Resolutions CR-154 through CR-158	2.4e.		A	D

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:
5 Rescinding Resolutions of Necessity
Resolution CR-154 through CR-158

YELLOW REPLACEMENT ITEM

51	Request to de-allocate $920,000 in Proposition 1B TCIF construction from Project 88 (Baldwin Avenue Grade Separation) in Los Angeles County, due to savings at project closeout. (PPNO TC88)	2.5g.(5b)		A	D

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

52	Request to de-allocate $5,496,000 in Proposition 1B TCIF construction from Project 38 (Kraemer Boulevard Undercrossing) in Orange County, due to savings at project closeout. (PPNO TC38)	2.5g.(5c)		A	D

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

53	Request to de-allocate $458,000 in Proposition 1B ICR construction from the Santa Margarita Bridge and Double Track project, in San Diego County, due to savings at project closeout. (PPNO 75-2006) (Related Item under Tab 79.)	2.5g.(8b)		A	D

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:
Deallocation – Proposition 1B ICR – Santa Margarita Bride & Double Track Project (PPNO 75-2006)
Agenda corrections as follows: • (Related Item under Tab ~~79~~ **78**.)

54	Revise the approved allocation between two Fiscal Years for the Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvements project, in Los Angeles County. (PPNO CP015)	2.6g.(2)		A	D

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

55	Technical correction – Aeronautics Program: Correct the project number under Resolution FDOA-2014-09 for Project 2 (Jacqueline Cochran Regional Airport), in Riverside County.	2.9a.		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
56	Technical correction – Aeronautics Program: Correct the project number under Resolution FDOA-2015-12 for Project 3 (Cliff Hatfield Memorial Airport) in Imperial County.	2.9b.		A	D

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

57	Technical correction - Proposition 1B TCIF/HRSCA: Correct the Project ID and EA under Resolutions TCIF-A-1516-01 and GS1B-A-1516-01 for the Fullerton Road Grade Separation in Los Angeles County.	2.9c.		A	D

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

58	Technical correction – Active Transportation Program: Correct the project title under Waiver 16-23 for Project 22 in Los Angeles County. (PPNO 4871)	2.9d.		A	D

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

59	Technical correction – STIP PPM: Correct the Project ID under Resolution FP-16-03 for Project 19 - Planning, Programming and Monitoring project in Inyo County. (PPNO 1010)	2.9e.		A	D

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

	END OF CONSENT CALENDAR		Stephen Maller		

	Environmental Matters				
60	Approval of Project for Future Consideration of Funding: 04-Son-1, PM 15.1/15.7 State Route 1 Gleason Beach Roadway Realignment Project Construct new roadway on a new alignment east of existing alignment of a portion of SR 1 in Sonoma County. (FEIR) (PPNO 0748E) (SHOPP)	2.2c.(2)	Jose Oseguera Katrina Pierce	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Kehoe **Second:** Inman **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

61	Approval of Project for Future Consideration of Funding: 07-LA-710, PM 10.5/20.5 State Route 710 Surplus Property Sales Sale of surplus properties on the 710 realignment project in Los Angeles County. (FEIR)	2.2c.(3)	Jose Oseguera Katrina Pierce	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	POLICY MATTERS				
62	Transit and Intercity Rail Capital Program Grant Awards	4.8	Mitch Weiss Chad Edison	I	T

CTC Deputy Director Mitchell Weiss and California State Transportation Agency Deputy Secretary Chad Edison presented this informational item.
Speakers:

Chelsea Gonzales – Fresno Council of Governments
Patricia Chen – Los Angeles County Metropolitan Transportation Authority.
Adriann Cardoso – Orange County Transportation Authority
Renee DeVere-Oki - SACOG

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Transit and Intercity Rail Capital Program Grant Awards ***YELLOW REPLACEMENT ITEM***

63	Road Charge Technical Advisory Committee and Pilot Program Update	4.3	Mitch Weiss	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Road Charge Technical Advisory Committee and Pilot Program Update ***PINK MEETING HANDOUT***

64	Adoption of the 2016 Highway Railroad Crossing Safety Account Program	4.4	Dawn Cheser	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Quarterly Report: Fourth Quarter – Fiscal Year 2015-16				
65	Project Delivery	3.8	Stephen Maller Jim Davis	I	D

CTC Deputy Director Stephen Maller and Caltrans Project Management Division Chief Jim Davis presented this informational item.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Quarterly Report – Fourth Quarter - Project Delivery
--Revise Book Item Attachment as follows:

→ On Page 9 of 45, top of page, for "*Men 253 Repair Slide*", "Support" amount should be corrected as follows: ~~$1.0~~ **$2.3**.
→ On Page 11 of 45, under "*FY 15-16 CDF Projects That Were Not Delivered*", for "ALA 880 Lake Merriett Channel Railroad Bridge Replacement"; "Support" amount should be corrected as follows: ~~$3.6~~ **$3.2**. Also under "(2)" the last sentence should read as "CTC approved ~~time extension to award~~ **a time extension for the allocation period** to August 2017.

On Page 42 of 45, in the chart, first row for "Support", far right column "Under/Over Ratio", percentage should be corrected from ~~99%~~ to **96%.**

Tab #	Item Description	Ref. #	Presenter	Status*	
	Supplemental Fund Allocations				
66	Request of $2,084,000 in additional funds to award the construction contract for a STIP environmental mitigation for the Willits Bypass project along Route 101 in Mendocino County. This results in an increase of 49.2 percent over the current allocation. (PPNO 0125Y)	2.5e.(1)	Stephen Maller Tim Craggs	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Inman **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

67	Request of $1,063,000 in additional funds to award the construction contract for the SHOPP Pavement Rehabilitation project on Route 580 in Alameda County. This results in an increase of 37.9 percent over the current allocation. (PPNO 0133T).	2.5e.(2)	Stephen Maller Bijan Sartipi	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, 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 Funds Allocation - SHOPP Pavement Rehabilitation project on Route 580 in Alameda County (PPNO 0133T).
--Revise Book Item; on page 3, under "Reasons for Cost Increase", second paragraph, the first sentence should read as "Bids opened, July 6, 2016, five bids were received with the apparent low bidder ~~14.4~~ 17 percent above the Department's estimate."

68	Request of $465,000 in additional funds to award the construction contract for the SHOPP roadside safety improvement project on Route 101 in Santa Barbara County. This results in an increase of 28.5 percent over the current allocation. (PPNO 2360)	2.5e.(3)	Stephen Maller Tim Gubbins	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: Burke, Earp, Guardino
Vote result: **7-0**
Ayes: Alvarado, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
69	Request of $24,206,000 in additional funds for construction support and $32,960,000 for construction capital for the Gerald Desmond Bridge Project on Route 710 in Los Angeles County (TCIF/SHOPP) (PPNO 4425). This results in an increase of 2.5 percent of construction support and an increase of 3.4 percent of construction capital over the current project budget.	2.5e.(4)	Stephen Maller Carrie Bowen	A	D

Recommendation: Approval for $32.96M of construction capitol and $15M for construction support.
Action Taken: Approved
Motion: Tavaglione **Second:** Burke **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, 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:
Supplemental Funds Allocation - TCIF/SHOPP Gerald Desmond Bridge Project (PPNO 4425)
--Revise Book Item; under "Reference No.;" should read as ~~Information Item~~ **Action Item**.

	PROGRAM UPDATES				
	Highway Right of Way Matters – Airspace Leases				
70	Request to directly negotiate with Holliday Development in Alameda County.	2.4c.(2)	Stephen Maller Jennifer S. Lowden	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent**: Burke, Earp, Guardino
Vote result: **7-0**
Ayes: Alvarado, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

71	Request to authorize execution of a long term lease with Lee Publishing located in Sacramento County.	2.4c.(3)	Stephen Maller Jennifer S. Lowden	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: Burke, Earp, Guardino
Vote result: **7-0**
Ayes: Alvarado, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
72	Request to authorize execution of a long term lease with Transbay Joint Powers Authority and Golden Gate Bridge and Highway Transportation District in San Francisco County.	2.4c.(4)	Stephen Maller Jennifer S. Lowden	A	D

Recommendation: Commission staff recommended that the Commission approve the Transbay JPA and Golden Gate Bridge District public mass transportation agency bus parking leases subject to the following terms and conditions:
Approved with Commission modifications to staff recommendation in strikeout and underline.

1. A ~~40%~~ 85% discount of the fair market lease rate as an exception to the existing 20% Commission - Resolution G-03-03 discount.
2. A ~~50-year~~ 25-year lease term.
3. A yearly 3 percent fixed escalation rate.
4. No re-evaluation for market conditions during the term of the lease.

4a. Re-evaluation every 5-years for legal requirements.

5. Subleases to other public mass transit agencies shall be at a ~~40%~~ 85% or greater discount of the fair market lease rate.
6. No subleases for commercial non-mass transit purposes unless competitively bid with 100% of the "off-hours" lease revenue deposited in the state highway account.
7. Actual lease agreement with all terms and conditions shall be approved by the Commission at a future meeting.

Action Taken: Approved
Motion: Inman **Second:** Ghielmetti **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Speakers:
Denis Mulligan – Golden Gate Bridge, Highway, and Transportation District.
Mark Zabaneh – Transbay Joint Powers Authority
Greg Harper – AC Transit and Transbay Joint Powers Authority
Robert Del Rosario – AC Transit

	Traffic Congestion Relief Program				
73	TCRP Amendment for Approval: Caltrans and the Alameda County Transportation Commission propose to amend TCRP Project 4.0 (Route 680; add northbound and southbound HOV lanes over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties) to revise the project funding plan.	2.1a.(5)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: Burke, Earp, Guardino
Vote result: **7-0**
Ayes: Alvarado, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	Proposition 1B Program				
74	Trade Corridors Improvement Fund Program Amendment: Add Project 122 – Interstate 405 Improvement Project in Orange County and Project 123 – San Juan Creek Bridge Replacement Project in Orange County. *(Related Item under Tab 73 & 94.)*	4.5	Dawn Cheser	A	C

Items 74 & 75 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Inman **Second:** Dunn **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
TCIF Program Amendment – Project 122 (I-405 Improvements) & Project 123 (San Juan Creek Bridge Replacement) in Orange County
Agenda corrections as follows: • (Related Items under Tabs ~~76 & 94~~ **75 & 93**.)

75	Trade Corridors Improvement Fund Baseline Agreement: Approve the Baseline Agreement for Project 122 – Interstate 405 Improvement Project in Orange County and Project 123 – San Juan Creek Bridge Replacement Project in Orange County. *(Related Item under Tab 73 & 94.)*	4.6	Dawn Cheser	A	C

Items 74 & 75 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Inman **Second:** Dunn **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
TCIF Baseline Agreement – Project 122 (I-405 Improvements) & Project 123 (San Juan Creek Bridge Replacement) in Orange County
Agenda corrections as follows: • (Related Items under Tabs ~~75 & 94~~ **74 & 93**.)

76	Trade Corridors Improvement Fund Baseline Amendment: • Project 15 – San Gabriel Valley Grade Separation Program in Los Angeles County. (PPNO TC15)	2.1c.(5)	Dawn Cheser Rihui Zhang	A	D

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Item was withdrawn prior to the meeting.

Tab #	Item Description	Ref. #	Presenter	Status*	
77	Traffic Light Synchronization Program Baseline Amendments: • Update the project schedule for two TLSP projects in Los Angeles County.	2.1c.(6)	Dawn Cheser Thomas Hallenbeck	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Burke **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
TLSP Baseline Amendments - Los Angeles County ***YELLOW REPLACEMENT ITEM***

78	Intercity Rail Improvement Program Amendment for: • Santa Margarita Bridge and Double Track Project • Capitalized Maintenance Project *(Related item under Tab 53.)*	4.15	Teresa Favila Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Kehoe **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	SHOPP Program				
79	Request to: --Add 38 new projects into the 2016 SHOPP. --Revise 16 projects currently programmed in the 2016 SHOPP. *(Related item under Tabs 46 & 89.)*	2.1a.(1)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Kehoe **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, 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 – Add 38 new projects in the 2016 SHOPP and revise 16 Projects programmed in the 2016 SHOPP
Agenda corrections as follows: ◆ (Related Items under Tabs 46 & ~~89~~ **88**.)

Tab #	Item Description	Ref. #	Presenter	Status*	
80	SHOPP Amendment Request to: --Add Wildlife Crossing Advance Mitigation project – SR-17 in Scotts Valley (PPNO 2593) into the 2016 SHOPP.	2.1a.(2)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved with conditions as outlined in the staff recommendations
Motion: Ghielmetti **Second:** Dunn **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Speakers:
Rachel Moriconi – Santa Cruz County Regional Transportation Commission
Steven Slade – Land Trust of Santa Cruz County

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
SHOPP Amendment – Wildlife Crossing Mitigation Project/SR 17 in Santa Cruz County (PPNO 2593) ***YELLOW REPLACEMENT ITEM & YELLOW SUPPLEMENTAL ITEMS – LETTERS***

	ALLOCATIONS				
	SHOPP Allocations				
81	Request of $67,874,000 for 14 SHOPP projects. *(Related Items under Tab 41.)*	2.5b.(1)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Advancement - SHOPP Allocation				
82	Request of $1,600,000 for the State administered Kings River Overflow Bridge No. 42-0074 SHOPP project in Fresno County, programmed in FY 18-19. (PPNO 6751) *(Related Item under Tab 86.)*	2.5b.(2)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Kehoe **Second:** Dunn **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Advancement – SHOPP Allocation – Kings River Overflow Bridge
Agenda corrections as follows: ◆ (Related Item under Tab ~~86~~ **85**.)

Tab #	Item Description	Ref. #	Presenter	Status*	
	Minor Program Allocation				
83	Request of $1,250,000 for the Minor Program intersection improvement project, in Amador County. (EA 0Q880) Resolution FP-16-07	2.5a.	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Kehoe **Second:** Tavaglione **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	STIP Allocations				
84	Request of $2,459,000 for 10 locally administered STIP projects: *2.5c.(3a)* -- $1,407,000 for three STIP projects. *2.5c.(3b)* -- $1,052,000 for seven STIP Planning, Programming, and Monitoring projects.	2.5c.(3)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Kehoe **Second:** Tavaglione **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Allocation request for 10 locally administered STIP projects
--Correct Attachment for 2.5c.(3b) Project 1 (PPNO 02-2051); Advantage Phase should be **0217000016** not ~~0215000016~~.

	Advance - STIP Allocation				
85	Request of $71,503,000 for four State administered STIP projects, programmed in FY 17-18, FY 18-19 and FY 19-20. *(Related item under Tab 83.)*	2.5c.(5)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Kehoe **Second:** Madaffer **Recused:** None **Absent**: Earp, Guardino
Vote result: **8-0**
Ayes: Alvarado, Burke, Dunn, Ghielmetti, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Advancement – STIP Allocations – Four State Administered Projects from FY 17-18, FY 18-19 & FY 19-20
Agenda corrections as follows: ◆ (Related Item under Tab ~~83~~ **82**.)

Tab #	Item Description	Ref. #	Presenter	Status*	
	STIP Program				
86	STIP Amendment for Approval: The Metropolitan Transportation Commission, the San Mateo City/County Council of Governments and the San Mateo County Transportation Authority propose to program an AB 3090 cash reimbursement project (PPNO 0668B) in order to use local funds for construction of the SR 92/SR 82 Interchange Improvements - Phase 1 project (0668A) in San Mateo County, with later reimbursement over a two year period beginning in FY 19-20.	2.1a.(3)	Teresa Favila Bruce De Terra	A	D

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Item was withdrawn at the meeting.

	Projects with Costs that Exceed 20 Percent of the Programmed Amount				
87	Request of $2,240,000 for one SHOPP environmental mitigation project on various routes in Alameda County. This is an adjustment of 60 percent over the original programmed amount. Financial Contribution Only. (PPNO 0085S) *(Related Items under Tab 41.)*	2.5d.(1)	Stephen Maller Bijan Sartipi	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

88	Request of $14,500,000 for one SHOPP project to relinquish Route 187 in Los Angeles County to the City of Los Angeles. This is an adjustment of 38.1 percent over the original programmed amount. Financial Contribution Only. (PPNO 4691) *(Related Item under Tabs 46 & 80.)*	2.5d.(2)	Stephen Maller Carrie Bowen	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Burke **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, 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:
Projects with Costs over 20 Percent of Programmed Amount – SHOPP Project to relinquish Route 187 in Los Angeles County
Agenda corrections as follows: • (Related Item under Tabs 46 & ~~80~~ **79**)

	Transit and Intercity Rail Capital Program				
89	Letter of No Prejudice Transit and Intercity Rail Capital Program – Elvira to Morena Double Track Project in San Diego County.	2.1c.(10)	Teresa Favila Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Inman **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
	Transit & Intercity Rail Capital Program (TIRCP) Project Allocations				
90	Request of $29,945,000 for two Transit and Intercity Rail Capital Program projects.	2.6g.(1)	Teresa Favila Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Kehoe **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, 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:
Transit & Intercity Rail Capital Program Allocation
→Project 2 – OC Streetcar and OCTA System-Wide Mobile Ticketing; Revise the PPNO from ~~12-CP015~~ to **12-CP017**

	Lump Sum Allocation				
91	Request of $1,506,000,000 in Federal Funds for the Local Assistance Lump Sum Allocation for Fiscal Year 2016-17.	2.5h.	Teresa Favila Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Tavaglione **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Proposition 1B Allocations				
	Proposition 1B Intercity Rail (ICR) Improvement Project Allocation				
92	Request of $1,000,000 for the Proposition 1B ICR State administered Intercity Rail Seacliff Siding Extension project, in Ventura County. (PPNO 2089)	2.5g.(8a)	Teresa Favila Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, 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:
ICR Allocation – Rail Seacliff Siding Extension project in Ventura County (PPNO 2089) ***YELLOW REPLACEMENT ITEM***
(Attachment Only)

Tab #	Item Description	Ref. #	Presenter	Status*	
	Proposition 1B TCIF Project Allocation				
93	Request of $7,771,000 for the locally administered TCIF Project 122 - I-405 from State Route 73 to I-605 project, on the State Highway System, in Orange County. (PPNO 5028A) *(related item under Tabs 75 & 76)*	2.5g.(5a)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn **Second:** Kehoe **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, 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:
TCIF Allocation – Project 122 (I 405 from State Route 73 to I 605) in Orange County ***YELLOW REPLACEMENT ITEM***
Also agenda corrections as follows: *(Attachment Only)*
- (Related Items under Tabs ~~75 & 76~~ **74 & 75**)

	Proposition 1B TLSP Project Allocations				
94	Request of $7,063,100 for two Traffic Light Synchronization projects.	2.5g.(7)	Dawn Cheser Thomas Hallenbeck	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second:** Inman **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	TCRP Project Allocations				
95	Request of $8,000,000 in Tier 1 TCRP funding for the locally administered Project 39 – I-405 Carpool Lane I-10 to US 101 (Northbound), in Los Angeles County. (PPNO 0851G)	2.5t.(1)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second:** Inman **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

96	Request of $1,168,000 in Tier 2 TCRP funding for the locally administered Project 126 - Watt Ave at Route 50 Interchange in Sacramento County, on the State Highway System. (PPNO 0127A)	2.5t.(2a)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
97	Request of $9,000,000 in Tier 2 TCRP funding for the locally administered Project 38.2 - LA San Fernando Valley North-South Transit, in Los Angeles County. (PPNO 4296)	2.5t.(2b)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Inman **Second:** Dunn **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	ATP Program				
98	ATP Amendment for Approval: The City of Laguna Hills proposes to amend the Cycle 1, Active Transportation Program, La Paz Sidewalk Widening project (PPNO 2170I) to remove scope.	4.19	Laurie Waters Rihui Zhang	A	D

Recommendation: Defer to December meeting
Action Taken: Defered
Motion: Dunn **Second:** Madaffer **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Speakers:
Barbara Kugerman – City of Laguna Hills
Bruce Channing – City of Laguna Hills

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
ATP Program Amendment – La Paz Sidewalk Widening project (PPNO 2170I)

YELLOW SUPPLEMENTAL ITEMS

	Active Transportation Program (ATP) Project Allocations				
99	Request of $17,470,000 for 29 Active Transportation Program projects.	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval with amendment to defer project #19 and revise project #20 for PS&E to $28,000
Action Taken: Approved
Motion: Tavaglione **Second:** Madaffer **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, 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:
ATP Project Allocations
→Project 19 (PPNO 1184) – Yucca Valley Elementary School Sidewalks - Item Deferred to a future Commission Meeting
→Project 20 (PPNO 1197) – National City 18th Street Bicycle and Pedestrian Enhancements. Correction made to allocation. Should be PS&E for $28,000 and R/W for $13,000 for a total project allocation of $41,000

Tab #	Item Description	Ref. #	Presenter	Status*	
	TIME EXTENSION REQUESTS				
	Contract Award Time Extensions				
100	Request to extend the period of contract award for the State Administered Safety Improvement SHOPP project in San Diego County, per Resolution G-13-07. (PPNO 1098)	2.8b.(1)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Tavaglione **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

101	Request to extend the period of contract award for the Alameda County Public Works Agency's Safe Routes to School – Alameda County Unincorporated Areas project in Alameda County, per ATP Guidelines. (PPNO 2190K)	2.8b.(2)	Laurie Waters Rihui Zhang	A	D

Items 101 & 102 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Guardino **Second:** Madaffer **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

102	Request to extend the period of contract award for the locally administered Inland Rail Trail Phases IIA, IIB, IIIA and IIIB STIP project in San Diego County, per Resolution G-13-07. (PPNO 7421W)	2.8b.(3)	Teresa Favila Rihui Zhang	A	D

Items 101 & 102 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Guardino **Second:** Madaffer **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Project Completion Time Extensions				
103	Request to extend the period of project completion for the locally administered Emeryville Intermodal Transfer Station Parking STIP project, in Alameda County, per Resolution G-13-07. (PPNO 2020)	2.8c.(1)	Teresa Favila Bruce Roberts	A	D

Items 103 & 104 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
104	Request to extend the period of project completion for the Perris Valley Line Extension – Commuter Rail Extension STIP project, in Riverside County, per Resolution G-13-07. (PPNO 1114)	2.8c.(2)	Teresa Favila Bruce Roberts	A	D

Items 103 & 104 were taken together.

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

105	Request to extend the period of project completion for the BART Vehicles project in Santa Clara County, per SLPP Guidelines. (EA R310GA)	2.8c.(3)	Dawn Cheser Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second:** Tavaglione **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

106	Request to extend the period of project completion for the Proposition 1B Local Bridge Seismic Retrofit Account Wilmington Avenue/223rd Street project in Los Angeles County, per LBSRA Guidelines.	2.8c.(4)	Rick Guevel Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Tavaglione **Second:** Inman **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

	Post Fact – Project Expenditure Time Extension				
107	Post fact request to extend the period for project development expenditures for the Arbuckle Rail Depot Restoration STIP project in Colusa County, per Resolution G-13-07. (PPNO 3123C)	2.8d.	Teresa Favila Rihui Zhang	A	D

Recommendation: Denial
Action Taken: Approved
Motion: Ghielmetti **Second:** Burke **Recused:** None **Absent**: Earp
Vote result: **9-0**
Ayes: Alvarado, Burke, Ghielmetti, Guardino, Inman, Kehoe, Madaffer, Tavaglione
Nays: None
Abstained: None

Speakers:
Scott Lanphier – Colusa County Transportation Commission

Tab #	Item Description	Ref. #	Presenter	Status*	
	OTHER MATTERS / PUBLIC COMMENT	6.			
	ADJOURNMENT IN MEMORY OF SHARLEE BLOW				

Susan Bransen, Executive Director

November 14, 2016

Date

Tab #	Item Description	Ref. #	Presenter	Status*

Highway Financial Matters

$ 86,214,000	Total SHOPP/Minor Requested for Allocation
$ 1,202,000	Total STIP Requested for Allocation
$ 18,168,000	Total TCRP Requested for Allocation
$ 7,771,000	Total Proposition 1B Bond Requested for Allocation
$ 18,660,000	Total ATP Requested for Allocation
$ 3,612,000	Total Supplemental Funds Requested for Allocation
$ 135,627,000	Sub-Total Project Funds Requested for Allocation
$ 44,829,000	Delegated Allocations
$ 180,456,000	Sub-Total, Highway Project Allocations
$	
$ 180,456,000	Total Value

Total Jobs Created: 3,248 *(Includes Direct, Indirect, and Induced)*

($ 6,874,000) Total De-Allocations

Mass Transportation Financial Matters

$ 29,945,000	Total TICRP Requested for Allocation
$ 29,945,000	Total State Allocations

Total Jobs Created: 539 *(Includes Direct, Indirect, and Induced)*

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 1.5
Action

From: SUSAN BRANSEN
Executive Director

Subject: Meetings for Compensation for October 2016 (October 1 – October 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, plus the necessary expenses incurred by the member in the performance of the member's duties when a majority of the Commission approves the compensation by a recorded vote. 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 carry out its responsibilities.

The following list of meetings is submitted for Commission approval:

Regular Commission Meeting Activities:

- October 19 - CTC meeting in San Jose (Commissioner Earp was absent. All other Commissioners attended all or part of the meeting)
- October 20 - CTC meeting in San Jose (Commissioner Earp was absent. All other Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- October 13 – Teleconference with CTC Staff Re: Chair Briefing. Oakland

Yvonne Burke

- October 13 – Meeting with LA Metro Staff Re: CTC Agenda Briefing. Los Angeles
- October 14 – Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles

Lucetta Dunn

- October 5 – Attended TCA Public Forum. San Clemente
- October 6 – Meeting with Senator Connie Leyva Re: Ontario Airport and State Transportation Issues. Irvine
- October 10 – Attended Caltrans' MLFS Presentation. Irvine
- October 12 – Teleconference with Mobility 21 Board Re: 2016 Summit. Irvine
- October 13 – Teleconference with CTC Staff Re: Chair Briefing. Irvine
- October 13 – Meeting with TCA Re: CTC Agenda Briefing. Irvine
- October 21 – Attended Mobility 21 Summit. Anaheim
- October 31 – Teleconference with Susan Bransen Re: Weekly Briefing. Irvine

Jim Earp

No Meetings Reported

James Ghielmetti

- October 3 – Teleconference with CTC Staff Re: Transportation Funding Fact Sheet. Pleasanton
- October 3 – Attended the Tour of the Transbay Center. San Francisco
- October 6 – Teleconference with Susan Bransen Re: Regional Transportation Issues. Pleasanton
- October 13 – Teleconference with CTC Staff Re: Agenda Briefing. Pleasanton
- October 14 – Teleconference with CTC Staff Re: Project Delivery Committee. Pleasanton
- October 19 – Attended BART to Silicon Valley Tour. San Jose

Carl Guardino

No Additional Meetings Reported

Fran Inman

- October 4 – Participated at the Southern California Freight Stakeholders Planning Meeting. Los Angeles
- October 10 – Meeting with UC Riverside Chancellor's Office Re: State's Goods Movement Sector. Riverside
- October 11 – Meeting with Los Angeles Transportation Club Re: Chassis Pool. Seal Beach
- October 13 – Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles
- October 14 – Meeting with UC Institute of Transportation Studies Advisory Group. Sacramento

- October 15 – Teleconference with Carrie Bowen Re: Gerald Desmond Bridge. Los Angeles
- October 19 – Attended BART to Silicon Valley Tour. San Jose
- October 21 – Panel Participant at Mobility 21 Summit. Anaheim

Christine Kehoe

No Additional Meetings Reported.

Jim Madaffer

No Additional Meetings Reported.

Joseph Tavaglione

No Additional Meetings Reported.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 1.5
Action

From: SUSAN BRANSEN
Executive Director

Subject: **Amended** Meetings for Compensation for August 2016 (August 1- August 31, 2016)

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, plus the necessary expenses incurred by the member in the performance of the member's duties when a majority of the Commission approves the compensation by a recorded vote. 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 carry out its responsibilities.

The following list of meetings is submitted for Commission approval:

Additional Meetings:

Jim Madaffer

- August 9 – Meeting with Malcolm Dougherty Re: Road Charge. Sacramento
- August 10 – Speaker at NCSL Legislative Summit Re Road Charge. Chicago
- August 11 – Attended NCSL Legislative Summit. Chicago
- August 16 – Teleconference with Laurie Berman Re: CTC Agenda Briefing. San Diego
- August 17 – UCSD Seismic Lab Tour. San Diego
- August 19 – Meeting with Victoria Stackwick and Muggs Stoll Re: SB1216 and AB2170. San Diego
- August 24 – Meeting with Self Help Counties Coalition Re: APWA Road Charge Presentation. San Diego
- August 28 – Speaker at APWA Annual Conference Re: Road Charge. Minneapolis
- August 29 – Attended APWA Annual Conference. Minneapolis
- August 31 – Teleconference with CTC Staff Re: Road Charge TAC Dry Run. San Diego

Joe Tavaglione

- August 2 – Teleconference with CTC Staff Re: Project Delivery Committee. Riverside
- August 4 – Meeting with John Bulinski Re: Crossover SR-91 Project. Riverside
- August 4 – Teleconference with Susan Bransen Re: Project Delivery. Riverside
- August 10 – Meeting with Secretary Kelly Re: Project Delivery. Sacramento
- August 15 – Teleconference with CTC Staff Re: Agenda Briefing. Riverside
- August 15 – Meeting with Caltrans, SanBAG and RCTC Re: CTC Agenda Briefing. Riverside
- August 23 – Meeting with Public Utilities Director Re: Water for SR-91 Landscaping. Riverside
- August 29 – Meeting with WTS Re: Transportation Scholarship Fundraising. Riverside

Tab 6

1.3

EXECUTIVE DIRECTOR'S REPORT

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

Tab 7

1.4

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.

Tab 10

1.11

REPORT BY UNITED STATES DEPARTMENT OF TRANSPORTATION

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

Tab 11

1.8

REPORT BY REGIONAL AGENCIES MODERATOR

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

1.9

REPORT BY RURAL COUNTIES TASK FORCE CHAIR

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

Tab 13

1.10

REPORT BY SELF-HELP COUNTIES COALITION MODERATOR

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

Tab 14

4.7

INNOVATIONS IN TRANSPORTATION:

CUBIC - DELIVERING CUSTOMER FOCUSED SOLUTIONS WITH NEW TECHNOLOGIES.

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 7-8, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

Tab 15

4.6

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 7-8, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

Tab 16

4.1

STATE AND FEDERAL LEGISLATIVE MATTERS

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 7-8, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 17

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 4.2
Informational Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **BUDGET AND ALLOCATION CAPACITY UPDATE**

SUMMARY:

Outlined below is an update for the California Transportation Commission (Commission) concerning topics related to transportation funding in the state of California (State). This information is intended to supplement portions of the verbal presentation on this Item.

Fiscal Year 2016-17 Allocation vs. Capacity

As of October 31, 2016, the Commission has allocated over $1 billion toward 267 projects in Fiscal Year 2016-17. Adjustments totaled negative $18 million, leaving approximately $2 billion (60 percent) in remaining allocation capacity.

2016-17 Capital Allocations vs. Capacity Summary through October 31, 2016 ($ in millions)								
	SHOPP	**STIP**	**TCRP**	**AERO**	**ATP**	**TIRCP**	**BONDS**	**TOTAL**
Allocation Capacity	$2,267	$236	$191	$6	$227	$135	$263	$3,325
Total Votes	1,045	139	71	2	29	27	27	1,341
Authorized Changes[1]	-18	0	0	0	0	0	0	-18
Remaining Capacity	**$1,240**	**$97**	**$120**	**$4**	**$198**	**$108**	**236**	**$2,002**

Note: Amounts may not sum to totals due to independent rounding.
[1] Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.

PROPOSED $4 MILLION TRANSFER FROM THE LOCAL AIRPORT LOAN ACCOUNT TO THE AERONAUTICS ACCOUNT

As part of the amended fund estimate for the Aeronautics program, the Commission approved the assumption of a $4 million annual transfer of funds from the Local Airport Loan Account to the Aeronautics account in order to fully fund the Airport Improvement Program (AIP) as well as the Acquisition and Development (A&D) program. Subsequently, a three-year A&D program was adopted at the June 2016 Commission meeting.

The funds transfer is allowed in statute (Public Utilities Code Section 21602 (f) (2)) but requires approval of both Commission and the Department of Finance.

In 2015-16 a partial transfer was approved for $1.3 million, which allowed California Department of Transportation (Department) to fund all projects ready for Commission allocation. While discussions are ongoing, to date the Department of Finance has not approved the 2016-17 transfer of funds from the Local Airport Loan Account to the Aeronautics Account. As of the December 2016 Commission meeting, virtually all capacity not dependent upon a transfer of funds from the Local Airport Loan Account will have been exhausted.

Therefore it is recommendation of Department that all programmed A&D projects be deferred until the transfer is approved or until other funding can be identified.

UNALLOCATED AERONAUTICS PROJECTS PROGRAMMED IN THE CURRENT YEAR

Not yet allocated in the 2016-17 fiscal year, is a program of 17 A&D projects totaling just over $3.3 million. These projects include repaving and restriping runways, taxiways, and aircraft tie-down aprons as well as lighting repair for night-time landing, removing hazardous obstructions, and providing weather data to pilots. All programmed projects will improve safety and operations at their respective airports. Nearly half of the projects are at airports that are not part of the National Plan of Integrated Airport Systems (Non-NPIAS). Non-NPIAS airports provide rural and/or underserved communities aviation access (including emergency access). The State is the only public entity that provides grants to Non-NPIAS airports.

Five of the projects on the 2016-17 Program are for Airport Land Use Compatibility Plans (ALUCPs). ALUCPs are planning documents that manage development around airports to protect public safety and maintain airport viability. Poor planning around airports reduces safety for the public and may increase public pressure to close an airport. ALUCPs are recommended to be updated every 5 to 10 years. The State is the only entity that provides local governments grants toward preparing ALUCPs.

Tab 18

4.3

ROAD CHARGE TECHNICAL ADVISORY COMMITTEE AND PILOT PROGRAM UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 7-8, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

Tab 19

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 4.11
Information

From: SUSAN BRANSEN
Executive Director

Subject: **DEVELOPMENT OF CALIFORNIA FREIGHT INVESTMENT PROGRAM GUIDELINES FOR NATIONAL HIGHWAY FREIGHT FORMULA FUNDS AND RELIEF LOAN REPAYMENT FUNDS**

SUMMARY:

Pursuant to Senate Bill 826 (Leno, 2016), the California Transportation Commission (Commission) is responsible for allocating the federal National Highway Freight Program (NHFP) formula funds. In addition to the National Highway Freight Program funding, Assembly Bill 133 (Weber, 2016) provided an $11 million Traffic Congestion Relief Fund loan repayment to be used for trade corridor improvements. The Department of Finance has concurred with Commission staff's recommendation to administer the loan repayment funds through this effort. As a result, staff has initiated the process to develop California Freight Investment Program Guidelines for the programming and allocation of these state and federal funds.

A kick-off workshop attended by approximately 87 stakeholders (in person or via teleconference) representing state, regional, and local government entities and private industry was held on November 10, 2016 in Sacramento. The workshop included a brief overview of state and federal enabling legislation and a review of the development strategy and schedule. Commission staff anticipates holding seven workshops across the state where a wide range of topics will be presented for input and discussion to inform the final guidelines. Commission staff will also seek input from the California Freight Advisory Committee at their January 25, 2017 meeting.

Release of the draft guidelines is anticipated in March 2017 and stakeholder engagement will continue with workshops through April 2017. It is anticipated the final guidelines will be presented to the Commission for consideration at the May 2017 meeting.

The proposed schedule of workshops is included below:

Date	Location	Date	Location
Thursday December 8, 2016	Riverside County Administration Center Boardroom 4080 Lemon Street Riverside, CA	Tuesday January 17, 2017	California Department of Transportation Lassen Room 1500 5th Street Sacramento, CA
Monday January 30, 2017	California Department of Transportation Garcia Auditorium 4050 Taylor Street San Diego, CA	Tuesday February 28, 2017	Bay Area Metro Center Yerba Buena Room 375 Beale Street San Francisco, CA
Monday April 3, 2017	Los Angeles Chamber of Commerce B of A Room 350 S. Bixel Street Los Angeles, CA	Monday April 24, 2017	Fresno Council of Governments Sequoia Room 2035 Tulare Street, Suite 201 Fresno, CA

BACKGROUND:

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and established a new formula freight fund under the National Highway Freight Program for a five-year period. The National Highway Freight Program provides approximately $582 million of apportionments to California over the five-year period of the FAST Act.

Senate Bill 826 directs the Commission to allocate the National Highway Freight Program formula funds to corridor-based projects selected by local agencies and the state. Senate Bill 826 further requires the Commission to adopt guidelines that describe the policy, standards, criteria and procedures for programming and allocation of the federal funds.

In addition to the National Highway Freight Program funding, Assembly Bill 133 (Weber, 2016) provided an $11 million Traffic Congestion Relief Fund loan repayment to be used for trade corridor improvements. The Department of Finance has concurred with Commission staff's recommendation to administer these funds through this effort.

Tab 20

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 4.8
Action

From: SUSAN BRANSEN
Executive Director

Subject: **ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM - STATEWIDE AND SMALL URBAN & RURAL COMPONENTS (RESOLUTION G-16-32)**

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2017 Active Transportation Program (ATP) Statewide (50%) and Small Urban & Rural (10%) components as recommended by staff?

RECOMMENDATION:

Commission staff recommends that the Commission (1) adopt the 2017 ATP, Statewide and Small Urban & Rural components, in accordance with the attached resolution and the staff recommendations; and (2) authorize staff to make any specific technical changes, corrections, or exceptions to staff recommendations, with report of any substantive changes back to the Commission for approval at the May 17-18, 2017 meeting.

In summary, the recommendations include:

Statewide Component – ATP funds of $131,763,000 for 40 projects valued at $247,740,000, including:

- $56,786,000 (43%) for 21 Safe-Routes-to-School projects
- $126,705,000 (96%) for 39 projects that provide benefits to disadvantaged communities.

Small Urban & Rural Component – ATP funds of $26,333,000 for 10 projects valued at $64,905,000, including:

- $15,565,000 (24%) for 7 Safe-Routes-to-School projects
- $26,333,000 (100%) for 10 projects that provide benefits to disadvantaged communities.

For those projects receiving the same score at the cut-off for funding, Commission staff used a secondary ranking system to recommend projects. This secondary ranking system was adopted by the Commission in the 2017 ATP Guidelines and consists of first prioritizing infrastructure projects and then prioritizing projects that demonstrated the greatest potential for increased walking and biking. Five projects scored an 89, the cut-off score for funding in the Statewide Component. The lowest ranking project of these five, the Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements project in the City of Sunnyvale, requested ATP funds of $4,847,000. However, since

only $2,036,000 of programming capacity was available for this project, Commission staff will work with the City of Sunnyvale to determine if the project can be delivered with the funding available.

In the Small Urban & Rural Component, the cut-off score for funding was an 83. Three projects eligible for the Small Urban & Rural Component scored an 83 and were subject to the secondary ranking system described above. Enough programming capacity at the cut-off score was available to fully fund the Fort Bragg Coastal Trail Phase II project and to fund $5,954,000 of the $6,740,000 requested by the City of Redding for the Bechelli Lane & Loma Vista Active Transportation Corridor Improvements project in the City of Redding. Commission staff will work with the City of Redding to determine if the project can be delivered with the funding available.

As a part of the application review process, Caltrans reviewed each project for eligibility and deliverability. Twelve projects were determined to be ineligible and were not scored. Project applicants for these twelve projects were notified. Caltrans will continue to work with the project sponsors for projects recommended for ATP funding to resolve any project component eligibility and deliverability issues, and report back to the Commission within six months with project specific programming recommendations to resolve those issues.

The Commission's adoption of the 2017 ATP Statewide and Small Urban & Rural Components is not authorization to begin work on a project. Contracts may not be awarded nor may work begin until an allocation is approved by the Commission for a project in the adopted program.

BACKGROUND:

Enabling Legislation

Legislation creating the ATP was signed by the Governor on September 26, 2013. Under state law, the Commission adopts the Active Transportation Program. The Commission adopted the program guidelines in March, the program fund estimate in May and a revised program fund estimate in October. Project applications were due on or before June 15, 2016. Applications were received for 456 projects, requesting approximately $1 billion of ATP funds.

The 2017 ATP will cover a four-year period from 2017-18 through 2020-21. The 2017 ATP includes two years of programming, 2019-20 through 2020-21, with $263.526 million in funding capacity for the following program components:

- Statewide (50% or $131.763 million)
- Small Urban & Rural (10% or $26.333 million)
- Large MPO (40% or $105.430 million)
- Disadvantaged Communities (a minimum of 25% or $65.881 million of all ATP funds must benefit disadvantaged communities)

The staff recommendations are based primarily on:

- Funding levels identified in the 2017 ATP Fund Estimate;
- Eligibility for the program;
- Evaluation team project scores;
- Statutory requirements; and
- Commission policies as expressed in the ATP guidelines.

Evaluation Process

The Commission formed multidisciplinary evaluation teams to review project applications. The evaluation teams consisted of stakeholder volunteers with expertise in bicycling and pedestrian transportation, including but not limited to Safe Routes to Schools projects and projects benefitting disadvantaged communities. All volunteers participated in a training session led by Commission staff. Volunteers were paired with another evaluator to create 40 evaluation teams that provided broad representation by large MPOs, regional transportation planning agencies, small urban and rural areas, and nongovernmental agencies. Commission staff facilitated team reviews and ensured that each application received a consensus score. Commission staff also reviewed all project applications to validate reasonableness of consensus scores.

Many projects which were not recommended for the Statewide Component remain eligible for the MPO component. The MPOs will bring their programming recommendations forward at the March 2017 CTC meeting for Commission adoption.

Commission staff recommendations include active transportation projects that will provide significant benefits throughout the state. Examples include, but are not limited to, the following:

Statewide Projects

- Boron/Desert Lake Pedestrian Path in the communities of Boron and Desert Lake, Kern County - $1,971,000. This Project will connect the disadvantaged communities of Desert Lake and Boron, where there are no existing active transportation facilities, by constructing a safe, multi-use facility. Lack of pedestrian facilities forces people to walk/bike in the road and railroad rights-of-way which have resulted in at least five pedestrian collisions, including three fatalities in the project area. Desert Lake students do not have pedestrian connectivity options to attend programs at Boron Junior/Senior High School, the park and the library. There is no safe pedestrian access to restaurants, markets, retail, regional transit, and community services within the project vicinity. Safety concerns are the number one reason families will not walk to these important community destinations and this project will help to remedy those concerns.

- Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements, Santa Clara County - $2,036,000. To resolve safety issues and enhance the new Maude Avenue and existing Borregas Avenue bike lanes, this project seeks to reconfigure six intersections (including new ADA-compliant pedestrian countdown signals, infrared bicycle detection, slip lane removal, and bulb outs), add 2.3 miles of bike boulevards, and enhance over 3,000 feet of existing bike lanes. Students at Columbia Middle School and San Miguel Elementary will

receive new bicycle and pedestrian programming through Walk & Roll maps and Walking School Bus/Bike Trains.

- Esplanade Corridor Safety and Accessibility Improvement Project in Chico, Butte County - $7,241,000. This project will provide a separated Class IV bike facility connecting downtown, Chico State University, Chico Junior and Senior High Schools, a regional hospital, and adjacent neighborhoods to the existing converted railroad to bike trail. The existing traffic signals will be outfitted with pedestrian signal crossing equipment, updated detection equipment and associated traffic signal timing plans, and pedestrian refuge islands at uncontrolled crossings. Appropriate ADA ramps and sidewalks will also be included.

- Little League Drive Pedestrian Improvements in the Town of Yucca Valley, San Bernardino County - $622,000. Little League Drive serves as a very important link to one of the busiest bus stops within the Town of Yucca Valley. This street also serves as a major access to Brehm Park which is one of the few parks around the nation that includes a Miracle League field, where handicapped children and students can have their own league. This project will install sidewalks on the south side of Little League Drive to accommodate kids who walk to the bus stop, the Boys and Girls Club, Brehm Park, and downtown businesses. The project will construct improvements such as sidewalks, handicap ramps, and bike route signs, in addition to cross walks for safe roadway crossing.

- West Santa Ana Branch Bikeway Phase 2 in the City of Paramount, Los Angeles County - $3,423,000. This project will extend the West Santa Ana Branch Bikeway from Somerset Boulevard to Rosecrans Avenue, which is Phase 2 of the City's portion of the Bikeway. The extension will continue the multi-use/active transportation Class I Bikeway that currently ends at Somerset Boulevard. The project directly benefits the local disadvantaged community by creating a convenient and logical route that residents will use to access destinations such as three schools, parks, retail centers, and employment centers. It will also connect the nearby Los Angeles River Trail and San Gabriel River Trail offering convenient connections to regional destinations in the County.

Small Urban & Rural Projects

- Safe Connections and Complete Streets for the West Side of Hollister, San Benito County - $1,078,000. This project will convert Fourth Street (Business Highway 156) from the existing highway design and 45 mph speed limit to a pedestrian and bike friendly corridor and provide safe access to medical clinics, commercial services and a 230 unit mobile home park. Fourth Street improvements include infill of three sidewalk gaps, addition of parking on the road shoulder between new bulb-outs, road crown flattening to improve accessibility, median barriers, and the addition of shade trees. The project implements intersection Safe Routes to School Safety improvements at four intersections near the Calaveras School: Felice/Central, Westside/Central, Westside/Buena Vista and Buena Vista/Miller.

- Rincon Multi-Use Trail at the Ventura/Santa Barbara County line - $6,833,000. This project is a multi-use pedestrian and bicycle trail approximately 4,500 feet in length and a Class I trail at the Ventura/Santa Barbara county line. It will fill a gap between established bike paths that are part of the California Coastal Trail. The project will construct a bike/pedestrian bridge over the

railroad tracks connecting Carpinteria Avenue to the park. The park is the northern terminus of a 5-mile Class I bikeway between the community of La Conchita/Ventura County beach parks and the City of Carpinteria/Rincon Beach Park in Santa Barbara County. A park-and-bicycle lot will be strategically located at the end of Carpinteria Avenue as part of the project to attract day-ride visitors.

- Fort Bragg Coastal Trail Phase II, Mendocino County - $766,000. This project will construct 1.31 miles of additional 12' wide multi-use trail to close a gap left in the Fort Bragg Coastal Trail. It will connect the north and south segments for a continuous 6-mile multi-use trail that is part of both the Pacific Coast Bikeway and the California Coastal Trail. Additionally, the project will connect to Fort Bragg's downtown and residential neighborhoods. The project will fill a gap in these trails and result in 6.3 miles of safe travel for commuting and recreation cyclists, walkers, and runners from the north to the south through Fort Bragg.

The following tables show the summary of proposed programming recommendations:

Overall Programming Recommendations (Amount in $1000s)						
Component	**Projects**	**19-20**	**20-21**	**Total**	**Fund Estimate Target**	**Under (Over) Target**
Statewide	40	64,766	66,997	131,763	131,763	--
Small Urban & Rural	10	10,902	15,431	26,333	26,333	--
Total	**50**	**75,668**	**82,428**	**158,096**	**158,096**	--

Statutory Requirements (Amount in $1000s)				
Project Type	**Projects**	**Total**	**Target**	**Over Target**
Benefit to Disadvantaged Communities (Statewide)	39	126,705	32,940	93,765
Benefit to Disadvantaged Communities (Small Urban & Rural)	10	26,333	6,583	19,750

2017 ATP GUIDELINES AND FUND ESTIMATE

The 2017 Active Transportation Program project selection process began with the Commission's adoption of the 2017 ATP Guidelines on March 17, 2016. The initial ATP Fund Estimate was adopted by the Commission on May 18, 2016. A Revised ATP Fund Estimate was adopted on October 19, 2016. The Revised ATP Fund Estimate incorporated an increase in federal funding and additional funds appropriated from the Greenhouse Gas Reduction Fund.

2017 ATP Fund Estimate

The 2017 ATP Revised Fund Estimate covered the four-year period of the 2015 ATP, 2015-16 to 2018-19, with an estimated total new programming capacity of $263.526 million. The Revised Fund Estimate incorporates $10 million appropriated from the Greenhouse Gas Reduction Fund by Assembly Bill (AB) 1613 and an $8 million increase in federal funding provided in the Fixing America's Surface Transportation (FAST) Act. The $10 million is available in Fiscal Year (FY) 2016-17 and the $8 million is available in FY 2016-17 through FY 2018-19. Fifty percent of the total ($131.763 million) is set aside for the Statewide Component, ten percent ($26.333 million) is set aside for the Small Urban & Rural Component, and forty percent ($105.430 million) is set aside for the large MPO Component.

ATP Guidelines
Policies and Procedures Specific to the 2017 ATP

The following specific policies and procedures address the particular circumstances of the 2017 ATP:

Schedule. The following schedule lists the major milestones for the development and adoption of the 2017 ATP:

Commission adopts ATP Guidelines	March 17, 2016
Commission adopts Fund Estimate	May 18, 2016
Call for projects	April 15, 2016
Applications due to Caltrans	June 15, 2016
Commission Approves/Rejects MPO Optional Guidelines	June 29-30, 2016
CTC Staff recommendations for Statewide and Small Urban & Rural Components	October 28, 2016
Commission adopts Statewide and Small Urban & Rural Components	December 7-8, 2016
MPO programming recommendations to CTC	January 27, 2017
Commission adopts MPO selected projects	March 2017

ATTACHMENTS TO 2017 ATP STAFF RECOMMENDATIONS

1. PROJECT LISTS

The tables on the following pages include projects recommended for the Statewide and Small Urban & Rural components.

The tables are:

- **Statewide Component, Staff Recommendation**. Includes the proposed new programming for the Statewide Component in consensus score order.
- **Small Urban & Rural Component, Staff Recommendation**. Includes the proposed new programming for the Small Urban & Rural Component in consensus score order.

2. RESOLUTION G-16-32

3. CORRESPONDENCE

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of the 2017 Active Transportation Program
Statewide and Small Urban & Rural Components

Resolution No. G-16-32

1.1 **WHEREAS**, Streets and Highways Code Section 2384 requires the California Transportation Commission (Commission) to adopt a program of projects to receive allocations under the Active Transportation Program (ATP); and

1.2 **WHEREAS**, pursuant to Section 2384, the 2017 ATP is a four-year program covering program years 2017-18, 2018-19, 2019-20, and 2020-21; and

1.3 **WHEREAS**, pursuant to Streets and Highways Code Section 2381, the program will be funded by state and federal funds from appropriations in the annual budget, as estimated in the ATP Revised Fund Estimate adopted by the Commission on October 19, 2016; and

1.4 **WHEREAS**, pursuant to Streets and Highways Code Section 2382, the Commission adopted ATP Guidelines on March 17, 2016 with applicability to the 2017 ATP development process; and

1.5 **WHEREAS**, the 2017 ATP Revised Fund Estimate provided $263.526 million in ATP programming capacity to be apportioned to Statewide (50%), Small Urban & Rural (10%) and MPO (40%) Components; and

1.6 **WHEREAS**, pursuant to Section 2382(c), no less than 25% of overall program funds will benefit disadvantaged communities during each program cycle; and

1.7 **WHEREAS**, the total amount programmed in each fiscal year may not exceed the amount specified in the adopted Fund Estimate; and

1.8 **WHEREAS,** the Commission staff recommendations for the 2017 ATP, Statewide and Small Urban & Rural components, were published and made available to the Commission, the California Department of Transportation (Department), regional transportation agencies, and county transportation commissions on October 28, 2016; and

1.9 **WHEREAS**, the staff recommendations conform to the Fund Estimate and other requirements of statute for the ATP; and

1.10 **WHEREAS,** the Commission considered the staff recommendations and public testimony at its December 7, 2016 meeting.

2.1 **NOW THEREFORE BE IT RESOLVED**, that the California Transportation Commission hereby adopts the 2017 ATP, Statewide and Small Urban & Rural Components, to include the program described in the staff recommendations, including the attachments to this resolution; and

2.2 **BE IT FURTHER RESOLVED**, that the Department will continue to work with project sponsors to resolve any project component eligibility and deliverability issues, and report back to the Commission within six months with project specific programming recommendations to resolve those issues; and

2.3 **BE IT FURTHER RESOLVED**, that having a project included in the adopted 2017 ATP, Statewide and Small Urban & Rural Components, is not authorization to begin work on that project. Contracts may not be awarded nor work begin until an allocation is approved by the Commission for a project in the adopted program; and

2.4 **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

2.5 **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 2017 ATP Statewide and Small Urban & Rural Components, 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 May 17-18, 2017 meeting.

2017 Active Transportation Program - Statewide Component
Staff Recommendations
($1,000's)

Co	Applicant	Project Title	DAC	Total Project Cost	Total Fund Request	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	SOF	Final Score
Var	Caltrans	Active Transportation Resource Center		0	5,058	3,833	1,225	5,058												
LA	Paramount	West Santa Ana Branch Bikeway Phase 2	X	4,550	3,423	395	3,028	3,021	0	56	339	7	Infrastructure (I)							99.00
LA	Cudahy	Atlantic Avenue Bicycle and Pedestrian Enhancement Project	X	5,068	1,784	114	1,670	1,670	0	20	94	0	Infrastructure (I)							99.00
KER	Delano	ATP-3 SRTS Delano Sidewalk Gap Closure	X	609	537	537	0	422	44	0	71	0	Combination (I/NI)		X	X				98.00
LA	San Fernando	City of San Fernando Pacoima Wash Bike/Ped Path, Phase 1	X	3,543	973	973	0	973	0	0	0	0	Infrastructure (I)					X		98.00
LA	Los Angeles County DPW	Slauson Blue Line Station Intersection Improvements	X	1,465	1,465	60	1,405	1,205	0	60	200	0	Infrastructure (I)							96.00
KER	Kern County Road Department	Boron/Desert Lake Pedestrian Path	X	2,319	1,971	85	1,886	1,580	0	85	255	51	Infrastructure (I)		X					95.00
SAC	Sacramento County	47th Ave Pedestrian and Bicycle Improvements	X	4,235	3,009	3,009	0	3,009	0	0	0	0	Infrastructure (I)							95.00
LA	Los Angeles DPW Bureau of Engineering	Jefferson Boulevard Complete Street Project	X	6,336	5,986	925	5,061	5,061	0	0	925	0	Infrastructure (I)		X					95.00
ALA	Oakland	14th Street: Safe Routes in the City	X	13,939	10,578	1,219	9,359	9,359	0	0	1,219	0	Infrastructure (I)							95.00
RIV	Moreno Valley	Juan Bautista De Anza Trail Gap Closure	X	3,149	2,849	90	2,759	2,574	0	90	160	25	Infrastructure (I)		X					94.00
LA	South Gate	Garfield Avenue Complete Streets Corridor	X	826	660	116	544	536	0	32	84	8	Infrastructure (I)							94.00
BUT	Chico	Esplanade Corridor Safety and Accessibility Improvement Project	X	7,661	7,241	1,005	6,236	6,236	0	0	1,005	0	Infrastructure (I)		X					93.00
KER	Kern County Road Department	Rexland Acres Community Sidewalk Project	X	6,376	5,640	1,104	4,536	4,536	0	26	769	309	Infrastructure (I)		X					93.00
TEH	Corning	First Street Class 2 Bike Lanes	X	73	73	73	0	67	0	1	5	0	Infrastructure (I)		X				X	93.00
SBD	Yucca Valley	Little League Drive Pedestrian Improvements	X	779	622	68	554	554	0	4	64	0	Infrastructure (I)							92.00
YUB	Marysville	Marysville Bicycle and Pedestrian Improvement Project	X	583	515	515	0	452	0	0	63	0	Infrastructure (I)						X	92.00
YUB	Yuba County	Eleventh Avenue Pedestrian and Bicyclist Route Improvements	X	1,701	1,505	227	1,278	1,253	25	57	170	0	Combination (I/NI)		X	X				92.00
BUT	Oroville	Oroville SR 162 Pedestrian/Bicyclist/Disabled Mobility and Safety Improvements	X	3,951	3,451	40	3,411	3,411	0	0	40	0	Infrastructure (I)							92.00
LA	Huntington Park	City of Huntington Park – Uncontrolled Crosswalk SRTS Ped Safety Project	X	1,054	1,032	87	945	945	0	9	78	0	Infrastructure (I)		X					92.00
LA	SCAG	Southern California Disadvantaged Communities Planning Initiative	X	1,350	1,150	1,150	0	0	1,150	0	0	0	Plan	X						91.00
FRE	Fresno	Midtown Fresno Trail: McKinley Avenue Gap Closure	X	3,519	1,556	1,556	0	1,556	0	0	0	0	Infrastructure (I)							91.00
KER	Delano	Delano ATP3 SRTS Intersection Enhancement and Education Project	X	669	589	589	0	519	44	0	26	0	Combination (I/NI)		X	X				91.00
LA	Lancaster	2020 Safe Route To School Pedestrian Improvements	X	7,443	5,272	5,272	0	5,272	0	0	0	0	Infrastructure (I)		X					90.00
ALA	Oakland	Fruitvale Alive Gap Closure Project	X	8,241	5,850	850	5,000	5,000	0	0	800	50	Infrastructure (I)							90.00
SD	SANDAG	Imperial Avenue Bikeway	X	11,037	4,450	4,450	0	4,450	0	0	0	0	Infrastructure (I)							90.00
SB	Santa Barbara	Eastside Green Lanes & Bike Boulevard Gap Closure	X	2,763	2,736	280	2,456	2,438	0	100	180	18	Infrastructure (I)		X				X	90.00
STA	Ceres	Ceres-Citywide Active Transportation Plan	X	131	104	104	0	0	104	0	0	0	Plan	X					X	90.00

2017 Active Transportation Program - Statewide Component
Staff Recommendations
($1,000's)

Co	Applicant	Project Title	DAC	Total Project Cost	Total Fund Request	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	SOF	Final Score
KER	Kern County Road Department	Rosamond Boulevard Pedestrian Path Project	X	997	880	279	601	601	0	44	79	156	Infrastructure (I)		X					90.00
RIV	La Quinta	La Quinta Village Complete Streets - A Road Diet Project	X	9,533	7,313	7,313	0	7,313	0	0	0	0	Infrastructure (I)		X					90.00
FRE	Fresno	Midtown Fresno School Area Multimodal Interconnectivity Project	X	1,401	1,241	144	1,097	1,097	0	43	101	0	Infrastructure (I)		X					90.00
STA	Modesto	Paradise Road Area Pedestrian and Bicycle Safety Improvements	X	3,983	3,943	388	3,555	3,555	0	0	388	0	Infrastructure (I)							90.00
LA	Signal Hill	Spring Street Bicycle Lane Gap Closure Project, Signal Hill	X	2,599	2,079	376	1,703	1,703	0	44	332	0	Infrastructure (I)							90.00
RIV	Coachella Valley AOG	CV Link - Multi-Modal Transportation Corridor	X	99,997	24,307	24,307	0	24,307	0	0	0	0	Infrastructure (I)							89.50
RIV	Desert Hot Springs	Palm Drive Bicycle and Pedestrian Improvement Project, #2016-02	X	965	772	772	0	772	0	0	0	0	Infrastructure (I)		X				X	89.50
SON	Sonoma-Marin Area Rail Transit Distri	SMART Pathway - Petaluma (Payran to Southpoint)	X	3,272	1,461	1,461	0	1,461	0	0	0	0	Infrastructure (I)		X					89.00
PLA	Roseville	Dry Creek Greenway Multi-Use Trail Project, Roseville	X	12,152	4,500	0	4,500	4,318	182	0	0	0	Combination (I/NI)		X	X		X		89.00
LA	Los Angeles County DPW	Los Nietos Safe Routes to School - Phase II	X	1,552	1,452	47	1,405	1,194	0	47	211	0	Infrastructure (I)		X					89.00
SOL	Fairfield	East Tabor/Tolenas Safe Routes to School Gap Closure Project	X	1,860	1,700	88	1,612	1,015	0	88	132	465	Infrastructure (I)		X					89.00
SCL	Sunnyvale	Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements	X	6,059	2,036*	865	1,171*	1,171*	13	72	780	0	Combination (I/NI)		X	X				89.00
		Totals		247,740	131,763	64,766	66,997	119,664	1,562	878	8,570	1,089								

* Applicant requested $4,847. $2,036 was available funding. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
NI: Non-Infrastructure
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase
REC TR: Recreational Trails Eligible
RW: Right-of-Way Phase
SRTS: Safe Routes to School

2017 Active Transportation Program - Small Urban and Rural Component
Staff Recommendations
($1,000's)

Co	Applicant	Project Title	DAC	Total Project Cost	Total Fund Request	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	Plan	SRTS	SRTS-NI	OTH-NI	REC TR	SOF	Final Score
SCR	Santa Cruz	Rail Trail Segment 8 and 9 Design and Environmental Review	X	32,934	3,169	519	2,650	0	169	350	2,650	0	Combination (I/NI)							88.00
SB	Santa Barbara	Westside Bike Boulevard Gap Closure	X	4,482	4,437	355	4,082	4,042	0	75	280	40	Infrastructure (I)		X				X	87.00
SB	Santa Barbara County Association of Governments	Rincon Multi-use Trail	X	7,828	6,833	6,833	0	6,833	0	0	0	0	Infrastructure (I)							87.00
SB	Buellton	SR2S Improvements at Intersection of Highway 246 and Sycamore Drive	X	784	684	684	0	684	0	0	0	0	Infrastructure (I)		X					86.00
HUM	Humboldt County Public Works	Fortuna & McKinleyville Active Transportation Education Program	X	595	595	595	0	0	595	0	0	0	Non-Infrastructure (NI)			X			X	86.00
MON	Monterey County	Via Salinas Valley: An Active Transportation Education Program	X	1,158	965	965	0	0	965	0	0	0	Non-Infrastructure (NI)			X				85.00
LAK	Lakeport	Hartley Street Safe Route to School Project - Lakeport, California	X	1,874	1,852	185	1,667	1,667	0	30	155	0	Infrastructure (I)		X				X	85.00
SBO	Hollister	Safe Connections and Complete Streets for West Side of Hollister	X	5,315	1,078	0	1,078	1,078	0	0	0	0	Infrastructure (I)		X					84.00
MEN	Fort Bragg	Fort Bragg Coastal Trail Phase II	X	1,514	766	766	0	766	0	0	0	0	Infrastructure (I)					X	X	83.00
SHA	Redding	Bechelli Lane & Loma Vista Active Transportation Corridor Improvements	X	8,421	5,954*	0	5,954*	5,954*	0	0	0	0	Infrastructure (I)		X					83.00
		Totals		64,905	26,333	10,902	15,431	21,024	1,729	455	3,085	40								

* Applicant requested $6,740. $5,954 was available funding. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
NI: Non-Infrastructure
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase
REC TR: Recreational Trails Eligible
RW: Right-of-Way Phase
SRTS: Safe Routes to School

Santa Barbara Westside Residents Correspondence Regarding the

Westside Bike Boulevard Gap Closure Project

From:	Catherine Bastug
To:	Borders, Heidi E@DOT; Kahn, Christine C@DOT; Davini, Ted E@DOT; Bransen, Susan@DOT; Velasco, Jennifer@DOT; Assouri, KristinaDOT; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; mitchell.weiss@dot.ca.go; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Waters, Laurie@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Trujillo-Mckee, Deborah@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George@DOT
Subject:	Santa Barbara ATP Application Ignores Minority Neighborhood Request for Safe Route to School on Gillespie St, Connecting 3 Neighborhood Schools
Date:	Monday, June 20, 2016 10:15:44 AM

Dear Recipient: Apologies if this has reached the wrong Caltrans representatives. Please alert us and/or forward it to the proper destination.

As primary stakeholders *(residents w driveways on Chino and parents of students in neighborhood schools - see maps below)* in the Chino St. Bike Blvd proposed for Santa Barbara's primarily Spanish-surname lower-income neighborhood (District 3), we are writing to **protest the inclusion of a Bike Blvd on Chino St.** in the 2016 SB Bicycle Master Plan. **We instead enthusiastically endorse its replacement with the more logical, calmer*, less expensive* and easier to build* Bike Blvd on adjacent Gillespie St** (*according to the.public commentary by SB Bike Coalition Executive Director Ed France at the 2/23/16 City Council meeting where Chino was unanimously chosen over Gillespie). A Bike Blvd on Gillespie is a natural for the Safe Routes to School Program - it is calmer, ***directly*** **connects the 3 neighborhood schools** *(on 2 campuses)*, and will extend the already existing bike lanes on the northern-most blocks of Gillespie, between Mission St. and Portesuello Ave. **The Gillespie route would significantly increase the safety of all riders** by physically distancing them from the Modoc/Mission collision corridor.

Despite our status as primary stakeholders in this project, we have been disenfranchised by skewed City outreach which was only targeted at:

- the ensemble of well-organized cycling communities of Santa Barbara
- social media sites not frequented by the vast majority of District 3's demographic
- a neighborhood association (the Westside Community Group - WCG) only reactivated within the last year and known to have a very small attendance by Chino St residents.

For months and to no avail, we have been polling and surveying primary stakeholders and then using that information to petition the City, asking them to relocate the Bike Blvd from Chino to Gillespie, as the more appropriate street. We have been alerting the City Council to the fact that the Santa Barbara Transportation Department failed throughout the process to reach the overwhelming majority of the residents with driveways on Chino and the parents of students who attend the neighborhood schools.

Because Chino is 1 of only 2 thru-streets in the most densely populated District in Santa Barbara (District 3), closing Chino as a thru-street will push Chino residents' and other vehicular thru-traffic into the school zone on Gillespie. This is based on the fact San Andres, the main thru-street, is already severely overcrowded and avoided whenever possible by most drivers. **The majority of Harding Elementary students and accompanying parents, who walk back and forth to school in the morning and in the afternoon, will be subject to increased risk from the added vehicular congestion.**

Residents of District 3's Westside note the stark difference between the treatment its mostly Spanish-surname, lower-income residents, got from Santa Barbara Transportation and City

Council compared to the treatment extended to the primary stakeholders in more-affluent District 6 (*on the east side of the 101*). **District 6 residents and businesses were able to afford an attorney** to shepherd them through the process appealing both the lack of outreach and the prior designation of **Micheltorena St** as the E/W bikeway - without their knowledge, input or consent. As a result of their attorney's efforts, their project was tabled on 2/23/16 by order of the City attorney. **District 6 residents and businesses were then offered a special Listening Roundtable process where they were able to review and choose from 11 fully detailed plans on 3 separate streets, *before their project was voted on by Council.***

Legal representation should not be the determining criteria for inclusion in a collaborative process. Individual Councilmembers were aware of the severe lack of direct outreach to Chino St. residents and the failure to provide an inclusive collaborative process *before the 2/23/16 unanimous City Council vote for the Chino Bike Blvd.* Since that vote, District 3 residents have urged the Council through letters and petitions to reconsider and reject the Chino St. location in favor of the much preferable Gillespie location, **before applying for an ATP grant**. Because Chino is still the chosen route in the 2016 SBBMP and the ATP application, **District 3 residents are asking Caltrans to direct the City to remove Chino St. and re-initiate a truly inclusive engagement of the primary stakeholders** to consider a N/S bike blvd proposed for their neighborhood. Recommencing the process from step one at the start of the 2016-17 school year would allow the City to take advantage of the superior outreach capabilities of the neighborhood schools' PTA's in order to help involve a broad demographic of residents, *including parents and future cyclists of the Westside currently attending our neighborhood elementary and middle schools.*

Highlighted below in yellow are ATP goals which are much better served by a Gillespie St. Bike Blvd than by one located on Chino St.

ATP Program Goals

(Pursuant to statute, the goals of the Active Transportation Program are to):

1. Increase the proportion of trips accomplished by biking and walking.
2. Increase the safety and mobility of non-motorized users.
3. Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008)and Senate Bill 391 (Chapter 585, Statutes of 2009).
4. Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
5. Ensure that disadvantaged communities fully share in the benefits of the program.
6. Provide a broad spectrum of projects to benefit many types of active transportation users.

*SB Bike Coalition Executive Director Ed France's 2/23/16 commentary at approximately 11:30 pm, comparing Chino and Gillespie locations for a Bike Blvd is reproduced below:

Mr. France:

"It's quite late. I want to share, as somebody who has been privy to conversations about the Westside, the decisions about the bike boulevard is effectively:
Chino is closer to San Andres, could be faster.
Gillespie is one block off and it is calmer. And it actually would be easier to make

in to a bicycle boulevard. so That's the trade-off.
Gillespie would be easier and it can connect through Portesuello and La Cumbre and eventually Gillespie Ts, terminates. at Anapamu, and could go over to and Girls Club, could jog over.
Chino is more direct, but if you're building this, I think this thing would come after the bicycle boulevard on Alisos which is more vetted.
I think if you had limited resources, Gillespie would be the easiest choice.
Thank you."

Mr. France's analysis reformatted in two columns to outline advantages of each route:

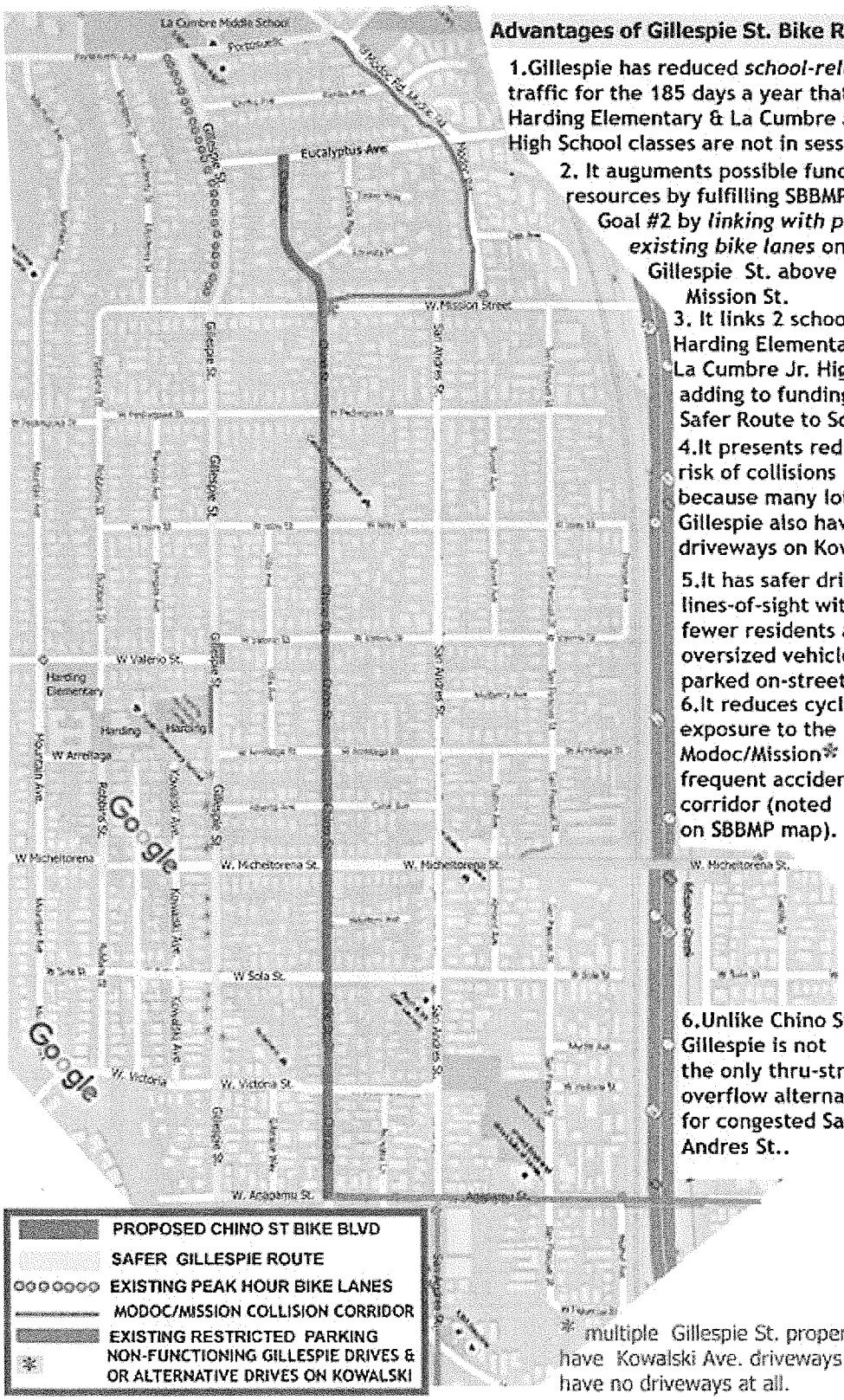
Chino St.	**Gillespie St.**
Chino is closer to San Andres	*Gillespie is one block off*
Could be faster.	*It is calmer.*
Chino is more direct boulevard.	*It actually would be easier to make in to a bicycle*
	It can connect through Portesuello and La Cumbre Eventually Gillespie Ts, terminates. at Anapamu, and could go over to and Girls Club, could jog over.
	I think if you had limited resources, Gillespie would be the easiest choice.

Maps below show <u>Gillespie is actually the more direct Safe Route to School</u>, connecting La Cumbre campus (housing both La Cumbre Middle School and The Academia) with Harding Elementary school <u>and utilizes pre-existing bikelanes</u>.

The text emphasizes the advantage of Gillespie and enumerates the negative consequences of Chino.

Advantages of Gillespie St. Bike Route

1. Gillespie has reduced *school-related* traffic for the 185 days a year that Harding Elementary & La Cumbre Jr. High School classes are not in session.
2. It auguments possible funding resources by fulfilling SBBMP Goal #2 by *linking with pre-existing bike lanes* on Gillespie St. above Mission St.
3. It links 2 schools: Harding Elementary & La Cumbre Jr. High adding to funding as Safer Route to School.
4. It presents reduced risk of collisions because many lots on Gillespie also have driveways on Kowalski.
5. It has safer driver-lines-of-sight with fewer residents and oversized vehicles parked on-street
6. It reduces cyclists' exposure to the Modoc/Mission* frequent accident corridor (noted on SBBMP map).



6. Unlike Chino St. Gillespie is not the only thru-street overflow alternative for congested San Andres St..

* multiple Gillespie St. properties have Kowalski Ave. driveways or have no driveways at all.

Negative Consequences

Consequences of Chino St. Bike Blvd

1.At rush hour over-flow thru-traffic that previously took Chino St.will be shunted onto Gillespie endangering students a and their families..

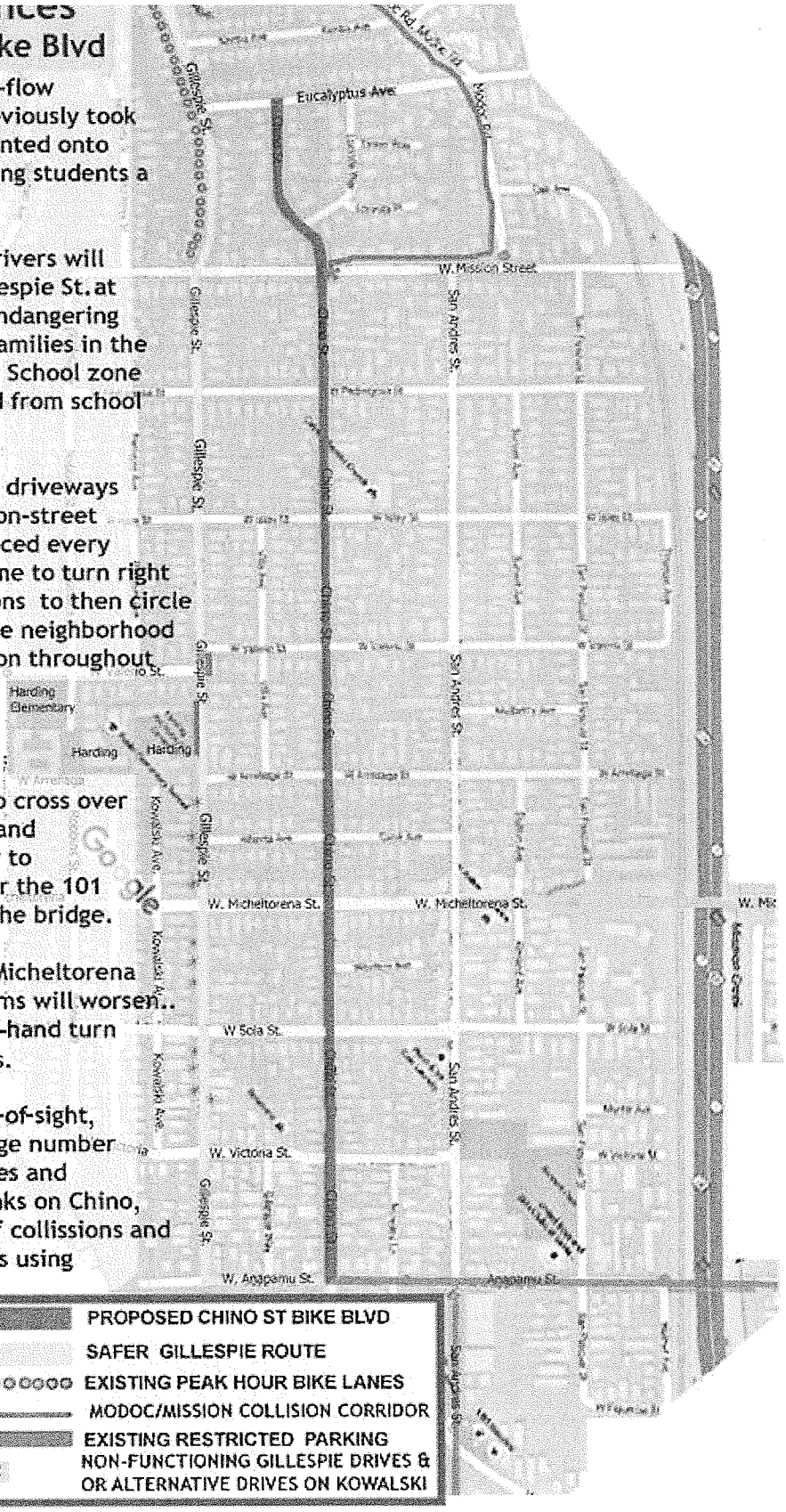
2. Chino resident drivers will be pushed onto Gillespie St.at each intersection endangering students and their families in the Harding Elementary School zone as they walk to and from school twice a day.

3. Residents having driveways or needing to park on-street on Chino will be forced every time they leave home to turn right at Chino intersections to then circle or weave around the neighborhood increasing congestion throughout the neighborhood

ultimately having to cross over both the Bike Blvd and San Andres in order to access Downtown,or the 101 at Arrellaga St,via the bridge.

4. San Andres and Micheltorena rush-hour traffic jams will worsen.. as there are no left-hand turn lanes on San Andres.

5. Poor driver lines-of-sight, impeded by the large number of oversized vehicles and enormous tree trunks on Chino, will increase risk of collissions and liability of residents using driveways. So more and more people will feel as they age that they have on better choice than to park on-street.



For further information contact
Catherine "Lily" Bastug Vincenti
maililebas2@gmail.com
text (805) 680-3494

From:	Catherine Bastug
To:	Atkinson, Kevin@DOT; Borders, Heidi E@DOT; Kahn, Christine C@DOT; Davini, Ted E@DOT
Cc:	Bransen, Susan@DOT; Velasco, Jennifer@DOT; Assouri, KristinaDOT; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; mitchell.weiss@dot.ca.go; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Waters, Laurie@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Trujillo-Mckee, Deborah@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George@DOT
Subject:	Re: Santa Barbara ATP Application Ignores Minority Neighborhood Request for Safe Route to School on Gillespie St, Connecting 3 Neighborhood Schools
Date:	Tuesday, June 21, 2016 7:35:35 AM

Hello Mr. Atkins and all,

My very most sincere apologies for having to bother you all again so soon.

Primary stakeholders are very worried that there may be an upcoming deadline on registering a protest to an ATP application by Santa Barbara in the 2016 SB Bicycle Master Plan that contains a Chino Bike Blvd which will close 1 of only 2 thru-streets in Santa Barbara's most densely populated district (District 3's Westside).

They are anxious to be forwarded your written accurate info Mr. Atkins on the deadline for protests of a particular project in an ATP grant application and proper email addresses for the board that approves the ATP grants so as primary stakeholders they don't have to send out such a widely targeted email to all of those I have included in my quest for this information.

Thinking that there may be a fast approaching deadline on registering a protest is anxiety producing and we all want to be sure their emails don't arrive too late to be effective and thereby disenfranchise them yet again regarding the bikeway imposed upon them by the City without proper outreach or opportunity for input.

Hope you will understand that emailed information will be the most efficient and accurate way for me to update all of the concerned primary stakeholders.

Respectfully,

Catherine "Lily" Bastug Vincenti,

On Mon, Jun 20, 2016 at 11:55 AM, Catherine Bastug <maililebas2@gmail.com> wrote:
Hi Kevin So you will have complete information I an going to forward you the letter I sent out to Caltrans ATP this a.m. before receiving Debbie's call.
Any help you can be will be sincerely appreciated.
Respectfully,
Catherine "Lily" Bastug Vincenti

On Mon, Jun 20, 2016 at 11:02 AM, Catherine Bastug <maililebas2@gmail.com> wrote:
Dear Mr. Atkinson,
Thanks for any and all info and contacts you can provide about a registering a protest . In matters with details my preference is always to receive the information in written form for easy and, accurate future reference that is convenient to forward on to other interested individuals.
Sincerely,
Catherine "Lily" Bastug Vincenti

On Mon, Jun 20, 2016 at 10:15 AM, Catherine Bastug <maililebas2@gmail.com> wrote:

Dear Recipient: Apologies if this has reached the wrong Caltrans representatives. Please alert us and/or forward it to the proper destination.

As primary stakeholders *(residents w driveways on Chino and parents of students in neighborhood schools - see maps below)* in the Chino St. Bike Blvd proposed for Santa Barbara's primarily Spanish-surname lower-income neighborhood (District 3), we are writing to **protest the inclusion of a Bike Blvd on Chino St.** in the 2016 SB Bicycle Master Plan. **We instead enthusiastically endorse its replacement with the more logical, calmer*, less expensive* and easier to build* Bike Blvd on adjacent Gillespie St** (*according to the.public commentary by SB Bike Coalition Executive Director Ed France at the 2/23/16 City Council meeting where Chino was unanimously chosen over Gillespie). A Bike Blvd on Gillespie is a natural for the Safe Routes to School Program - it is calmer, ***directly* connects the 3 neighborhood schools** *(on 2 campuses)*, and will extend the already existing bike lanes on the northern-most blocks of Gillespie, between Mission St. and Portesuello Ave. **The Gillespie route would significantly increase the safety of all riders** by physically distancing them from the Modoc/Mission collision corridor.

Despite our status as primary stakeholders in this project, we have been disenfranchised by skewed City outreach which was only targeted at:

- the ensemble of well-organized cycling communities of Santa Barbara
- social media sites not frequented by the vast majority of District 3's demographic
- a neighborhood association (the Westside Community Group - WCG) only reactivated within the last year and known to have a very small attendance by Chino St residents.

For months and to no avail, we have been polling and surveying primary stakeholders and then using that information to petition the City, asking them to relocate the Bike Blvd from Chino to Gillespie, as the more appropriate street. We have been alerting the City Council to the fact that the Santa Barbara Transportation Department failed throughout the process to reach the overwhelming majority of the residents with driveways on Chino and the parents of students who attend the neighborhood schools.

Because Chino is 1 of only 2 thru-streets in the most densely populated District in Santa Barbara (District 3), closing Chino as a thru-street will push Chino residents' and other vehicular thru-traffic into the school zone on Gillespie. This is based on the fact San Andres, the main thru-street, is already severely overcrowded and avoided whenever possible by most drivers. **The majority of Harding Elementary students and accompanying parents, who walk back and forth to school in the morning and in the afternoon, will be subject to increased risk from the added vehicular congestion.**

Residents of District 3's Westside note the stark difference between the treatment its mostly Spanish-surname, lower-income residents, got from Santa Barbara Transportation and City Council compared to the treatment extended to the primary stakeholders in more-affluent District 6 (*on the east side of the 101*). **District 6 residents and businesses were able to afford an attorney** to shepherd them through the process appealing both the lack of outreach and the prior designation of **Micheltorena St** as the E/W bikeway - without their knowledge, input or consent. As a result of their attorney's efforts, their project was tabled on 2/23/16 by order of the City attorney. **District 6 residents and businesses were then offered a special Listening Roundtable process where they were able to review and choose from 11 fully detailed plans on 3 separate streets, *before* their project was voted on by Council.**

Legal representation should not be the determining criteria for inclusion in a collaborative process. Individual Councilmembers were aware of the severe lack of direct outreach to Chino St. residents and the failure to provide an inclusive collaborative process *before the 2/23/16 unanimous City Council vote for the Chino Bike Blvd.* Since that vote, District 3 residents have urged the Council through letters and petitions to reconsider and reject the Chino St. location in favor of the much preferable Gillespie location, **before applying for an ATP grant**. Because Chino is still the chosen route in the 2016 SBBMP and the ATP application, **District 3 residents are asking Caltrans to direct the City to remove Chino St. and re-initiate a truly inclusive engagement of the primary stakeholders** to consider a N/S bike blvd proposed for their neighborhood. Recommencing the process from step one at the start of the 2016-17 school year would allow the City to take advantage of the superior outreach capabilities of the neighborhood schools' PTA's in order to help involve a broad demographic of residents, *including parents and future cyclists of the Westside currently attending our neighborhood elementary and middle schools.*

Highlighted below in yellow are ATP goals which are much better served by a Gillespie St. Bike Blvd than by one located on Chino St.

ATP Program Goals

(Pursuant to statute, the goals of the Active Transportation Program are to):

1. Increase the proportion of trips accomplished by biking and walking.
2. Increase the safety and mobility of non-motorized users.
3. Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008)and Senate Bill 391 (Chapter 585, Statutes of 2009).
4. Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
5. Ensure that disadvantaged communities fully share in the benefits of the program.
6. Provide a broad spectrum of projects to benefit many types of active transportation users.

*SB Bike Coalition Executive Director Ed France's 2/23/16 commentary at approximately 11:30 pm, comparing Chino and Gillespie locations for a Bike Blvd is reproduced below:

Mr. France:

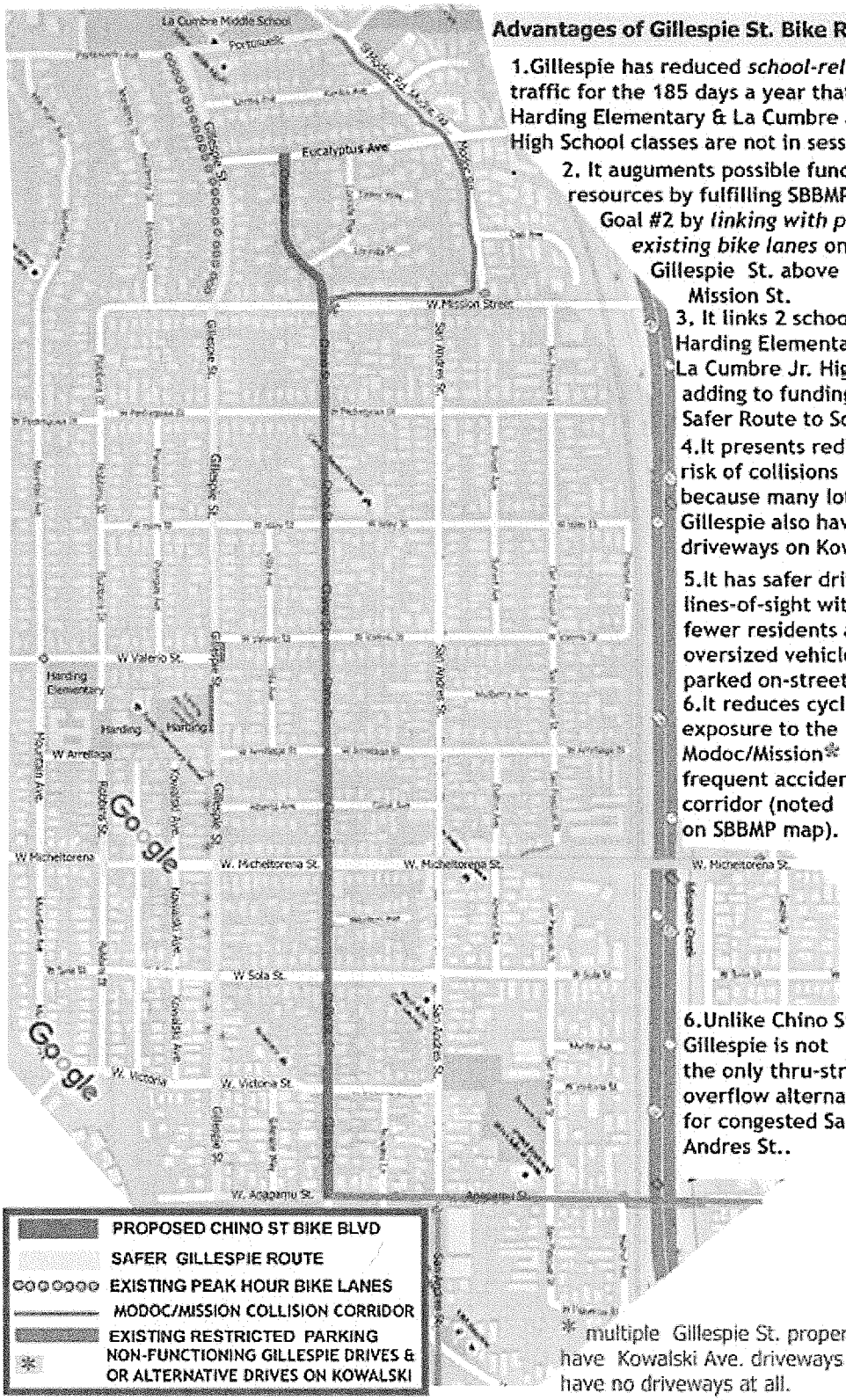
"It's quite late. I want to share, as somebody who has been privy to conversations about the Westside, the decisions about the bike boulevard is effectively:
Chino is closer to San Andres, could be faster.
Gillespie is one block off and it is calmer. And it actually would be easier to make in to a bicycle boulevard. so That's the trade-off.
Gillespie would be easier and it can connect through Portesuello and La Cumbre and eventually Gillespie Ts, terminates. at Anapamu, and could go over to and Girls Club, could jog over.
Chino is more direct, but if you're building this, I think this thing would come after the bicycle boulevard on Alisos which is more vetted.
I think if you had limited resources, Gillespie would be the easiest choice.
Thank you."

Mr. France's analysis reformatted in two columns to outline advantages of each route:

Chino St.	**Gillespie St.**
Chino is closer to San Andres	*Gillespie is one block off*
Could be faster.	*It is calmer.*
Chino is more direct	*It actually would be easier to make in to a bicycle*
boulevard.	
	It can connect through Portesuello and La Cumbre
	Eventually Gillespie Ts, terminates. at Anapamu, and could go over to and Girls Club, could jog over.
	I think if you had limited resources, Gillespie would be the easiest choice.

Maps below show <u>Gillespie is actually the more direct Safe Route to School</u>, connecting La Cumbre campus (housing both La Cumbre Middle School and The Academia) with Harding Elementary school <u>and utilizes pre-existing bikelanes</u>.

The text emphasizes the advantage of Gillespie and enumerates the negative consequences of Chino.



Advantages of Gillespie St. Bike Route

1. Gillespie has reduced *school-related* traffic for the 185 days a year that Harding Elementary & La Cumbre Jr. High School classes are not in session.
2. It auguments possible funding resources by fulfilling SBBMP Goal #2 by *linking with pre-existing bike lanes* on Gillespie St. above Mission St.
3. It links 2 schools: Harding Elementary & La Cumbre Jr. High adding to funding as Safer Route to School.
4. It presents reduced risk of collisions because many lots on Gillespie also have driveways on Kowalski.
5. It has safer driver-lines-of-sight with fewer residents and oversized vehicles parked on-street
6. It reduces cyclists' exposure to the Modoc/Mission* frequent accident corridor (noted on SBBMP map).

6. Unlike Chino St. Gillespie is not the only thru-street overflow alternative for congested San Andres St..

* multiple Gillespie St. properties have Kowalski Ave. driveways or have no driveways at all.

Negative Consequences

of Chino St. Bike Blvd

1.At rush hour over-flow thru-traffic that previously took Chino St.will be shunted onto Gillespie endangering students a and their families..

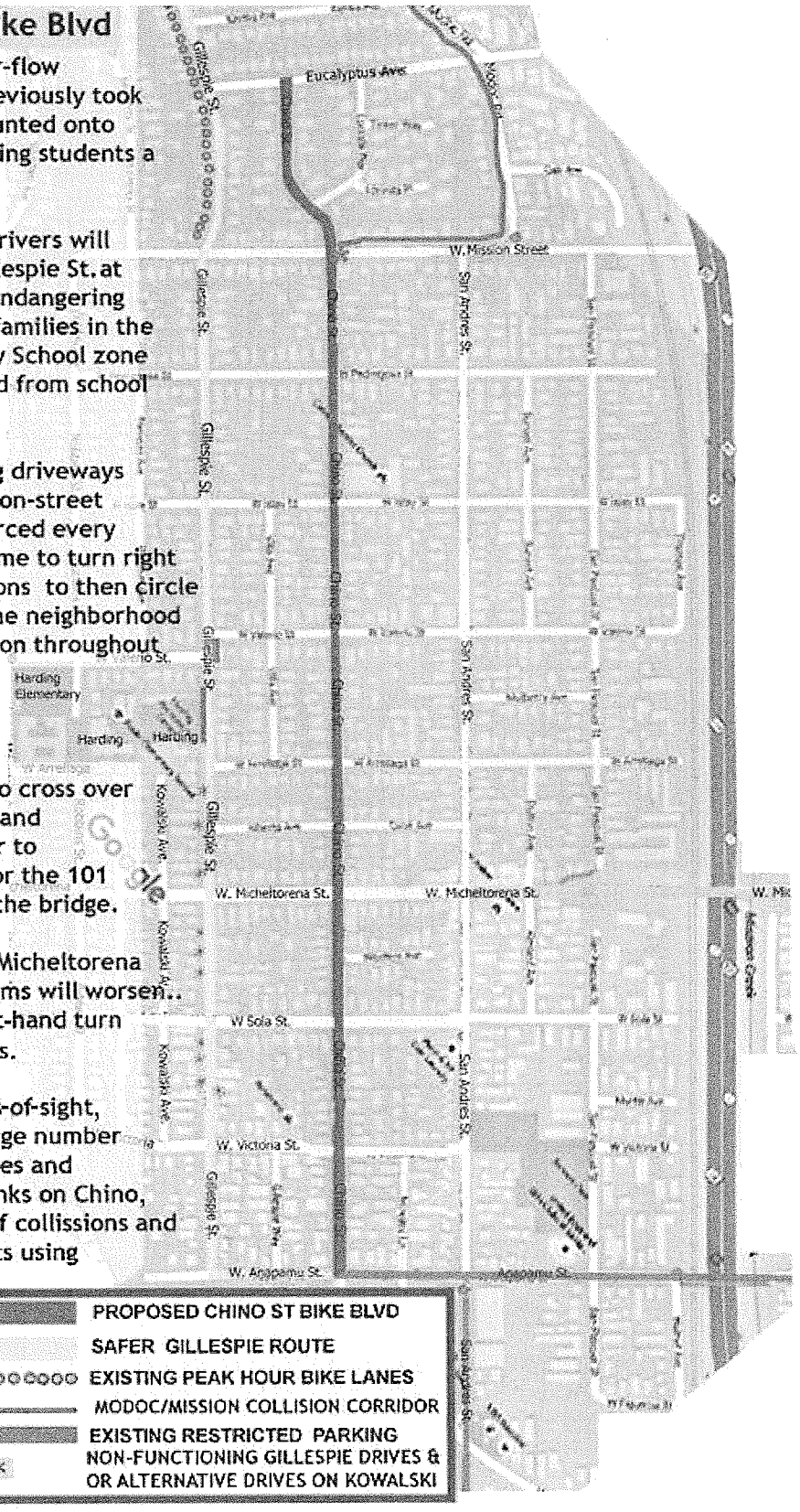
2. Chino resident drivers will be pushed onto Gillespie St. at each intersection endangering students and their families in the Harding Elementary School zone as they walk to and from school twice a day.

3. Residents having driveways or needing to park on-street on Chino will be forced every time they leave home to turn right at Chino intersections to then circle or weave around the neighborhood increasing congestion throughout the neighborhood

ultimately having to cross over both the Bike Blvd and San Andres in order to access Downtown,or the 101 at Arrellaga St,via the bridge.

4. San Andres and Micheltorena rush-hour traffic jams will worsen.. as there are no left-hand turn lanes on San Andres.

5. Poor driver lines-of-sight, impeded by the large number of oversized vehicles and enormous tree trunks on Chino, will increase risk of collissions and liability of residents using driveways. So more and more people will feel as they age that they have on better choice than to park on-street.



For further information contact
Catherine "Lily" Bastug Vincenti
maililebas2@gmail.com
text (805) 680-3494

From: Felicia Danon North
To: Borders, Heidi E@DOT; Kahn, Christine C@DOT; Davini, Ted E@DOT; Bransen, Susan@DOT; Velasco, Jennifer@DOT; Assouri, KristinaDOT; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; Weiss, Mitchell@DOT; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Waters, Laurie@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; davidvandyken@dot.ca.gov; Spanos, George@DOT
Subject: Chino Street vehicle changes
Date: Thursday, June 23, 2016 2:37:16 PM

I object to the current location of the planned Bike Blvd on Chino Street because:

1. Santa Barbara's most densely populated District #3 needs to retain Chino open to vehicular traffic as our only North South through street alternative is the already overcrowded San Andres.

2. Gillespie directly connects the 3 local schools and is the logical, most direct, and least expensive choice for a Safe Route to School.

3. A Gillespie Bike Blvd extends existing North south bike lanes through the neighborhood and distances cyclists from the dangerous Modoc/Mission collision corridor.

4. District #3 deserves treatment equal to District #6, whose attorney got them 11 alternative options on 3 East West streets BEFORE the City Council voted YES on their project.

Speaking as someone who uses Chino Street daily to access Carrillo, It would be a huge time difficulty for all the residents of the Westside community who need to access Carrillo to use San Andres to get to and from work.

Thank you for your consideration of these points.

Felicia Danon North

From:	gamelaninsb@aol.com
To:	fdnorth@gmail.com
Cc:	Mckee, Deborah@DOT; Kahn, Christine C@DOT; Assouri, KristinaDOT; Borders, Heidi E@DOT; Cheser, Dawn@DOT; Pennebaker, Laura@DOT; Bransen, Susan@DOT; Osequera, Jose@DOT; Velasco, Jennifer@DOT; Mejia, Rosemary@DOT; Remedios, Douglas@DOT; Guevel, Rick L@DOT; Thronson, Eric@DOT; Van Dyken, David R@DOT; Favila, Teresa@DOT; davidvandyken@dot.ca.gov; Waters, Laurie@DOT; Spanos, George@DOT; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Johnson, Anne@DOT; Weiss, Mitchell@DOT; Davini, Ted E@DOT
Subject:	Chino Street vehicle changes
Date:	Friday, June 24, 2016 8:10:15 AM

I object to the current location of the planned Bike Blvd on Chino Street because:

1. Santa Barbara's most densely populated District #3 needs to retain Chino open to vehicular traffic as our only North South through street alternative is the already overcrowded San Andres.

2. Gillespie directly connects the 3 local schools and is the logical, most direct, and least expensive choice for a Safe Route to School.

3. A Gillespie Bike Blvd extends existing North south bike lanes through the neighborhood and distances cyclists from the dangerous Modoc/Mission collision corridor.

4. District #3 deserves treatment equal to District #6, whose attorney got them 11 alternative options on 3 East West streets BEFORE the City Council voted YES on their project.

Speaking as someone who uses Chino Street daily to access Carrillo, It would be a huge time difficulty for all the residents of the Westside community who need to access Carrillo to use San Andres to get to and from work.

Thank you for your consideration of these points.

Richard North
808 W. Micheltorena St
Santa Barbara

From: Bransen, Susan@DOT
To: Waters, Laurie@DOT
Cc: Assouri, KristinaDOT
Subject: Fwd: SB Bike Master Plan
Date: Monday, June 27, 2016 5:30:02 AM

Laurie,
Please see the below email.
Thank you,
Susan

Sent from my iPad

Begin forwarded message:

> **From:** Anastasia Atwill <anastasiaatwill@gmail.com>
> **Date:** June 26, 2016 at 5:31:52 PM PDT
> **To:** <heidi.borders@dor.ca.gov>, <christine.kahn@dot.ca.gov>, <ted.davini@dot.ca.gov>, <susan.bransen@dot.ca.gov>, <jennifer.velasco@dot.ca.gov>
> **Subject: SB Bike Master Plan**
>
> I live on the Westside of Santa Barbara and I am concerned by the proposal to turn Chino St into a Bike Blvd. a much more sensible choice is Gillespie St. Please consider reviewing this choice and consider more options. I ride my bike to work sometimes so I am thrilled by the basic idea!!!! I am also a home owner.
> Thanks for the consideration,
> Anastasia Atwill
> Sent from my iPhone

From: Bransen, Susan@DOT
To: Waters, Laurie@DOT
Subject: Fwd: 2016 SB CHINO BIKE BLVD SANTA BARBARA
Date: Saturday, July 02, 2016 11:24:48 AM

Begin forwarded message:

From: Nancy Cabrera <nancy_805@yahoo.com>
Date: July 2, 2016 at 10:53:06 AM PDT
To: <heidi.borders@dot.ca.gov>, <Christine.Kahn@dot.ca.gov>, <jennifer.velasco@dot.ca.gov>, <grorge.spanos@dot.ca.gov>, <ted.davini@dot.ca.gov>, <susan.bransen@dot.ca.gov>, <kristina.assouri@dot.ca.gov>
Subject: 2016 SB CHINO BIKE BLVD SANTA BARBARA

To whom it may concern:

I object to the current location of the Bike Boulevard on Chino because:

1) Santa Barbara most densely populated District number 3 needs to retain Chino open to vehicular traffic as our only N/S thru-street alternative to overcrowded San Andres.

2) Gillespie directly connects to the three local schools and as a logical, most direct, and least expensive choice for a safe route to school.

3) A Gillespie bike Boulevard extends existing N/S bike Lanes through the neighborhood and distances cyclist from the dangerous Modoc/Mission Collision corridor.

4) District Number 3 deserves treatment equal to district number 6, who's attorney got them 11 alternative options on 3 E/W streets before city council voted yes on their project.

Anything less is discrimination of against and "disadvantaged community".

Thank you for your time and we have faith you will do what is right for our children and our community.

Sincerely,

Nancy Cabrera
(805) 245-7111

From: Catherine Bastug
To: cassovilla5@gmail.com; rdayton@santabarbaraca.gov; rrowse@santabarbaraca.gov; cmurillo@santabarbaraca.gov; jdominguez@santabarbaraca.gov; ghart@santabarbaraca.gov; hschneider@santabarbaraca.gov; hwhite@santabarbaraca.gov; Frank@santabarbaraca.gov; Susan@santabarbaraca.gov; acalonne@santabarbaraca.gov; Casey, Paul@City of Santa Barbara; pbrown@santabarbaraca.gov; ed@sbbike.org
Cc: sb4santabarbara@gmail.com; spnsb@cox.net; desertwarrior05@gmail.com; cnicholson9698@gmail.com; davidmebane@hotmail.com; sharonevolving@gmail.com; annmoskie@gmail.com; mpjimenez1113@gmail.com; karenstonehurst@gmail.com; jim@jamesgriffithlaw.com; juliahhayes@yahoo.com; mariavelasco@yahoo.com; pamelaibarra72@yahoo.com; DavidPatty123@gmail.com; tfurukawa@verizon.net; ronniwynn@gmail.com; CANZALONE@aol.com; luvpaz16@gmail.com; Bransen, Susan@DOT; Velasco, Jennifer@DOT; Assouri, KristinaDOT; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; mitchell.weiss@dot.ca.go; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Waters, Laurie@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George C@DOT
Subject: Discriminatory Outreach SO NO CHINO BIKE BLVD
Date: Monday, July 04, 2016 3:11:00 PM

Hi Lucia,

Good talking to you. Do let me know if Cathy Murillo did go ahead and follow through scheduling a Council or other meeting about the Chino Bike Blvd - although that may be moot now.

I'd also like to find out if at the WCG meeting she mentioned any plans to get the Police Department's cooperation in addressing the speeding problem on Chino in an on-going way so residents of Chino won't feel they have to agree to the Bike Blvd as the only way the City sees to deal with speeders on our street. This was something Cathy mentioned doing back in April.

I agree with your opinion that the discrimination which occurred because of the City's failure to use appropriate methods to reach our demographic of Primary Stakeholders in the Chino Bike Blvd (those whose driveways are on Chino, or who must use Chino for business or visiting relatives) has been far too blatant at this point in time for the Chino Bike Blvd to be allowed to remain as a project in the 2016 Santa Barbara Bicycle Master Plan.

City Council should have tabled the Chino St. location for a Bike Blvd. and ordered thorough outreach to occur after Cathy Murillo announced on 2/22/16 at the WCG meeting that the Outreach performed by the City had failed to reach the majority Primary Stakeholders living on Chino St. Either Cathy or Councilmember Gregg Hart should have been the ones to alert the other voting members of the City Council *about this serious situation before* any 2/23/16 Council vote on the Chino Bike Blvd was allowed to go forward. But neither on did.

For a time it seemed as if one member, Councilmember Frank Hotchkiss, did want to consider the feedback from the primary stakeholders delineating the specific drawbacks of a Chino Bike Blvd:

> Tue, Mar 15, 2016 at 1:37 PM FROM: Hotchkiss, Frank <fhotchkiss@santabarbaraca.gov> TO:Catherine Bastug <maililebas2@gmail.com> RE: corrected BMP CEQA needs
>
> You make good points. Don't give up. Get some neighbors to listen.
>
> Frank

Following his direction I did get a great number of neighbors not only to listen, but to sign, write and email. Unfortunately in the end no number of signed petitions; surveys demonstrating non-existent outreach; letters supporting a Safe Route to School on Gillespie; or emails enumerating the traffic nightmare that Westside'rs know will ensue if the bike blvd is located on Chino; were able to sway the Council towards removal of the Chino Bike Blvd in favor of a Gillespie St. location. Neither did they persuade the Council that what would be needed is a truly inclusive community-based decision making process starting at the beginning of the 2016-17 school year.

Therefore I'm in full agreement as per our conversation today that getting an attorney to take up the issue of discrimination seems like the best procedure at this point.
I am so glad to learn there are those who may be interested in helping with the fees for an attorney to proceed in that manner.

Thank you so very much. You have my full and enthusiastic support.

Sincerely,

Catherine "Lily" Bastug Vincenti

P.S. First email addresses ending in santabarbaraca.gov are of City Council, Transportation Staff, the City Attorney and City Clerk;
the emails ending with dot.ca.gov are Caltrans

From:	Davini, Ted E@DOT
To:	Waters, Laurie@DOT
Cc:	Jeff & Zoe; Borders, Heidi E@DOT; Kahn, Christine C@DOT
Subject:	RE: Chino Bike Bld
Date:	Tuesday, July 05, 2016 8:16:37 AM

Laurie,
Here is another email for your team.

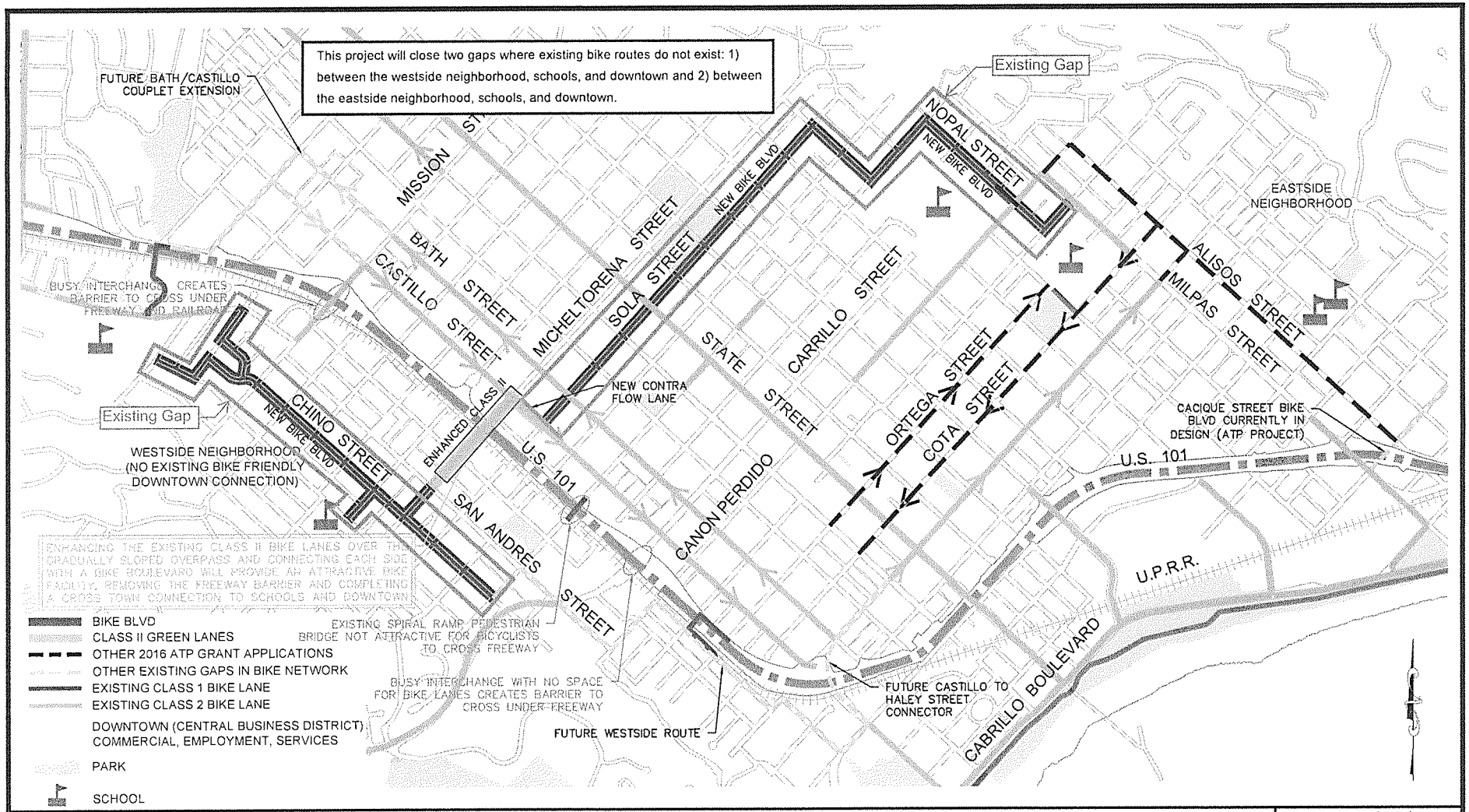
From: Jeff & Zoe [mailto:jeffzoe@aol.com]
Sent: Sunday, July 03, 2016 7:37 AM
To: Borders, Heidi E@DOT <heidi.borders@dot.ca.gov>; Kahn, Christine C@DOT <christine.kahn@dot.ca.gov>; Davini, Ted E@DOT <ted.davini@dot.ca.gov>
Subject: Chino Bike Bld

I am a resident of Santa Barbara and live in the proximity of Chino street where a proposed bike lane is be planned. I am ardently against the Chino street bike lane because it would eliminate 1 of only 2 N/S through streets in a highly dense populated District. It would also eliminate an access entrance road onto the freeway via Carrillo St. I received no information on this proposal, no public input; the citizens were left out of the process which is not how a democracy works. I believe Gillespie street would be effective and safe with less impact as well as a direct street to Harding school. I propose you work with the residents as was done with the Micheltorena bike lane to better meet the needs of the citizens.
Thank you, Zoe Ann Summers

Jeff & ZoeAnn Summers
jeffzoe@aol.com

July 10th

Part B - Q2 B.1 - Gap Closure



CITY OF SANTA BARBARA

WESTSIDE BIKE BOULEVARD GAP CLOSURE

ACTIVE TRANSPORTATION NEED

DATE	5/17/2016
DRAWN	AG
BID NO.	–
SCALE	1"=1200'
SHEET	1 OF 1

H:\Group Folders\ENGR\Streets Design\Grant Applications\2016 ATP\Mich_Sola_Bike_Blvd\Exhibits\Westside_ATP_Need.dwg; 6/9/2016 8:02 AM; Grubb, Andrew

From: Catherine Bastug
To: rdayton@santabarbaraca.gov; rrowse@santabarbaraca.gov; cmurillo@santabarbaraca.gov; jdominguez@santabarbaraca.gov; ghart@santabarbaraca.gov; hschneider@santabarbaraca.gov; hwhite@santabarbaraca.gov; Frank@santabarbaraca.gov; Susan@santabarbaraca.gov; acalonne@santabarbaraca.gov; Casey, Paul@City of Santa Barbara; pbrown@santabarbaraca.gov; ed@sbbike.org; Bransen, Susan@DOT; Velasco, Jennifer@DOT; Assoun, KristinaDOT; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; mitchell.weiss@dot.ca.gov; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Waters, Laurie@DOT; Metia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Oseguera, Jose@DOT; Ramedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George C@DOT; cassovilla5@gmail.com; somb@cox.net; desertwarrior05@gmail.com; cnicholson9699@gmail.com; davidmehane@hotmail.com; sharonevolving@gmail.com; annmoskie@gmail.com; mmimenez1113@gmail.com; karenstonehurst@gmail.com; jim@jamesgriffithlaw.com; juliahhayes@yahoo.com; manayelasco@yahoo.com; pamelaibarra72@yahoo.com; DavidPatty123@gmail.com; tfurukawa@verizon.net; ronniwynn@gmail.com; CANZALONE@aol.com; luvpaz16@gmail.com; Catherine Bastug; darrell-marchus@cox.net; m4ida.chris@yahoo.com
Subject: Fwd: BMP Update
Date: Sunday, July 10, 2016 8:18:24 AM
Attachments: Part_B_02_B.1_Gap_Closure.pdf

Hello Everyone at **Caltrans Active Transportation Program;**
And Santa Barbara District 3's WESTSIDE residents who will be surprised and outraged by Santa Barbara City Council's NEWLY EXPEDITED 7/26/16 VOTE to APPROVE **the 2016 SBBMP Chino Bike Blvd project - a meeting and vote which it appears is yet to be announced *to selected members of internet connected public* and even for them with only 2 weeks advance notice.**

This will be the 3rd time Santa Barbara City Council members will be voting on a project in our neighborhood without the City ever having provided direct information including maps and diagrams to the Primary Stakeholders in the Project living in Santa Barbara's District 3 *.

IT IS IMPORTANT THAT CALTRANS UNDERSTAND Santa Barbara's District 3 residents are unrepresented on City Council in the matter of the Chino St. Bike Blvd because both our Councilmember and the Mayor live within 500 ft of the project). **In addition very large portion of District 3 residents are not Internet users - so they will never get any notices the City posts online and they do not have the discretionary time to go to meetings in order to get the information that they are used to getting by mail from the City about projects proposed in the neighborhood.**

WESTSIDERS IF YOU and your neighbors WANT TO KEEP BEING ABLE TO KEEP DRIVING THE FULL LENGTH OF CHINO STREET IN THE FUTURE
BE SURE TO BE PREPARED AND COME OUT TO THE 7/26/16 CITY COUNCIL MEETING. And please do let all of your neighbors who are not on this email list know to come out too.

Come early and be prepared and ready to stay late if you want your opinion to be counted there will probably be lots of bike coalition members saying what a great idea the Chino Bike Blvd project is.

To be well informed please take a look at the new map the 2016 SBBMP has put out regarding the Chino Bike Blvd (under the purple text) **so you are familiar with the current 2016 SBBMP plan and tje idea Transportation Planners are promoting - namely that there are no existing bike routes on Gillespie** (compare their statement with 7/9/16 photos of existing bike route on Gillespie below)

Send the comments you are going to read at the meeting to the City Council (all the addresses above in the TO: category ending with santabarbaraca.gov) **and to all Caltrans ATP contacts (the emails ending *dot.ca.gov*) as soon as possible. Be ESPECIALLY sure to send them to the City Clerk pcasey@santabarbarbaraca.gov asking that your comments be entered into the public record of the 7/26/16 City Council meeting regarding the 2016 SBBMP Chino Bike Blvd project. Ask the Councilmembers to email back you about the exact time they will be hearing the Chino Bike Blvd portion.**

Give each a call too to let them know how you feel about their having voted unanimously for the Chino Bike Blvd even after learning that our Council member Cathy Murillo pronounced the City Outreach a failure in public at the 2/22/16 Westside Community Group Meeting in the presence of voting Council member Gregg Hart. Tell them how you feel about having been left out of any direct outreach concerning a project that will turn driving on the Westside into a real nightmare for everyone who lives in or travels through the Westside to get to the 101 freeway entrances. Let them know that you don't think that attendance at any meeting should be a requirement for getting detailed information about a major project in your neighborhood and how can they be making decisions without us and without any specific plans or maps provided to the primary stakeholders in the project when there have been petitions, surveys and letters as well as many emails by the vast majority of primary stakeholders who hotly contest the project.

> **From: Brown, Peter <PBrown@SantaBarbaraCA.gov> To: 'Terrie Furukawa' <tfurukawa@verizon.net>; Dayton, Rob <RDayton@SantaBarbaraCA.gov>Sent: Fri, Jul 8, 2016 4:22 pm** *Subject: RE: BMP Update*
>
> *Hi Terrie, The City Council meeting is scheduled for July 26 for BMP approval. I can add an update to the website on Monday advertising that date as well as the applications that have been submitted to ATP, and the fact that the state will announce preliminary grants results in late October.*
>
> ***As you know, we don't have maps that show project design for Chino**, Cota or Cabrillo. But I did attach a map that shows where projects will be in town as proposed in the ATP applications. These include Chino, Sola and Cota.*
>
> *Cabrillo is not part of the ATP program but rather, when the next road maintenance project is performed out there (likely several years out), Cabrillo would be restriped to include bike lanes in both directions between Milpas and Los Patos. Give me a call if you have any other questions and have a good weekend,*
> *Peter*

Helene Schneider
Mayor (805) 564-5323
Jason Dominguez
Councilmember - District One (805) 564-5324
Harwood "Bendy" White
Mayor Pro Tempore Councilmember (805) 564-5321
Randy Rowse
Ordinance Committee Chair Councilmember - District Two (805) 564-5325
Gregg Hart
Finance Committee Chair Councilmember (805) 564-5319
Cathy Murillo
Councilmember - District Three (805) 564-5322
Frank Hotchkiss
Councilmember (805) 564-5320

If you are a Santa Barbara resident that finds the City's lack of direct prior notice and plans from the City Transportation Department outrageous in a project that will be limiting all drivers to 1 single N/S thru-street in the City's most densely populated District while providing 2 N/S thru-streets to a much more limited number of cyclists **please contact everyone in the City and Caltrans email addresses above and let them know the scant and generalized outreach done did not reach you.** ***Tell them just how the Chino Bike Blvd project will negatively affect your daily life.*** **Let them know that the *entire community should have been notified and included at the very earliest planning stages.* Emphasize that *NO FUNDING* should be granted to the Chino Bike Blvd at all because the outreach was skewed social media that favored cyclists and the very small cadre of Westside residents who have the discretionary time attend a monthly meeting to**

discuss local issues like parking and trash being left out on the street. **The Westside demographic is a community that cares but that is not connected to the Internet and is much better reached by direct mailings sent to their homes, PTA notices and notices left on vehichles especially when the issues concern drivers of motor vehicles.**

REMEMBER Primary stakeholders in the Chino Bike Blvd are THOSE WITH SKIN IN THE GAME:

a. those living in a residence with driveway on Chino St.

b.those whose daily lives will be ***significantly negatively impacted by a project that will close Chino St. to all drivers as a N/S thru street*** (a major problem because there are only 2 N/S thru streets in Santa Barbara's most densely populated District 3's 'Westside' and the other thru-street is already overburdened San Andres which people avoid using at all costs because it is congested and dangerous).

If you want a list of reasons why the Gillespie St. Bike Blvd is preferable or need direction in writing your comments look at the Gillespie Advantages map below or contact me at (maililebas2@gmail.com).

I and Lucia Casso (cassovilla5@gmail.com) would like to keep track of comments, emails and surveys sent opposing the Chino Bike Blvd so that we may pass the numbers along to the attorney who will be representing us all in a discrimination case against the City, and who knows maybe Caltrans if they fund the Chino Bike Blvd - because of the discriminatory lack of sufficient outreach Cathy Murillo announced in public at the WCG meeting in front of Gregg Hart before the 2/23/16 votes by City Council to approve a project they should have been told was bardly known to any of the primary stakeholders in the project.

Remember in your letters and comments **this is NOT ABOUT CHINO BEING A ONE WAY STREET OR LOSING PARKING. That proposal went away a long time ago but the City didn't tell you and so it still sticks in everyones minds. It IS ABOUT** physical barriers in intersections forcing cars to turn right while bikes proceed down the entire length of Chino without having to stop at intersections (see diagram below in red type BIKE BLVD REMOVES STOP SIGNS - read the ADDENDUM to understand updated plan).

Below is a quote outlining why Gillespie St. would be preferable as a Bike Blvd. It is from the Santa Barbara Bicycle Coalition Executive Director Ed France who spoke in the public comment section of the 2/23/16 City Council meeting at which City Council unanimously voted for the Chino Bike Blvd sometime between 11:30 p.m. and midnight when only 3 members of the public were there to speak outlining the reasons which indicate Chino Bike Blvd was not really the best choice for the Westside.

*SB Bike Coalition Executive Director Ed France's 2/23/16 commentary at approximately 11:30 pm, comparing Chino and Gillespie locations for a Bike Blvd is reproduced below:

Mr. France:

"It's quite late. I want to share, as somebody who has been privy to conversations about the Westside, the decisions about the bike boulevard is effectively:
Chino is closer to San Andres, could be faster.
Gillespie is one block off and it is calmer. And it actually would be easier to make in to a bicycle boulevard. so That's the trade-off.
Gillespie would be easier and it can connect through Portesuello and La Cumbre and eventually Gillespie Ts, terminates. at Anapamu, and could go over to and Girls Club, could jog over.
Chino is more direct, but if you're building this, I think this thing would come after the bicycle boulevard on Alisos which is more vetted.
I think if you had limited resources, Gillespie would be the easiest choice.
Thank you."

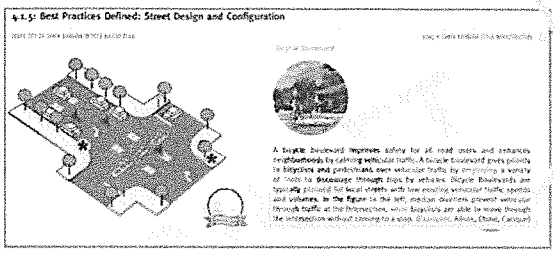
Mr. France's analysis reformatted in two columns to outline advantages of each route:

Chino St.	Gillespie St.
Chino is closer to San Andres	*Gillespie is one block off*
Could be faster.	*It is calmer.*
Chino is more direct	*It actually would be easier to make in to a bicycle boulevard.*
	It can connect through Portesuello and La Cumbre
	Eventually Gillespie Ts, terminates. at Anapamu, and could go over to and Girls Club, could jog over.
	I think if you had limited resources, Gillespie would be the easiest choice.

On 2/23/16 City Council Approved Chino Bike Blvd as shown below.

BIKE BLVD. REMOVES STOP SIGNS*AND COMPELS VEHICLES TO TURN RIGHT AT EACH AND EVERY CHINO ST.INTERSECTION

"In the figure to the left, median diverters prevent vehicular through traffic at the intersection, while bicyclists are able to move through the intersection without coming to a stop. (Examples, Alisos, Chino, Cacique)"

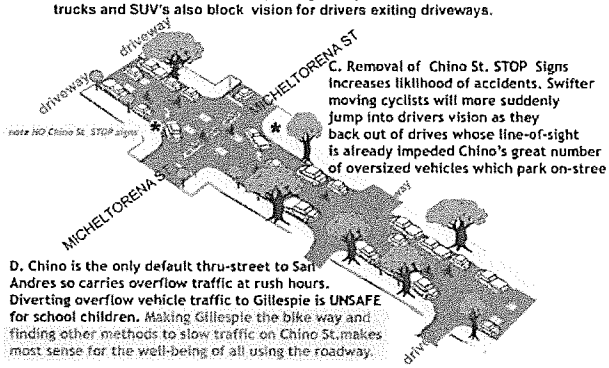


ABOVE: Santa Barbara Bicycle Master Plan diagram shows an idealized and unrealistic version of the parking situation on Chino Street - ignoring glaring issues that pose a great risk for riders and drivers if the proposed Bike Blvd is built on Chino St. instead of more appropriate Gillespie St.

BELOW: Modified diagram highlights Safety issues which render Chino St as an inappropriate choice for the for Bike Blvd.

A. Huge street trees with giant trunks that block vision for vehicles as they exit driveways.

B. Dense overnight on-street parking of super-sized work-related trucks and SUV's also block vision for drivers exiting driveways.



ADDENDUM: The City Transportation Planners will not specify just how many intersections or which intersections will have the diverters shown in their diagram (top) but Council is clear and firm in its understanding of the fact that Chino will be closed to all motor vehicles as a thru-street between Carrillo and Mission. Leaving motorists with only San Andres. The City says this will not divert traffic into the school zone on Gillespie but that all traffic that no longer can use Chino will all go out and use San Andres.

---------- Forwarded message ----------
From: **Terrie Furukawa** <tfurukawa@verizon.net>
Date: Sat, Jul 9, 2016 at 11:34 AM
Subject: Fwd: BMP Update
To: maililebas2@gmail.com

Hi Lily...the next city council meeting is 6/27/16 where the final vote on the BMP will occur. I'm uncertain of the time. Typically 2:00 p.m. You might want to spread the word to your Chino group to attend using the 2 minute public comment to voice your concerns. I encourage to write out your 2 minutes to make sure you get your points across. Another person who must be present can yield their two minutes to you. The update I'm referring to in the memo is the Bicycle Master Plan webpage under the City of Santa Barbara.
Terrie

Terrie Furukawa
tfurukawa@verizon.net

-----Original Message-----
From: Brown, Peter <PBrown@SantaBarbaraCA.gov>
To: 'Terrie Furukawa' <tfurukawa@verizon.net>; Dayton, Rob <RDayton@SantaBarbaraCA.gov>
Sent: Fri, Jul 8, 2016 4:22 pm
Subject: RE: BMP Update

Hi Terrie,

The City Council meeting is scheduled for **July 26** for **BMP approval.** I can add an update to the website on Monday advertising that date as well as the applications that have been submitted to ATP, and the fact that the state will announce preliminary grants results in late October.

As you know, **we don't have maps that show project design for Chino**, Cota or Cabrillo. But I did attach a map that shows where projects will be in town as proposed in the ATP applications. These include Chino, Sola and Cota.

Cabrillo is not part of the ATP program but rather, when the next road maintenance project is performed out there (likely several years out), Cabrillo would be restriped to include bike

lanes in both directions between Milpas and Los Patos.

Give me a call if you have any other questions and have a good weekend,

Peter

Peter Brown | Mobility Coordinator
City of Santa Barbara | Public Works
630 Garden Street | Santa Barbara, CA 93101
Office: 805.897.2669
pbrown@santabarbaraca.gov

From: Terrie Furukawa [mailto:tfurukawa@verizon.net]
Sent: Friday, July 08, 2016 3:25 PM
To: Dayton, Rob; Brown, Peter
Subject: Fwd: BMP Update

When do you expect to post updates? When is the next City Council mtg?

Terrie Furukawa
tfurukawa@verizon.net

-----Original Message-----
From: Terrie Furukawa <tfurukawa@verizon.net>
To: rdayton <rdayton@santabarbaraca.gov>; pbrown <pbrown@santabarbaraca.gov>
Sent: Thu, Jun 23, 2016 12:46 pm
Subject: BMP Update

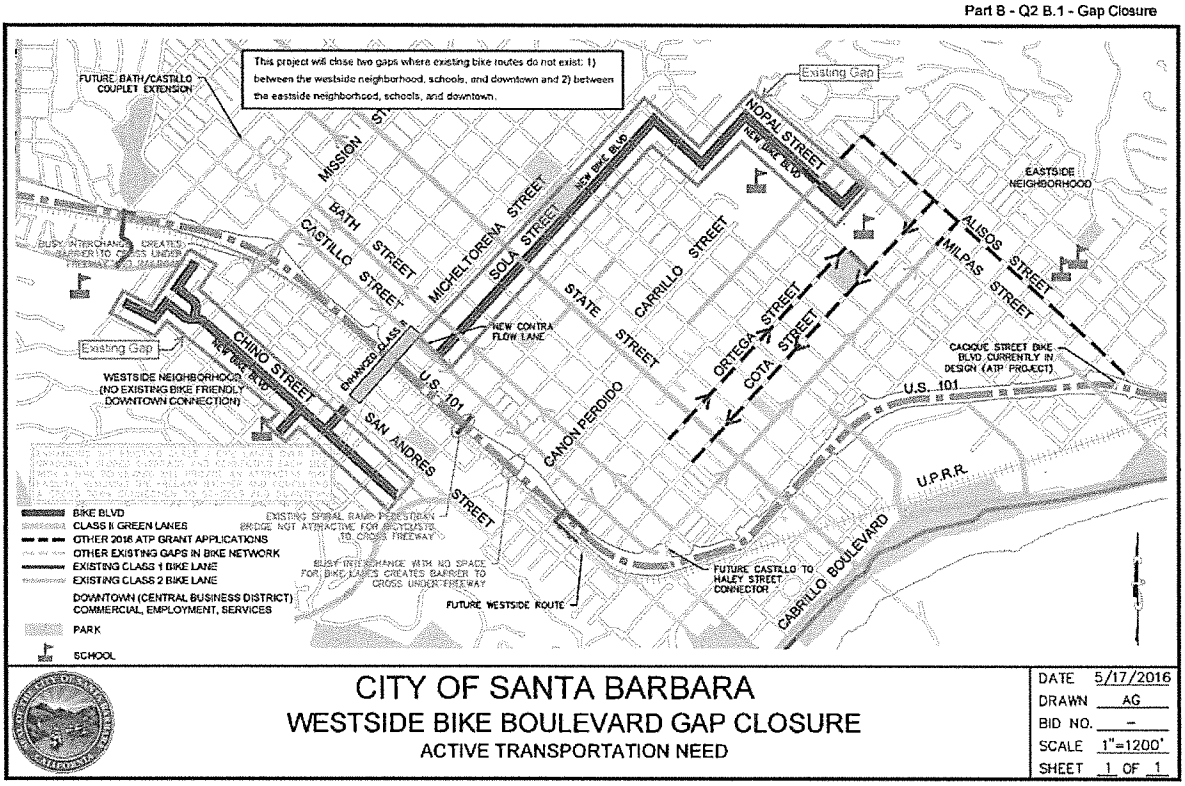
Hi Rob, Peter....wondering when you will post updates of the 6/14/16 City Council meeting on the BMP website? I would be interested in seeing maps/summary for the Chino, Cota and Cabrillo beach bike lanes proposals that were adopted and submitted for ATP grants.

Thanks, Terrie

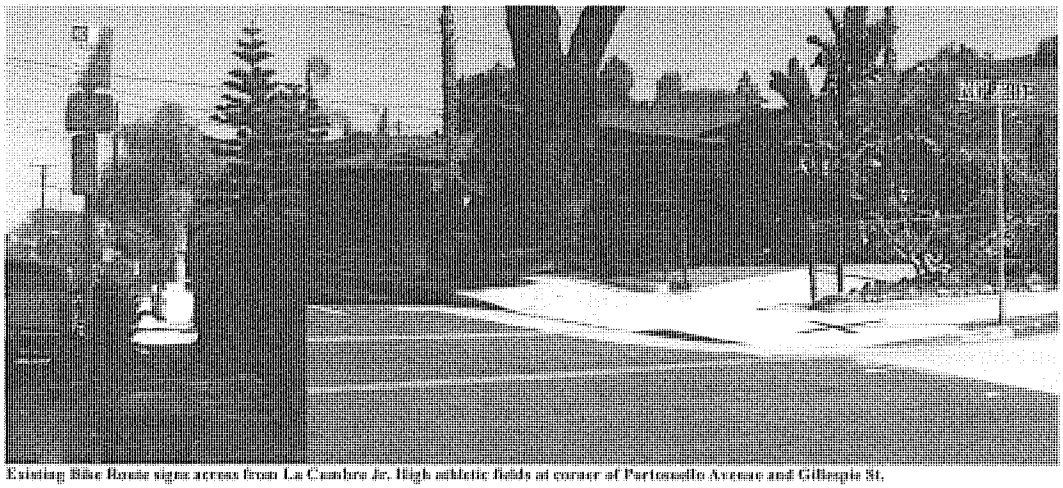
Terrie Furukawa
tfurukawa@verizon.net

Map below is same as Gap closure PDF attached by Mobility Coordinator PeterBrown.
Compare the 5/17/16 "Gap Closure Map" (which falsely omits an existing bike route on Gillespie between Mission and Portosuello and does not even label Gillespie St. or Portosuello Avenue) with Gillespie Advantage Map further down in email*.

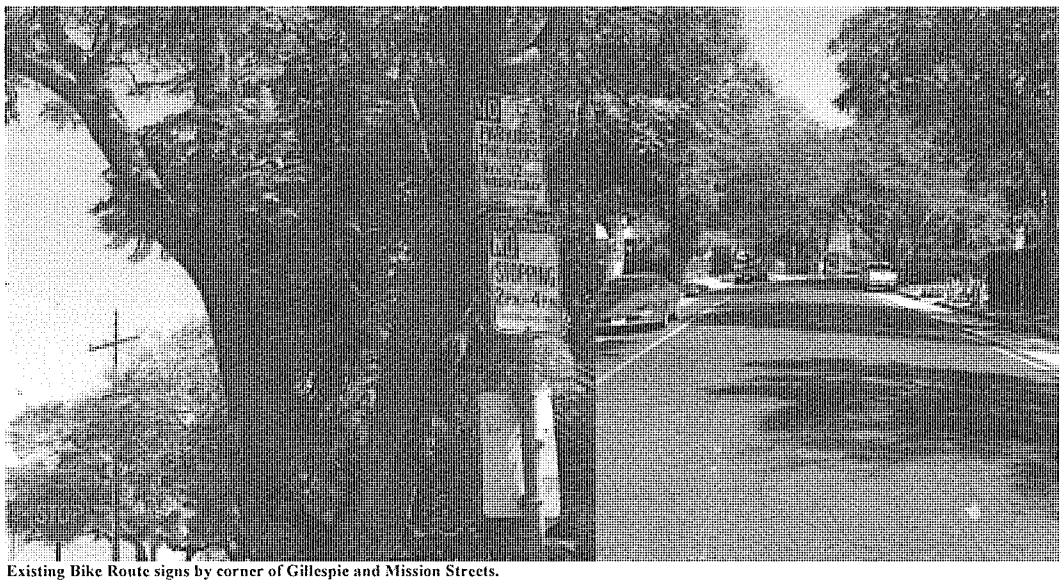
In left top quadrant of "Gap Closure Map" below note how placement of red lettering covers up Modoc collision corridor (a high bike/vehicle collision area as documented in 2016 SBBMP on-line collision map). The 5/17/16 Map fails to label or clearly illustrate how the 2016 SBBMP Chino Bike Blvd proposal exposes riders to undue dangers by using Modoc as a the feeder route for cyclists to get to a Chino Bike Blvd via narrow Eucalyptus Ave. which is several blocks to the south of La Cumbre Jr. High's athletic fields located along Portosuello Avenue. In a much safer scenario for all cyclists straight and direct Gillespie Bike Blvd accessed via Portosuello would use the *existing bike-lanes (see photos**) on both sides of Gillespie between Portosuello and Mission and directly connect the Harding Elementary with the two schools on the La Cumbre Campus bordering Portosuello Avenue. This would help reduce our City's high number of accidents by conveniently distancing all riders from the Modoc and Mission collision corridors as soon as possible and increase safety by avoiding the use of narrow Eucalyptus Avenue which is made even narrower when crowded with on-street parking.



*

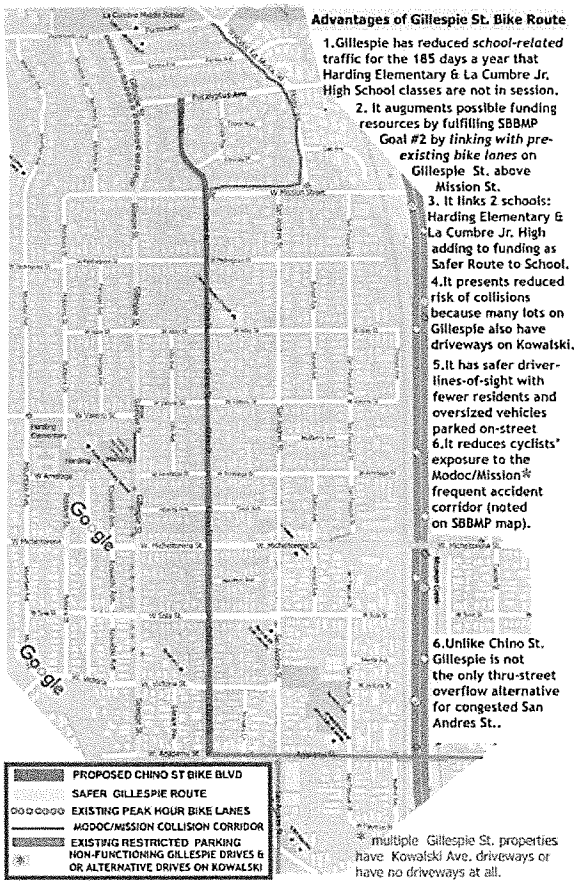


Existing Bike Route signs across from La Cumbre Jr. High athletic fields at corner of Portesello Avenue and Gillespie St.



Existing Bike Route signs by corner of Gillespie and Mission Streets.

* Advantages of Gillespie Bike Blvd.



Advantages of Gillespie St. Bike Route

1. Gillespie has reduced *school-related* traffic for the 185 days a year that Harding Elementary & La Cumbre Jr. High School classes are not in session.
2. It auguments possible funding resources by fulfilling SBBMP Goal #2 by *linking with pre-existing bike lanes* on Gillespie St. above Mission St.
3. It links 2 schools: Harding Elementary & La Cumbre Jr. High adding to funding as Safer Route to School.
4. It presents reduced risk of collisions because many lots on Gillespie also have driveways on Kowalski.
5. It has safer driver-lines-of-sight with fewer residents and oversized vehicles parked on-street
6. It reduces cyclists' exposure to the Modoc/Mission* frequent accident corridor (noted on SBBMP map).
6. Unlike Chino St. Gillespie is not the only thru-street overflow alternative for congested San Andres St..

* multiple Gillespie St. properties have Kowalski Ave. driveways or have no driveways at all.

Negative Consequences of Chino St. Bike Blvd

1.At rush hour over-flow thru-traffic that previously took Chino St.will be shunted onto Gillespie endangering students a and their families..

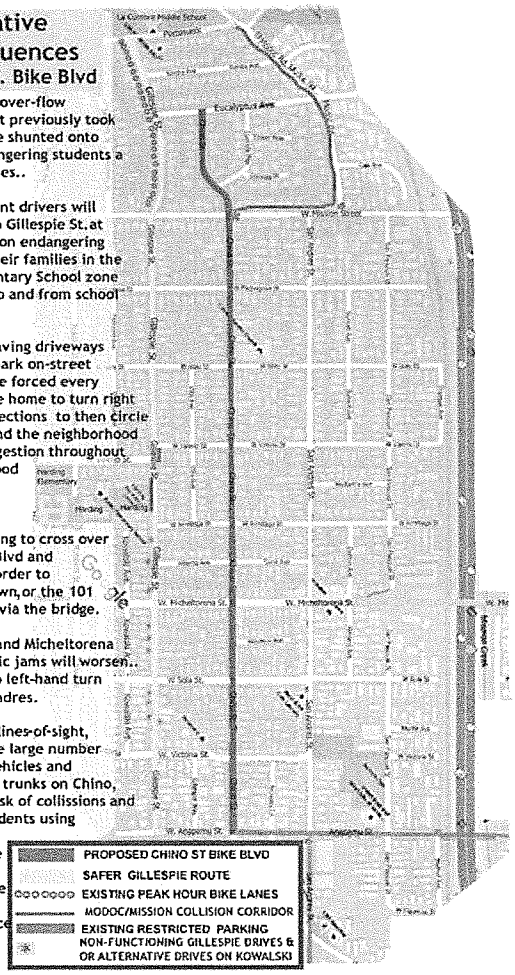
2. Chino resident drivers will be pushed onto Gillespie St.at each intersection endangering students and their families in the Harding Elementary School zone as they walk to and from school twice a day.

3. Residents having driveways or needing to park on-street on Chino will be forced every time they leave home to turn right at Chino intersections to then circle or weave around the neighborhood increasing congestion throughout the neighborhood

ultimately having to cross over both the Bike Blvd and San Andres in order to access Downtown,or the 101 at Arrellaga St,via the bridge.

4. San Andres and Micheltorena rush-hour traffic jams will worsen.. as there are no left-hand turn lanes on San Andres.

5. Poor driver lines-of-sight, impeded by the large number of oversized vehicles and enormous tree trunks on Chino, will increase risk of collissions and liability of residents using driveways. So more and more people will feel as they age that they have on better choice than to park on-street.



UPDATE OF MAP Since this map was made the City has stated that there be at least 3 and perhaps more intersections with the physical diverters built into the pavement compelling all motor vehicles to turn right. The Planners are not telling us which intersections will have the diverters but the Council has established that they are adamant about closing Chino to thru-traffic for the length of Chino from Anapamu up to Mission for all motor vehicles. So if you are coming from above Micheltorena you will not be driving on Chino down to Carrillo to access the 101. And if you are driving north up towards or Mission from the south you will not be driving up Chino depending on where you start you may not even be able to get onto Micheltorena before you are diverted out to San Andres. The City expects us all to drive around in circles each time we leave our homes on Chino to get out to San Andres and then negotiate left hand turns from there. Return trip could be equally circuitous.

Chino St. is obviously needed by all Westside residents as the only N/S thru-street alternative to already overburdened San Andres in the most densely populated District in the City. It makes no sense to have 2 thru-streets for cyclists and 1 for motorists when there are obviously so many more motorists. Even the Executive Director of the Santa Barbara Bicycle Coalition, Ed French stated on 2/23/16 - in public and on video - that there is a much more easily built and affordable alternative to the Chino Bike Blvd and that is a Gillespie St. Bike Blvd.

Signing petitions and surveys is helpful and informative to those who are interested in listening to others but coming and being a physical and vocal presence at this City Council meeting is probably your last chance if you really want to preserve Chino as a second thru-street alternative to using overcrowded San Andres. The City Council and the Transportation Planners are adamant in their support for a Chino Bike Blvd and are doing everything possible including proposing that the City spend 10K that the City doesn't have in order for Transportation to put on a demonstration with stop signs instead of traffic diverters to demonstrate just how great it would be for the most densely populated District in Santa Barbara to have only 1 already too congested N/S thru street for cars. Now wouldn't that be a confusing visual for folks who already can see the bigger picture and know it that a Chino Bike

Blvd is lousy idea and simply don't want any more their tax money wasted by public servants who insist on having their way an not listening to the will of the vast majority of residents living in the community.

SO COME OUT TO CITY HALL ON JULY 26 AND MAKE THE CITY HEAR WHAT YOU SAY ABOUT THE CHINO BIKE BLVD HERE ON STREET ON THE WESTSIDE: Closing Chino to thru-motor vehicle traffic is a crazy & dangerous idea that will create a giant mess for our entire neighborhood and all those who come down from the Mesa each work day to get to the freeway entrances by driving Chino instead of congested San Andres.

Get the Councilmembers to email you a response with the time for the Council meetingso you will have it down in writing directly from them.

They are depending on your not showing up so they can say 'Those Westsider's just don't care that much". They already know I care - It's up to you to demonstrate that you care enough to show up.

Sincerely,

Catherine "Lily" Bastug Vincenti

From: Catherine Bastug
To: rdayton@santabarbaraca.gov; rrowse@santabarbaraca.gov; cmurillo@santabarbaraca.gov; jdominguez@santabarbaraca.gov; ghart@santabarbaraca.gov; hschneider@santabarbaraca.gov; hwhite@santabarbaraca.gov; Frank@santabarbaraca.gov; Susan@santabarbaraca.gov; acalonne@santabarbaraca.gov; Casey, Paul@City of Santa Barbara; pbrown@santabarbaraca.gov; ed@sbbike.org; Bransen, Susan@DOT; Velasco, Jennifer@DOT; Assouri, KristinaDOT; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; mitchell.weiss@dot.ca.go; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Waters, Laurie@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George C@DOT; cassovilla5@gmail.com; spnsb@cox.net; desertwarrior05@gmail.com; cnicholson9698@gmail.com; davidmebane@hotmail.com; sharonevolving@gmail.com; annmoskie@gmail.com; mpjimenez1113@gmail.com; karenstonehurst@gmail.com; jim@jamesgriffithlaw.com; juliahhayes@yahoo.com; mariavelasco@yahoo.com; pamelajbarra72@yahoo.com; David Patty123@gmail.com; tfurukawa@verizon.net; ronniwynn@gmail.com; CANZALONE@aol.com; luvpaz16@gmail.com; Catherine Bastug; darrell-marchus@cox.net; maida.chris@yahoo.com
Subject: URGENT Chino Bike Blvd ACTION needed
Date: Sunday, July 10, 2016 8:25:10 AM
Attachments: Part_B_Q2_B.1_Gap_Closure.pdf

---------- Forwarded message ----------
From: **Catherine Bastug** <maililebas2@gmail.com>
Date: Sun, Jul 10, 2016 at 8:17 AM
Subject: Fwd: BMP Update
To: rdayton@santabarbaraca.gov, rrowse@santabarbaraca.gov, cmurillo@santabarbaraca.gov, jdominguez@santabarbaraca.gov, ghart@santabarbaraca.gov, hschneider@santabarbaraca.gov, hwhite@santabarbaraca.gov, Frank@santabarbaraca.gov, Susan@santabarbaraca.gov, acalonne@santabarbaraca.gov, peasey@santabarbaraca.gov, pbrown@santabarbaraca.gov, ed@sbbike.org, susan.bransen@dot.ca.gov, jennifer.velasco@dot.ca.gov, kristina.assouri@dot.ca.gov, garth.hopkins@dot.ca.gov, laurel.janssen@dot.ca.gov, eric.thronson@dot.ca.gov, mitchell.weiss@dot.ca go, laura.pennebaker@dot.ca.gov, rick.guevel@dot.ca.gov, laurie.waters@dot.ca.gov, rosemary.mejia@dot.ca.gov, anne.johnson@dot.ca.gov, teresa.favila@dot.ca.gov, dawn.cheser@dot.ca.gov, deborah.mckee@dot.ca.gov, jose.oseguera@dot.ca.gov, douglas.remedios@dot.ca.gov, david.vandyken@dot.ca.gov, george.spanos@dot.ca.gov, cassovilla5@gmail.com, spnsb@cox.net, desertwarrior05@gmail.com, cnicholson9698@gmail.com, davidmebane@hotmail.com, sharonevolving@gmail.com, "annmoskie@gmail.com" <annmoskie@gmail.com>, "mpjimenez1113@gmail.com" <mpjimenez1113@gmail.com>, "karenstonehurst@gmail.com" <karenstonehurst@gmail.com>, "jim@jamesgriffithlaw.com" <jim@jamesgriffithlaw.com>, juliahhayes@yahoo.com, mariavelasco@yahoo.com, pamelajbarra72@yahoo.com, DavidPatty123@gmail.com, tfurukawa@verizon.net, ronniwynn@gmail.com, CANZALONE@aol.com, luvpaz16@gmail.com, Catherine Bastug <maililebas2@gmail.com>, darrell-marchus@cox.net, maida.chris@yahoo.com

Hello Everyone at **Caltrans Active Transportation Program;**
And Santa Barbara District 3's WESTSIDE residents who will be surprised and outraged by Santa Barbara City Council's NEWLY EXPEDITED 7/26/16 VOTE to APPROVE **the 2016 SBBMP Chino Bike Blvd project - a meeting and vote which it appears is yet to be announced *to selected members of internet connected public* and even for them with only 2 weeks advance notice.**

This will be the 3rd time Santa Barbara City Council members will be voting on a project in our neighborhood without the City ever having provided direct information including maps and diagrams to the Primary Stakeholders in the Project living in Santa Barbara's District 3 *.

IT IS IMPORTANT THAT CALTRANS UNDERSTAND Santa Barbara's District 3 residents are unrepresented on City Council in the matter of the Chino St. Bike Blvd because both our Councilmember and the Mayor live within 500 ft of the project). **In addition very large portion of District 3 residents are not Internet users - so they will never get any notices the City posts online and they do not have the discretionary time to go to meetings in order to get the information that they are used to getting by mail from the City about projects proposed in the neighborhood.**

WESTSIDERS IF YOU and your neighbors WANT TO KEEP BEING ABLE TO KEEP DRIVING THE FULL LENGTH OF CHINO STREET IN THE FUTURE
BE SURE TO BE PREPARED AND COME OUT TO THE 7/26/16 CITY COUNCIL MEETING. And please do let all of your neighbors who are not on this email list know to come out too.

Come early and be prepared and ready to stay late if you want your opinion to be counted there will probably be lots of bike coalition members saying what a great idea the Chino Bike Blvd project is.

To be well informed please take a look at the new map the 2016 SBBMP has put out regarding the Chino Bike Blvd (under the purple text) so you are familiar with the current 2016 SBBMP plan and tje idea Transportation Planners are promoting - namely that there are no existing bike routes on Gillespie (compare their statement with 7/9/16 photos of existing bike route on Gillespie below)

Send the comments you are going to read at the meeting to the City Council (all the addresses above in the TO: category ending with santabarbaraca.gov) and to all Caltrans ATP contacts (the emails ending *dot.ca.gov*) as soon as possible. Be ESPECIALLY sure to send them to the City Clerk peasey@santabarbarbaraca.gov asking that your comments be entered into the public record of the 7/26/16 City Council meeting regarding the 2016 SBBMP Chino Bike Blvd project. Ask the Councilmembers to email back you about the exact time they will be hearing the Chino Bike Blvd portion.

Give each a call too to let them know how you feel about their having voted unanimously for the Chino Bike Blvd even after learning that our Council member Cathy Murillo pronounced the City Outreach a failure in public at the 2/22/16 Westside Community Group Meeting in the presence of voting Council member Gregg Hart. Tell them how you feel about having been left out of any direct outreach concerning a project that will turn driving on the Westside into a real nightmare for everyone who lives in or travels through the Westside to get to the 101 freeway entrances. Let them know that you don't think that attendance at any meeting should be a requirement for getting detailed information about a major project in your neighborhood and how can they be making decisions without us and without any specific plans or maps provided to the primary stakeholders in the project when there have been petitions, surveys and letters as well as many emails by the vast majority of primary stakeholders who hotly contest the project.

> **From: Brown, Peter <PBrown@SantaBarbaraCA.gov> To: 'Terrie Furukawa' <tfurukawa@verizon.net>; Dayton, Rob <RDayton@SantaBarbaraCA.gov>**Sent: Fri, Jul 8, 2016 4:22 pm** Subject: RE: BMP Update*
>
> *Hi Terrie, The City Council meeting is scheduled for July 26 for BMP approval. I can add an update to the website on Monday advertising that date as well as the applications that have been submitted to ATP, and the fact that the state will announce preliminary grants results in late October.*
>
> ****As you know, we don't have maps that show project design for Chino**, Cota or Cabrillo. But I did attach a map that shows where projects will be in town as proposed in the ATP applications. These include Chino, Sola and Cota.*
>
> *Cabrillo is not part of the ATP program but rather, when the next road maintenance project is performed out there (likely several years out), Cabrillo would be restriped to include bike lanes in both directions between Milpas and Los Patos. Give me a call if you have any other questions and have a good weekend,*
> *Peter*

Helene Schneider
Mayor (805) 564-5323
Jason Dominquez
Councilmember - District One (805) 564-5324
Harwood "Bendy" White
Mayor Pro Tempore Councilmember (805) 564-5321
Randy Rowse

Ordinance Committee Chair Councilmember - District Two (805) 564-5325
Gregg Hart
Finance Committee Chair Councilmember (805) 564-5319
Cathy Murillo
Councilmember - District Three (805) 564-5322
Frank Hotchkiss
Councilmember (805) 564-5320

If you are a Santa Barbara resident that finds the City's lack of direct prior notice and plans from the City Transportation Department outrageous in a project that will be limiting all drivers to 1 single N/S thru-street in the City's most densely populated District while providing 2 N/S thru-streets to a much more limited number of cyclists **please contact everyone in the City and Caltrans email addresses above and let them know the scant and generalized outreach done did not reach you.** ***Tell them just how the Chino Bike Blvd project will negatively affect your daily life.*** **Let them know that the** ***entire community should have been notified and included at the very earliest planning stages.*** **Emphasize that** ***NO FUNDING*** **should be granted to the Chino Bike Blvd at all because the outreach was skewed social media that favored cyclists and the very small cadre of Westside residents who have the discretionary time attend a monthly meeting to discuss local issues like parking and trash being left out on the street. The Westside demographic is a community that cares but that is not connected to the Internet and is much better reached by direct mailings sent to their homes, PTA notices and notices left on vehichles especially when the issues concern drivers of motor vehicles.**

REMEMBER Primary stakeholders in the Chino Bike Blvd are THOSE WITH SKIN IN THE GAME:
a. those living in a residence with driveway on Chino St.
b.those whose daily lives will be ***significantly negatively impacted by a project that will close Chino St. to all drivers as a N/S thru street*** (a major problem because there are only 2 N/S thru streets in Santa Barbara's most densely populated District 3's 'Westside' and the other thru-street is already overburdened San Andres which people avoid using at all costs because it is congested and dangerous).

If you want a list of reasons why the Gillespie St. Bike Blvd is preferable or need direction in writing your comments look at the Gillespie Advantages map below or contact me at (maildlebas2@gmail.com).

I and Lucia Casso (cassovilla5@gmail.com) would like to keep track of comments, emails and surveys sent opposing the Chino Bike Blvd so that we may pass the numbers along to the attorney who will be representing us all in a discrimination case against the City, and who knows maybe Caltrans if they fund the Chino Bike Blvd - because of the discriminatory lack of sufficient outreach Cathy Murillo announced in public at the WCG meeting in front of Gregg Hart before the 2/23/16 votes by City Council to approve a project they should have been told was hardly known to any of the primary stakeholders in the project.

Remember in your letters and comments **this is NOT ABOUT CHINO BEING A ONE WAY STREET OR LOSING PARKING. That proposal went away a long time ago but the City didn't tell you and so it still sticks in everyones minds. It IS ABOUT** physical barriers in intersections forcing cars to turn right while bikes proceed down the entire length of Chino without having to stop at intersections (see diagram below in red type BIKE BLVD REMOVES STOP SIGNS - read the ADDENDUM to understand updated plan).

Below is a quote outlining why Gillespie St. would be preferable as a Bike Blvd. It is from the Santa Barbara Bicycle Coalition Executive Director Ed France who spoke in the public comment section of the 2/23/16 City Council meeting at which City Council unanimously voted for the Chino Bike Blvd sometime between 11:30 p.m. and midnight when only 3 members of the public were there to speak outlining the reasons which indicate Chino Bike Blvd was not really the best choice for the Westside.

*SB Bike Coalition Executive Director Ed France's 2/23/16 commentary at approximately 11:30 pm, comparing Chino and Gillespie locations for a Bike Blvd is reproduced below:

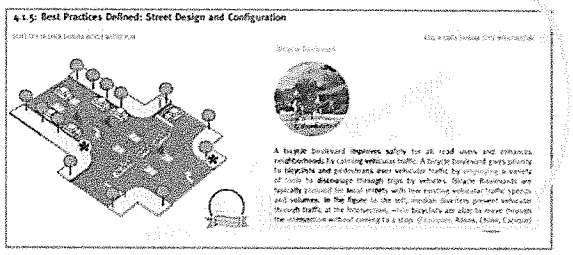
Mr. France:
"It's quite late. I want to share, as somebody who has been privy to conversations about the Westside, the decisions about the bike boulevard is effectively:
Chino is closer to San Andres, could be faster.
Gillespie is one block off and it is calmer. And it actually would be easier to make in to a bicycle boulevard. so That's the trade-off.
Gillespie would be easier and it can connect through Portesuello and La Cumbre and eventually Gillespie Ts, terminates. at Anapamu, and could go over to and Girls Club, could jog over.
Chino is more direct, but if you're building this, I think this thing would come after the bicycle boulevard on Alisos which is more vetted.
I think if you had limited resources, Gillespie would be the easiest choice.
Thank you."

Mr. France's analysis reformatted in two columns to outline advantages of each route:

Chino St.	**Gillespie St.**
Chino is closer to San Andres	*Gillespie is one block off*
Could be faster.	*It is calmer.*
Chino is more direct	*It actually would be easier to make in to a bicycle boulevard.*
	It can connect through Porteswello and La Cumbre
	Eventually Gillespie Ts, terminates. at Anapamu, and could go over to and Girls Club, could jog over.
	I think if you had limited resources, Gillespie would be the easiest choice.

On 2/23/16 City Council Approved Chino Bike Blvd as shown below.
BIKE BLVD. REMOVES STOP SIGNS*AND COMPELS VEHICLES TO TURN RIGHT AT EACH AND EVERY CHINO ST.INTERSECTION

"In the figure to the left, median diverters prevent vehicular through traffic at the intersection, while bicyclists are able to move through the intersection without coming to a stop. (Examples, Alisos, Chino, Cacique)"

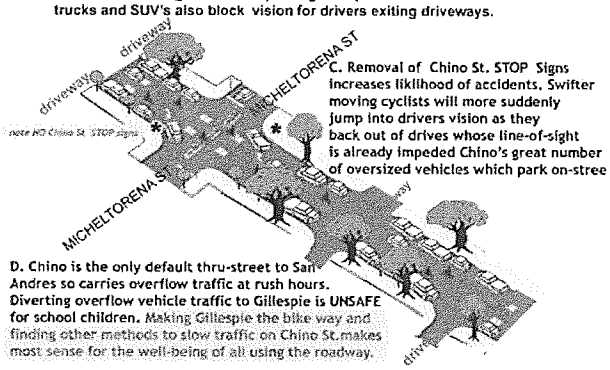


ABOVE: Santa Barbara Bicycle Master Plan diagram shows an idealized and unrealistic version of the parking situation on Chino Street - ignoring glaring issues that pose a great risk for riders and drivers if the proposed Bike Blvd is built on Chino St. instead of more appropriate Gillespie St.

BELOW: Modified diagram highlights Safety issues which render Chino St as an inappropriate choice for the for Bike Blvd.

A. Huge street trees with giant trunks that block vision for vehicles as they exit driveways.

B. Dense overnight on-street parking of super-sized work-related trucks and SUV's also block vision for drivers exiting driveways.



C. Removal of Chino St. STOP Signs increases likilihood of accidents. Swifter moving cyclists will more suddenly jump into drivers vision as they back out of drives whose line-of-sight is already impeded Chino's great number of oversized vehicles which park on-stree

D. Chino is the only default thru-street to San Andres so carries overflow traffic at rush hours. Diverting overflow vehicle traffic to Gillespie is UNSAFE for school children. Making Gillespie the bike way and finding other methods to slow traffic on Chino St.makes most sense for the well-being of all using the roadway.

ADDENDUM: The City Transportation Planners will not specify just how many intersections or which intersections will have the diverters shown in their diagram (top) but Council is clear and firm in its understanding of the fact that Chino will be closed to all motor vehicles as a thru-street between Carrillo and Mission. Leaving motorists with only San Andres. The City says this will not divert traffic into the school zone on Gillespie but that all traffic that no longer can use Chino will all go out and use San Andres.

---------- Forwarded message ----------
From: **Terrie Furukawa** <tfurukawa@verizon.net>
Date: Sat, Jul 9, 2016 at 11:34 AM
Subject: Fwd: BMP Update
To: maililebas2@gmail.com

Hi Lily...the next city council meeting is 6/27/16 where the final vote on the BMP will occur. I'm uncertain of the time. Typically 2:00 p.m. You might want to spread the word to your Chino group to attend using the 2 minute public comment to voice your concerns. I encourage to write out your 2 minutes to make sure you get your points across. Another person who must be present can yield their two minutes to you. The update I'm referring to in the memo is the Bicycle Master Plan webpage under the City of Santa Barbara.
Terrie

Terrie Furukawa
tfurukawa@verizon.net

-----Original Message-----
From: Brown, Peter <PBrown@SantaBarbaraCA.gov>
To: 'Terrie Furukawa' <tfurukawa@verizon.net>; Dayton, Rob <RDayton@SantaBarbaraCA.gov>
Sent: Fri, Jul 8, 2016 4:22 pm
Subject: RE: BMP Update

Hi Terrie,

The City Council meeting is scheduled for **July 26** for **BMP approval.** I can add an update to the website on Monday advertising that date as well as the applications that have been submitted to ATP, and the fact that the state will announce preliminary grants results in late October.

As you know, **we don't have maps that show project design for Chino**, Cota or Cabrillo. But I did attach a map that shows where projects will be in town as proposed in the ATP applications. These include Chino, Sola and Cota.

Cabrillo is not part of the ATP program but rather, when the next road maintenance project is performed out there (likely several years out), Cabrillo would be restriped to include bike

lanes in both directions between Milpas and Los Patos.

Give me a call if you have any other questions and have a good weekend,

Peter

Peter Brown | Mobility Coordinator
City of Santa Barbara | Public Works
630 Garden Street | Santa Barbara, CA 93101
Office: 805.897.2669
pbrown@santabarbaraca.gov

From: Terrie Furukawa [mailto:tfurukawa_ verizon.net]
Sent: Friday, July 08, 2016 3:25 PM
To: Dayton, Rob; Brown, Peter
Subject: Fwd: BMP Update

When do you expect to post updates? When is the next City Council mtg?

Terrie Furukawa
tfurukawa@verizon.net

-----Original Message-----
From: Terrie Furukawa <tfurukawa@verizon.net>
To: rdayton <rdayton@santabarbaraca.gov>; pbrown <pbrown@santabarbaraca.gov>
Sent: Thu, Jun 23, 2016 12:46 pm
Subject: BMP Update

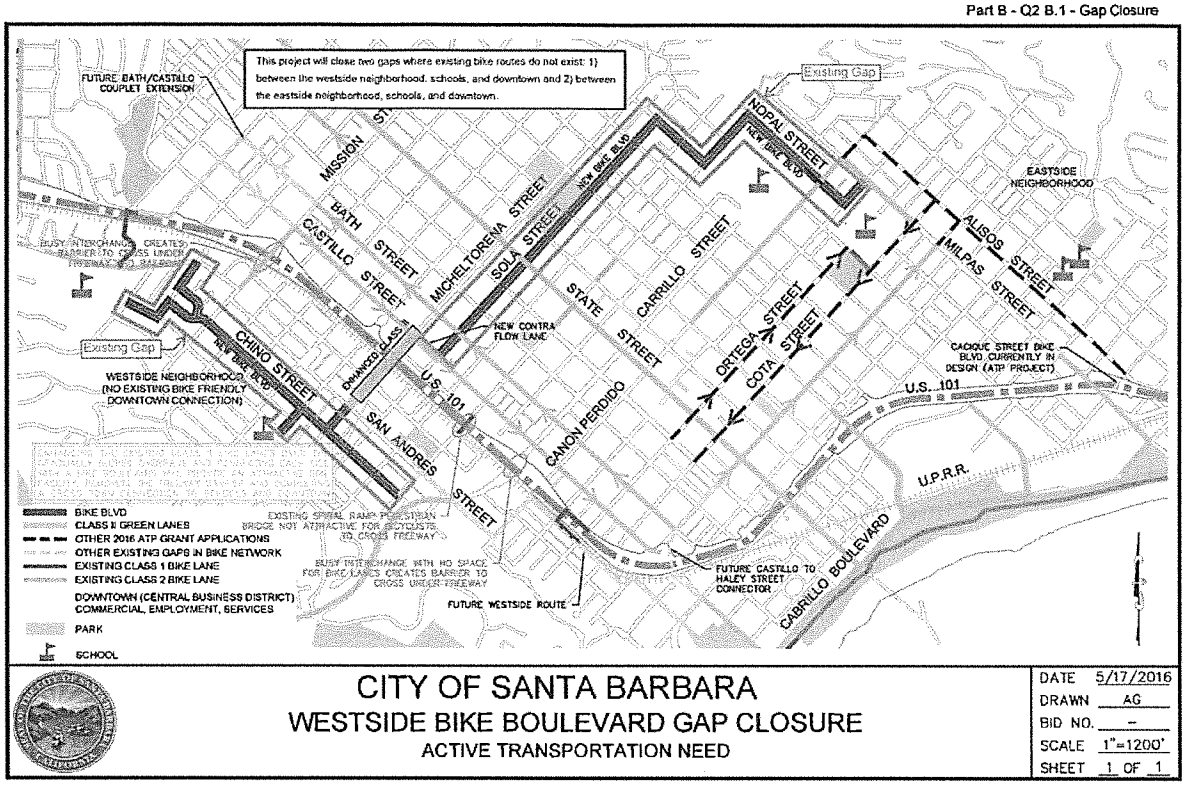
Hi Rob, Peter....wondering when you will post updates of the 6/14/16 City Council meeting on the BMP website? I would be interested in seeing maps/summary for the Chino, Cota and Cabrillo beach bike lanes proposals that were adopted and submitted for ATP grants.

Thanks, Terrie

Terrie Furukawa
tfurukawa@verizon.net

Map below is same as Gap closure PDF attached by Mobility Coordinator PeterBrown.
Compare the 5/17/16 "Gap Closure Map" (which falsely omits an existing bike route on Gillespie between Mission and Portosuello and does not even label Gillespie St. or Portosuello Avenue) with Gillespie Advantage Map further down in email*.

In left top quadrant of "Gap Closure Map" below note how placement of red lettering covers up Modoc collision corridor (a high bike/vehicle collision area as documented in 2016 SBBMP on-line collision map). The 5/17/16 Map fails to label or clearly illustrate how the 2016 SBBMP Chino Bike Blvd proposal exposes riders to undue dangers by using Modoc as a the feeder route for cyclists to get to a Chino Bike Blvd via narrow Eucalyptus Ave. which is several blocks to the south of La Cumbre Jr. High's athletic fields located along Portosuello Avenue. In a much safer scenario for all cyclists straight and direct Gillespie Bike Blvd accessed via Portosuello would use the *existing bike-lanes (see photos*)* on both sides of Gillespie between Portosuello and Mission and directly connect the Harding Elementary with the two schools on the La Cumbre Campus bordering Portosuello Avenue. This would help reduce our City's high number of accidents by conveniently distancing all riders from the Modoc and Mission collision corridors as soon as possible and increase safety by avoiding the use of narrow Eucalyptus Avenue which is made even narrower when crowded with on-street parking.



CITY OF SANTA BARBARA

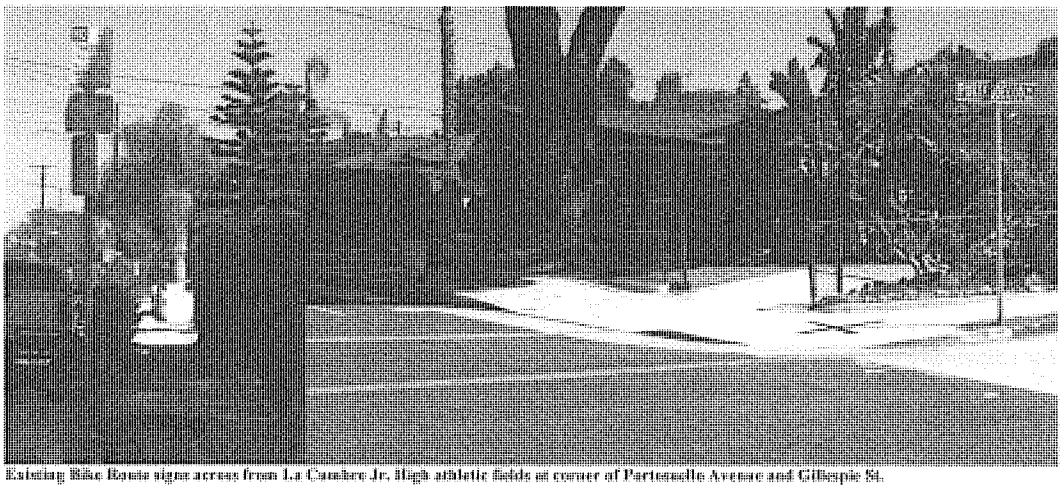
WESTSIDE BIKE BOULEVARD GAP CLOSURE

ACTIVE TRANSPORTATION NEED

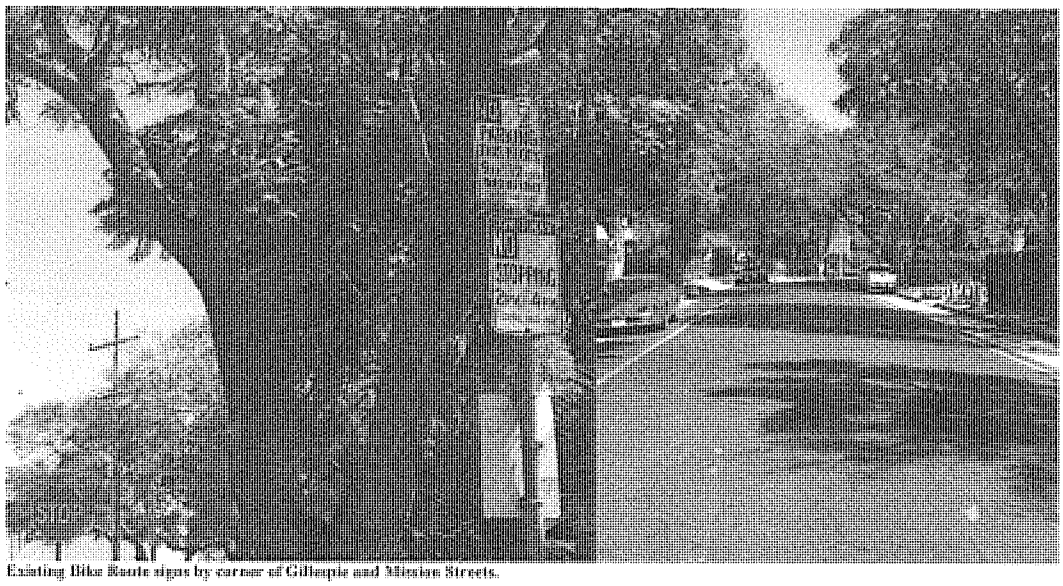
DATE	5/17/2016
DRAWN	AG
BID NO.	–
SCALE	1"=1200'
SHEET	1 OF 1

H:\Group Folders\DRGR\Streets Design\Grant Applications\2016 ATP\Web_Solo_Bike_Blvd\Exhibits\Westside_ATP_Map.dwg 5/9/2016 8:02 AM, Grubb, Andrew

*

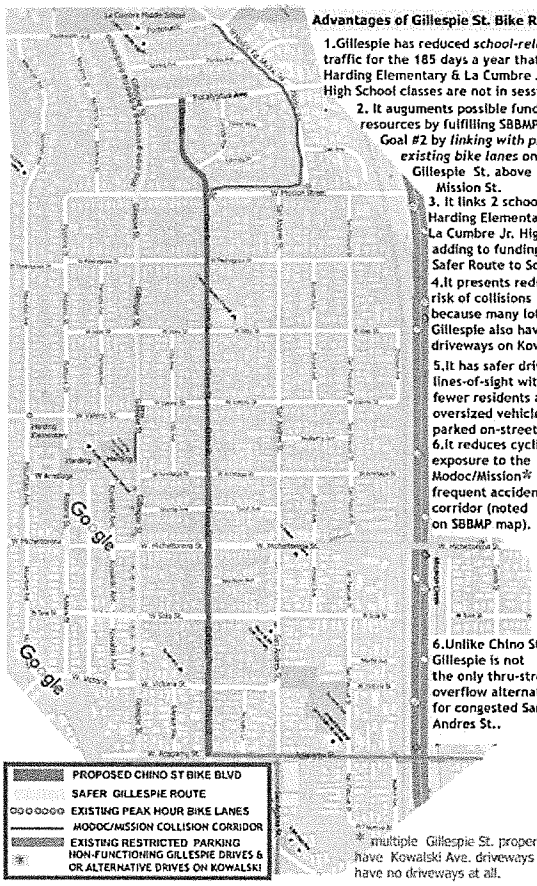


Existing Bike Route signs across from La Cumbre Jr. High athletic fields at corner of Portesello Avenue and Gillespie St.



Existing Bike Route signs by corner of Gillespie and Mission Streets.

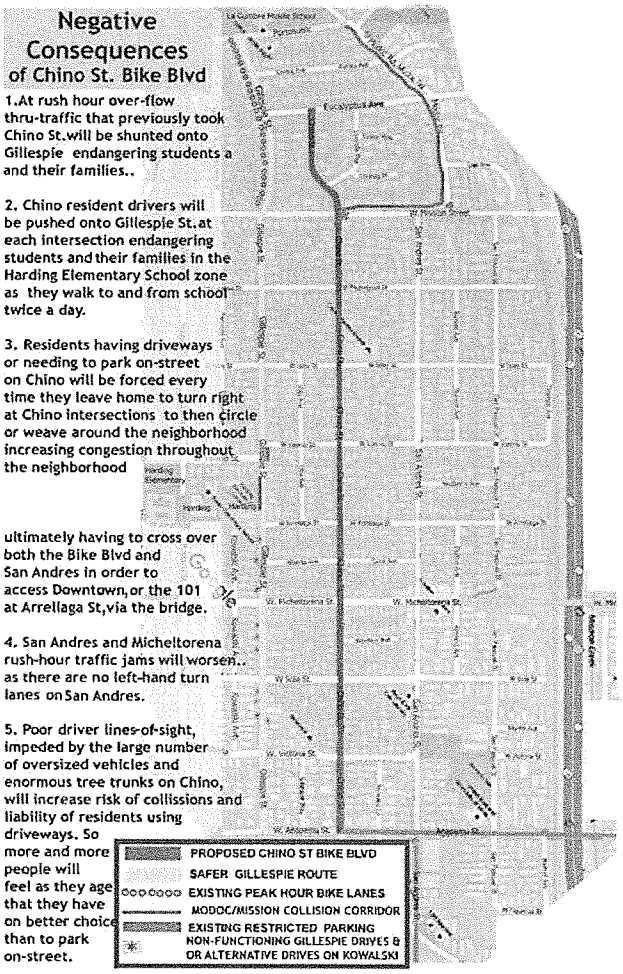
* Advantages of Gillespie Bike Blvd.



Advantages of Gillespie St. Bike Route

1. Gillespie has reduced *school-related* traffic for the 185 days a year that Harding Elementary & La Cumbre Jr. High School classes are not in session.
2. It auguments possible funding resources by fulfilling SBBMP Goal #2 by *linking with pre-existing bike lanes* on Gillespie St. above Mission St.
3. It links 2 schools: Harding Elementary & La Cumbre Jr. High adding to funding as Safer Route to School.
4. It presents reduced risk of collisions because many lots on Gillespie also have driveways on Kowalski.
5. It has safer driver-lines-of-sight with fewer residents and oversized vehicles parked on-street
6. It reduces cyclists' exposure to the Modoc/Mission* frequent accident corridor (noted on SBBMP map).
6. Unlike Chino St. Gillespie is not the only thru-street overflow alternative for congested San Andres St..

* multiple Gillespie St. properties have Kowalski Ave. driveways or have no driveways at all.



UPDATE OF MAP Since this map was made the City has stated that there be at least 3 and perhaps more intersections with the physical diverters built into the pavement compelling all motor vehicles to turn right. The Planners are not telling us which intersections will have the diverters but the Council has established that they are adamant about closing Chino to thru-traffic for the length of Chino from Anapamu up to Mission for all motor vehicles. So if you are coming from above Micheltorena you will not be driving on Chino down to Carrillo to access the 101. And if you are driving north up towards or Mission from the south you will not be driving up Chino depending on where you start you may not even be able to get onto Micheltorena before you are diverted out to San Andres. The City expects us all to drive around in circles each time we leave our homes on Chino to get out to San Andres and then negotiate left hand turns from there. Return trip could be equally circuitous.

Chino St. is obviously needed by all Westside residents as the only N/S thru-street alternative to already overburdened San Andres in the most densely populated District in the City. It makes no sense to have 2 thru-streets for cyclists and 1 for motorists when there are obviously so many more motorists. Even the Executive Director of the Santa Barbara Bicycle Coalition, Ed French stated on 2/23/16 - in public and on video - that there is a much more easily built and affordable alternative to the Chino Bike Blvd and that is a Gillespie St. Bike Blvd.

Signing petitions and surveys is helpful and informative to those who are interested in listening to others but coming and being a physical and vocal presence at this City Council meeting is probably your last chance if you really want to preserve Chino as a second thru-street alternative to using overcrowded San Andres. The City Council and the Transportation Planners are adamant in their support for a Chino Bike Blvd and are doing everything possible including proposing that the City spend 10K that the City doesn't have in order for Transportation to put on a demonstration with stop signs instead of traffic diverters to demonstrate just how great it would be for the most densely populated District in Santa Barbara to have only 1 already too congested N/S thru street for cars. Now wouldn't that be a confusing visual for folks who already can see the bigger picture and know it that a Chino Bike

Blvd is lousy idea and simply don't want any more their tax money wasted by public servants who insist on having their way an not listening to the will of the vast majority of residents living in the community.

SO COME OUT TO CITY HALL ON JULY 26 AND MAKE THE CITY HEAR WHAT YOU SAY ABOUT THE CHINO BIKE BLVD HERE ON STREET ON THE WESTSIDE: Closing Chino to thru-motor vehicle traffic is a crazy & dangerous idea that will create a giant mess for our entire neighborhood and all those who come down from the Mesa each work day to get to the freeway entrances by driving Chino instead of congested San Andres.

Get the Councilmembers to email you a response with the time for the Council meetingso you will have it down in writing directly from them.

They are depending on your not showing up so they can say 'Those Westsider's just don't care that much". They already know I care - It's up to you to demonstrate that you care enough to show up.

Sincerely,

Catherine "Lily" Bastug Vincenti

From: Brown, Peter
To: Waters, Laurie@DOT
Subject: FW: Chino Bike Blvd outreach
Date: Monday, July 11, 2016 4:38:50 PM

Hi Laurie,

1 of 3.

I have a few other emails that may be worth reading showing attempts by city staff and neighbors to reason with Ms. Bastug. See below and I have a couple of others as well.

It's been an ongoing discussion and to her credit, she did not give up after City Council voted to include the project in the plan and submit the applications. They heard a great deal of testimony from literally thousands of individual speakers and survey takers. We believe that Council concluded correctly that Chino is a good project, with fair public outreach and broad community support.

Thanks again,

Peter

Peter Brown | Mobility Coordinator
City of Santa Barbara | Public Works
630 Garden Street | Santa Barbara, CA 93101
Office: 805.897.2669
pbrown@santabarbaraca.gov

From: Brown, Peter [mailto:PBrown@SantaBarbaraCA.gov]
Sent: Tuesday, April 26, 2016 5:18 PM
To: 'Catherine Bastug'; Dayton, Rob
Cc: CarmenJones251@gmail.com; EliannaChavez@gmail.com; sbarragan100@hotmail.com; annmoskie@gmail.com; mpjimenez1113@gmail.com; k2tibter@gmail.com; karenstonehurst@gmail.com; briansking@aol.com; luvpaz16@gmail.com; jim@jamesgriffithlaw.com; 'Susan Lafond'; 'Donn Longstreet'; 'Mary Lynn Schlomkowitz'; 'adine@west.net'
Subject: RE: Chino Bike Blvd outreach

Dear Ms. Bastug,

I am writing in an attempt to respond to several of your email requests and to go over last night's Westside Community Meeting information since you were unable to attend. I am copying some of the folks who signed your petition as well as Susan and Donn from the Westside Community Group in case they'd like to share information more broadly with your neighbors. Some of the information is technical in nature and difficult to comprehend over email, so I invite you to call or meet with me to go over some maps and drawings and to clarify any questions that may still remain.

The slide show is too large of a file to attach but can be downloaded here -

https://we.tl/CPeUspeU37

Last night staff went over some background on the BMP and spent the bulk of the meeting on what a Bike Boulevard is and how it works. About 30-35 residents attended along with Council Members Hotchkiss and Hart. Staff felt that although some did not like the idea, most came away with a better understanding, had their questions answered and were either neutral or supportive of the concept, especially if it could reduce speeding or traffic on Chino.

The points below may help since you wrote: *"...it (is) unclear as to how traffic diverters at each intersection would affect the residents' ability to turn in which direction. I'm still confused how a Bike Boulevard works when there are one-way streets"*

1. As Rob points out, we don't have detailed designs and actually won't unless we successfully secure a grant to do so. If/when that happens, we will meet with the community on all the design details. And per your request, while Chino is a more direct route, staff feels it appropriate to include an analysis of Gillespie in a future grant application as an alternative candidate for a Bike Boulevard, or for complimentary neighborhood roadway improvements if Chino is chosen. One way streets are no longer under consideration on the Westside.
2. I noticed that your petition point 2. Says, " *The Chino BB will further congest traffic on the Westside by depriving residents of the use of the only thru street besides San Andres by forcing all traffic to turn right at each Chino Street intersection by means of a physical barrier...."* Our analysis doesn't show that is true for two reasons:
   A. Only a few hundred trips a day would be diverted from a future Chino BB. If car travelers end up choosing San Andres or even Gillespie, it won't be noticeable or congest the Westside. Neither street has a particularly high number of travelers although rush hours can be busy. Chino near Victoria has about 330 vehicles during the am and pm peak hours (7am-8am and 4pm-5pm). Micheltorena by comparison is closer to 9,000 trips per day (1,000 in the peak hour), Carrillo has closer to 20,000 a day.
   B. We would not recommend installing diverters at each intersection as your petition states. It makes more sense to only install one or two on the whole Chino corridor. The final slide from last night shows some possible locations of where diverters may work. Stop signs are used on all cross streets of a Bike Boulevard to enhance safety.
3. Right turn only diverters work on Bike Boulevards in a grid road network because local residents either don't have to change their route or quickly determine the best way to and from their homes. Conversely, "cut through traffic" is discouraged since diverters make Chino an indirect connection for cars bound for Mission or Carrillo Streets.
4. Part of the problem with the speeding on Chino that you and others have asked to be fixed has a lot to do with it being used by Mesa- or Downtown-bound travelers from the Mission Street interchange area (and vice-versa) as a cut-through route. In other words, these people don't live on Chino but use it, sometimes speed on it, as a shortcut. The Bike Boulevard proposal would discourage this type of behavior and calm the street noticeably during commute rush hours – as you have requested be done.
5. You have also requested that something be done now, aside from the BMP project options. Unfortunately, the City does not have a traffic calming program and no funds exist for this effort. The Bike Boulevard proposal is the only option to secure outside funding to correct

your concerns.

6. On Bike Boulevards, bicyclists share the middle of the lane with cars. They do not ride in a bike lane or on the side of the street closest to parked cars or driveways. Nationwide, this configuration has led to many reductions in collisions and no increases in people backing out from driveways into bike riders. There are pictures in the slide show of other Bike Boulevards and the diverters used in San Luis Obispo which enable bicyclists to pass, emergency vehicles to pass, and yet require cars to turn right.
7. Staff and the Council understand your concern that sight distance is difficult coming in and out of driveways since this is common citywide. Whether a Bike Boulevard is ever constructed or not, backing out of driveways very slowly and cautiously is wise so that any passing car or cyclist can slow down to allow your car out, or move around you to pass if it's clear. Regardless of whether a Bike Boulevard is built on Gillespie, Chino, Sola or Alisos Street, all residents will need to continue to exit driveways slowly and carefully.

I'm sorry you were unable to last night, especially since we set up that meeting partially due to your requests for more information. But please feel free to call me with any questions or set up another meeting at your convenience. Next steps involve TCC this Thursday at 5:30pm, Planning Commission on May 5th, and a City Council check in on June 14th. Likely later in the summer staff will return so the Council can adopt the BMP in its entirety or with amendments given on June 14th. All BMP information and meeting dates are posted here - http://bmp.santabarbaraca.gov/city-of-santa-barbara/.

Lastly, if you're willing to give her a call (805.903.2989) or email her questions, Jaime Hill (jamie.hill yahoo.com) has kindly volunteered to speak with you. She is a concerned mother of 3 and a resident on the Morro Street Bike Boulevard in San Luis Obispo. She can tell you her experience over the past years living on a Bike Boulevard and backing her van out onto it with cars parked in front of her house.

Sincerely,

Peter Brown

Peter Brown | Mobility Coordinator
City of Santa Barbara | Public Works
630 Garden Street | Santa Barbara, CA 93101
Office: 805.897.2669
pbrown@santabarbaraca.gov

Fro : Catherine Bastug [mailto:maililebas2 gmail.com]
Sent: Thursday, April 21, 2016 9:56 AM
To: Dayton, Rob; Brown, Peter; Murillo, Cathy; Hotchkiss, Frank; Rowse, Randy; Hart, Gregg;

Schneider, Helene; CarmenJones251 gmail.com; EliannaChavez gmail.com; sbarragan100 hotmail.com; annmoskie gmail.com; mpjimenez1113 gmail.com; k2tibter gmail.com; karenstonehurst gmail.com; briansking aol.com; luvpaz16 gmail.com; Dominguez, Jason; jim jamesgriffithlaw.com; White, Harwood "Bendy" A.
Subject: Chino Bike Blvd outreach

Dear Mr. Brown and Mr. Dayton,

Someone with lots of experience recently explained to me that the principles of Good Project Planning include contacting and respecting the views and needs of the greatest number of stake holders possible (both major and minor) by doing multiple kinds of outreach appropriate for each demographic of the population affected by the project. Also that consideration of the needs of stakeholders in any project should be weighted in favor of the major stakeholders. The major stakeholders in the Chino St. Bike Blvd. project are those who have driveways on Chino or have no option other than parking on-street on Chino. Therefore it is imperative that every effort be made to directly provide as much detailed information to those major stakeholders as possible.

Having directly polled the residents of Chino St. when I contacted them with the petition I sent you recently, I have learned most do not get out to meetings and their preferred outreach about the Chino Bike Blvd would be to receive written information in Spanish and English directly from Transportation Planners, providing them with detailed information with charts and maps showing how the project will affect each intersection on Chino St. by placing that detailed information under the windshield wipers on their cars parked on-street on Chino or in their driveways on Chino.

The Westside Community Group is a fine group, but most of the residents of Chino St. do not get to WCG meetings - even when those meetings are publicized well in advance (which is not the case with the up-coming meeting at which Transportation Planners be giving another presentation). I am hoping that as a service to those attending the meeting and those who will not be able to be there the Transportation Department will provide detailed print outs of charts and diagrams showing the features of each intersection of the 2016 SBBMP's Chino St. Bike Blvd and the trajectories it will impose on the residents as they travel to Downtown and the 101 north via the Micheltorena bridge.

As they say 'the devil is in the details' so print outs of detailed diagrams/illustrations will help all of us to envision the changes the Bike Blvd will impose on **major stakeholders** (which I have identified) **as well as** the **minor stakeholders** (those who live in the neighborhood and will be affected by the changes but who are not confined, like the major stakeholders are, to the daily use of Chino St. each time they drive from and then return to their homes).

I found your 4/12/16 Llistening Roundtable presentation of alternatives to the Micheltorena east of the 101 portion of the SBBMP very interesting and impressive, but unfortunately not quite as thoroughly informative as it should have been.

I was disappointed by two things:

1. **There were neither slides nor print outs of diagrams illustrating just how the particular Bike Boulevards would be constructed,** in at least 3 if not more of the

proposed alternatives, leaving it unclear as to how traffic diverters at each intersection would affect the residents' ability to turn in which direction. I'm still confused how a Bike Boulevard works when there are one-way streets.

2. **The Traffic Engineer, whom Mr. Dayton introduced as the City's finest, adamantly maintained that a Bike Boulevard constructed on Chino St. should not cost the City any more than if it were built on Gillespie St.** This contradicts what I heard conveyed to the City Councilmen immediately before they made a motion to vote and then unanimously approved the project. **Does the difference have something to do with points and funding? In these hard times is Transportation opting to leave potential grant money (Safe Routes to School and connecting existing bike routes) on the table that would be available if the project were built Gillespie? I hope that you will clarify this for stakeholders and the Council.**

I will not be able to attend the WCG meeting next week but would like to receive written information addressing the items above.

My special interest is in seeing that the City gets printed diagrams and descriptions delivered to all of the major stakeholders before the 2016 SBBMP is sent off to Council for final approval. When circulating the petition signed by 39 residents in 4 hours, I was able to poll them as to how they best felt the City could do effective outreach to them. The great majority preferred the idea of having flyers put under the windshield wipers of cars parked on-street and in driveways on Chino St. As I have found that walking is the best treatment for my back, and at 70 I am a very early riser, I will be happy to perform the service of delivering the printed detailed diagrams and descriptions of the particulars of the Chino St. Bike Blvd. to the residents of Chino St. **I believe this method will achieve the best outreach to the greatest number of major stakeholders in the project slated for Chino St.**

None of the Chino St. residents I contacted in the last weeks of March reported that the City had reached them with any detailed information about the configuration of their intersections on the Chino Bike Blvd.

Upon reflecting that the time frame is so short and the outreach to the major stakeholders has been, as Cathy Murillo stated at the 2/22/16 WCG meeting 'inadequate to reach many of the residents on Chino St.' - there is really no time to get detailed plans out to the major stakeholders and solicit their input and concerns then come up with a project that addresses the concerns of the both the minor stakeholders and the major stakeholders in the Chino St. Bike Boulevard. **Therefore I believe it would only be fair to those major stakeholders for City Council to postpone decisions on the Chino St. Bike Blvd and exclude this project from the 2016 SBBMP which Council is scheduled to approve in the very near future. .**

Catherine "Lily" Bastug Vincenti

From: Brown, Peter
To: Waters, Laurie@DOT
Subject: FW: Time is of the essence to oppose the Chino Bike Blvd
Date: Monday, July 11, 2016 4:38:57 PM

---

2 of 3.

From: Cameron Clark [mailto:derzigeuner@gmail.com]
Sent: Friday, May 13, 2016 5:37 AM
To: Brown, Peter
Subject: Re: Time is of the essence to oppose the Chino Bike Blvd

I finally met Lily yesterday. On my way home, I spotted the signs she's plastered all over her property opposing the Chino St. Bike Blvd, stopped to snap a photo or two (attached), and ended up chatting with her for about ten minutes. Even at seventy years old, she's quite a firecracker, as you well know by now!

It became even more obvious to me that her concerns about the location for the bike boulevard have very little to do with "the children", and are purely selfish. She still seems to be under the impression that diverters would be placed at every intersection, shunting virtually all traffic onto parallel streets (which I tried to explain would not be the case). But despite this, she's also absolutely convinced that a bike boulevard would make Chino St. *more* unsafe—at least for her. Because if she backed out of her driveveway into a bicyclist, her "life would be over". Never mind that Gillespie St. (or almost any other street in town) has plenty of driveways as well with exactly the same risks. A bike boulevard in any other location would somehow be safer—at least for her—though she claims rather disingenuously that this isn't about her at all.

I'm so sorry that you have to deal with this illogical and selfish NIMBYism. I don't envy anybody who works in government!

Cameron

On Tue, Apr 26, 2016 at 10:32 AM, Brown, Peter <PBrown@santabarbaraca.gov> wrote:

> Hi Cameron,
>
> Thanks for this email, it's very helpful. You make some good points on Gillespie. As I mentioned last night, if we get a grant, we will likely keep that option open. Your involvement throughout the process is appreciated, as is your rationality.
>
> Stay in touch,
>
> Peter
>
> **Peter Brown** | Mobility Coordinator
> **City of Santa Barbara** | Public Works
> 630 Garden Street | Santa Barbara, CA 93101

Office: 805.897.2669
pbrown@santabarbaraca.gov

From: Cameron M. Clark [mailto:derzigeuner@gmail.com]
Sent: Monday, April 25, 2016 8:08 PM
To: Dayton, Rob; Brown, Peter
Subject: Re: Time is of the essence to oppose the Chino Bike Blvd

Peter & Rob,

Thanks for taking the time to talk to our west side group tonight! You guys have really bent over backwards with your community outreach, no matter what anybody else tells you!

And I apologize for my neighbors on Chino St. Boy, they're an unhappy lot. Love to complain about all the traffic on their street (shocks and gasps tonight when you revealed that my street, Gillespie, has more!), but no matter what you propose to fix the problem, they seem to be against it. Some people are never satisfied!

Personally, I thought the San Andres/Chino couplet was a great idea, and hope that someday, perhaps under different pretenses than the BMP, this might still be pursued.

Failing that, and in the meantime, I think a bike boulevard would be a great addition to the west side. And since it seems like you're getting a lot of pushback from Chino St. residents, I'd just like to say that I, for one, would love to see the bike boulevard on Gillespie. Though I disagree with much of what Lily has to say below—I have a hard time believing that her opposition is purely out of concern for the children—I do think she has a point about connecting the two schools. In addition, the connection to Modoc from Gillespie seems little more straightforward (than the Chino S-curve to Eucalyptus). Also, as discussed at the meeting, there would almost certainly need to be stop signs added at Modoc wherever the bike boulevard connects. And I think that Portesuello/Modoc intersection, with the junior high right there, would be an ideal location for such a stop sign, much more so that Eucalyptus/Modoc.

Whatever is decided, I appreciate your dedication to getting this figured out with maximum community input. Keep up the good work.

Cameron

From: Brown, Peter
To: Waters, Laurie@DOT
Subject: FW: Help Say Yes Yes Gillespie No No NOT Chino Bike Blvd Campaign Please change SUBJECT line to indicate your city and opinion then re send message to first 9 and then on to friends
Date: Monday, July 11, 2016 4:39:34 PM

---

3 of 3.

From: Cameron M. Clark [mailto:derzigeuner@gmail.com]
Sent: Tuesday, May 24, 2016 11:04 PM
To: Brown, Peter
Subject: Fw: Help Say Yes Yes Gillespie No No NOT Chino Bike Blvd Campaign Please change SUBJECT line to indicate your city and opinion then re send message to first 9 and then on to friends

Holy cow. Lily really doesn't have anything better to do! One only wishes she could channel all this activism towards something more worthwhile.

It's truly amazing how, when you talk to her, it becomes immediately obvious that her primary concern is that she thinks she'll hit a bicyclist backing out of her driveway (and then her "life would be over"). Never mind the 8' hedges that enclose it on either side, blocking her view. Or the fact that she could very easily back into her driveway if she chose. And never mind that that the vast majority of residents in the city everywhere have this same exact problem—including Gillespie St. residents. I don't recall ever seeing someone do such a good job convincing themselves (and now her neighbors) that something they selfishly want is actually totally noble and selfless—it's for the children!

You have amazing patience. Thanks for the forward.

Cameron

From: Dayton, Rob
Sent: Tuesday, May 24, 2016 4:34 PM
To: 'Catherine Bastug'; Susan Lafond
Cc: Casey, Paul; Bjork, Rebecca; Bailey, Derrick; Brown, Peter; Rowse, Randy; Dominguez, Jason; Hart, Gregg; White, Harwood "Bendy" A.; Hotchkiss, Frank; Calonne, Ariel
Subject: RE: Help Say Yes Yes Gillespie No No NOT Chino Bike Blvd Campaign Please change SUBJECT line to indicate your city and opinion then re send message to first 9 and then on to friends

Hi Ms. Bastug,

Thank you for your continued effort to stay involved in the Bicycle Master Plan community engagement process.

For clarification, Gillespie and Chino are both options for a future Bike Boulevard. If Council directs staff to pursue competitive grant funding for a Westside bike boulevard, and we are successful in receiving such a grant, we will further engage the Westside community on the best fit for the neighborhood. At that time, staff will have the needed resources to design the bike boulevard and vet the Chino and Gillespie options with residents and bike commuters.

While Chino Street currently has higher incidences of speeding and cut-through traffic, we understand that both Chino and Gillespie could benefit from the type of traffic calming and safety improvements that accompany bike boulevards. All of the improvements in the Draft Bicycle Master Plan, including the Westside Bike Boulevard, are designed to improve safety for all road users.

We were very sorry that you were not able to attend the recent Westside Community Group (WCG) meeting. We worked with Susan Lafond of the WCG at your request to hold this meeting to encourage additional Westside input. About 35 interested Westside residents attended to hear a detailed presentation regarding the proposed Westside Bike Boulevard and to ask questions.

Sincerely,
Rob

Robert J. Dayton | Principal Transportation Planner
City of Santa Barbara | Public Works
PO Box 1990 | Santa Barbara, CA 93102
Office: 805-564-5390 | Mobile: 805-452-7442
mailto:Jarmstrong@santabarbaraca.gov

From: Catherine Bastug [mailto:maililebas2@gmail.com]
Sent: Tuesday, May 24, 2016 9:14 AM
To: Dayton, Rob; Brown, Peter; Rowse, Randy; Murillo, Cathy; Dominguez, Jason; Hart, Gregg; hschneider@santabarbara.gov; White, Harwood "Bendy" A.; Hotchkiss, Frank; Susan Lafond; Calonne, Ariel; sharonevolving@gmail.com; CarmenJones251@gmail.com; EliannaChavez@gmail.com; sbarragan100@hotmail.com; annmoskie@gmail.com; mpjimenez1113@gmail.com; k2tibter@gmail.com; karenstonehurst@gmail.com; briansking@aol.com; luvpaz16@gmail.com; jim@jamesgriffithlaw.com; Adine Maron; mikemagana795@yahoo.com; juliahhayes@yahoo.com; venusecho@aol.com; velasco.maria@yahoo.com; meealvarado@gmail.com; gmagnoli@noozhawk.com; amartinez@keyt.com; beth.farnsworth@keyt.com; johnp1250@aol.com; nick@independent.com; smccarthy@newspress.com; ssteepleton@newspress.com; sb4santabarbara@gmail.com; willowmacy@netscape.net; les ward; Ruth Woehr; Leslie Levy; mary jane reynolds; Adrian McGregor; bwightman; animal.brook
Subject: Help Say Yes Yes Gillespie No No NOT Chino Bike Blvd Campaign Please change SUBJECT line to indicate your city and opinion then re send message to first 9 and then on to friends

I know it's a pain but we've only got few weeks before this gets entered into an FINAL APPROVED MASTER PLAN.
Help Us Say Yes Yes Gillespie! and *No! No! NOT Chino Bike Blvd.* Please change SUBJECT line to indicate you city and opinion
then re-send message to first 9 names (our City Council and Transportation Planners) and then on to friends to do the same.

Lo siento mucho que la traduccion a espanol de este email esta todavia
en curso y no tengo los acentos en el teclado . Mientras tanto hay un breve resumen
del reverso del folleto estilo papel picado al fin de este email. Tiene la informacion esencial - los emails
del Concilio de la Ciudad y tambien las palabras de la cancion para El Video VIRAL que los ninos quieren hacer.

COMING UP SOON: CITY COUNCIL'S APPROVAL OF
2016 Santa Barbara Bicycle Master Plan
CONTAINING THE HOTLY CONTESTED CHINO ST. BIKE BLVD.

Residents of Santa Barbara's Westside Are Gearing Up to Get their Message Out to City Council

A Tale of 2 Districts - a Story in Contrasts

Santa Barbara District 3 residents, parents and students are frustrated with the treatment they received from City Transportation Planners and Santa Barbara City Council
being so discriminatory compared to the treatment given to District 6 residents regarding the contested 2016 Santa Barbara Bicycle Master Plan (SBBMP) bike-way proposal.

- **District 6's** more affluent residents and business owners got a "Listening Round-table", with 11 alternate configurations of bike routes on 3 separate streets*. to be reviewed and voted on by the residents and interested parties ***before*** **being submitted to Council.** ****(see Matrix of Alternative Bike Routes at bottom)***
- **District 3's** lower-working-class residents and parents of future cyclists report **no direct communication sent by the City** regarding the details of the ***only*** 2 bike-way possibilities considered for their neighborhood, ***both*** of them on Chino. Of those 2 possibilities the Bike Blvd closing off Chino St. to thru-traffic was chosen by City Transportation Planners and sent to City Council, who unanimously approved it **at 11:30 p.m** on February 23 - without knowledge or input from the vast majority of the major stakeholders in the project.

The City Transportation Department ignored at least 2 obvious methods to provide detailed bilingual information and surveys to 2 groups of major stakeholders in the neighborhood project: A) parents of students attending neighborhood schools, B) residents with driveways on Chino St.
The easy and direct methods would have been to:

a. distribute comprehensive information and diagrams to the parents through the PTA at each of the 3 neighborhood schools
b. place comprehensive information and diagrams under the windshield wipers of all of the residents' vehicles parked on or in driveways on Chino St. .

The failure of the City to include District 3's low-income, and mostly Spanish-speaking, residents in the initial planning or subsequent phases has had a discriminatory effect.
Parents and other concerned residents, who were not provided information or opportunities to contribute input during the initial phases of the plans for their neighborhood, are extremely upset that they are now faced with a *fait accompli*: **a Bike Blvd closing Chino St. to thru-traffic will obviously push thru and local traffic over into the Harding School zone on neighboring Gillespie St. Both groups are appalled that the cheaper**option of a Safer Bike Route to School on Gillespie St. with all its advantages***, was not presented to them as an option *before* the Chino Bike Blvd. project was approved by City Council.**
***(see Lack of Fair Representation and Budgetary Issues below)*
****(see Advantages of Gillespie St. Bike Route map below)*

So parents, grandparents, school kids and concerned neighbors are getting set to:

COMMUNICATE WITH CITY COUNCIL
in a
WESTSIDE STYLE
FRIENDS AND FAMILY CYBER FLURRY

engaging family and friends here and abroad to send and re-send

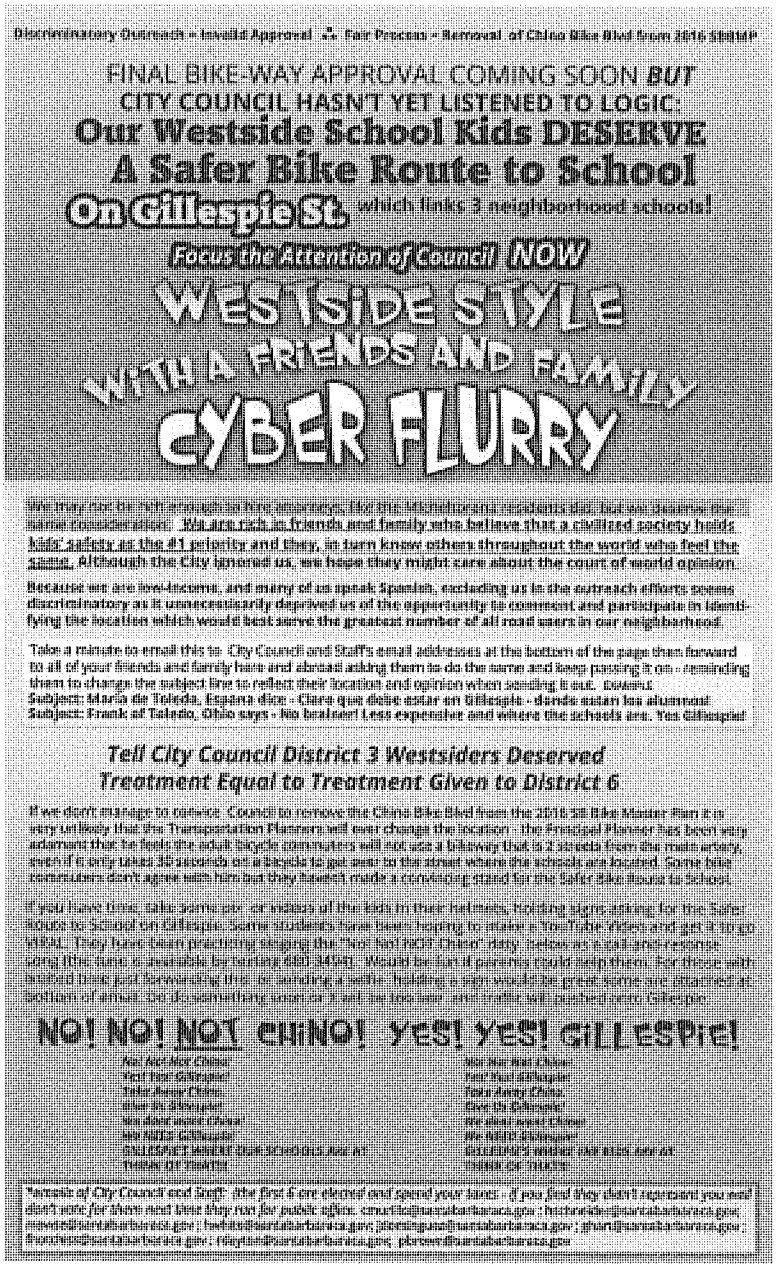
Viral YouTube Videos /Selfies w/Signs /Chain Reaction Action Emails

centered around the theme of

NO! NO! NOT CHINO! YES! YES! GILLESPIE!

Family snap shots in emails and videos on YouTube with protest signs will be forwarded through the community and around the world to reinforce a "Letter to the Council" signed by parents, kids and concerned residents of the Westside urging Council to:

- REMOVE the Chino Bike Blvd from the 2016 SBBMP *BEFORE it is sent to them for final approval in the coming weeks*
- REPLACE it with a Safer Bike Route to School on Gillespie - *because that's where the schools are!* (Harding Elementary, La Cumbre Middle School and The Community Academy/La Academia are all connected by Gillespie St, which has existing bike-lanes painted on it above Mission St.)



Discriminatory Outreach = Invalid Approval ∴ Fair Process = Removal of Chino Bike Blvd from 2016 SBBMP

FINAL BIKE-WAY APPROVAL COMING SOON *BUT*
CITY COUNCIL HASN'T YET LISTENED TO LOGIC:
Our Westside School Kids DESERVE
A Safer Bike Route to School
On Gillespie St. which links 3 neighborhood schools!

Focus the Attention of Council **NOW**

WESTSIDE STYLE
WITH A FRIENDS AND FAMILY
CYBER FLURRY

We may not be rich enough to hire lobbyists, like the Mesdames in attendance did, but we deserve the same consideration. We are rich in friends and family who believe that a civilized society holds kids' safety as the #1 priority and they, in turn know others throughout the world who feel the same. Although the City ignored us, we hope they might care about the court of world opinion.

Because we are low-income, and many of us speak Spanish, excluding us in the outreach efforts seems discriminatory as it unnecessarily deprived us of the opportunity to comment and participate in identifying the location which would best serve the greatest number of all road users in our neighborhood.

Take a minute to email this to City Council and Staff's email addresses at the bottom of the page then forward to all of your friends and family here and abroad asking them to do the same and keep passing it on - reminding them to change the subject line to reflect their location and opinion when sending it out. EXAMPLE
Subject: Maria de Toledo, España dice - Claro que debe estar en Gillespie - donde estan los alumnos!
Subject: Frank of Toledo, Ohio says - No brainer! Less expensive and where the schools are. Yes Gillespie!

Tell City Council District 3 Westsiders Deserved
Treatment Equal to Treatment Given to District 6

If we don't manage to convince Council to remove the Chino Bike Blvd from the 2016 SB Bike Master Plan it is very unlikely that the Transportation Planners will ever change the location - the Principal Planner has been very adamant that he feels the adult bicycle commuters will not use a bikeway that is 2 streets from the main artery, even if it only takes 35 seconds on a bicycle to get over to the street where the schools are located. Some bike commuters don't agree with him but they haven't made a convincing stand for the Safer Bike Route to School.

If you have time, take some pic - or mosaic of the kids in their helmets, holding signs asking for the Safer Route to School on Gillespie. Some students have been hoping to make a YouTube video and get it to go viral. They have been practicing saying the "NO! NO! NOT CHINO!" ditty, taken as a call and response song (the tune is available by searching 400 Years). Would be cool if parents could help them. For those with [illegible] time just between now and [illegible] a selfie - holding a sign would be great. Some are disappointed at [illegible] so if you can't make it, let the kids know and they will [illegible] Gillespie.

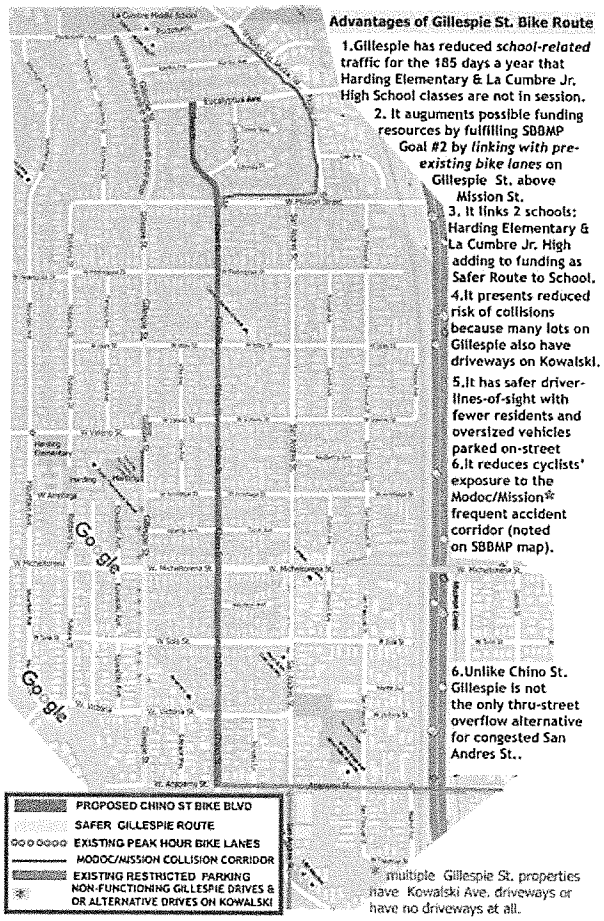
NO! NO! NOT CHINO! YES! YES! GILLESPIE!

No! No! Not Chino!	No! No! Not Chino!
Yes! Yes! Gillespie!	Yes! Yes! Gillespie!
Take Away Chino.	Take Away Chino.
Give Us Gillespie.	Give Us Gillespie.
We want more Chino!	We want more Chino!
We NEED Gillespie!	We NEED Gillespie!
GILLESPIE'S WIDER THAN KIDS ARE AT!	GILLESPIE'S WIDER THAN KIDS ARE AT!
THINK OF THEM!	THINK OF THEM!

*email of City Council and Staff: the first 6 are elected and spend your taxes - if you feel they don't represent you and don't vote for them and that they run for public office. cmurillo@santabarbaraca.gov ; hrhonde@santabarbaraca.gov ; mwebb@santabarbaraca.gov ; bedwards@santabarbaraca.gov ; pleeming@santabarbaraca.gov ; ghart@santabarbaraca.gov ; thordon@santabarbaraca.gov ; rfloyd@santabarbaraca.gov ; pbrown@santabarbaraca.gov

***Advantages of Gillespie St. Bike Route

Below is a map with 6 of many reasons that Gillespie St. is the logical N/S bike route through the Westside. A thing worth doing is worth doing well; the outreach done to our community was not done well - it excluded just too many primary stakeholders to be allowed to stand. Hopefully the City Council will recognize that in the interest a fair process they should drop the Chino St. Blvd from the 2016 SBBMP.



**Lack of Fair Representation and Budgetary Issues

Finally there is a core issue complicating the lack of clear communication by City Transportation and City Council with District 3 about the Chino Bike Blvd: An unintended negative consequence of the new legislation requiring District residents to be represented by a single City Council-member has resulted in District 3's residents being denied written communnication about pertinent issues including financial questions.

- District 3 residents have found themselves with no effective representation or conduit for information regarding a project that will dramatically transfonn the traffic patterns in their neighborhood.
- Our District 3 Council-member, Cathy Murillo, lives within 500 ft. of Chino St. (as does Mayor Helene Schneider).
- Both have interpreted their disqualification to vote on the Chino Bike Blvd project as reason to avoid discussing the Chino Bike Blvd. project with residents or to ask fellow Council members or City Staff to provide written answers to their constituents' specific questions, including critical budgetary questions.
- Residents want to know the reason City Transportation Staff stated at the 2/23/16 Council meeting that it would cost the City more to build the Bike Blvd on Chino than on Gillespie - the last statement by staff just before Council's unanimous vote to approve the Chino Bike Blvd between11:30 pm and midnight.
- City Council and Transportation Planners have been emailed multiple times requesting clarification of cost estimates, but no written clarification has been provided.
- The question of extra City funding being required is significant, because the City Transportation Planners have assured Chino St. residents that accepting the Bike Blvd's closure of thru-traffic on Chino is the ONLY way that speeding will be reduced there since the City does not have funds to put in speed bumps or even 2 extra stop signs that would convert 2 way stops into 4 way stops on Chino.
- Chino St. residents who fear for their lives because of the speeding problem on our street are thus being faced with the **dilemma** of prioritizing their own safety over the safety of the school children who will be jeopardized when the Chino thru-traffic is shunted onto Gillespie and through the school zone.
- Below is the "Alternatives Matrix" presented by the Transportation Planners at the District 6 "Listening Roundtable" which indicate that plans 6a and 6b (on page 2) are projects competitive for grant money thru the Caltrans "Active Transportation Program" (ATP). Principal Transportation Planner Rob Dayton explained that such plans are awarded points when they fulfill requirements such as linking up with varions pre-existing bike ways.
- Gillespie St. has existing bike routes above Mission and would connect 3 schools to the existing E/W Anapamu bike route over the 101 bridge. A bikeway on Gillespie should qualify for more points to acquire more grant money, while Chino, lacking the same connections, would not qualify for an equal sum.
- **It is obvious that City Staff and Council owe District 3 the same kind of written detailed analysis and cost estimates that was made available to District 6 regarding alternative bike routes through their neighborhoods.**

*Matrix of Alternative Bike Routes from "Listening Round-table" for District 6's Proposed Micheltorena St. (east/west) Bicycle Corridor

East-West Crosstown Bike Lane Alternatives Matrix 4-12-2016

Alternative	Rough Cost Estimate	Features Included	Grant Funding Possibility (*timing)	Parking Removal	Vehicle Circulation Benefit (++--)	Bicycle Circulation Benefit (++--)
Option 1a - Micheltorena Bike Lane Concept With No Intersection Widening	$250,000 - $350,000	Green bike lanes, minor traffic signal modifications for left turn prohibitions.	Use of existing Measure A Grant (2016)	-85 spaces (+77 added nearby)	+	++
Option 1b - Micheltorena Bike Lane Concept With Three Intersection Widenings (San Andres, Bath, State)	$1.5 - $2 million	Intersection widening (three), green bike lanes, minor traffic signal modifications for left turn prohibitions	Competitive for Caltrans Active Transportation Program "ATP" (2019)	-85 spaces (+77 added nearby)	+	++
Option 1c - Micheltorena Bike Lane Concept With Six Intersection Widenings	$3 - $3.5 million	Intersection widening (six), green bike lanes.	ATP Competitive (2019)	-85 spaces (+77 added nearby)	+	++
Option 2 - Micheltorena/Arrellaga One Way Couplet	$1 - $1.5 million	Three new traffic signals, signage, paint, lane reconfiguration	Low probability (unknown)	-25 spaces near new signals and on east side of Castillo	-	+
Option 3 - Micheltorena/Sola One Way Couplet	$1 - $1.5 million	Three new traffic signals, signage, paint, lane reconfiguration	Low probability (unknown)	-25 spaces near new signals and on east side of Castillo	-	+
Option 4 - Micheltorena Bike Boulevard - No Through Traffic on Micheltorena	$1.5 - $2 million	Three new traffic signals, signage, paint, lane reconfiguration	Medium probability (2019)	-35 spaces near new signals and on east side of Castillo	-	+

Bicycle Lobby support get Parts in grants

Alternative	Rough Cost Estimate	Features Included	Grant Funding Possibility (*timing)	Parking Removal	Vehicle Circulation Benefit	Bicycle Circulation Benefit
Option 5a - Sola Street Bike Boulevard To State Street - Via Contra Flow Lane on Castillo	$1.5 - $2 million	Intersection widening (one), minor signal modifications, new traffic signals (two), traffic diverter.	Low probability (unknown)	-35 spaces near new signals and on east side of Castillo	++	+
Option 5b - Sola Street Bike Boulevard To State Street - Via Bath/Micheltorena	$1.5 - $2 million	Intersection widening (one), minor signal modifications for left turn prohibition (at Castillo), new traffic signals (two), traffic diverter.	Low probability (unknown)	-15 spaces on north side of Mich between Bath and Castillo	+-	+
Option 6a - Sola Street Bike Boulevard To Laguna Street - Via Contra Flow Lane on Castillo	$2 - $2.5 million	Intersection widening (one), minor signal modifications, new traffic signals (four), traffic diverters (two).	ATP Competitive (2019)	-35 spaces near new signals and on east side of Castillo	++	++
Option 6b - Sola Street Bike Boulevard To Laguna Street - Via Bath/Micheltorena	$2 - $2.5 million	Intersection widening (one), minor signal modifications, new traffic signals (four), traffic diverters (two).	ATP Competitive (2019)	-15 spaces on north side of Mich between Bath and Castillo	+	++
Option 7 – Connection to Bath/Castillo Couplet Only	$50,000	Green lanes on Micheltorena between Bath and San Andres	Use of existing Measure A Grant (2016)	-25 spaces on both sides of Mich between Bath and Castillo	+	+-

*Timing assumes Council directs staff to apply for ATP Grants in June of 2016, *and* that SB competes successfully for uncertain grants.

DISTRICT 3 WESTSIDER'S COUNT TOO! SPEAK OUT !

First email this letter to all your friends and ask them to forward this email putting a concise personal message in the "Subject" line

as well as city and state:

SUBJECT: Maria de Toledo, Espana dice: Claro que debe estar en Gillespie, la calle donde estan las escuelas!
SUBJECT: Frank of Toledo, Ohio says: Cheaper? On the street where the schools are? No Brainer! - Yes Gillespie!

Then send it off to the following

Santa Barbara City Council-members
cmurillo@santabarbaraca.gov ; hschneider@santabarbaraca.gov ; ghart@santabarbaraca.gov ; fhotchkiss@santabarbaraca.gov ; jdominguez@santabarbaraca.gov
hwhite@santabarbaraca.gov ; rrowse@santabarbaraca.gov
Santa Barbara City Principal Transportation Planner rdayton@santabarbaraca.gov rdayton@santabarbaraca.gov
Santa Barbara City Associate Transportation Planner pbrown@santabarbaraca.gov

If you have time and it suits your fancy, make a fun YouTube video with your friends and family holding signs and speaking out. If you want music to go with the No! No! Not Chino! lyrics text me at the number on the flyer. I'm attaching pix of signs and displays you could use in your emails. If you feel shy about showing your face - wear some shades or goggles with your bike helmet. Above all participate and get your friends and family to help out. Make up your own verses. I like:

No! No! Not Chino!
Yes. Yes. Gillespie!

Put STOPS on Chino
BIKES On Gillespie

Be Safer on Chino
Be Safer on Gillespie

Gillespie's where our KIDS are at! And That's That!

Remember it's a participatory democracy and you have to TAKE ACTION if you want your voice to be heard - great family activity with kids to teach them about the democratic process!

C L Bastug Vincenti

Sí! Sí! GiLLESPiE AHORA

UNA RUTA DE BICICLETA MAS SEGURA A LA ESCUELA

En unas semanas, sin nuestro permiso, el Concilio de la Ciudad pasara el Plan Maestro de Bicicletas 2016 que aprobara *El Bulevar Bicicleta de Chino St.* Este prohíbe la circulación libre en Chino. Para entrar y salir de Chino St los vehículos estarán obligados a girar a la derecha donde las calles se cruzen Chino. Esto empujará mucho mas circulación en la zona escolar de Harding School de Gillespie St. Estaría mucho mejor de poner la ruta de bicicleta en Gillespie pero el Jefe de la Transportación dice que los adultos que utilizan bicicleta para ir al trabajo no tienen 30 segundos extra para pasar en Gillespie. La #1 prioridad de la sociedad civilizada es proteger la seguridad de los niños. La Ciudad no nos incluyó en la descisión, así estamos abordando nuestra situación ante

El Tribunal de la Opinión Pública

Invitamos a Toda La Familia y Los Amigos
Aqui y en el Estranjero de Ayudarnos En

UNA CAMPAÑA ELECTRONICA

Diciendo al Concilio de la Ciudad

NO! NO! EN CHiNO! Sí Sí GiLLESPiE!

Unos niños ya conocen las palabras a la cancion abajo No! No!...Yes! Yes! Gillespie! y estan interesados de hacer un YouTube video esperando un VideoViral. Ojalá que unos padres tengan el tiempo de ayudar a un grupo o a sus proprios niños a hacerlo. Para musica text 680-3494. Podrian portar casco de bicicleta y llevar gafas de sol si los padres prefieren no mostrar sus caras on-line. Si no, ***un email enviado a las direciones email abajo (con o sin fotos) seria sufficiente***. **Lo mas importante es *poner en la linea SUBJECT: su ciudad y mensaje personal*:** Ejemplo: **Maria de Toledo, Espana dice Claro Gillespie - donde estan las escuelas es el lugar de poner una Ruta Mas Segura a la Escuela!**

NO! NO! NOT CHINO! YES! YES! GILLESPIE!

No! No! Not Chino!	***No! No! Not Chino!***
Yes! Yes! Gillespie!	***Yes! Yes! Gillespie!***
Take Away Chino.	***Take Away Chino.***
Give Us Gillespie!	***Give Us Gillespie!***
We dont want Chino!	***We dont want Chino!***
We NEED Gilllespie!	***We NEED Gilllespie!***
***GILLESPIE'S WHERE* OUR SCHOOLS *ARE* AT**	***GILLESPIE'S WHERE THE* KIDS *ARE* AT**
THINK OF THAT!!!	**THINK OF THAT!!!**

Los primeros 7 son elegidos. Si sus acciones no le conviene no vota por ellos otra vez. hschneider@santabarbaraca.gov cmurillo@santabarbaraca.gov ghart@santabarbaraca.gov fhotchkiss@santabarbara.gov jdominguez@santabarbaraca.gov. hwhite@santabarbaraca.gov rrowse@santabarbaraca.gov pbrown@santabarbaraca.gov rdayton@santabarbaraca.gov

No podemos confiarnos en La Ciudad:
Nos debe tratamiento igual al Distrito 6

PERO

Distrito 6: recibieron una reunion donde elegen entre 11 opciones que se ofrecen - opciones en 3 diferentes calles - con planes muy detaillados y empleados de la ciudad que les explicaron.

Distrito 3 ??? La Ciudad no informó directamente a la mayoría de los de los residentes de la Calle Chino sobre los proyectos propuestos o detalles de esos proyectos. Ni contacto los padres de los alumnos por las 3 PTA's de nuestros escuelas locales (unidos par Gillespie).

Distrito 3: tenia solamente 2 posibilidades impuestas par los

Transportation Planners - y cada posibilidad utilizaba Chino St. sin hablar de Gillespie St con las 3 escuelas y carriles bici ya existente.

Los Planners de Transportacion dijeron al Concilio que sera mas caro para la Ciudad de hacerlo en Chino en vez de ponerlo en Gillespie (probabilmente porque un proyecto en Chino no merece las subvenciones financiarias que el Estado paga cuando bikeways estan considerados como Rutas Mas Seguras a la Escuelas) y **Chino no NO ES la calle que va entre las 3 escuelas en nuestra vecindad!**

Un proceso descriminitivo = Una decision invalida

Decider en Chino en vez de Gillespie sin notificar o pedir los padres su opinion por la PTA es la disciminacion de la parte del Departemento de Transportacion.

Era invalida por un Concilio de decidir de adoptar el Blvd Bici de Chino (BBC) quando miembros sabian que nuestro representante al Concilio ya habia anunciado que la mayoridad de residentes en Chino St. no estaban contactados directamente de La Ciudad sobre estos propuestos formulados para nuestro vecindario. Todo era hecho sin nuestro conocimiento y contribucion.

ASI LA DECISION DE ADOPTAR EL BBC NO ES JUSTA (y tampoco *segura* por los ninos y todos que utilizan los calles).

Si nosotros les dejamos confirmar el Blvd Bici en Chino no van a considerar en serio un cambimiento a una ruta en Gillespie - ya aprendimos que no son gente fiable hacia nosotros.

La Ciudad nos ha marginalizado y no escucha a lo que sabemos seria el mejor para nuestro barrio.
Ahora tenemos no mas unas semanas para recurrir a la corte de la opinión pública por conseguir
todos nuestros amigos y familiares para ayudarnos a ser escuchados .

Por favor, esta semana, pida a todos a participar en la campaña cibernética por correo
electrónico - para ayudarnos a ser escuchados por los miembros del Concilio para que se

retire Blvd Bici en Chino desde el 2016 SBBMP AHORA.

Este fin de semana largo divertense ayudando a los ninos de hacer su deseo de un Video Viral:
cantando, bailando, haciendo rap, oraciones y arte en carteles. Portan mascaras o gafas de
sol si se sienten timidos!

Muchas Gracias por su ayuda y por favor, y perdona mi lamentable español,
C L Bastug Vincenti

Adjuntos de correo electrónico incluyen varias carteles con signos y esloganes como No Blvd Bici en Chino y Si Gillespie la Ruta Más Segura a La Escuela, Recycle Chino Bicycle Blvd.

From: Catherine Bishop

To: [illegible]

Subject: 2016 SBBMP Chino Bike Blvd Council approval time?

Date: Thursday, July 14, 2016 8:26:52 AM

Dear Mr. Brown and others,

Please clarify the time of the July 26, 2016 meeting that you informed Ms. Furukawa (of District 6) **would be taking place regarding the City Council's Approval of the SBBMP's project in District 3 - the Chino Bike Blvd.** Many people in District 3 want to know when to come to the meeting about the project that will forever redefine driving in their neighborhood - but you have yet to inform them of the meeting or what time it is scheduled to take place.

Being a caring, fair minded person, and knowing my concern (and the concern of the entire District 3 regarding the Chino Bike Blvd proposal) Terrie Furukawa was so kind as to forward the information you sent her last Friday about the SBBMP City Council Approval meeting (which quite suddenly seems to have been rescheduled from what the Executive Director of the SBBike Coalition told me was to be in August to the last week of July with only 2 weeks notice being apparently sent only to a privileged few.)

Ms. Furukawa also included the Transportation Department's new map (which I have inserted below) showing how the **Department has now expanded the Chino Bike Blvd to include Micheltorena St. - and has avoided using the length of Gillespie St for the entire Bike Blvd (a Gillespie St. option which Santa Barbara Bike Coalition Executive Director Ed France stated on 2/23/16 would be an easier to build and would require less resources to build).**

I am not sure why I have not received an update about the City Council Approval meeting in July from the Santa Barbara Transportation Department. I have attended and have spoken all of the SB City Council meetings regarding the Chino Bike Blvd, and I distinctly recall signing up to be kept abreast of the matters at the Oct 29, 2015 meeting. For a for a while I did receive notifications but for some reason did not receive any for the 6/14/16 Council meeting. Luckily I just happened to do a search on-line. Now I obviously received no word from you word about one on July 26 which you seem to be announcing to everyone rather late - with only two weeks notice???! Thankfully Ms. Furukawa thought of me and I found the email she sent on 7/8/16 and now have been able to alert at least the people on my email list although that is just a fraction of the people who have signed the letters and petitions to City Council objecting to the Chino Bike Blvd.

But residents are still uninformed about the time of the meeting and I haven't been successful in finding that information online.

I must say that such lack of notification to the Primary Stakeholders in the project gives the impression that the Transportation Department didn't want the people of District 3 to know what the City has planned to do with the all important only thru-street alternative to San Andres.

Could you please explain how the Transportation Department justifies not sending out the map below to all of the District 3 residents and businesses within 500 ft. of your proposed 2016 SBBMP project?

I sincerely hope that Caltrans *does not* support this sort of disenfranchisement of major stakeholders in a project you are asking Caltrans to fund.

Please honor the request that the residents have been making to the City and the Council through emails, petitions, surveys and phone calls to abandon the CHINO BIKE BLVD which will punish us all and come back to include the entire community by doing THOROUGH OUTREACH DURING THE 2016-17 SCHOOL YEAR THAT IS APPROPRIATE FOR THE DEMOGRAPHIC OF DISCTRICT 3 BY INVOLVING THE ENTIRE COMMUNITY USING THE PTA's AND THE MAIL AS A METHOD THE TOO PASS THE WORD AND COLLECT DATA AND SURVEYS FROM OUR RESIDENT POPULATION (WHO FOR A VERY LARGE PART ARE SPANISH SPEAKING AND NOT HOOKED UP TO THE INTERNET OR THE **SOCIAL MEDIA NETWORKS THAT THE VERY SMALL CADRE OF FOLKS WHO ATTEND THE WESTSIDE COMMUNITY GROUP MEETINGS USE).**

The consequence of the Chino Bike Blvd project doesn't just affect the residents on the street. Any one who looks carefully at a map of the Westside can see that the lack of thru-streets means that a Bike Blvd closing Chino to thru motor vehicle traffic will completely change the entire traffic circulation pattern of the entire Westside neighborhood (by effectively confining all N/S thru traffic of vehicles of residents in addition to all those who come down from the Mesa neighborhood to get to the 101 by using San Andres (already overburdened San Andres is just too crowded and dangerous to navigate especially during rush hours).

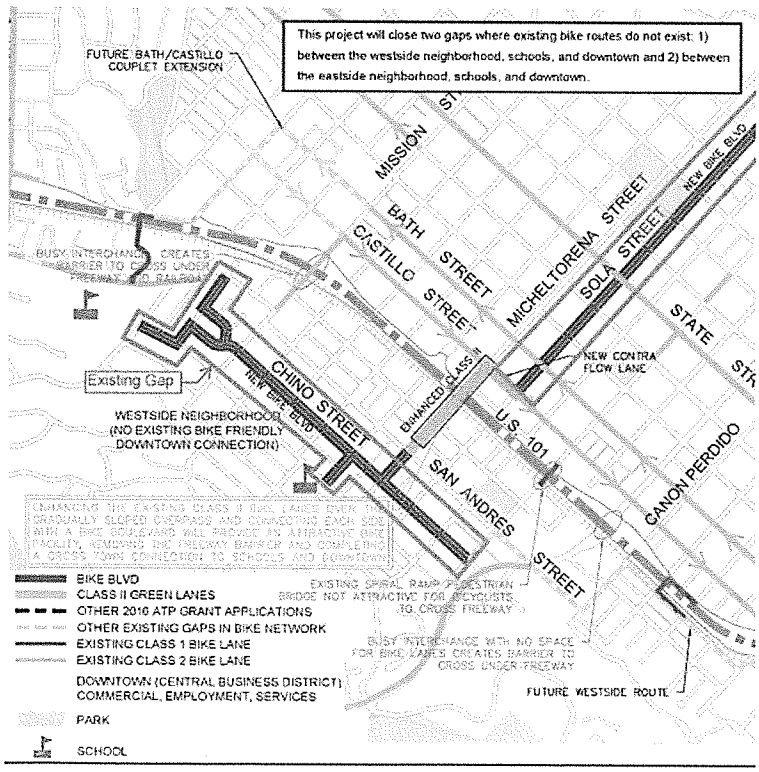
Our District 3 Westside community is exactly the sort of community that the Caltrans funds should be spent improving and encouraging. But instead of including us and benefiting us as a challenged neighborhood with Caltrans funds Transportation has avoided directly contacting the residents who are those with the practical experience, who do care about how motor vehicles and bikes are allowed to travel through our densely populated neighborhood. A plan created by cyclists and imposed from the top by the Transportation Department and people who obviously do not know the neighborhood or its residents have resulted in a plan which will punish and endanger all the residents by giving only cyclists full use of 1 of the only 2 N/S thru streets. We we depend upon 2 thru-streets to keep traffic moving in the densest populated District in the entire City of Santa Barbara. The City Transportation Planner has marketed the idea of a Bike Blvd on Chino to people who for the most part don't have their driveways on Chino, and by telling those with driveways on Chino that the Bike Blvd is the only way to address speeding on Chino since City is broke and can't afford speed bumps. This is cynical manipulation and the effect will be like cutting off your nose to spite your face. Hypnotized by the idea of a Berkley style Bike Blvd as seen on the SBBMP website video the small cadre of residents who support the Bike Blvd are not looking at the big picture. **The big picture is that Berkley and San Luis Obispo's Bike Blvds. are not closing off 1 of only 2 N/S thru streets.** Look at the maps - our Westside neighborhood map simply does not look like their neat grids.

A look at the historical bike route map at the bottom of this email reveals that for many years San Andres was the only N/S thru street and the City went to the expense of building right hand turn lane off Carrillo onto Chino precisely because the neighborhood needs 2 N/S thru streets for safety and traffic circulation reasons. Now we have a Principal Transportation Director who insists on taking that safety valve away and is so intent on building on Chino at any cost that he seriously proposed to Council on 6/14/16 that the City spend $10,000.00 on a demonstration of a Bike Blvd using stop signs instead of traffic diverters to demonstrate what a Bike Blvd looks like.

Please Mr. Brown, ask the Transportation Department to look at the historical map and desist in marginalizing, disenfranchising and insulting the intelligence of the residents of Chino St. and District 3 who are not cyclists and can see the bigger picture of how the Chino Bike Blvd will make traffic a nightmare in our neighborhood.

Below is the portion of the map you sent to Terrie Furukawa (District 6). **The map details at least the route (but significantly avoids showing the location of traffic diverters which will create new Chino Bike Blvd). It seems that Transportation Department created and sent off the map to Caltrans in the 2016 SBBMP but did not circulate it in the neighborhood. Why was that map not sent by mail to each of the residents on Chino St and those on the 700 block of Micheltorena St. as well as to those on Anapamu St to get feedback or at least to notify us?** Notification by mail is what is we are used to receiving when an addition on a house is proposed within 500 ft of our residences. Having the City change driving rights and patterns will affect us much more on a daily basis than someone adding a new bedroom to their house. Please don't think because many of us are not internet users that we don't care about what happens in our neighborhood because we do care and we expect the City to treat us fairly, even if we are not on the social media sites frequented by the very small cadre of residents who for the most part do not live on Chino who call themselves the Westside Community Group.

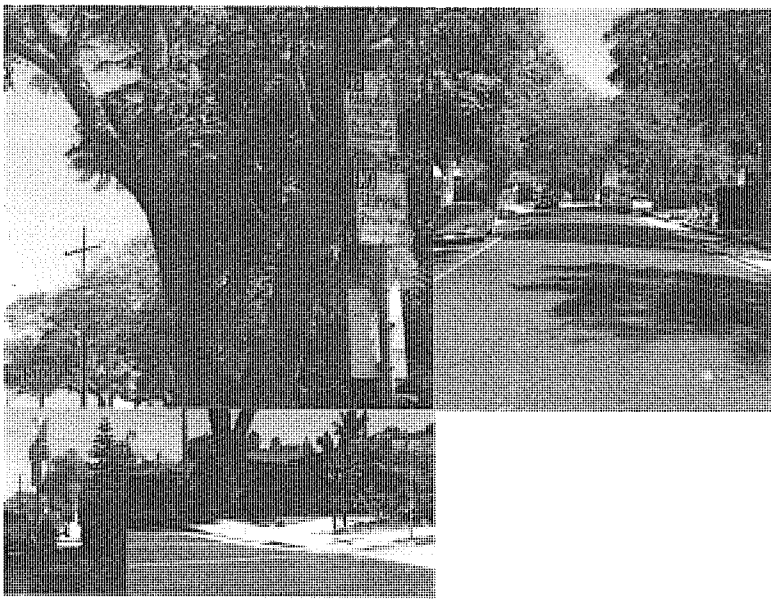
Since I have not been in touch with those on Eucalyptus or upper Chino or Lorinda Way I am not aware if the Transportation Department informed them of the plans for their street and sent them maps - would you please clarify?



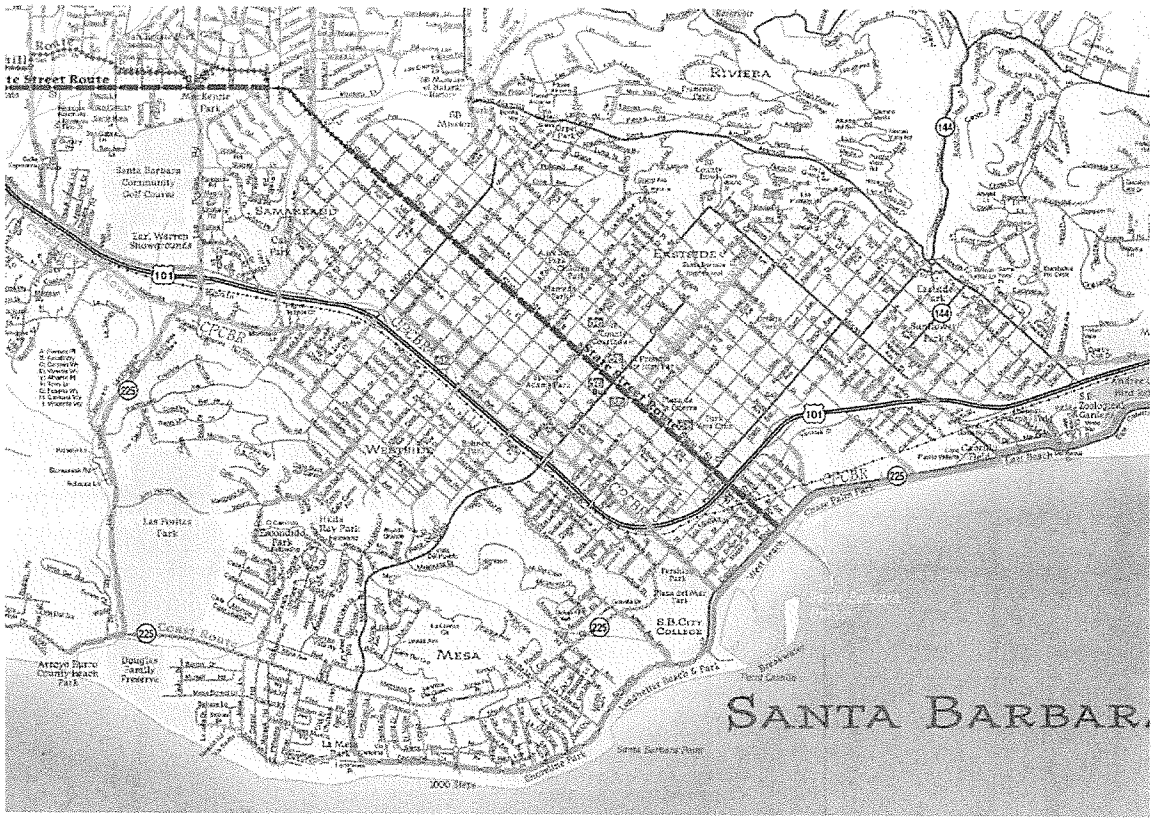
While the map SB Transportation Department created above indicates that there is a gap in the Bike Route above Mission the photos taken over the weekend below document that the lanes actually continue down to Mission.

The doglegged Chino Bike Blvd plan mapped out has a form which obviously goes through contortions to avoid using the **direct safe route to school by going straight down Gillespie (the street that actually directly connects the 3 neighborhood schools).**
No wonder Mr. France said a 'Bike Blvd on calmer Gillespie Bike Blvd would be easier to build and easier on resources'.

Even though **diminishing the number of accidents in Santa Barbara was announced at the 6/14/16 City Council meeting as the *Major Goal* of the 2016 SBBMP** the Chino Bike Blvd route unnecessarily exposes riders to the Modoc/Mission collision corridor* between Portosuello and Eucalyptus Ave and then exposes them once more to a dangerous intersection where Chino crosses Mission.
*(see the 2016 SBBMP online brochure's diagram of dots for showing history of collisions on the Westside). All this could be avoided by using calmer Gillespie.



Below an old map of the historic California Pacific Coast Bike Route indicates the historical Bike Route followed Portosuello then continued on to use the Gillespie St bike route lanes that are still designated by signs and stripes painted on the Gillespie St.roadway between Portosuello Avenue and Mission St. (see above).



Close inspection of the old CPCBR map reveals that the Gillespie St. portion of the route existed even before the City decided that the Westside had become so densely populated that for safety's sake and better traffic circulation it needed 2 N/S thru streets - not just San Andres. This why they decided to go to the expense of constructing a right turn lane connecting Chino to Carrillo.

Now that the Westside is even more densely populated and with the City's zoning policy will become even more congested the Transportation Planners have decided suddenly that motorists don't really need an alternative N/S thru-street to overburdened San Andres. What our neighborhood must have no matter what the cost is a Chino Bike Blvd to deprive all motorists living in or travelling through the Westside of that 2nd thru-street alternative to San Andres which the City thought necessary to provide years ago when we were less crowded.
So for the benefit of all the road users (another goal of the SBBMP) we must by all means have the Bike Blvd on Chino AT ALL COST (even Mr. Dayton's 10 K for a demonstration with stop signs) so only bikes will to be able to use it to travel from Mission down to Carrillo and back.

Go door to door take a survey The overwhelming majority of residents on the Westside know such a Chino Bike Blvd will not only have a negative effect on residents living here in the Westside neighborhood and it will cause congestion and confusion for all those residents who daily come down from the Mesa via Valerio and use Chino to access Mission and Carrillo to get to the 101 north and south during when San Andres is overcrowded (always) and especially during rush hours. Those people will now be driving by Harding School where our good and responsible Westside parents walk their children to and from school pushing strollers back and forth 4 times a day to get their children safely to school without using cars.

Hopefully someone at Caltrans, if not at the City, who is not so terribly invested in absolutely having Chino be the location of the Bike Blvd through Santa Barbara's overcrowded Westside can see the folly of closing of 1 of only 2 N/S thru streets to the many motor vehicles who need to pass through our neighborhood to get to the 101 and put an end to the idea of funding such a disastrous and absolutely unfair and undemocratic project.

Please Mr. Brown in response to this email send to me and all those listed in my email address section a timely reply:

1. **a direct announcement of the time of the 7/26/16 City Council meeting for Approval of the Chino Bike Blvd as part of the 2016 SBBMP**
2. **and apology for Transportation Planners telling residents in April that you would be considering placing the Bike Blvd on Gillespie instead of Chino**
3. **a map showing the intersections where Transportation plans to place the diverters on Chino and other streets indicated on you new expanded version of the Chino Bike Blvd.**

Sincerely

Catherine "Lily" Bastug Vincenti

From: Brown, Peter <PBrown@SantaBarbaraCA.gov>
To: 'Terrie Furukawa' <tfurukawa7@verizon.net>; Dayton, Rob <RDayton@SantaBarbaraCA.gov>
Sent: Fri, Jul 8, 2016 4:22 pm
Subject: RE: BMP Update

Hi Terrie,

The City Council meeting is scheduled for July 26 for BMP approval. I can add an update to the website on Monday advertising that date as well as the applications that have been submitted to ATP, and the fact that the state will announce preliminary grants results in late October.

As you know, we don't have maps that show project design for Chino, Cota or Cabrillo. But I did attach a map that shows where projects will be in town as proposed in the ATP applications. These include Chino, Sola and Cota.

Cabrillo is not part of the ATP program but rather, when the next road maintenance project is performed out there (likely several years out), Cabrillo would be restriped to include bike lanes in both directions between Milpas and Los Patos.

Give me a call if you have any other questions and have a good weekend.

Peter

Peter Brown | Mobility Coordinator
City of Santa Barbara | Public Works
630 Garden Street | Santa Barbara, CA 93101
Office: 805.897.2669
pbrown@santabarbaraca.gov

From: Brown, Peter
To: Waters, Laurie@DOT
Cc: Branson, Susan@DOT; Dayton, Bob; Revik, Rebecca
Subject: FW: 2016 SBBMP Chino Bike Blvd Council approval time?
Date: Thursday, July 14, 2016 2:24:23 PM
Attachments: image003.png

Hi Laurie,

I appreciate your call clarifying the issues the CTC is having with scope changes and how best to approach that here in Santa Barbara. Below is my reply to Ms. Bastug for your information. I addressed the scope change issue in point 5.

To be honest, we have tried every approach; to call her, have her come into our office, write short replies, no replies or very detailed replies, like the one below. I am fairly sure all approaches are equally ineffective.

Best of luck and hopefully you can move on soon to the difficult task of reviewing hundreds of statewide applications. Thank you for giving our application fair consideration despite Ms. Bastug's dissent.

Sincerely,

Peter

Peter Brown | Mobility Coordinator
City of Santa Barbara | Public Works
630 Garden Street | Santa Barbara, CA 93101
Office: 805.897.2669
pbrown@santabarbaraca.gov

From: Brown, Peter
Sent: Thursday, July 14, 2016 2:09 PM
To: 'Catherine Bastug'
Subject: RE: 2016 SBBMP Chino Bike Blvd Council approval time?

Dear Ms. Bastug,

Please see my answers to your questions below. The City does understand your concerns and opposition to the proposed Bike Boulevard on your street. I know I speak for City staff and elected officials when I say that we continue to be committed to extensive public outreach and including all members of the public, especially "disadvantaged communities" in all of our planning, transportation and public safety projects.

Thank you for your attention to detail and commitment to your neighborhood. It's truly impressive.

Sincerely,

Peter

Peter Brown | Mobility Coordinator
City of Santa Barbara | Public Works
630 Garden Street | Santa Barbara, CA 93101
Office: 805.897.2669
pbrown@santabarbaraca.gov

1. **Please clarify the time of the July 26, 2016 meeting**

The City Council meeting on July 26 will start at the regular time, 2:00pm, at City Hall at 735 Anacapa Street, Santa Barbara, California, 93101. The City's website contains more information about the Council meetings - http://www.santabarbaraca.gov/gov/cityhall/council/meetings/default.asp. The Council Agenda Packet for the regular City Council meetings is posted on Thursdays prior to the meetings by the close of business.

For the duration of the BMP project, all of the BMP information can be found at the project website - http://bmp.santabarbaraca.gov/. Checking that website is the best way to stay informed on all 36 of the BMP projects, which are scheduled for final approval close to the 2:00pm start time.

2. **Could you please explain how the Transportation Department justifies not sending out the map below to all of the District 3 residents and businesses within 500 ft. of your proposed 2016 SBBMP project?**

The City of Santa Barbara and most cities in California typically do this for construction projects or pending development with several months' notice. In this case, we are in the planning phase and are seeking competitive grants for design and construction, which if awarded, wouldn't be available until about 2020 or 2021. We agree with you that all members of the public should be informed about all projects regardless of which stage of development they are in. If you would like staff to come meet with the PTA or Westside residents at a time of your choosing, I can arrange that.

3. **The lack of thru-streets means that a Bike Blvd closing Chino to thru motor vehicle traffic will completely change the entire traffic circulation pattern of the entire Westside neighborhood (by effectively confining all N/S thru traffic of vehicles of residents in addition to all those who come down from the Mesa neighborhood to get to the 101 by using San Andres (already overburdened San Andres is just too crowded and dangerous to navigate especially during rush hours). ...the Chino Bike Blvd will make traffic a nightmare in our neighborhood.**

This may be the most important point to understand: the city is not "closing Chino to through motor vehicle traffic." If grant funds are awarded and the project implemented, all residents of Chino and the Westside will be able to drive to and from their properties. As a result of Santa Barbara's square block street grid, all of them will be able to do so with no added delay many of them will be able to do so without even changing their current route to/from home. Likely in one or two locations along a future Chino Bike Boulevard, drivers would turn right to continue their trip and people on bicycles can either turn or continue straight.

The average daily traffic on Chino is between 1,500 and 3,000 vehicles per day. If we take the upper number of 3,000, and assume no one drives between midnight and 6am, that leaves an average of about 166 trips per hour for 18 hours a day, or about three trips per minute. Three, or even 6 peak hour trips per minute makes Chino a low volume residential street, ideal for a bike boulevard and nearly immune to the idea that the current proposal will create a "traffic nightmare." As transportation planners and engineers, we, like you, share the goal of vehicle access and alleviation of congestion.

4. **Since I have not been in touch with those on Eucalyptus or upper Chino or Lorinda Way I am not aware if the Transportation Department informed them of the plans for their street and sent them maps - would you please clarify?**

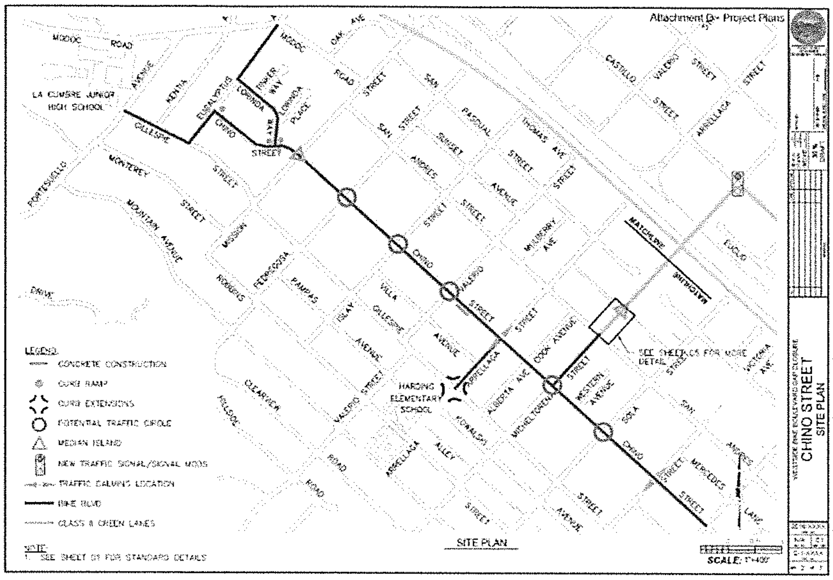
The map used in the ATP application and included in your email, shows grant reviewers what we call "project limits." Typical treatments for Lorinda or Eucalyptus would be sharrows or directional signage and perhaps some pedestrian enhancements at Mission Street. We don't anticipate any turn restrictions or changes to vehicular travel patterns on this part of the Bicycle Boulevard.

5. **...An apology for Transportation Planners telling residents in April that you would be considering placing the Bike Blvd on Gillespie instead of Chino**

As you know, during this two-year planning process stakeholders, meeting participants, residents and planners considered everything from new one-way couplets, removing parking, and Class II bike lanes to new bridges across US 101 and bicycle boulevards all over the city. I believe that at the April Westside Community Meeting, the Transportation Division did mention that Gillespie was also considered for a bicycle boulevard and could still be a candidate for other ped/bike safety improvements since it is a low volume residential street like Chino.
However, Gillespie may not have the same potential to draw bicyclists off of the San Andres corridor, to reduce collisions/injuries, or to increase the active mode share. It also lacks the direct connections north and south that Chino has. If design and construction money are awarded and ATP project scope guidelines permit, the city remains open to reviewing alignment options along Chino and Gillespie if in fact the majority of the neighborhood makes a compelling case for Gilespie. In that case, staff would submit that scope change request to the project funders for consideration.

6. **Provide a map showing the intersections where Transportation plans to place the diverters on Chino and other streets indicated on you new expanded version of the Chino Bike Blvd.**

Below are the preliminary plans that were submitted as part of the ATP application. The plans show potential locations for pedestrian improvements like curb ramps, curb extensions, traffic calming and other potential improvements to create a safe bike route. As we have said before, preliminary plans are not the same as construction drawings and finalizing locations of any diverters where bicyclists are allowed through movements would be determined in the design phase in 2019 or 2020.



From: Catherine Bastug [mailto:maildebas2 gmail.com]
Sent: Thursday, July 14, 2016 8:27 AM
To: Brown, Peter; Calonne, Ariel; Rowse, Randy; Murillo, Cathy; Dominguez, Jason; Hart, Gregg; Schneider, Helene; White, Harwood "Bendy" A.; Frank santabarbaraca.gov; Susan santabarbaraca.gov; Casey, Paul; ed sbbike.org; susan.pransen dot.ca.gov; jennifer.velasco dot.ca.gov; kristina.assouri dot.ca.gov; garth.hopkins dot.ca.gov; laurel.janssen dot.ca.gov; eric.thronson dot.ca.gov; mitchell.weiss dot.ca.gov; laura.pennebaker dot.ca.gov; rick.guevel dot.ca.gov; laurie.waters dot.ca.gov; rosemary.mejia dot.ca.gov; anne.johnson dot.ca.gov; teresa.favila dot.ca.gov; dawn.cheser dot.ca.gov; deborah.mckee dot.ca.gov; jose.oseguera dot.ca.gov; douglas.remedios dot.ca.gov; david.vandyken dot.ca.gov; george.spanos dot.ca.gov; cassovilla5 gmail.com; spssb cox.net; desertwarrior05 gmail.com; cnicholson9698 gmail.com; davidmebane hotmail.com; sharonevolving gmail.com; mariavelasco yahoo.com; pamelaibarra72 yahoo.com; DavidPatty123 gmail.com; tfurukawa verizon.net; ronnwynn gmail.com; CANZALONE aol.com; lopez16 gmail.com; Catherine Bastug; darrell-marchus cox.net; maida.chris yahoo.com; lazarml gmail.com; jim jamesgriffithlaw.com; annmockle gmail.com; karenstonehurst gmail.com; mjjimenez1113 gmail.com; mikemagana795 yahoo.com; Dayton, Rob
Subject: 2016 SBBMP Chino Bike Blvd Council approval time?

Dear Mr. Brown and others,

Please clarify the time of the July 26, 2016 meeting that you informed Ms. Furakawa (of **District 6**) **would be taking place regarding the City Council's Approval of the SBBMP's project in District 3 - the Chino Bike Blvd.** Many people in District 3 want to know when to come to the meeting about the project that will forever redefine driving in their neighborhood - but you have yet to inform them of the meeting or what time it is scheduled to take place.

Being a caring, fair minded person, and knowing my concern (and the concern of the entire District 3 regarding the Chino Bike Blvd proposal) Terrie Furukawa was so kind as to forward the information you sent her last Friday about the SBBMP City Council Approval meeting (which quite suddenly seems to have been rescheduled from what the Executive Director of the SBBike Coalition told me was to be in August to the last week of July with only 2 weeks notice being apparently sent only to a privileged few.)

Ms. Furukawa also included the Transportation Department's new map (which I have inserted below) showing how **the Department has now expanded the Chino Bike Blvd to include Micheltorena St. - and has avoided using the length of Gillespie St for the entire Bike Blvd (a Gillespie St. option which Santa Barbara Bike Coalition Executive Director Ed France stated on 2/23/16 would be an easier to build and would require less resources to build).**

I am not sure why I have not received an update about the City Council Approval meeting in July from the Santa Barbara Transportation Department. I have attended and have spoken all of the SB City Council meetings regarding the Chino Bike Blvd, and I distinctly recall signing up to be kept abreast of the matters at the Oct 29, 2015 meeting. For a for a while I did receive notifications but for some reason did not receive any for the 6/14/16 Council meeting. Luckily I just happened to do a search on-line. Now I obviously received no word from you word about one on July 26 which you seem to be announcing to everyone rather late - with only two weeks notice??!! Thankfully Ms. Furukawa thought of me and I found the email she sent on 7/8/16 and now have been able to alert at least the people on my email list although that is just a fraction of the people who have signed the letters and petitions to City Council objecting to the Chino Bike Blvd.

But residents are still uninformed about the time of the meeting and I haven't been successful in finding that information online.

I must say that such lack of notification to the Primary Stakeholders in the project gives the impression that the Transportation Department didn't want the people of District 3 to know what the City has planned to do with the all important only thru-street alternative to San Andres.

Could you please explain how the Transportation Department justifies not sending out the map below to all of the District 3 residents and businesses within 500 ft. of your proposed 2016 SBBMP project?

I sincerely hope that Caltrans *does not* support this sort of disenfranchisement of major stakeholders in a project you are asking Caltrans to fund.

Please honor the request that the residents have been making to the City and the Council through emails, petitions, surveys and phone calls to abandon the CHINO BIKE BLVD which will punish us all and come back to include the entire community by doing THOROUGH OUTREACH DURING THE 2016-17 SCHOOL YEAR THAT IS APPROPRIATE FOR THE DEMOGRAPHIC OF DISCTRICT 3 BY INVOLVING THE ENTIRE COMMUNITY USING THE PTA's AND THE MAIL AS A METHOD THE TOO PASS THE WORD AND COLLECT DATA AND SURVEYS FROM OUR RESIDENT POPULATION (WHO FOR A VERY LARGE PART ARE SPANISH SPEAKING AND NOT HOOKED UP TO THE INTERNET OR THE **SOCIAL MEDIA NETWORKS THAT THE VERY SMALL CADRE OF FOLKS WHO ATTEND THE WESTSIDE COMMUNITY GROUP MEETINGS USE).**

The consequence of the Chino Bike Blvd project doesn't just affect the residents on the street. Any one who looks carefully at a map of the Westside can see that the lack of thru-streets means that a Bike Blvd closing Chino to thru motor vehicle traffic will completely change the entire traffic circulation pattern of the entire Westside neighborhood (by effectively confining all N/S thru traffic of vehicles of residents in addition to all those who come down from the Mesa neighborhood to get to the 101 by using San Andres (already overburdened San Andres is just too crowded and dangerous to navigate especially during rush hours).

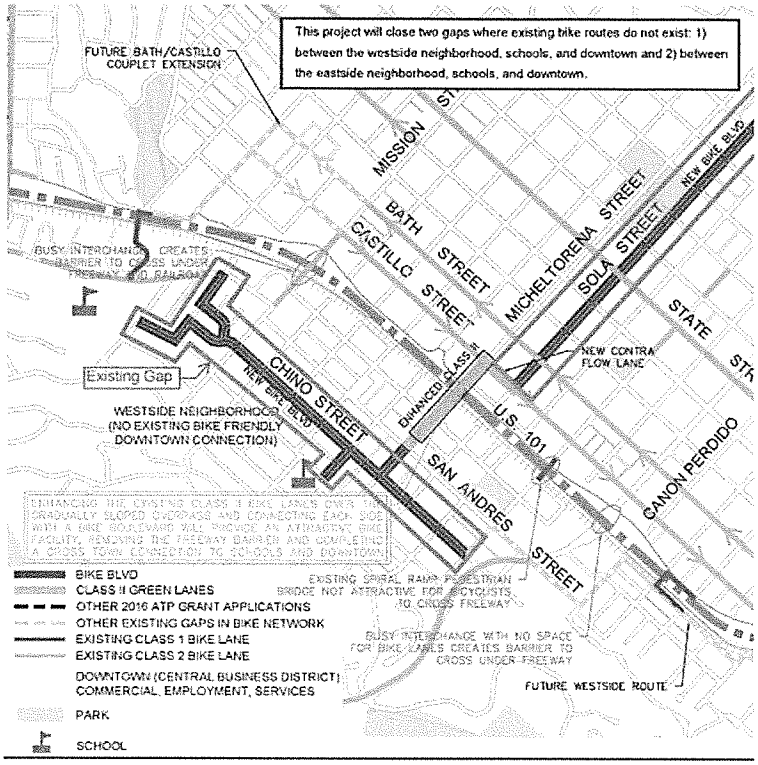
Our District 3 Westside community is exactly the sort of community that the Caltrans funds should be spent improving and encouraging. But instead of including us and benefiting us as a challenged neighborhood with Caltrans funds Transportation has avoided directly contacting the residents who are those with the practical experience, who do care about how motor vehicles and bikes are allowed to travel through our densely populated neighborhood. A plan created by cyclists and imposed from the top by the Transportation Department and people who obviously do not know the neighborhood or its residents have resulted in a plan which will punish and endanger all the residents by giving only cyclists full use of 1 of the only 2 N/S thru streets. We we depend upon 2 thru-streets to keep traffic moving in the densest populated District in the entire City of Santa Barbara. The City Transportation Planner has marketed the idea of a Bike Blvd on Chino to people who for the most part don't have their driveways on Chino, and by telling those with driveways on Chino that the Bike Blvd is the only way to address speeding on Chino since City is broke and can't afford speed bumps. This is cynical manipulation and the effect will be like cutting off your nose to spite your face. Hypnotized by the idea of a Berkley style Bike Blvd as seen on the SBBMP websie video the small cadre of residents who support the Bike Blvd are not looking at the big picture. **The big picture is that Berkley and San Luis Obispo's Bike Blvds. are not closing off 1 of only 2 N/S thru streets.** Look at the maps - our Westside neighborhood map simply does not look like their neat grids.

A look at the historical bike route map at the bottom of this email reveals that for many years San Andres was the only N/S thru street and the City went to the expense of building right hand turn lane off Carrillo onto Chino precisely because the neighborhood needs 2 N/S thru streets for safety and traffic circulation reasons. Now we have a Principal Transportation Director who insists on taking that safety valve away and is so intent on building on Chino at any cost that he seriously proposed to Council on 6/14/16 that the City spend $10,000.00 on a demonstration of a Bike Blvd using stop signs instead of traffic diverters to demonstrate what a Bike Blvd looks like.

Please Mr. Brown, ask the Transportation Department to look at the historical map and desist in marginalizing, disenfranchising and insulting the intelligence of the residents of Chino St. and District 3 who are not cyclists and can see the bigger picture of how the Chino Bike Blvd will make traffic a nightmare in our neighborhood.

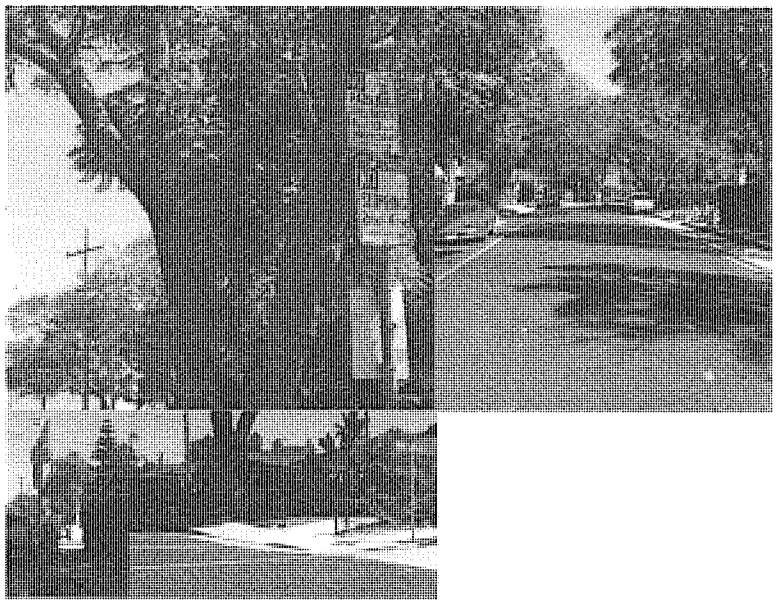
Below is the portion of the map you sent to Terrie Furukawa (District 6). **The map details at least the route (but significantly avoids showing the location of traffic diverters which will create new Chino Bike Blvd). It seems that Transportation Department created and sent off the map to Caltrans in the 2016 SBBMP but did not circulate it in the neighborhood. Why was that map not sent by mail to each of the residents on Chino St and those on the 700 block of Micheltorena St. as well as to those on Anapamu St to get feedback or at least to notify us?** Notification by mail is what is we are used to receiving when an addition on a house is proposed within 500 ft of our residences. Having the City change driving rights and patterns will affect us much more on a daily basis than someone adding a new bedroom to their house. Please don't think because many of us are not internet users that we don't care about what happens in our neighborhood because we do care and we expect the City to treat us fairly, even if we are not on the social media sites frequented by the very small cadre of residents who for the most part do not live on Chino who call themselves the Westside Community Group.

Since I have not been in touch with those on Eucalyptus or upper Chino or Lorinda Way I am not aware if the Transportation Department informed them of the plans for their street and sent them maps - would you please clarify?

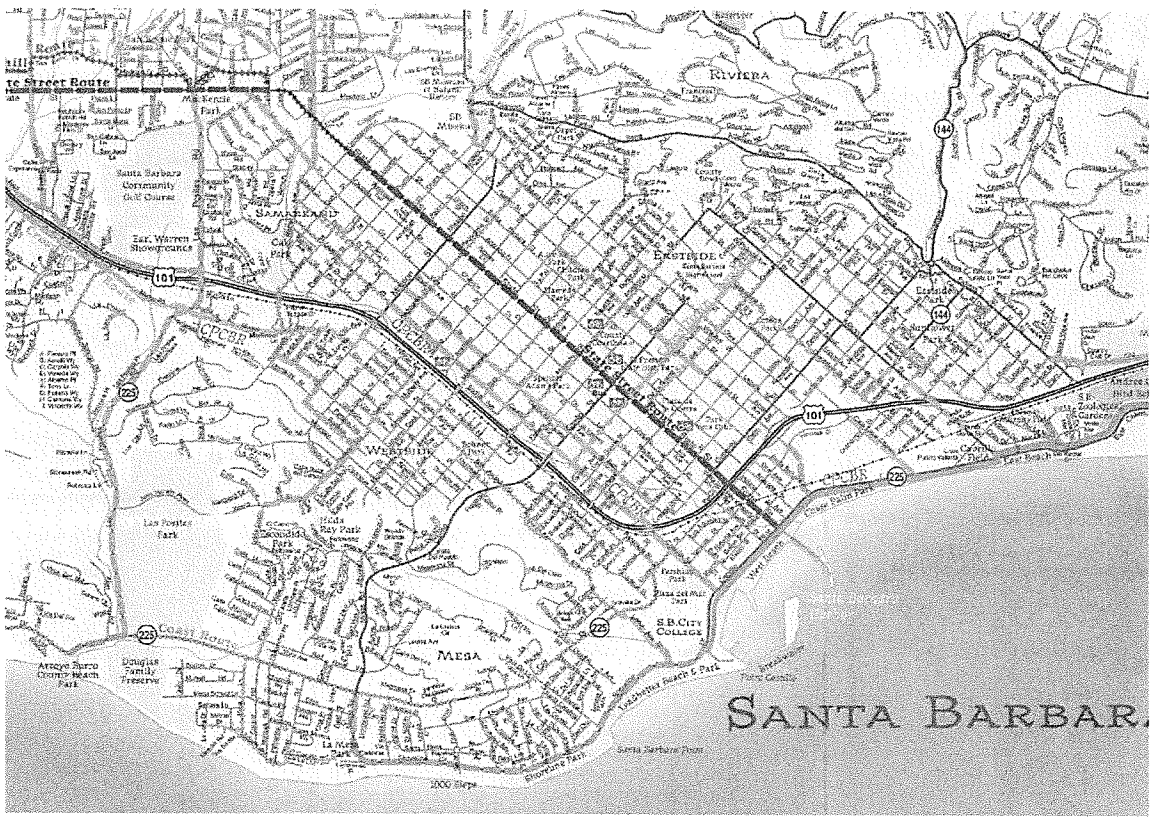


While the map SB Transportation Department created above indicates that there is a gap in the Bike Route above Mission the photos taken over the weekend below document that the lanes actually continue down to Mission.
The doglegged Chino Bike Blvd plan mapped out has a form which obviously goes through contortions to avoid using the **direct safe route to school by going straight down Gillespie (the street that actually directly connects the 3 neighborhood schools).**
No wonder Mr. France said a 'Bike Blvd on calmer Gillespie Bike Blvd would be easier to build and easier on resources'.

Even though **diminishing the number of accidents in Santa Barbara was announced at the 6/14/16 City Council meeting as the *Major Goal* of the 2016 SBBMP** the Chino Bike Blvd route unnecessarily exposes riders to the Modoc/Mission collision corridor* between Portosuello and Eucalyptus Ave and then exposes them once more to a dangerous intersection where Chino crosses Mission.
*(see the 2016 SBBMP online brochure's diagram of dots for showing history of collisions on the Westside). All this could be avoided by using calmer Gillespie.



Below an old map of the historic California Pacific Coast Bike Route indicates the historical Bike Route followed Portosuello then continued on to use the Gillespie St bike route lanes that are still designated by signs and stripes painted on the Gillespie St.roadway between Portosuello Avenue and Mission St. (see above).



Close inspection of the old CPCBR map reveals that the Gillespie St. portion of the route existed even before the City decided that the Westside had become so densely populated that for safety's sake and better traffic circulation it needed 2 N/S thru streets - not just San Andres. This why they decided to go to the expense of constructing a right turn lane connecting Chino to Carrillo.

Now that the Westside is even more densely populated and with the City's zoning policy will become even more congested the Transportation Planners have decided suddenly that motorists don't really need an alternative N/S thru-street to overburdened San Andres. What our neighborhood must have no matter what the cost is a Chino Bike Blvd to deprive all motorists living in or travelling through the Westside of that 2nd thru-street alternative to San Andres which the City thought necessary to provide years ago when we were less crowded.
So for the benefit of all the road users (another goal of the SBBMP) we must by all means have the Bike Blvd on Chino AT ALL COST (even Mr. Dayton's 10 K for a demonstration with stop signs) so only bikes will to be able to use it to travel from Mission down to Carrillo and back.

Go door to door take a survey The overwhelming majority of residents on the Westside know such a Chino Bike Blvd will not only have a negative effect on residents living here in the Westside neighborhood and it will cause congestion and confusion for all those residents who daily come down from the Mesa via Valerio and use Chino to access Mission and Carrillo to get to the 101 north and south during when San Andres is overcrowded (always) and especially during rush hours. Those people will now be driving by Harding School where our good and responsible Westside parents walk their children to and from school pushing strollers back and forth 4 times a day to get their children safely to school without using cars.

Hopefully someone at Caltrans, if not at the City, who is not so terribly invested in absolutely having Chino be the location of the Bike Blvd through Santa Barbara's overcrowded Westside can see the folly of closing of 1 of only 2 N/S thru streets to the many motor vehicles who need to pass through our neighborhood to get to the 101 and put an end to the idea of funding such a disastrous and absolutely unfair and undemocratic project.

Please Mr. Brown in response to this email send to me and all those listed in my email address section a timely reply:

1. **a direct announcement of the time of the 7/26/16 City Council meeting for Approval of the Chino Bike Blvd as part of the 2016 SBBMP**
2. **and apology for Transportation Planners telling residents in April that you would be considering placing the Bike Blvd on Gillespie instead of Chino**
3. **a map showing the intersections where Transportation plans to place the diverters on Chino and other streets indicated on you new expanded version of the Chino Bike Blvd.**

Sincerely

Catherine "Lily" Basting Vincenti

From: Brown, Peter <PBrown@SantaBarbaraCA.gov>
To: 'Terrie Furukawa' <tfurukawa@verizon.net>; Dayton, Rob <RDayton@SantaBarbaraCA.gov>
Sent: Fri, Jul 8, 2016 4:22 pm
Subject: RE: BMP Update

Hi Terrie,

The City Council meeting is scheduled for July 26 for BMP approval. I can add an update to the website on Monday advertising that date as well as the applications that have been submitted to ATP, and the fact that the state will announce preliminary grants results in late October.

As you know, we don't have maps that show project design for Chino, Cota or Cabrillo. But I did attach a map that shows where projects will be in town as proposed in the ATP applications. These include Chino, Sola and Cota.

Cabrillo is not part of the ATP program but rather, when the next road maintenance project is performed out there (likely several years out), Cabrillo would be restriped to include bike lanes in both directions between Milpas and Los Patos.

Give me a call if you have any other questions and have a good weekend.

Peter

Peter Brown | Mobility Coordinator
City of Santa Barbara | Public Works
630 Garden Street | Santa Barbara, CA 93101
Office: 805.897.1669
pbrown@santabarbaraca.gov

From: Catherine Bastug
To: [illegible]
Subject: Discrimination Sat Chino Bike Blvd
Date: Friday, July 15, 2016 9:14:23 AM
Attachments: [illegible]

Dear Mr. Brown,

Thanks for the map.

Please clarify for me- just why SB Transportation Department waited so long to send out a map to a Primary Stakeholder who signed up to be kept informed aboot the Chino Bike Blvd at the original 10/29/15 roll out of the 2016 SBBMP and has written many emails to Transportaion and City Council indicating avid interest in the project.

Did you previously send it to anyone other than the single resident who does not even live in our District, and who just happened to check in with you about any upcoming City Council meetings, and thus learned of the Council's upcoming FINAL APPROVAL of a number of projects in the 2016 SBBMP located in primarily low-income and largely Spanish-speaking neighborhoods

Your 7/8 email about the 7/26 meeting made it sound like you hadn't actually done any public notification about the City Council's Final Approval of these projects even though the date was fast approaching.

Unfortonately your providing me a map less than two weeks before the vote for Final Approval by City Council the City is not solid TIMELY outreach - but simply an 11th hour effort to give an impression that Transportation cares enough about any of the residents on the Westside who are not cyclists to provide them with detailed information about the project imposed upon our neighborhood which actually excluded us from having any input.

Please send me (and everyone who has emailed you about the Chino Bike Blvd) an attachment of this here-to-fore unseen map so I we can enlarge it and read the date that it was created .

Instead of libeling me to people on the phone as you did yesterday for spreading what you say is false information - you and the City Transportation Department could have saved me hundreds of hours of work by actually sending real information out to the community in a timely way about the proposed project in our neighborhood which we feel will drastically affect their daily lives. I have sent out information that I gleaned from your website and from attending the City Council meetings and the Roundtable put on for District 6 where they got 11 choices on 3 different streets to choose from before any vote by City Council. While we who had no money to threaten the City with a lawsuit got no direct information before the unanimous City Council votes pushing a project most of our primary stakeholders had never even heard of - the CHINO BIKE BLVD). I would love to have you take over the job of informing the neighborhood with written details - it is absolutely no fun to go around and have everyone I speak to say they have never received any direct detailed information from you and have no idea what a Bike Blvd looks like. If folks had computers and the considerable time and patience to download and scroll through your online information they would have seen a much different version of a bike blvd than you one you now indicate this never before seen map.
Thank you finally for sending me this absolutely new 11th HOUR information that no one I know has ever seen before but it has not been provided in a TIMELYmanner.

The guidelines for the 2016 SBBMP emphasize outreach to all of the stakeholders. That means you need to understand the population of the neighborhood and what kind if information reaches the people who have been here for years who do not use computers. This is not a new population - they have been here for generations so the City has no excuse not to understand them. Your Outreach section of the 2016 SBBMP doesn't even list the middle school in the Westside Neighborhood which has been here for generations (I know because my 51 year old son went there).

I WOULD LIKE TO POINT OUT TO CALTRANS THAT 11TH HOUR COMMUNICATION WITH A MAP *(THAT NO IN THE NEIGHBORHOOD THAT ONE HAS EVER SEEN BEFORE)* AND NEWS ABOUT A FINAL VOTE OF APPROVAL SCHEDULED WITH LITTLE LEAD TIME *(AT 2 pm AN HOUR WHEN MOST RESIDENTS ARE AT WORK)* DOES NOT QUALIFY AS ADEQUATE OUTREACH BECAUSE IT IS SIMPLY:

WAY TOO LITTLE
WAY TOO LIMITED
WAY TOO LATE

PLEASE UNDERSTAND This is not just about the hour and date of this Final Approval Vote.

The majority of District 3 residents believe that Caltrans should not approve the CHINO BIKE BLVD for funding through the ATP program specifically because the actions of the Santa Barbara Transportation Department have been Discriminatory and have Disenfranchised* the largely Spanish-speaking lower-income neighborhood of District 3's Westside. Disenfranchisement through lack of outreach to primary stakeholders living on Chino St. - a fact publicly attested to (in front of voting Councilmember Gregg Hart, by District 3 City Councilmember Cathy Murillo (non-voting), on 2/22/16 - the night before the original 2/23/16 City Council (unanimous) YES Vote for the CHINO BIKE BLVD. **Legal challenge to any approval will be mounted through the ACLU.**

Please do promptly send out the attachment of your new version of a Bike Blvd map so that I may enlarge it and read the small print details which are too fuzzy in the inline version for me to make out.

Thanks,

Catherine "Lily" Bastug Viacenti

From: Catherine Bastug (mailto:maililebas2@gmail.com)
Sent: Monday, June 13, 2016 11:23 AM
To: Dayton, Rob; Rowse, Randy; Murillo, Cathy; Dominguez, Jason; Hart, Gregg; Schneider, Helene; White, Harwood "Bendy" A.; [illegible] Calonne, Ariel; [illegible] Casey, Paul; Brown, Peter; [illegible]
Subject: Chino Bike Blvd Adoption Session Video anomalies and other issues

Dear Mr. Hotchkiss and all,

Thank you Mr. Hotchkiss, for being the only Councilmember who has ever responded to my questions about the Chino Bike Blvd (CBB) project, which will forever change the traffic patterns for the worse in the City's most densely populated District - District 3's Westside. My apologies for being unable to send this off last night as intended. Unfortunately at 70 too many hours sitting at the computer exacerbates recurrent neck and back spasms as well as my tendency to suffer from stress-related migraines.

This is an email about:

- District 3's lack of representation on Council in the matter of the Chino Bike Blvd.
- The discrimination caused by a fatally flawed outreach process by the City and Transportation Department which marginalized CBB primary stakeholders living on Chino St.
- The questionable legitimacy of a decision by Council to adopt the CBB into the 2016 SBBMP on 2/23/16, given that Council was not alerted by other Council members to District 3's Councilmember Cathy Murillo 2/22/16 public assessment that City outreach failed to inform and include overwhelming majority Chino St. residents about the CBB.
- Bicycle Coalition Executive Director, Ed France's statements to Council prior to the vote on 2/23/16 emphasizing 3 reasons that a Gillespie Bike Blvd would an easier choice than one on Chino.
- My request for clarification regarding apparent anomalies in the video of the CBB portion of the 2/23/16 City Council Meeting which ended with the inclusion of the CBB into the 2016 SBBMP.
- Continuing request by the vast majority of Primary Stakeholders in the CBB urging Council to remove the CBB from the 2016 SBBMP,to be followed in September a NEW truly inclusive Community-based process to:

- reach the parents of the future cyclist's through surveys provided to the local PTA's.
  reach residents with driveways on Chino and Gillespie by placing detailed information and surveys under the windshield wipers of cars parked on-street and in driveways on both Chino and Gillespie Streets.

--------- Forwarded message ---------
From: **Brown, Peter** <PBrown@santabarbaraca.gov>
Date: Thu, Jul 14, 2016 at 2:09 PM
Subject: RE: 2016 SBBMP Chino Bike Blvd Council approval time?
To: Catherine Bastug <maililebas2@gmail.com>

Dear Ms. Bastug,

Please see my answers to your questions below. The City does understand your concerns and opposition to the proposed Bike Boulevard on your street. I know I speak for City staff and elected officials when I say that we continue to be committed to extensive public outreach and including all members of the public, especially "disadvantaged communities" in all of our planning, transportation and public safety projects.

Thank you for your attention to detail and commitment to your neighborhood. It's truly impressive.

Sincerely,

Peter

Peter Brown | Mobility Coordinator

City of Santa Barbara | Public Works

630 Garden Street | Santa Barbara, CA 93101

Office: 805.897.2669

phrown@santabarbaraca.gov

Please clarify the time of the July 26, 2016 meeting

The City Council meeting on July 26 will start at the regular time, 2:00pm, at City Hall at 735 Anacapa Street, Santa Barbara, California, 93101. The City's website contains more information about the Council meetings - http://www.santabarbaraca.gov/gov/cityhall/council/meetings/default.htm The Council Agenda Packet for the regular City Council meetings is posted on Thursdays prior to the meetings by the close of business.

For the duration of the BMP project, all of the BMP information can be found at the project website - http://bmp.santabarbaraca.gov/. Checking that website is the best way to stay informed on all 36 of the BMP projects, which are scheduled for final approval close to the 2:00pm start time.

Could you please explain how the Transportation Department justifies not sending out the map below to all of the District 3 residents and businesses within 500 ft. of your proposed 2016 SBBMP project?

The City of Santa Barbara and most cities in California typically do this for construction projects or pending development with several months' notice. In this case, we are in the planning phase and are seeking competitive grants for design and construction, which if awarded, wouldn't be available until about 2020 or 2021. We agree with you that all members of the public should be informed about all projects regardless of which stage of development they are in. If you would like staff to come meet with the PTA or Westside residents at a time of your choosing, I can arrange that.

The lack of thru-streets means that a Bike Blvd closing Chino to thru motor vehicle traffic will completely change the entire traffic circulation pattern of the entire Westside neighborhood (by effectively confining all N/S thru traffic of vehicles of residents in addition to all those who come down from the Mesa neighborhood to get to the 101 by using San Andres (already overburdened San Andres is just too crowded and dangerous to navigate especially during rush hours). ...the Chino Bike Blvd will make traffic a nightmare in our neighborhood.

This may be the most important point to understand: the city is not "closing Chino to through motor vehicle traffic." If grant funds are awarded and the project implemented, all residents of Chino and the Westside will be able to drive to and from their properties. As a result of Santa Barbara's square block street grid, all of them will be able to do so with no added delay many of them will be able to do so without even changing their current route to/from home. Likely in one or two locations along a future Chino Bike Boulevard, drivers would turn right to continue their trip and people on bicycles can either turn or continue straight.

The average daily traffic on Chino is between 1,500 and 3,000 vehicles per day. If we take the upper number of 3,000, and assume no one drives between midnight and 6am, that leaves an average of about 166 trips per hour for 18 hours a day, or about three trips per minute. Three, or even 5 peak hour trips per minute makes Chino a low volume residential street, ideal for a bike boulevard and nearly immune to the idea that the current proposal will create a "traffic nightmare." As transportation planners and engineers, we, like you, share the goal of vehicle access and alleviation of congestion.

Since I have not been in touch with those on Eucalyptus or upper Chino or Lorinda Way I am not aware if the Transportation Department informed them of the plans for their street and sent them maps - would you please clarify?

The map used in the ATP application and included in your email, shows grant reviewers what we call "project limits." Typical treatments for Lorinda or Eucalyptus would be sharrows or directional signage and perhaps some pedestrian enhancements at Mission Street. We don't anticipate any turn restrictions or changes to vehicular travel patterns on this part of the Bicycle Boulevard.

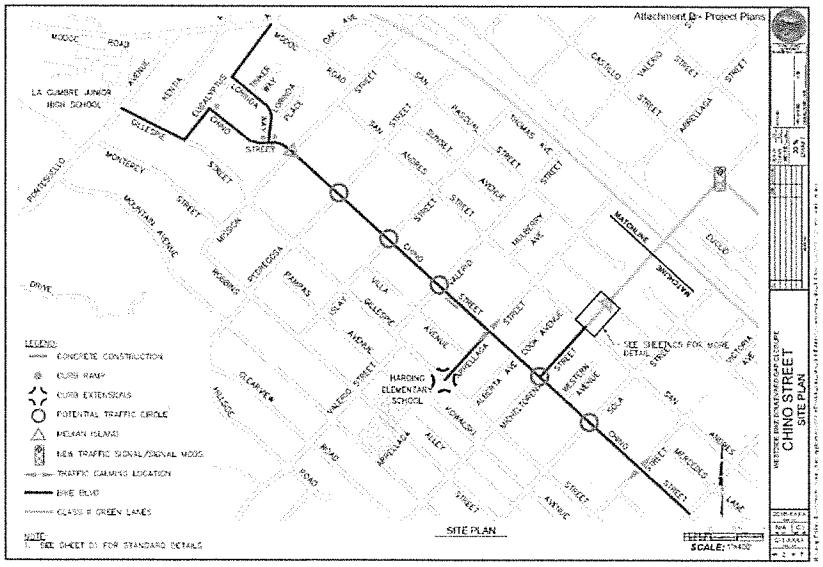
..An apology for Transportation Planners telling residents in April that you would be considering placing the Bike Blvd on Gillespie instead of Chino

As you know, during this two-year planning process stakeholders, meeting participants, residents and planners considered everything from new one-way couplets, removing parking, and Class II bike lanes to new bridges across US 101 and bicycle boulevards all over the city. I believe that at the April Westside Community Meeting, the Transportation Division did mention that Gillespie was also considered for a bicycle boulevard and could still be a candidate for other ped/bike safety improvements since it is a low volume residential street like Chino.

However, Gillespie may not have the same potential to draw bicyclists off of the San Andres corridor, to reduce collisions/injuries, or to increase the active mode share. It also lacks the direct connections north and south that Chino has. If design and construction money are awarded and ATP project scope guidelines permit, the city remains open to reviewing alignment options along Chino and Gillespie if in fact the majority of the neighborhood makes a compelling case for Gillespie. In that case, staff would submit that scope change request to the project funders for consideration.

Provide a map showing the intersections where Transportation plans to place the diverters on Chino and other streets indicated on you new expanded version of the Chino Bike Blvd.

Below are the preliminary plans that were submitted as part of the ATP application. The plans show potential locations for pedestrian improvements like curb ramps, curb extensions, traffic calming and other potential improvements to create a safe bike route. As we have said before, preliminary plans are not the same as construction drawings and finalizing locations of any diverters where bicycists are allowed through movements would be determined in the design phase in 2019 or 2020.



From: Catherine Bastug (mailto:mailjenas24@gmail.com)
Sent: Thursday, July 14, 2016 8:27 AM
To: Brown, Peter; Calonne, Ariel; Rowse, Randy; Murillo, Cathy; Dominguez, Jason; Hart, Gregg; Schneider, Helene; White, Harwood "Bendy" A.; Frank@santabarbaraca.gov; Susan@santabarbaraca.gov; Casey, Paul; ed@tbhike.org; susan.brassey@dot.ca.gov; jennifer.velasco@dot.ca.gov; kristina.ascunsil@dot.ca.gov; gerald.kaplan@dot.ca.gov; lionel.jansen@dot.ca.gov; eric.thomson@dot.ca.gov; mitchell.weiss@dot.ca.gov; laura.pennebaker@dot.ca.gov; rick.gruwell@dot.ca.gov; laura.waters@dot.ca.gov; rosemary.mains@dot.ca.gov; anne.johnston@dot.ca.gov; teresa.faustz@dot.ca.gov; dawn.chavez@dot.ca.gov; deborah.melzer@dot.ca.gov; jose.noguera@dot.ca.gov; douglas.remedios@dot.ca.gov; david.ingalls@dot.ca.gov; george.cosmo@dot.ca.gov

cassovilla5@gmail.com; spnsb@cox.net; desertwarrior05@gmail.com; cnicholson9698@gmail.com; davidmebane@hotmail.com; sharonevolving@gmail.com; mariavelasco@yahoo.com; pamelaibarra72@yahoo.com; DavidPatty123@gmail.com; tfurukawa@verizon.net; ronniwynn@gmail.com; CANZALONE@aol.com; luypaz16@gmail.com; Catherine Bastug; darrell-marchus@cox.net; maida.chris@yahoo.com; laezerml@gmail.com; jim@jamesgriffithlaw.com; annmoskie@gmail.com; karenstonehurst@gmail.com; mpjimenez1113@gmail.com; mikemagana795@yahoo.com; Dayton, Rob
Subject: 2016 SBBMP Chino Bike Blvd Council approval time?

Dear Mr. Brown and others,

Please clarify the time of the July 26, 2016 meeting that you informed Ms. Furakawa (of **District 6**) **would be taking place regarding the City Council's Approval of the SBBMP's project in District 3 - the Chino Bike Blvd.** Many people in District 3 want to know when to come to the meeting about the project that will forever redefine driving in their neighborhood - but you have yet to inform them of the meeting or what time it is scheduled to take place.

Being a caring, fair minded person, and knowing my concern (and the concern of the entire District 3 regarding the Chino Bike Blvd proposal) Terrie Furukawa was so kind as to forward the information you sent her last Friday about the SBBMP City Council Approval meeting (which quite suddenly seems to have been rescheduled from what the Executive Director of the SBBike Coalition told me was to be in August to the last week of July with only 2 weeks notice being apparently sent only to a privileged few.)

Ms. Furukawa also included the Transportation Department's new map (which I have inserted below) showing how **the Department has now expanded the Chino Bike Blvd to include Micheltorena St. - and has avoided using the length of Gillespie St for the entire Bike Blvd (a Gillespie St. option which Santa Barbara Bike Coalition Executive Director Ed France stated on 2/23/16 would be an easier to build and would require less resources to build).**

I am not sure why I have not received an update about the City Council Approval meeting in July from the Santa Barbara Transportation Department. I have attended and have spoken all of the SB City Council meetings regarding the Chino Bike Blvd, and I distinctly recall signing up to be kept abreast of the matters at the Oct 29, 2015 meeting. For a for a while I did receive notifications but for some reason did not receive any for the 6/14/16 Council meeting. Luckily I just happened to do a search on-line. Now I obviously received no word from you word about one on July 26 which you seem to be announcing to everyone rather late - with only two weeks notice??!! Thankfully Ms. Furukawa thought of me and I found the email she sent on 7/8/16 and now have been able to alert at least the people on my email list although that is just a fraction of the people who have signed the letters and petitions to City Council objecting to the Chino Bike Blvd.

But residents are still uninformed about the time of the meeting and I haven't been successful in finding that information online.

I must say that such lack of notification to the Primary Stakeholders in the project gives the impression that the Transportation Department didn't want the people of District 3 to know what the City has planned to do with the all important only thru-street alternative to San Andres.

Could you please explain how the Transportation Department justifies not sending out the map below to all of the District 3 residents and businesses within 500 ft. of your proposed 2016 SBBMP project?

I sincerely hope that Caltrans *does not* support this sort of disenfranchisement of major stakeholders in a project you are asking Caltrans to fund.

Please honor the request that the residents have been making to the City and the Council through emails, petitions, surveys and phone calls to abandon the CHINO BIKE BLVD which will punish us all and come back to include the entire community by doing THOROUGH OUTREACH DURING THE 2016-17 SCHOOL YEAR THAT IS APPROPRIATE FOR THE DEMOGRAPHIC OF DISCTRICT 3 BY INVOLVING THE ENTIRE COMMUNITY USING THE PTA's AND THE MAIL AS A METHOD THE TOO PASS THE WORD AND COLLECT DATA AND SURVEYS FROM OUR RESIDENT POPULATION (WHO FOR A VERY LARGE PART ARE SPANISH SPEAKING AND NOT HOOKED UP TO THE INTERNET OR THE **SOCIAL MEDIA NETWORKS THAT THE VERY SMALL CADRE OF FOLKS WHO ATTEND THE WESTSIDE COMMUNITY GROUP MEETINGS USE).**

The consequence of the Chino Bike Blvd project doesn't just affect the residents on the street. Any one who looks carefully at a map of the Westside can see that the lack of thru-streets means that a Bike Blvd closing Chino to thru motor vehicle traffic will completely change the entire traffic circulation pattern of the entire Westside neighborhood (by effectively confining all N/S thru traffic of vehicles of residents in addition to all those who come down from the Mesa neighborhood to get to the 101 by using San Andres (already overburdened San Andres is just too crowded and dangerous to navigate especially during rush hours).

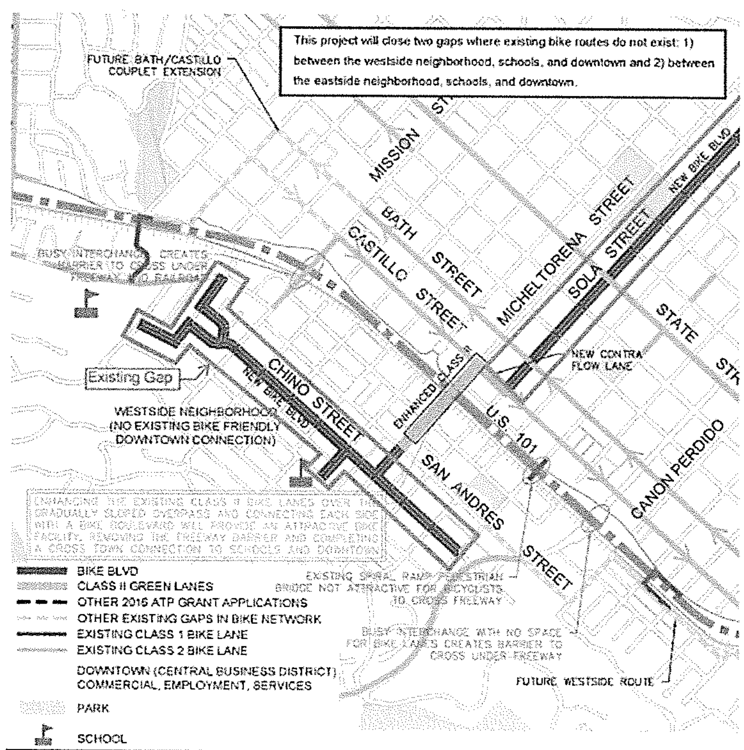
Our District 3 Westside community is exactly the sort of community that the Caltrans funds should be spent improving and encouraging. But instead of including us and benefiting us as a challenged neighborhood with Caltrans funds Transportation has avoided directly contacting the residents who are those with the practical experience, who do care about how motor vehicles and bikes are allowed to travel through our densely populated neighborhood. A plan created by cyclists and imposed from the top by the Transportation Department and people who obviously do not know the neighborhood or its residents have resulted in a plan which will punish and endanger all the residents by giving only cyclists full use of 1 of the only 2 N/S thru streets. We we depend upon 2 thru-streets to keep traffic moving in the densest populated District in the entire City of Santa Barbara. The City Transportation Planner has marketed the idea of a Bike Blvd on Chino to people who for the most part don't have their driveways on Chino, and by telling those with driveways on Chino that the Bike Blvd is the only way to address speeding on Chino since City is broke and can't afford speed bumps. This is cynical manipulation and the effect will be like cutting off your nose to spite your face. Hypnotized by the idea of a Berkley style Bike Blvd as seen on the SBBMP websie video the small cadre of residents who support the Bike Blvd are not looking at the big picture. **The big picture is that Berkley and San Luis Obispo's Bike Blvds. are not closing off 1 of only 2 N/S thru streets.** Look at the maps - our Westside neighborhood map simply does not look like their neat grids.

A look at the historical bike route map at the bottom of this email reveals that for many years San Andres was the only N/S thru street and the City went to the expense of building right hand turn lane off Carrillo onto Chino precisely because the neighborhood needs 2 N/S thru streets for safety and traffic circulation reasons. Now we have a Principal Transportation Director who insists on taking that safety valve away and is so intent on building on Chino at any cost that he seriously proposed to Council on 6/14/16 that the City spend $10,000.00 on a demonstration of a Bike Blvd using stop signs instead of traffic diverters to demonstrate what a Bike Blvd looks like.

Please Mr. Brown, ask the Transportatinn Department to look at the historical map and desist in marginalizing, disenfranchising and insulting the intelligence of the residents of Chino St. and District 3 who are not cyclists and can see the bigger picture of how the Chino Bike Blvd will make traffic a nightmare in our neighborhood.

Below is the portion of the map you sent to Terrie Furukawa (District 6). **The map details at least the route (but significantly avoids showing the location of traffic diverters which will create new Chino Bike Blvd). It seems that Transportation Department created and sent off the map to Caltrans in the 2016 SBBMP but did not circulate it in the neighborhood. Why was that map not sent by mail to each of the residents on Chino St and those on the 700 block of Micheltorena St. as well as to those on Anapamu St to get feedback or at least to notify us?** Notification by mail is what is we are used to receiving when an addition on a house is proposed within 500 ft of our residences. Having the City change driving rights and patterns will affect us much more on a daily basis than someone adding a new bedroom to their house. Please don't think because many of us are not internet users that we don't care about what happens in our neighborhood because we do care and we expect the City to treat us fairly, even if we are not on the social media sites frequented by the very small cadre of residents who for the most part do not live on Chino who call themselves the Westside Community Group.

Since I have not been in touch with those on Eucalyptus or upper Chino or Lorinda Way I am not aware if the Transportation Department informed them of the plans for their street and sent them maps - would you please clarify?



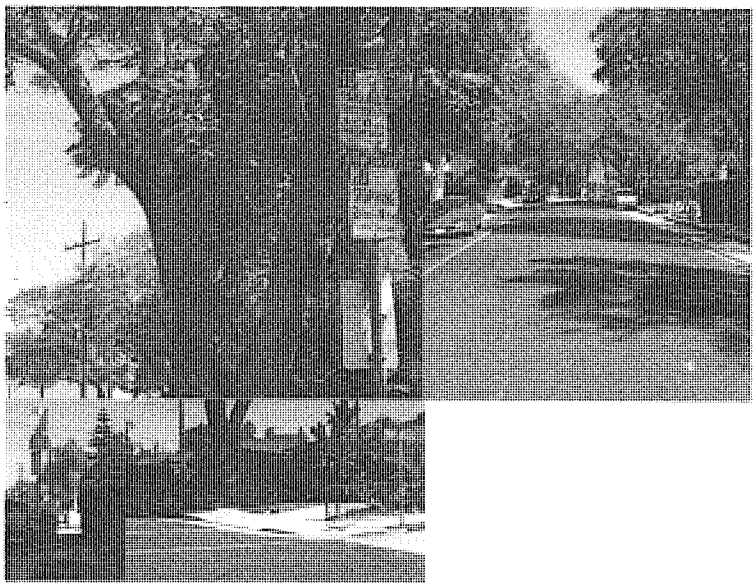
While the map SB Transportation Department created above indicates that there is a gap in the Bike Route above Mission the photos taken over the weekend below document that the lanes actually continue down to Mission.

The doglegged Chino Bike Blvd plan mapped out has a form which obviously goes through contortions to avoid using the **direct safe route to school by going straight down Gillespie (the street that actually directly connects the 3 neighborhood schools).**

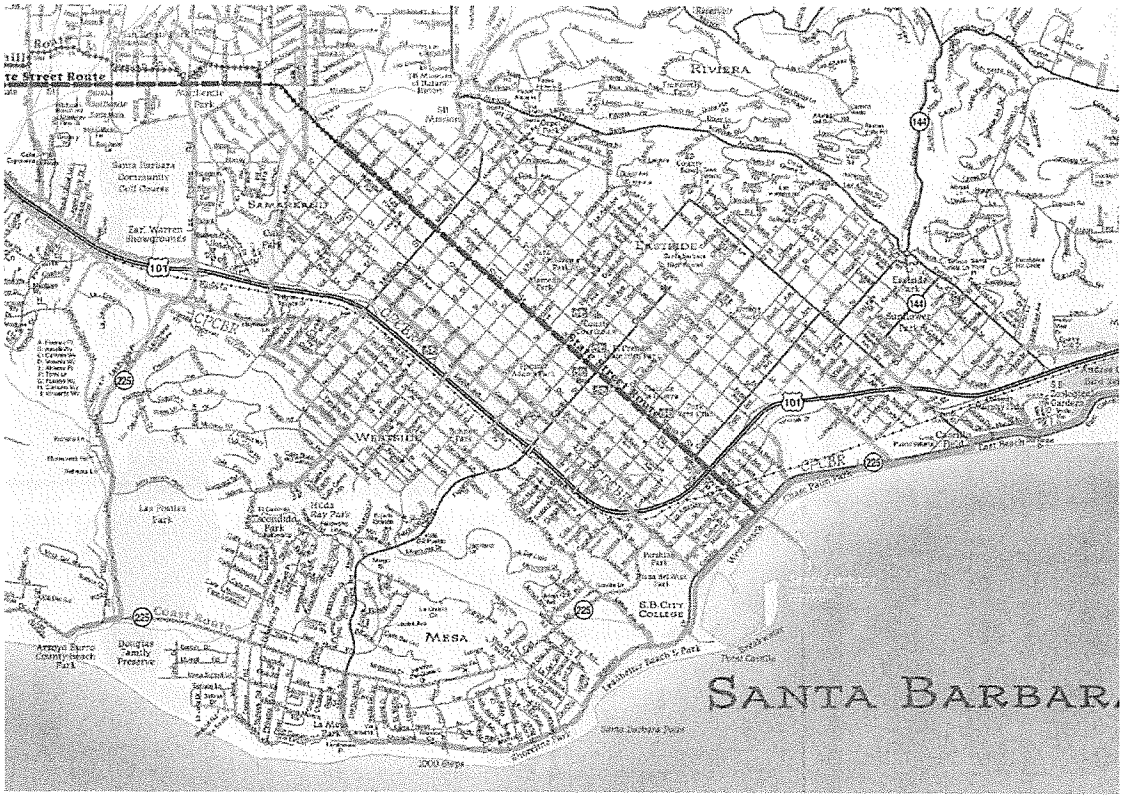
No wonder Mr. France said a 'Bike Blvd on calmer Gillespie Bike Blvd would be easier to build and easier on resources'.

Even though **diminishing the number of accidents in Santa Barbara was announced at the 6/14/16 City Council meeting as the *Major Goal* of the 2016 SBBMP** the Chino Bike Blvd route

unnecessarily exposes riders to the Modoc/Mission collision corridor* between Portosuello and Eucalyptus Ave and then exposes them once more to a dangerous intersection where Chino crosses Mission.
*(see the 2016 SBBMP online brochure's diagram of dots for showing history of collisions on the Westside). All this could be avoided by using calmer Gillespie.



Below an old map of the historic California Pacific Coast Bike Route indicates the historical Bike Route followed Portosuello then continued on to use the Gillespie St bike route lanes that are still designated by signs and stripes painted on the Gillespie St.roadway between Portosuello Avenue and Mission St. (see above)



Close inspection of the old CPCBR map reveals that the Gillespie St. portion of the route existed even before the City decided that the Westside had become so densely populated that for safety's sake and better traffic circulation it needed 2 N/S thru streets - not just San Andres. This why they decided to go to the expense of constructing a right turn lane connecting Chino to Carrillo.

Now that the Westside is even more densely populated and with the City's zoning policy will become even more congested the Transportation Planners have decided suddenly that motorists don't really need an alternative N/S thru-street to overburdened San Andres. What our neighborhood must have no matter what the cost is a Chino Bike Blvd to deprive all motorists living in or travelling through the Westside of that 2nd thru-street alternative to San Andres which the City thought necessary to provide years ago when we were less crowded.
So for the benefit of all the road users (another goal of the SBBMP) we must by all means have the Bike Blvd on Chino AT ALL COST (even Mr. Dayton's 10 K for a demonstration with stop signs) so only bikes will to be able to use it to travel from Mission down to Carrillo and back.

Go door to door take a survey The overwhelming majority of residents on the Westside know such a Chino Bike Blvd will not only have a negative effect on residents living here in the Westside neighborhood and it will cause congestion and confusion for all those residents who daily come down from the Mesa via Valerio and use Chino to access Mission and Carrillo to get to the 101 north and south during when San Andres is overcrowded (always) and especially during rush hours. Those people will now be driving by Harding School where our good and responsible Westside parents walk their children to and from school pushing strollers back and forth 4 times a day to get their children safely to school without using cars.

Hopefully someone at Caltrans, if not at the City, who is not so terribly invested in absolutely having Chino be the location of the Bike Blvd through Santa Barbara's overcrowded Westside can see the folly of closing of 1 of only 2 N/S thru streets to the many motor vehicles who need to pass through our neighborhood to get to the 101 and put an end to the idea of funding such a disastrous and absolutely unfair and undemocratic project.

Please Mr. Brown in response to this email send to me and all those listed in my email address section a timely reply:

1. **a direct announcement of the time of the 7/26/16 City Council meeting for Approval of the Chino Bike Blvd as part of the 2016 SBBMP**
2. **and apology for Transportation Planners telling residents in April that you would be considering placing the Bike Blvd on Gillespie instead of Chino**
3. **a map showing the intersections where Transportation plans to place the diverters on Chino and other streets indicated on you new expanded version of the Chino Bike Blvd.**

Sincerely

Catherine "Lily" Bastug Vincenti

From: Brown, Peter <PBrown@SantaBarbaraCA.gov>
To: 'Terrie Furukawa' <tfurukawa@verizon.net>; Dayton, Rob <RDayton@SantaBarbaraCA.gov>
Sent: Fri, Jul 8, 2016 4:22 pm
Subject: RE: BMP Update

Hi Terrie,

The City Council meeting is scheduled for July 26 for BMP approval. I can add an update to the website on Monday advertising that date as well as the applications that have been submitted to ATP, and the fact that the state will announce preliminary grants results in late October.

As you know, we don't have maps that show project design for Chino, Cota or Cabrillo. But I did attach a map that shows where projects will be in town as proposed in the ATP applications. These include Chino, Sola and Cota.

Cabrillo is not part of the ATP program but rather, when the next road maintenance project is performed out there (likely several years out), Cabrillo would be restriped to include bike lanes in both directions between Milpas and Los Patos.

Give me a call if you have any other questions and have a good weekend,

Peter

Peter Brown | Mobility Coordinator

City of Santa Barbara | Public Works

630 Garden Street | Santa Barbara, CA 93101

Office: 805.897.2669

pbrown@santabarbaraca.gov

From: Catherine Bastug
To: [illegible]
Subject: Re: Discrimination Suit Chino Bike Blvd
Date: Friday, July 15, 2016 11:39:09 AM
Attachments: [illegible]

Mr. Brown,

Need more information if your new contribution of a revised map is to mean anything at all to the residents of Santa Barbara's most densely populated District - the Westside west of the 101. So we are all on the same page please provide a written explanation of how the cars and trucks, fire engines and sundry delivery vehicles are to proceed at each of the circles or triangles. We need a realistic 3 dimensional picture of what the construction of those triangles and circles represent so that when I am out doing my survey documenting the extent of previous Outreach done by Transportation regardint the 2016 SBBMP Bike Blvd tomorrow I can physically be able to show our residents photographs or to scale drawings of what physical thing those circles and triangles are supposed to be conveying. Otherwise what you have sent to me is just a bunch of colored geometric figures on a grid with no precise meaning and we are not really any closer to understanding what the City intends mean by a Chino Bike Blvd.

Hope you do appreciate all the work I am doing in providing the Outreach to the Westside that the City could have provided but chose not to do. The least the City can do give me detailed and *understandable* information that is truly meaningful to the eye of a neophyte.

Sincerely,

Catherine "Lily" Bastug-Vincenti

On Fri, Jul 15, 2016 at 9:14 AM, Catherine Bastug <maililebas2@gmail.com> wrote:

Dear Mr. Brown,

Thanks for the map.

Please clarify for me- just why SB Transportation Department waited so long to send out a map to a Primary Stakeholder who signed up to be kept informed about the Chino Bike Blvd at the original 10/29/15 roll out of the 2016 SBBMP and has written many emails to Transportaion and City Council indicating avid interest in the project.

Did you previously send it to anyone other than the single resident who does not even live in our District, and who just happened to check in with you about any upcoming City Council meetings, and thus learned of the Council's upcoming FINAL APPROVAL of a number of projects in the 2016 SBBMP located in primarily low-income and largely Spanish-speaking neighborhoods.

Your 7/8 email about the 7/26 meeting made it sound like you hadn't actually done any public notification about the City Council's Final Approval of these projects even though the date was fast approaching.

Unfortunately your providing me a map less than two weeks before the vote for Final Approval by City Council the City is not solid TIMELY outreach - but simply an 11th hour effort to give an impression that Transportation cares enough about any of the residents on the Westside who are not cyclists to provide them with detailed information about the project imposed upon our neighborhood which actually excluded us from having any input.

Please send me (and everyone who has emailed you about the Chino Bike Blvd) an attachment of this here-to-fore unseen map so I we can enlarge it and read the date that it was created .

Instead of libeling me to people on the phone as you did yesterday for spreading what you say is false information - you and the City Transportation Department could have saved me hundreds of hours of work by actually sending real information out to the community in a timely way about the proposed project in our neighborhood which we feel will drastically affect their daily lives. I have sent out information that I gleaned from your website and from attending the City Council meetings and the Roundtable put on for District 6 where they got 11 choices on 3 different streets to choose from before any vote by City Council. While we who had no money to threaten the City with a lawsuit got no direct information before the unanimous City Council votes pushing a project most of our primary stakeholders had never even heard of - the CHINO BIKE BLVD). I would love to have you take over the job of informing the neighborhood with written details - it is absolutely no fun to go around and have everyone I speak to say they have never received any direct detailed information from you and have no idea what a Bike Blvd looks like. If folks had computers and the considerable time and patience to download and scroll through your online information they would have seen a much different version of a bike blvd than you one you now indicate this never before seen map.
Thank you finally for sending me this absolutely new 11th HOUR information that no one I know has ever seen before but it has not been provided in a TIMELYmanner.

The guidelines for the 2016 SBBMP emphasize outreach to all of the stakeholders. That means you need to understand the population of the neighborhood and what kind if information reaches the people who have been here for years who do not use computers. This is not a new population - they have been here for generations so the City has no excuse not to understand them. Your Outreach section of the 2016 SBBMP doesn't even list the middle school in the Westside Neighborhood which has been here for generations (I know because my 51 year old son went there).

I WOULD LIKE TO POINT OUT TO CALTRANS THAT 11TH HOUR COMMUNICATION WITH A MAP *(THAT NO IN THE NEIGHBORHOOD THAT ONE HAS EVER SEEN BEFORE)* AND NEWS ABOUT A FINAL VOTE OF APPROVAL SCHEDULED WITH LITTLE LEAD TIME *(AT 2 pm AN HOUR WHEN MOST RESIDENTS ARE AT WORK)* DOES NOT QUALIFY AS ADEQUATE OUTREACH BECAUSE IT IS SIMPLY:

WAY TOO LITTLE
WAY TOO LIMITED
WAY TOO LATE

PLEASE UNDERSTAND This is not just about the hour and date of this Final Approval Vote.

The majority of District 3 residents believe that Caltrans should not approve the CHINO BIKE BLVD for funding through the ATP program specifically because the actions of the Santa Barbara Transportation Department have been Discriminatory and have Disenfranchised* the largely Spanish-speaking lower-income neighborhood of District 3's Westside. Disenfranchisement through lack of outreach to primary stakeholders living on Chino St. - a fact publicly attested to (in front of voting Councilmember Gregg Hart, by District 3 City Councilmember Cathy Murillo (non-voting), on 2/22/16 - the night before the original 2/23/16 City Council (unanimous) YES Vote for the CHINO BIKE BLVD. **Legal challenge to any approval will be mounted through the ACLU.**

Please do promptly send out the attachment of your new version of a Bike Blvd map so that I may enlarge it and read the small print details which are too fuzzy in the inline version for me to make out.

Thanks,

Catherine "Lily" Bastug Vincenti

From: Catherine Bastug [mailto:maililebas2@gmail.com]
Sent: Monday, June 13, 2016 11:23 AM
To: Dayton, Rob; Rowse, Randy; Murillo, Cathy; Dominguez, Jason; Hart, Gregg; Schneider, Helene; White, Harwood "Bendy" A.; Frank@santabarbaraca.gov; Susan@santabarbaraca.gov; Calonne, Ariel; ed@sbbike.org; desertwarrior05@gmail.com; Casey, Paul; Brown, Peter; sb4santabarbara@gmail.com
Subject: Chino Bike Blvd Adoption Session Video anomalies and other issues

Dear Mr. Hotchkiss and all,

Thank you Mr. Hotchkiss, for being the only Councilmember who has ever responded to my questions about the Chino Bike Blvd (CBB) project, which will forever change the traffic patterns for the worse in the City's most densely populated District - District 3's Westside. My apologies for being unable to send this off last night as intended. Unfortunately at 70 too many hours sitting at the computer exacerbates recurrent neck and back spasms as well as my tendency to suffer from stress-related migraines.

This is an email about:

- District 3's lack of representation on Council in the matter of the Chino Bike Blvd.
- The discrimination caused by a fatally flawed outreach process by the City and Transportation Department which marginalized CBB primary stakeholders living on Chino St.
- The questionable legitimacy of a decision by Council to adopt the CBB into the 2016 SBBMP on 2/23/16, given that Council was not alerted by other Council members to District 3's Councilmember Cathy Murillo 2/22/16 public assessment that City outreach failed to inform and include overwhelming majority Chino St. residents about the CBB.
- Bicycle Coalition Executive Director, Ed France's statements to Council prior to the vote on 2/23/16 emphasizing 3 reasons that a Gillespie Bike Blvd would an easier choice than one on Chino.
- My request for clarification regarding apparent anomalies in the video of the CBB portion of the 2/23/16 City Council Meeting which ended with the inclusion of the CBB into the 2016 SBBMP.
- Continuing request by the vast majority of Primary Stakeholders in the CBB urging Council to remove the CBB from the 2016 SBBMP,to be followed in September a NEW truly inclusive Community-based process to:

- reach the parents of the future cyclist's through surveys provided to the local PTA's.
  reach residents with driveways on Chino and Gillespie by placing detailed information and surveys under the windshield wipers of cars parked on-street and in driveways on both Chino and Gillespie Streets.

---------- Forwarded message ----------
From: **Brown, Peter** <PBrown@santabarbaraca.gov>
Date: Thu, Jul 14, 2016 at 2:09 PM
Subject: RE: 2016 SBBMP Chino Bike Blvd Council approval time?
To: Catherine Bastug <maililebas2@gmail.com>

Dear Ms. Bastug,

Please see my answers to your questions below. The City does understand your concerns and opposition to the proposed Bike Boulevard on your street. I know I speak for City staff and elected officials when I say that we continue to be committed to extensive public outreach and including all members of the public, especially "disadvantaged communities" in all of our planning, transportation and public safety projects.

Thank you for your attention to detail and commitment to your neighborhood. It's truly impressive.

Sincerely,

Peter

Peter Brown | Mobility Coordinator

City of Santa Barbara | Public Works

630 Garden Street | Santa Barbara, CA 93101

Office: 805.897.2669

pbrown@santabarbaraca.gov

Please clarify the time of the July 26, 2016 meeting

The City Council meeting on July 26 will start at the regular time, 2:00pm, at City Hall at 735 Anacapa Street, Santa Barbara, California, 93101. The City's website contains more information about the Council meetings - http://www.santabarbaraca.gov/gov/citycouncil/meetings/default.asp. The Council Agenda Packet for the regular City Council meetings is posted on Thursdays prior to the meetings by the close of business.

For the duration of the BMP project, all of the BMP information can be found at the project website - http://bmp.santabarbaraca.gov/. Checking that website is the best way to stay informed on all 36 of the BMP projects, which are scheduled for final approval close to the 2:00pm start time.

Could you please explain how the Transportation Department justifies not sending out the map below to all of the District 3 residents and businesses within 500 ft. of your proposed 2016 SBBMP project?

The City of Santa Barbara and most cities in California typically do this for construction projects or pending development with several months' notice. In this case, we are in the planning phase and are seeking competitive grants for design and construction, which if awarded, wouldn't be available until about 2020 or 2021. We agree with you that all members of the public should be informed about all projects regardless of which stage of development they are in. If you would like staff to come meet with the PTA or Westside residents at a time of your choosing, I can arrange that

The lack of thru-streets means that a Bike Blvd closing Chino to thru motor vehicle traffic will completely change the entire traffic circulation pattern of the entire Westside neighborhood (by effectively confining all N/S thru traffic of vehicles of residents in addition to all those who come down from the Mesa neighborhood to get to the 101 by using San Andres (already overburdened San Andres is just too crowded and dangerous to navigate especially during rush hours). ...the Chino Bike Blvd will make traffic a nightmare in our neighborhood.

This may be the most important point to understand: the city is not "closing Chino to through motor vehicle traffic." If grant funds are awarded and the project implemented, all residents of Chino and the Westside will be able to drive to and from their properties. As a result of Santa Barbara's square block street grid, all of them will be able to do so with no added delay. Many of them will be able to do so without even changing their current route to/from home. Likely in one or two locations along a future Chino Bike Boulevard, drivers would turn right to continue their trip and people on bicycles can either turn or continue straight.

The average daily traffic on Chino is between 1,500 and 3,000 vehicles per day. If we take the upper number of 3,000, and assume no one drives between midnight and 6am, that leaves an average of about 166 trips per hour for 18 hours a day, or about three trips per minute. Three, or even 6 peak hour trips per minute makes Chino a low volume residential street, ideal for a bike boulevard and nearly immune to the idea that the current proposal will create a "traffic nightmare." As transportation planners and engineers, we, like you, share the goal of vehicle access and alleviation of congestion.

Since I have not been in touch with those on Eucalyptus or upper Chino or Lorinda Way I am not aware if the Transportation Department informed them of the plans for their street and sent them maps - would you please clarify?

The map used in the ATP application and included in your email, shows grant reviewers what we call "project limits." Typical treatments for Lorinda or Eucalyptus would be sharrows or directional signage and perhaps some pedestrian enhancements at Mission Street. We don't anticipate any turn restrictions or changes to vehicular travel patterns on this part of the Bicycle Boulevard.

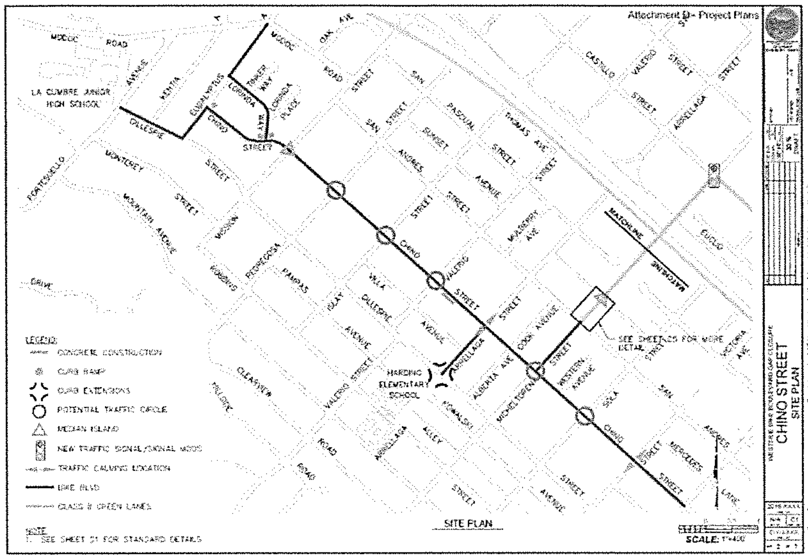
..An apology for Transportation Planners telling residents in April that you would be considering placing the Bike Blvd on Gillespie instead of Chino

As you know, during this two-year planning process stakeholders, meeting participants, residents and planners considered everything from new one-way couplets, removing parking, and Class II bike lanes to new bridges across US 101 and bicycle boulevards all over the city. I believe that at the April Westside Community Meeting, the Transportation Division did mention that Gillespie was also considered for a bicycle boulevard and could still be a candidate for other ped/bike safety improvements since it is a low volume residential street like Chino.

However, Gillespie may not have the same potential to draw bicyclists off of the San Andres corridor, to reduce collisions/injuries, or to increase the active mode share. It also lacks the direct connections north and south that Chino has. If design and construction money are awarded and ATP project scope guidelines permit, the city remains open to reviewing alignment options along Chino and Gillespie if in fact the majority of the neighborhood makes a compelling case for Gillespie. In that case, staff would submit that scope change request to the project funders for consideration.

Provide a map showing the intersections where Transportation plans to place the diverters on Chino and other streets indicated on you new expanded version of the Chino Bike Blvd.

Below are the preliminary plans that were submitted as part of the ATP application. The plans show potential locations for pedestrian improvements like curb ramps, curb extensions, traffic calming and other potential improvements to create a safe bike route. As we have said before, preliminary plans are not the same as construction drawings and finalizing locations of any diverters where bicyclists are allowed through movements would be determined in the design phase in 2019 or 2020.



From: Catherine Bastug [mailto:mailldebar7@gmail.com]
Sent: Thursday, July 14, 2016 8:27 AM
To: Brown, Peter; Calonne, Ariel; Rowse, Randy; Murillo, Cathy; Dominguez, Jason; Hart, Gregg; Schneider, Helene; White, Harwood "Bendy" A.; Frank@santabarbaraca.gov; Susan@santabarbaraca.gov; Casey, Paul; ed@sbbike.org; mitchell.weiss@dot.ca.go; Catherine Bastug; Dayton, Rob
Subject: 2016 SBBMP Chino Bike Blvd Council approval time?

Dear Mr. Brown and others,

Please clarify the time of the July 26, 2016 meeting that you informed Ms. Furakawa (of **District 6**) **would be taking place regarding the City Council's Approval of the SBBMP's project in District 3 - the Chino Bike Blvd.** Many people in District 3 want to know when to come to the meeting about the project that will forever redefine driving in their neighborhood - but you have yet to inform them of the meeting or what time it is scheduled to take place.

Being a caring, fair minded person, and knowing my concern (and the concern of the entire District 3 regarding the Chino Bike Blvd proposal) Terrie Furukawa was so kind as to forward the information you sent her last Friday about the SBBMP City Council Approval meeting (which quite suddenly seems to have been rescheduled from what the Executive Director of the SBBike Coalition told me was to be in August to the last week of July with only 2 weeks notice being apparently sent only to a privileged few.)

Ms. Furukawa also included the Transportation Department's new map (which I have inserted below) showing how **the Department has now expanded the Chino Bike Blvd to include Micheltorena St. - and has avoided using the length of Gillespie St for the entire Bike Blvd (a Gillespie St. option which Santa Barbara Bike Coalition Executive Director Ed France stated on 2/23/16 would be an easier to build and would require less resources to build).**

I am not sure why I have not received an update about the City Council Approval meeting in July from the Santa Barbara Transportation Department. I have attended and have spoken all of the SB City Council meetings regarding the Chino Bike Blvd, and I distinctly recall signing up to be kept abreast of the matters at the Oct 29, 2015 meeting. For a for a while I did receive notifications but for some reason did not receive any for the 6/14/16 Council meeting. Luckily I just happened to do a search on-line. Now I obviously received no word from you word about one on July 26 which you seem to be announcing to everyone rather late - with only two weeks notice??!! Thankfully Ms. Furukawa thought of me and I found the email she sent on 7/8/16 and now have been able to alert at least the people on my email list although that is just a fraction of the people who have signed the letters and petitions to City Council objecting to the Chino Bike Blvd.

But residents are still uninformed about the time of the meeting and I haven't been successful in finding that information online.

I must say that such lack of notification to the Primary Stakeholders in the project gives the impression that the Transportation Department didn't want the people of District 3 to know what the City has planned to do with the all important only thru-street alternative to San Andres.

Could you please explain how the Transportation Department justifies not sending out the map below to all of the District 3 residents and businesses within 500 ft. of your proposed 2016 SBBMP project?

I sincerely hope that Caltrans *does not* support this sort of disenfranchisement of major stakeholders in a project you are asking Caltrans to fund.

Please honor the request that the residents have been making to the City and the Council through emails, petitions, surveys and phone calls to abandon the CHINO BIKE BLVD which will punish us all and come back to include the entire community by doing THOROUGH OUTREACH DURING THE 2016-17 SCHOOL YEAR THAT IS APPROPRIATE FOR THE DEMOGRAPHIC OF DISCTRICT 3 BY INVOLVING THE ENTIRE COMMUNITY USING THE PTA's AND THE MAIL AS A METHOD THE TOO PASS THE WORD AND COLLECT DATA AND SURVEYS FROM OUR RESIDENT POPULATION (WHO FOR A VERY LARGE PART ARE SPANISH SPEAKING AND NOT HOOKED UP TO THE INTERNET OR THE **SOCIAL MEDIA NETWORKS THAT THE VERY SMALL CADRE OF FOLKS WHO ATTEND THE WESTSIDE COMMUNITY GROUP MEETINGS USE).**

The consequence of the Chino Bike Blvd project doesn't just affect the residents on the street. Any one who looks carefully at a map of the Westside can see that the lack of thru-streets means that a Bike Blvd closing Chino to thru motor vehicle traffic will completely change the entire traffic circulation pattern of the entire Westside neighborhood (by effectively confining all N/S thru traffic of vehicles of residents in addition to all those who come down from the Mesa neighborhood to get to the 101 by using San Andres (already overburdened San Andres is just too crowded and dangerous to navigate especially during rush hours).

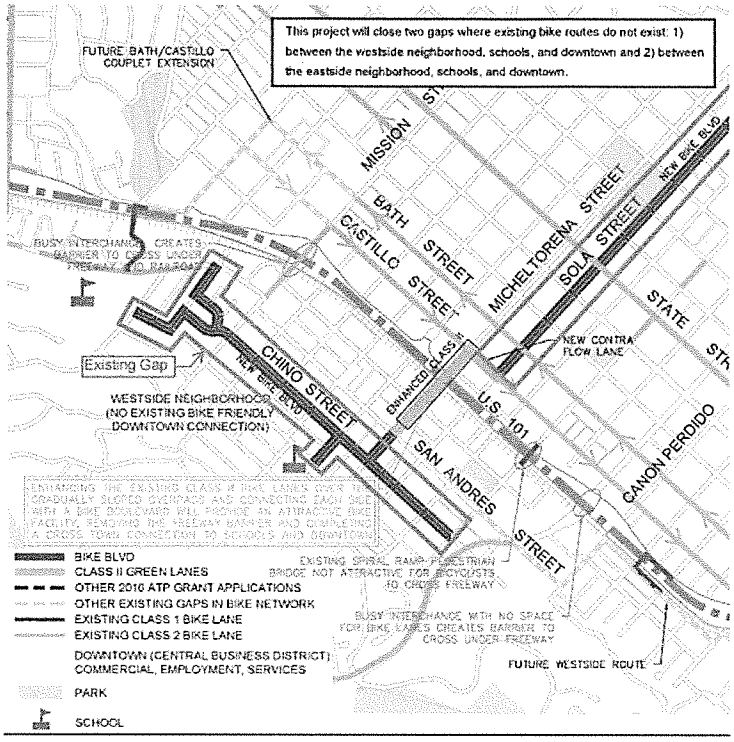
Our District 3 Westside community is exactly the sort of community that the Caltrans funds should be spent improving and encouraging. But instead of including us and benefiting us as a challenged neighborhood with Caltrans funds Transportation has avoided directly contacting the residents who are those with the practical experience, who do care about how motor vehicles and bikes are allowed to travel through our densely populated neighborhood. A plan created by cyclists and imposed from the top by the Transportation Departmeot and people who obviously do not know the neighborhood or its residents have resulted in a plan which will punish and endanger all the residents by giving only cyclists full use of 1 of the only 2 N/S thru streets. We we depend upon 2 thru-streets to keep traffic moving in the densest populated District in the entire City of Santa Barbara. The City Transportation Planner has marketed the idea of a Bike Blvd on Chino to people who for the most part don't have their driveways on Chino, and by telling those with driveways on Chino that the Bike Blvd is the only way to address speeding on Chino since City is broke and can't afford speed bumps. This is cynical manipulation and the effect will be like cutting off your nose to spite your face. Hypnotized by the idea of a Berkley style Bike Blvd as seen on the SBBMP websic video the small cadre of residents who support the Bike Blvd are not looking at the big picture. **The big picture is that Berkley and San Luis Obispo's Bike Blvds. are not closing off 1 of only 2 N/S thru streets.** Look at the maps - our Westside neighborhood map simply does not look like their neat grids.

A look at the historical bike route map at the bottom of this email reveals that for many years San Andres was the only N/S thru street and the City went to the expense of building right hand turn lane off Carrillo onto Chino precisely because the neighborhood needs 2 N/S thru streets for safety and traffic circulation reasons. Now we have a Principal Transportation Director who insists on taking that safety valve away and is so intent on building on Chino at any cost that he seriously proposed to Council on 6/14/16 that the City spend $10,000.00 on a demonstration of a Bike Blvd using stop signs instead of traffic diverters to demonstrate what a Bike Blvd looks like.

Please Mr. Brown, ask the Transportation Department to look at the historical map and desist in marginalizing, disenfranchising and insulting the intelligence of the residents of Chino St. and District 3 who are not cyclists and can see the bigger picture of how the Chino Bike Blvd will make traffic a nightmare in our neighborhood.

Below is the portion of the map you sent to Terrie Furukawa (District 6). **The map details at least the route (but significantly avoids showing the location of traffic diverters which will create new Chino Bike Blvd). It seems that Transportation Department created and sent off the map to Caltrans in the 2016 SBBMP but did not circulate it in the neighborhood. Why was that map not sent by mail to each of the residents on Chino St and those on the 700 block of Micheltorena St. as well as to those on Anapamu St to get feedback or at least to notify us?** Notification by mail is what is we are used to receiving when an addition on a house is proposed within 500 ft of our residences. Having the City change driving rights and patterns will affect us much more on a daily basis than someone adding a new bedroom to their house. Please don't think because many of us are not internet users that we don't care about what happens in our neighborhood because we do care and we expect the City to treat us fairly, even if we are not on the social media sites frequented by the very small cadre of residents who for the most part do not live on Chino who call themselves the Westside Community Group.

Since I have not been in touch with those on Eucalyptus or upper Chino or Lorinda Way I am not aware if the Transportation Department informed them of the plans for their street and sent them maps - would you please clarify?



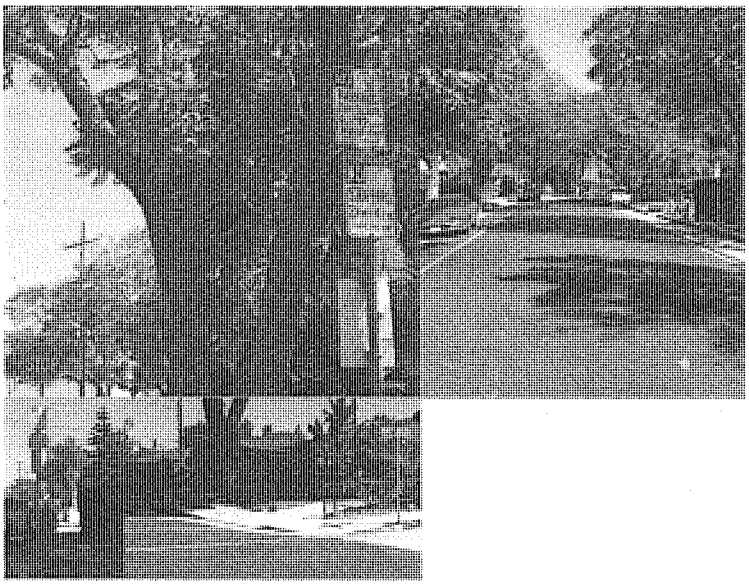
While the map SB Transportation Department created above indicates that there is a gap in the Bike Route above Mission the photos taken over the weekend below document that the lanes actually continue down to Mission.

The deglegged Chino Bike Blvd plan mapped out has a form which obviously goes through contortions to avoid using the **direct safe route to school by going straight down Gillespie (the street that actually directly connects the 3 neighborhood schools).**

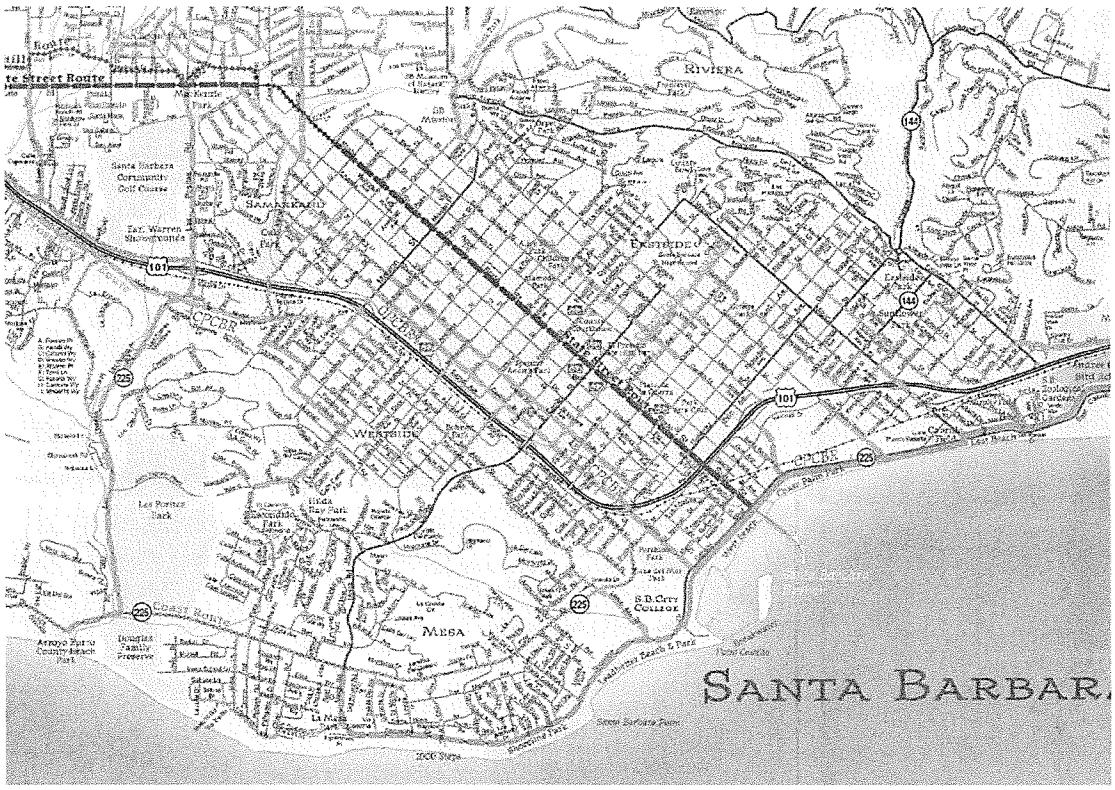
No wonder Mr. France said a 'Bike Blvd on calmer Gillespie Bike Blvd would be easier to build and easier on resources'.

Even though **diminishing the number of accidents in Santa Barbara was announced at the 6/14/16 City Council meeting as the *Major Goal* of the 2016 SBBMP** the Chino Bike Blvd route

unnecessarily exposes riders to the Modoc/Mission collision corridor* between Portosuello and Eucalyptus Ave and then exposes them once more to a dangerous intersection where Chino crosses Mission.
*(see the 2016 SBBMP online brochure's diagram of dots for showing history of collisions on the Westside). All this could be avoided by using calmer Gillespie.



Below an old map of the historic California Pacific Coast Bike Route indicates the historical Bike Route followed Portosuello then continued on to use the Gillespie St bike route lanes that are still designated by signs and stripes painted on the Gillespie St.roadway between Portosuello Avenue and Mission St. (see above).



Close inspection of the old CPCBR map reveals that the Gillespie St. portion of the route existed even before the City decided that the Westside had become so densely populated that for safety's sake and better traffic circulation it needed 2 N/S thru streets - not just San Andres. This why they decided to go to the expense of constructing a right turn lane connecting Chino to Carrillo.

Now that the Westside is even more densely populated and with the City's zoning policy will become even more congested the Transportation Planners have decided suddenly that motorists don't really need an alternative N S thru-street to overburdened San Andres. What our neighborhood must have no matter what the cost is a Chino Bike Blvd to deprive all motorists living in or travelling through the Westside of that 2nd thru-street alternative to San Andres which the City thought necessary to provide years ago when we were less crowded.
So for the benefit of all the road users (another goal of the SBBMP) we must by all means have the Bike Blvd on Chino AT ALL COST (even Mr. Dayton's 10 K for a demonstration with stop signs) so only bikes will to be able to use it to travel from Mission down to Carrillo and back.

Go door to door take a survey The overwhelming majority of residents on the Westside know such a Chino Bike Blvd will not only have a negative effect on residents living here in the Westside neighborhood and it will cause congestion and confusion for all those residents who daily come down from the Mesa via Valerio and use Chino to access Mission and Carrillo to get to the 101 north and south during when San Andres is overcrowded (always) and especially during rush hours. Those people will now be driving by Harding School where our good and responsible Westside parents walk their children to and from school pushing strollers back and forth 4 times a day to get their children safely to school without using cars.

Hopefully someone at Caltrans, if not at the City, who is not so terribly invested in absolutely having Chino be the location of the Bike Blvd through Santa Barbara's overcrowded Westside can see the folly of closing of 1 of only 2 N/S thru streets to the many motor vehicles who need to pass through our neighborhood to get to the 101 and put an end to the idea of funding such a disastrous and absolutely unfair and undemocratic project.

Please Mr. Brown in response to this email send to me and all those listed in my email address section a timely reply:

1. **a direct announcement of the time of the 7/26/16 City Council meeting for Approval of the Chino Bike Blvd as part of the 2016 SBBMP**
2. **and apology for Transportation Planners telling residents in April that you would be considering placing the Bike Blvd on Gillespie instead of Chino**
3. **a map showing the intersections where Transportation plans to place the diverters on Chino and other streets indicated on you new expanded version of the Chino Bike Blvd.**

Sincerely

Catherine "Lily" Bastug Vincenti

From: Brown, Peter <PBrown@SantaBarbaraCA.gov>
To: 'Terrie Furukawa' <tlinnfukawa@verizon.net>; Dayton, Rob <RDayton@SantaBarbaraCA.gov>
Sent: Fri, Jul 8, 2016 4:22 pm
Subject: RE: BMP Update

Hi Terrie,

The City Council meeting is scheduled for July 26 for BMP approval. I can add an update to the website on Monday advertising that date as well as the applications that have been submitted to ATP, and the fact that the state will announce preliminary grants results in late October.

As you know, we don't have maps that show project design for Chino, Cota or Cabrillo. But I did attach a map that shows where projects will be in town as proposed in the ATP applications. These include Chino, Sola and Cota.

Cabrillo is not part of the ATP program but rather, when the next road maintenance project is performed out there (likely several years out), Cabrillo would be restriped to include bike lanes in both directions between Milpas and Las Positas.

Give me a call if you have any other questions and have a good weekend.

Peter

Peter Brown | Mobility Coordinator

City of Santa Barbara | Public Works

630 Garden Street | Santa Barbara, CA 93101

Office: 805.897.1869

pbrown@santabarbaraca.gov

From:	Catherine Bastug
To:	cmurillo@santabarbaraca.gov; acalonne@santabarbaraca.gov; hschneider@santabarbaraca.gov
Cc:	PBrown@santabarbaraca.gov; rrowse@santabarbaraca.gov; ghart@santabarbaraca.gov; hwhite@santabarbaraca.gov; jdominguez@santabarbaraca.gov; fhtochkiss@santabarbaraca.gov; Casey, Paul@City of Santa Barbara; ed@sbbike.org; Bransen, Susan@DOT; Velasco, Jennifer@DOT; Assouri, KristinaDOT; Hopkins, Garth@DOT; Waters, Laurie@DOT; Guevel, Rick L@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; mitchell.weiss@dot.ca.go; Pennebaker, Laura@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Oseguera, Jose@DOT; Van Dyken, David R@DOT; Remedios, Douglas@DOT; Spanos, George C@DOT; cassovilla5@gmail.com; spnsb@cox.net; rbjork@santabarbaraca.gov
Subject:	REVIEW 2/23/16 Video of SB City Council Chino Bike Blvd Very Questionable Process
Date:	Monday, July 18, 2016 1:19:01 PM

Dear Mayor Schneider and Distract 3 City Council representative Murillo,

I am writing to you precisely because you are ***not*** voting members of City Council in the matter of the 2016 Santa Barbara Bicycle Master Plan (2016 SBBMP) Chino Bike Blvd (CBB).

This is a request that ASAP, before the up-coming July 26 City Council meeting on the 2016 SBBMP, you get together with the City Attorney (as non-voting members of the City Council) to view the public record video tape of the 2/23/16 Chino Bike Blvd portion of the City Council meeting (around 11:30 p.m.) to evaluate the very worrisome and questionable City Council processes regarding Chino Bike Blvd, which include:

1. Council proceeding on 2/23/16 to unanimously vote YES on the CBB despite Ms. Murrillo's 2/22/16 public statement (the night before the vote - in front of voting Councilmember Gregg Hart) that the **CITY HAD FAILED IN ITS OUTREACH TO THE RESIDENTS OF CHINO ST** providing them with any notification about the details of a Bike Blvd and its effect on their personal daily lives and traffic circulation thoughout the neighborhood.
2. various anomalies between the visual images and the audio portion of the 2/23/16 CBB session which put the timing of the oral YES vote into question.*
3. a missing exchange between Council and Staff regarding a comparative cost question from a Councilmember and answer from Staff no longer appearing in the 2/23/16 Council-meeting video*:

> *QUESTION: Council to Staff - What is the cost comparison of a Bike Blvd built on Chino or Gillespie?*
> *ANSWER: Staff to Council - Actually more expensive to build on Chino.*

Principal Transportation Planner Rob Dayton's 6/2/16 email contending no cost difference between Chino and Gillespie sites motivated me to go down to the City Clerk's office, to first check the written public record and then follow up on their directions to view and download the subtitled video tape available on the City website for the 2/23/16 City Council meeting.

When I downloaded and viewed the video I saw there was no longer the exchange I distinctly remembered between Council and Staff regarding the comparative cost of Chino compared to Gillespie but there was still a section during the Public Comments from SBBike Coalition Executive Director Ed France which do contradict Mr. Dayton about no cost difference. You can see Mr. Frances words reflected as subtitles at the bottom of the stills of the video I've

included at the bottom of this email.

Discovering the very disturbing anomalies in the Video of the Council meeting I contacted all Councilmembers, City Staff (and eventually all participants during public commentary present at that meeting). None of the Council-members or City Staff members I contacted would comment on the anomalies in the video tape at all.

From: Catherine Bastug [mailto:maililebas2@gmail.com]
Sent: Monday, June 13, 2016 11:23 AM
To: Dayton, Rob; Rowse, Randy; Murillo, Cathy; Dominguez, Jason; Hart, Gregg; Schneider, Helene; White, Harwood "Bendy" A.; Frank@santabarbaraca.gov; Susan@santabarbaraca.gov; Calonne, Ariel; ed@sbbike.org; desertwarrior05@gmail.com; Casey, Paul; Brown, Peter; sb4santabarbara@gmail.com
Subject: Chino Bike Blvd Adoption Session Video anomalies and other issues

In the video Mr. Hodgekiss your kind remarks consoling me about the unanimous adoption of the Bike Blvd providing a safer street seem to come ***before*** the the actual sound of the voices declaring ***AYE*** (in addition the two Councilmen to the far right seem to be turning away and packing up to leave at the same time that you hear them say ***AYE***). My recollection is that you addressed your consoling remarks to me about the unanimous Adoption of the Bike Blvd on Chino into the 2016 SBBMP ***after*** the vote to adopt it was taken - and that I only felt free to respond (which is subtitled as mumble or inaudible) because the vote was already over. I certainly would not have spoken out during the session when I was still waiting to hear the vote.

A final thing that I find perplexing about the video is the missing question and answer (which I remember so clearly) regarding the comparative cost if the project were built on Chino or on Gillespie, and *the answer from City Staff being that it would be more expensive on Chino.* I believe that it may have been you who posed the question -' perhaps prompted by Mr. France's statement during Public comment that if there were limited resources Gillespie would be the easier choice.

I'm asking you, Mr. France, Mr. Gallegos and Mr. Calonne to review the Video to see if your conciliatory comment about the adoption of the CBB into the 2016 SBBMP seems to occur in an illogical sequence - that is *before* Council members all say AYE to the motion. Below in blue is the email I sent to Mr. France previously about this same issue.

Mr. France of the SB Bike Blvd did respond to an email I sent about this issue - first promising me that he would review the video and the mismatched voices and visual images during the unanimous YES vote. Unfortunately he failed to follow through and then later declined to respond to any further emails from me.

On Mon, Jun 13, 2016 at 4:24 PM, Catherine Bastug

<maililebas2@gmail.com> wrote:

Dear Mr. France,

I believed in your sincerity on the video and I plan to quote you verbatim from the subtitles so I think it would be instructive for you if you took the time to review what you said so you won't be surprised that you did actually say if resources were limited Gillespie would be easier. After you listen to your comments please fast forward and see for yourself if it does not seem that *Mr. Hotckiss is offering me condolences for the unanimous vote to adopt the Chino Bike Blvd before the voices of the Councilmembers are be heard afterwards all saying aye simultaneously with the two councilmen on the right busily turning away packing up their things. Your declining to look at the video will not make these things any different or less true

June 13 FROM: Ed France TO: me

lily,

I can understand your frustration and I empathize with you. I too am frustrated with the poor outreach involved withthe bicycle master plan. I will review the tape and get back to you. Council will not take a final vote tomorrow.

I do believe I said that Gillespie would be easier, though I don't think I was referring to cost. I think a bicycle boulevard on either street will be a major gain, especially for those who live along that street. I am open to whichever solution best fits the neighborhood and is supported by neighbors like yourself and those you've been working with.

I'll reach back out to you after I review the tape from the meeting now four months ago in february.

best, Ed

Happily I managed to come into contact with a member of the public who *was* in attendance at the 2/23/16 Council meeting and *does* remember, as I do, the question from Council about the cost and the answer from Staff about Chino being <u>more expensive.</u>

Just recently I engaged the services of a professional computer coach and we will meet on Wednesday 7/20/16 to work with the 2/23/16 City Council video which I saved to my computer right after receiving Mr. Dayton's 6/2/16 email. We will prepare excerpts from the video for presentation during my portion of the public comment section on the CBB at the

July 26th 2016 SBBMP City Council meeting. I will be contesting the legitimacy of Council's 2 previous unanimous YES votes for the Chino Bike Blvd. My intention is also to diffuse the anomalous nature of Video outside of the 7/26/16 Council-meeting in an effort to bring the issue of discrimination against the residents of District 3 Westside residents to light in the court of public opinion with the goal of eventually getting fair treatment for the primary stakeholders in the Chino Bike Blvd project who have been disenfranchised through a policy of limited and skewed outreach. The effects of skewing outreach was brought to the attention of the Council by ex-Councilmember Dale Francisco in July 2015, but it did not make an appreciable change in the methods considered fair by Transportation Department which seems willing to go to any lengths to see that the playing-field is not level regarding the imposition of their preferred projects for the 2016 SBBMP upon all but the District's fortunate enough to have primary stakeholders who can mount a legal challange like that of District 6's Micheltorena Neighborhood Group.

I consider this as a very serious matter which extends beyond the scope of the 3rd and Final Vote that the City Council will be casting about the CHINO BIKE BLVD project which has unnecessarily disenfranchised the residents of District 3. The issue is about civil servants being ***willing to go to any length to impose their will*** dismissing the rights of the residents of Santa Barbara's District 3 to be included as much as possible in projects within their neighborhoods. In a traditional family oriented heavily-Spanish speaking neighborhood - good OUTREACH obviously means going through the local schools' PTA's, as well as using direct mail or leafleting with detailed easy to understand and visualize information about the scope, practical effects on all drivers and look of the project. GOOD OUTREACH is not invitations to attend a particular meeting on a particular night to get vague information or go to a particular website to download massive amounts of information to get an idea of what is going to be built within 500 ft of your home..

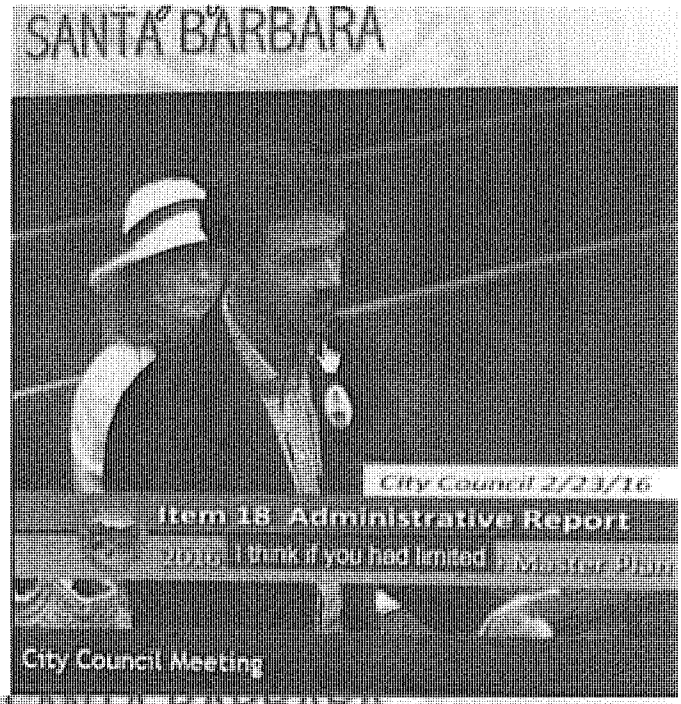
There is no eleventh hour solution for FAILED OUTREACH. Our community's trust has been broken by the treatment it has so far received from the City and only will be restored if the Chino Bike Blvd project is dropped from the 2016 SBBMP and opened up FROM STEP 1 to the entire community DURING THE SCHOOL YEAR WHEN THE LOCAL PTA'S CAN DIFFUSE DETAILED INFORMATION AND SURVEYS TO BE RETURNED WITH INPUT TO ENCOURAGE PARTICIPATION OF RESIDENTS WHO NOT HAVE THE LUXURY OF EXTRA DISCRETIONARY TIME TO ATTEND MEETINGS JUST IN ORDER TO GET DETAILED INFORMATION ABOUT A MAJOR PROJECT WHOSE EFFECTS WILL REDEFINE THE TRAFFIC CIRCULATION OF THE ENTIRE WESTSIDE.

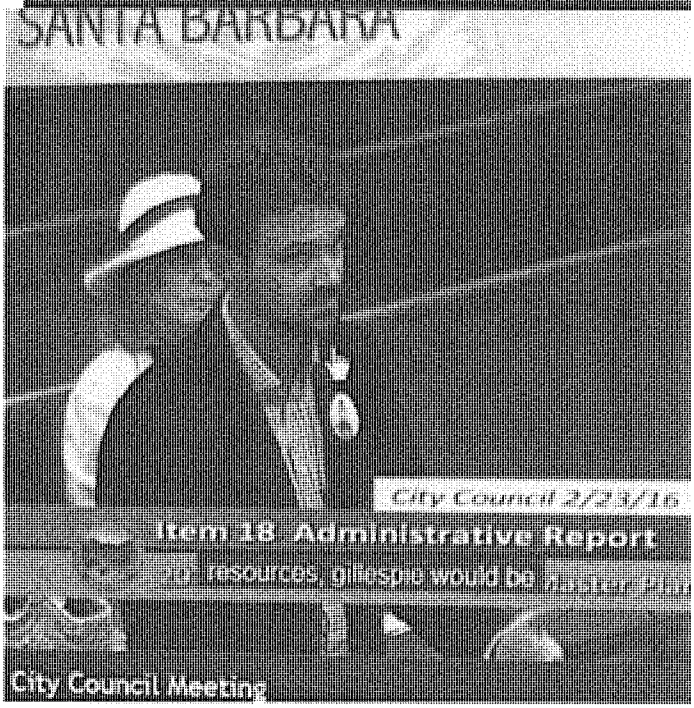
Sincerely,

Catherine Lily Bastug Vincenti

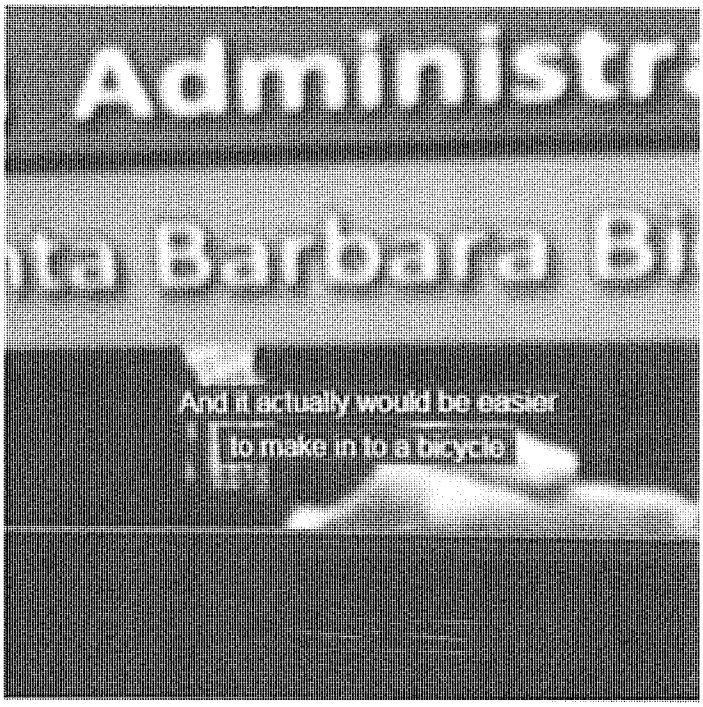
Santa Barbara Bike Coalition Executive Director, Ed France speaking during public comments

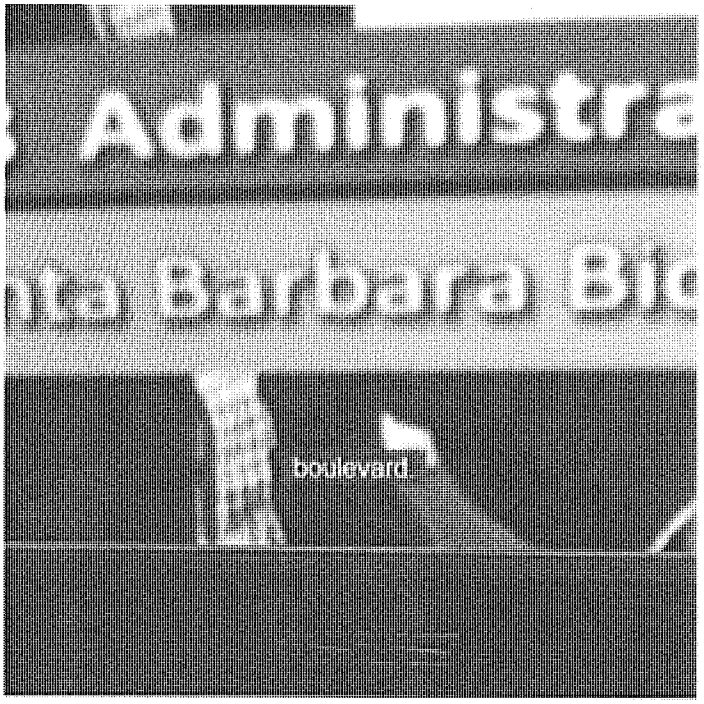
section ABOUT THE ADVANTAGES OF A GILLESPIE ST LOCATION FOR A BIKE BLVD.





SANTA BARBARA
City Council 2/23/16
Item 18 Administrative Report


Administr
nta Barbara Bi
And it actually would be easier
to make it into a bicycle


Administra
nta Barbara Bi
boulevard

From:	Catherine Bastug
To:	Brown, Peter; rrowse@santabarbaraca.gov; ghart@santabarbaraca.gov; hwhite@santabarbaraca.gov; jdominguez@santabarbaraca.gov; fhtochkiss@santabarbaraca.gov; Casey, Paul@City of Santa Barbara; sgorman@santabarbaraca.gov
Cc:	Spanos, George C@DOT; Osequera, Jose@DOT; Remedios, Douglas@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Thronson, Eric@DOT; Janssen, Laurel@DOT; mitchell.weiss@dot.ca.go; Hopkins, Garth@DOT; Guevel, Rick L@DOT; Waters, Laurie@DOT; Bransen, Susan@DOT; Assouri, KristinaDOT; Velasco, Jennifer@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Van Dyken, David R@DOT; Pennebaker, Laura@DOT; Favila, Teresa@DOT
Subject:	Date and $$ City paid to connect Chino to Carrillo
Date:	Thursday, July 21, 2016 3:04:09 PM

Dear Mr. Brown,

The City converted Chino into a thru-street many many years ago for a reason - increased density had rendered it necessary to have 2 N/S alternatives to efficiently and safely evacuate the large population of this family-oriented multi-generational household neighborhood. In the intervening years District 3 has just gotten more and more densely populated. Please look up then pass along the date as well as the cost to the City converted into today's dollars. I would like to have that information for my presentation on Tuesday which needs to be submitted within 48 hours - so it would be helpful if you could find that today or tomorrow and pass it along.

I went to update my materials to share with the neighborhood residents who have received nothing from your department, but sadly found your photos don't really make things that much clearer to me. **Even if they were easily understood- the information diffused by the Transportation Dept, to all of the Primary Stakeholders to folks the Department never contacted, is at this point in time being provided just too VERY, VERY late in the game to be considered effective OUTREACH (since the project is to sent to Council for a FINAL VOTE OF APPROVAL on 7/26/16.**

Sorry to say but it looks really bad that you gave hardly 2 weeks notice to the select people who managed to stay on your email list (not me I'm afraid). Looks even worse that even less than two weeks public notice was put out about the Council meeting which I note is being held at 2 pm an hour when most people from our working class neighborhood to attend.

I do want to let you know that I do talk to folks in my neighborhood and find it unpleasant to hear that you are telling people that I am giving out false information - specifically that the project hasn't been voted on. This project has had 2 unanimous YES votes at City Council meetings first on 2/23/16, then on 6/14/16. It is very disappointing to know that these votes have been allowed to occur despite the fact 2 Council members were at a public meeting where our District 3 Councilmember annouced City Outreach had failed to reach the vast majority residents of Chino St.. Or that the project isn't closing Chino as a thru-street for cars. What is your definition of a thru-street? My definition is one that cars can navigate from its northern most point to its southernmost point without being forced to turn off the street onto another street.I believe that is the generally accepted definition of a thru-street. I've never experienced anyone defining a thru street as you have - one where within the span of 8 blocks cars are forced in several locations to turn off the street right and thus are prevented from driving from end of the street "thru" to the other.

Sorry to report that your recent email efforts gives such a very confusing picture your revised

project that I couldn't possibly explain to anyone what you seem to be saying about the Bike Blvd not closing Chino as a thru street for cars in your new design. Circles and triangles? Are you saying we are going to have both traffic circles to drive around as well as diverters that will force us to turn right at various intersections?

In speaking of emergencies I am not confining my concerns to having fire engines be able to negotiate the street Consider all the natural disasters and man-made disasters this neighborhood is likely to experience

- fire sweeping through the old neighborhood of wooden houses with big drought-stressed trees
- an earthquake in the ancient riverbed that will liquefy the soil causing cripple-wall construction to crumble as in San Francisco's Marina District
- the proximity of the railroad tracks and 101 bordering our very long eastern boundary where on a daily basis hazardous materials are transported and can be accidentally spilled requiring immediate evacuation of the entire neighborhood population

If cars are not able to negotiate the length of Chino St. how do you envision all of the the big extended families with ailing elders managing to evacuate the area without Chino St as a easily navigated a safety valve for San Andres St (which on a good day is significantly congested)

Please recognize the folly of putting general population at risk and disturbing the normal flow of traffic simply because the Transportation department wants to cater to a comparatively small group of avid cyclists who feel no shame or responsibility about obliging the less-hardy cyclists and school kids (which the ATP program is designed to serve) to ride a route as close as possible to San Andres when Gillespie is calmer, easier to build and easier with limited resources to quote Executive Director of the SB Bike Coalition Mr. French from the 2/23/16 1130 pm public comment session of the SB City Council meeting. Those avid few cyclists can still choose to ride on San Andres itself, leave Chino as it best serves the community - a thru-street alt to San Andres and then save the state resources, have a straighter more direct route and Safer Route to School *on the road that connects the 3 local schools,* Gillespie St (here the bike lanes have been striped on the lanes above Mission for years, and years and years) .Gillespie is Much more direct and safe than the doglegged new version your map indicates will build spurs to access to Harding Elementary and still directs folks unnecessisarily along the Modoc collision corridor instead of diverting them away from the dangers as soon as possible at Portosuello..

Everyone I speak to in the neighborhood who I ask to consider the sense of having 2 thru-street possiblities for bikes and just 1 for cars on the Westside thinks the Transportation Planners have gone quite mad and doing a terrible job for the City. They really don't appreciate the fact that people who don't live in the neighborhood and don't even know enough to list historic La Cumbre Jr. High as part of the School Outreach contacts are the people who who are proposing this project in our neighborhood and voting on it.

I understand there are folks here who are contacting the ACLU to complain about your

department's disenfranchisement of our District 3 residents. I applaud their efforts and think your Department more than merits investigation and censure for ignoring the rights of the vast majority of the residents of the Westside as you have done.

What is good for the goose is good for the gander if living within 500 ft of the project is important enough to disqualify representatives from representing their constituents it sould be important enough that the City goes to the trouble of delivering direct easily understood information to each of the residents within 500ft

Perhaps instead of spending 10 K mocking up a Bike Blvd with stop signs instead of diverters (a very confusing and ambiguous idea in itself) the Transportation Department should have invested that money in doing direct mailing with understandable illustrations and surveys so that working people are included instead of being excluded because they are not able to attend meetings.

Once again please do send that information about when and how much the City spent to make Chino connect with Carrillo year and years ago.

Sincerely,

Catherine "Lily" Bastulg

BEWARE: Chino Bike Blvd the Road to Ruin.

.

On Mon, Jul 18, 2016 at 9:17 AM, Brown, Peter <PBrown@santabarbaraca.gov> wrote:

> Ms. Bastug,
>
> Attached please find visual 3D examples of right-turn-only diverter designs (triangles) and traffic circles (circles). Cars, trucks and delivery vehicles will slow and proceed around traffic circles, and will turn right at diverters. Emergency vehicles will proceed in any direction without restriction.
>
> Please let me know if you'd like to schedule a time to meet with you and your neighbors, at any time or location you choose, to discuss project details and precise meanings such that any residents who don't understand the proposal can be better informed. I can do this in either English or Spanish or both.
>
> Sincerely,

Peter Brown

Peter Brown | Mobility Coordinator

City of Santa Barbara | Public Works

630 Garden Street | Santa Barbara, CA 93101

Office: 805.897.2669

pbrown@santabarbaraca.gov

From: Catherine Bastug [mailto:maililebas2 gmail.com]
Sent: Friday, July 15, 2016 11:39 AM
To: Brown, Peter; Susan.bransen dot.ca.gov; jennifer.velasco dot.ca.gov; kristina.assouri dot.ca.gov; garth.hopkins dot.ca.gov; laurel.janssen dot.ca.gov; eric.thronson dot.ca.gov; mitchell.weiss dot.ca.go; laura.pennebaker dot.ca.gov; rick.guevel dot.ca.gov; laurie.waters dot.ca.gov; rosemary.mejia dot.ca.gov; anne.johnson dot.ca.gov; teresa.favila dot.ca.gov; dawn.cheser dot.ca.gov; deborah.mckee dot.ca.gov; jose.oseguera dot.ca.gov; douglas.remedios dot.ca.gov; david.vandyken dot.ca.gov; george.spanos dot.ca.gov; Calonne, Ariel; Rowse, Randy; Murillo, Cathy; Dominguez, Jason; Hart, Gregg; Schneider, Helene; White, Harwood "Bendy" A.; Hotchkiss, Frank; Susan santabarbaraca.gov; Casey, Paul
Subject: Re: Discrimination Suit Chino Bike Blvd

Mr. Brown,

Need more information if your new contribution of a revised map is to mean anything at all to the residents of Santa Barbara's most densely populated District - the Westside west of the 101. So we are all on the same page please provide a written explanation of how the cars and trucks, fire engines and sundry delivery vehicles are to proceed at each of the circles or triangles. We need a realistic 3 dimensional picture of what the construction of those triangles and circles represent so that when I am out doing my survey documenting

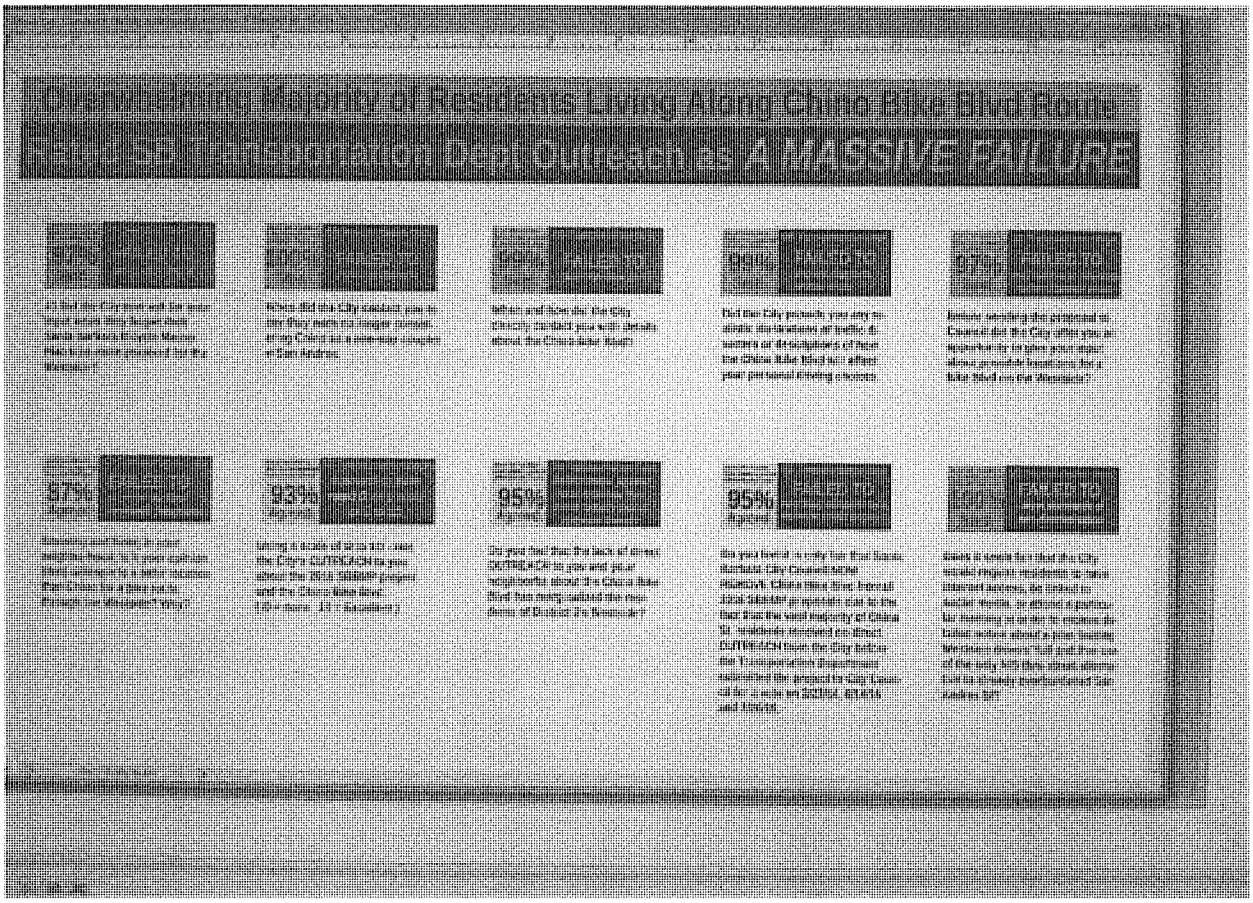
the extent of previous Outreach done by Transportation regardint the 2016 SBBMP Bike Blvd tomorrow I can physically be able to show our residents photographs or to scale drawings of what physical thing those circles and triangles are supposed to be conveying. Otherwise what you have sent to me is just a bunch of colored geometric figures on a grid with no precise meaning and we are not really any closer to understanding what the City intends mean by a Chino Bike Blvd.

Hope you do appreciate all the work I am doing in providing the Outreach to the Westside that the City could have provided but chose not to do. The least the City can do give me detailed and *understandable* information that is truly meaningful to the eye of a neophyte.

Sincerely,

Catherine "Lily" Bastug-Vincenti

From: Lily"s Gmail
To: Waters, Laurie@DOT; Weiss, Mitchell@DOT; Atkinson, Kevin@DOT; Borders, Heidi E@DOT; Kahn, Christine C@DOT; Davini, Ted E@DOT; jennifer.velasco@dot.ca.gov; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George C@DOT; Bransen, Susan@DOT; Assouri, KristinaDOT; ,cassovilla5@gmail.com
Subject: Re: DEMAND TO STOP CHINO BIKE BLVD
Date: Monday, September 12, 2016 3:55:35 PM



Sent from my iPhone

On Jun 24, 2016, at 4:31 PM, Catherine Bastug <maililebas2@gmail.com> wrote:

Dear Ms. Waters,
Please add Ms. Casso to your list when you send the information about a deadline for protesting the 2016 SBBMP Chino Bike Blvd proposal. I have been working so hard on getting the word out that I missed some emails.
---------- Forwarded message ----------
From: **Lucia Casso** <cassovilla5@gmail.com>
Date: Thu, Jun 23, 2016 at 2:48 PM
Subject: DEMAND TO STOP CHINO BIKE BLVD
To: maililebas2@gmail.com

Hello,
Our family has lived on the Westside for 5 generations. My uncle is at 1621 Chino and I am at 1727 Villa Ave a half block away. I am a home health care provider with several elderly and disabled patients who I provide transportation to local westside businesses from their homes. I spoke in protest at a city council meeting but have not been updated recently regarding the Chino Bike Blvd.It would be a huge inconvenience to my patients and I am willing to do whatever it takes to stop this from going through. I work and drive 7 days a week providing care to housebound westside residents who are unable to protest this plan. I represent not only myself the majority of longtime Westside residents when I say that we must demand a stop to the Chino Bike Blvd plan!Please forward any information to me regarding how I can get involved with protesting this plan. Although I work long hours, as many westside residents do, I believe it is very important that Westside residents take a stand and demand to stop any further plans to change Chino street.
Thank you,
Lucia Casso
cassovilla5@gmail.com

From:	Lily"s Gmail
To:	Waters, Laurie@DOT; Weiss, Mitchell@DOT; Atkinson, Kevin@DOT; Borders, Heidi E@DOT; Kahn, Christine C@DOT; Davini, Ted E@DOT; jennifer.velasco@dot.ca.gov; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George C@DOT; Bransen, Susan@DOT; Assouri, KristinaDOT; cassovilla5@gmail.com
Cc:	Sarah Gorman
Subject:	City of Santa Barbara denying service re 2016 SBBMP CHINO BIKE BLVD
Date:	Monday, September 12, 2016 3:51:07 PM

Re: CHINO BIKE BLVD (2016 SBBMP) lack of Santa Barbara City Staff cooperation in identifying pertinent city codes requiring timely mailed notice about the CHINO Bike Blvd BEFORE it's having been sent to to City Council for a vote in February, June and July of 2016.

The Santa Barbara city clerk Sarah Gorman and city attorney Ariel Calonne have stepped in to interfere with the promise to of Debbie the assistant City Clerk who said it would be an easily achieved task for someone at the Cjty to provide me a hard copy of the Santa Barbara municipal code number and text of the law governing timely notification of residents. owners and merchants BEFORE public projects are sent to City Council for a vote. The promise was made the last week of August but still remains unfulfilled. I have explained to the individuals involved (Ms Gorman and Mr Calonne that at 71 I do not have the cyber skills to find the information online. And do not have the stamina to search through the stacks of voluminous binders they have offered me as the only other method of getting the information and a hard copy of the specific code number and language of that part of the municipal code.

Through a survey of 100 residents living on or near the chino bike blvd I have established that no mailed notice was sent out before the votes and will be submitting the chart of that survey to you as PDFs in the next few days. Residents would like to see a copy of the municipal codes and my hope is that a word from someone at Caltrans ATP or CAltrans GOVERNING BOARD will persuade the city Attoney's and city clerk that we in Santa Barbara's district 3 have a right to this information even if we are not skilled in the cyber world.

Thank you for using yiur influence to support our right to know the laws which should be governing the City representatives and staff.

Sincerely

Catherine Lily Bastug Vincenti
Sent from my iPhone

On Jun 24, 2016, at 4:31 PM, Catherine Bastug <maililebas2@gmail.com> wrote:

> Dear Ms. Waters,
> Please add Ms. Casso to your list when you send the information about a deadline for protesting the 2016 SBBMP Chino Bike Blvd proposal. I have been working so hard on getting the word out that I missed some emails.
> ---------- Forwarded message ----------
> From: **Lucia Casso** <cassovilla5@gmail.com>
> Date: Thu, Jun 23, 2016 at 2:48 PM
> Subject: DEMAND TO STOP CHINO BIKE BLVD

To: maililebas2@gmail.com

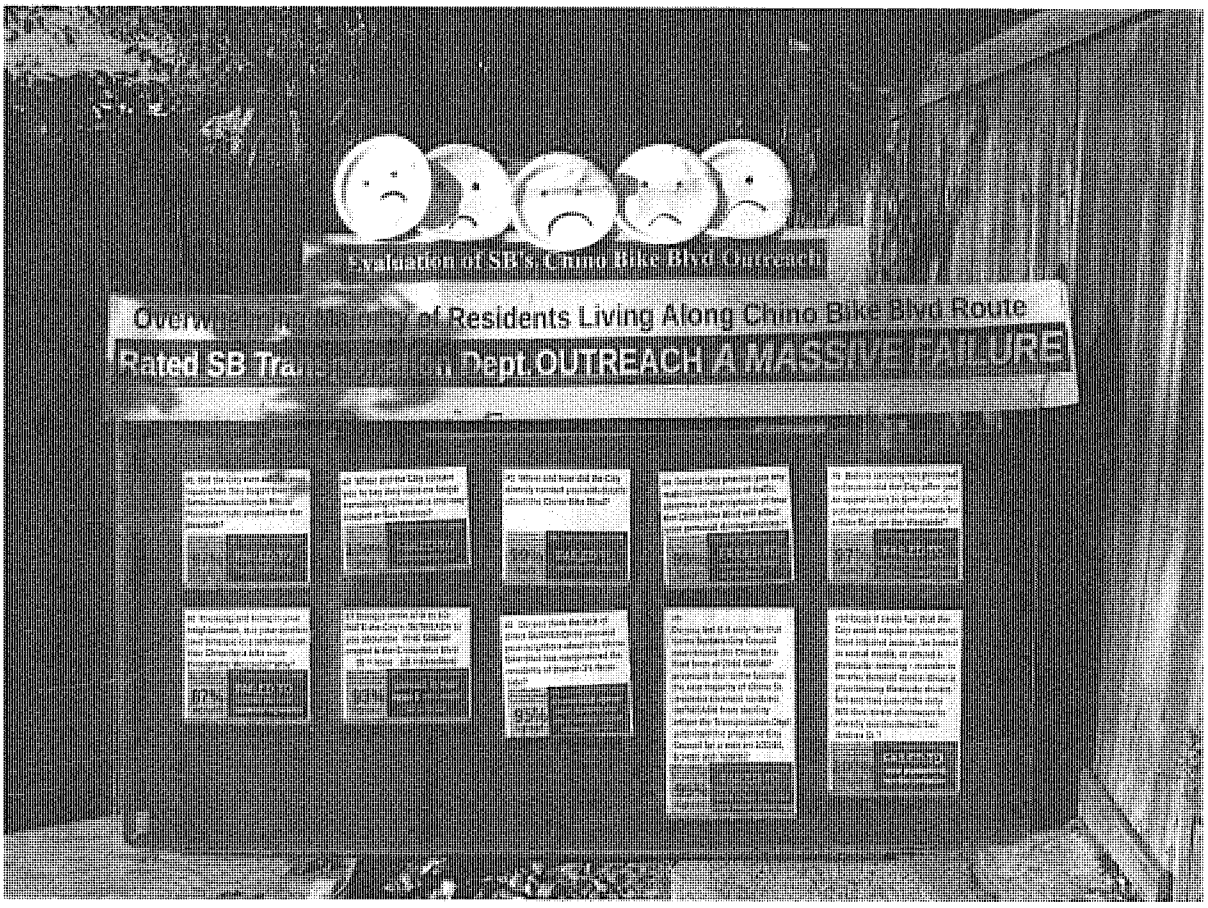
Hello,
Our family has lived on the Westside for 5 generations. My uncle is at 1621 Chino and I am at 1727 Villa Ave a half block away. I am a home health care provider with several elderly and disabled patients who I provide transportation to local westside businesses from their homes. I spoke in protest at a city council meeting but have not been updated recently regarding the Chino Bike Blvd.It would be a huge inconvenience to my patients and I am willing to do whatever it takes to stop this from going through. I work and drive 7 days a week providing care to housebound westside residents who are unable to protest this plan. I represent not only myself the majority of longtime Westside residents when I say that we must demand a stop to the Chino Bike Blvd plan!
Please forward any information to me regarding how I can get involved with protesting this plan. Although I work long hours, as many westside residents do, I believe it is very important that Westside residents take a stand and demand to stop any further plans to change Chino street.
Thank you,
Lucia Casso
cassovilla5@gmail.com

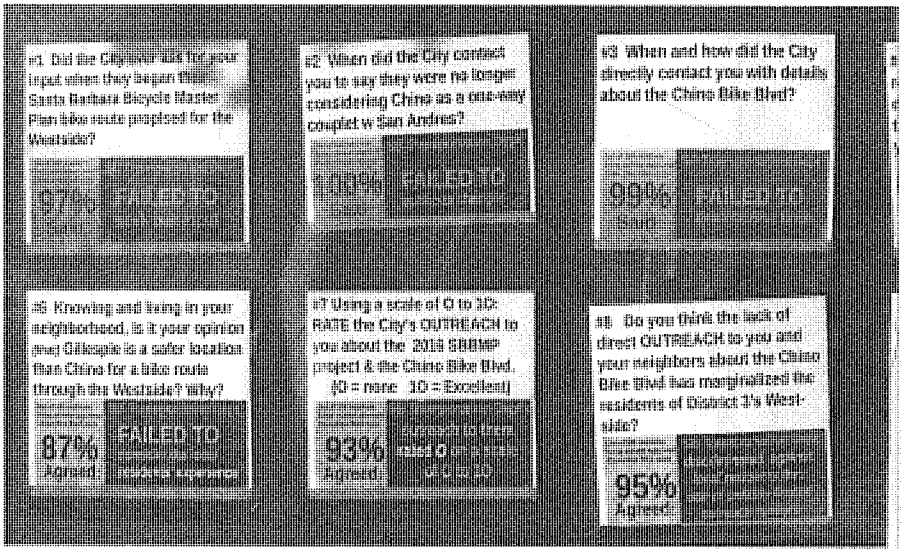
From: Lily"s Gmail
To: Borders, Heidi E@DOT; Kahn, Christine C@DOT; Davini, Ted E@DOT; Bransen, Susan@DOT; jennifer.velasco@dot.ca.gov; Assouri, KristinaDOT; Hopkins, Garth@DOT; Janssen, Laurel@DOT; mitchrl.weiss@dot.ca.gov ; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Waters, Laurie@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George C@DOT
Subject: STOP Chino Bike Blvd Violated notification laws
Date: Monday, October 03, 2016 9:53:24 AM

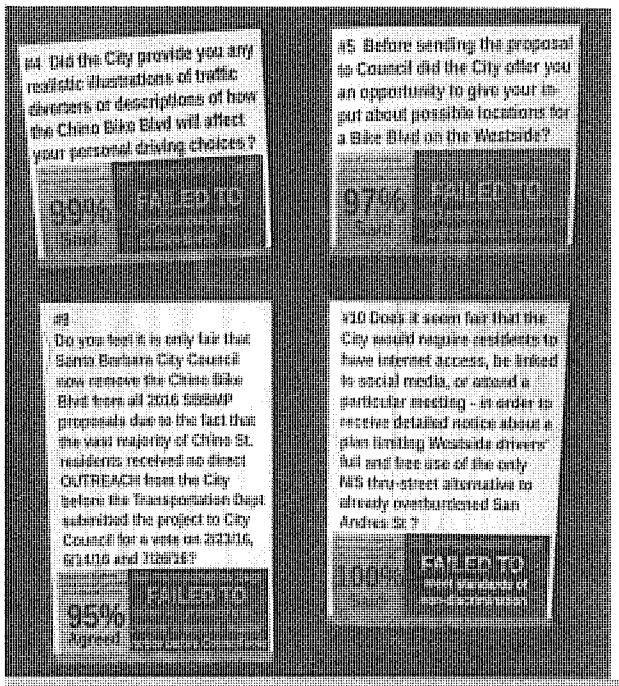
ALERT CALTRANS:
the RESIDENT INITIATED SURVEY OF CHINO BIKE BLVD OUTREACH definitively documents that
2016 SBBMP STAFF FAILED to provide owners and residents along the route with legally REQUIRED MAILED NOTIFICATION BEFORE CITY COUNCIL VOTE.

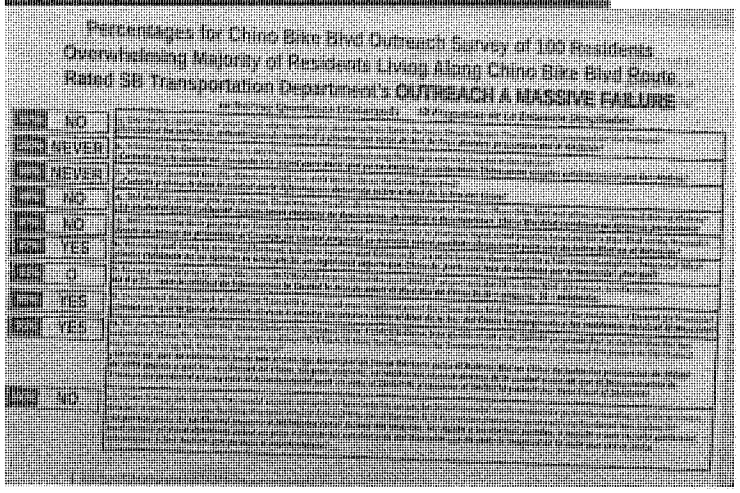
After her election as District 3's exclusive City Council-member Cathy Murillo did not designate a surrogate Council representative when she recused herself from voting and/ or providing written detailed form and function explanations to all of the residents and or owners along the CBB route in her District. Her actions and inactions resulted in the disenfranchisement of her constituents in the largely lower income minority community of Santa Barbara District 3's Westside.

Ms Murillo has been provided with the information below.









BUT Currently Council member Murillo denies that she can do ANYTHING to defend the rights of the residents living along the CBB regarding their right to have received fair treatment under federal, state and local laws requiring written timely Notification

Here are a few photos showing general location and residential history of a number of the 100 residents who responded to the 10 question Survey on the 2016 SBBMP Chino Bike Blvd Outreach.

Chino Street

Resident 37 Years

NO CITY OUTREACH

RECEIVED

Re: Chino Bike Blvd

Details BEFORE submitted to Council

An impediction — unfair to Wetlands

No systematic notification

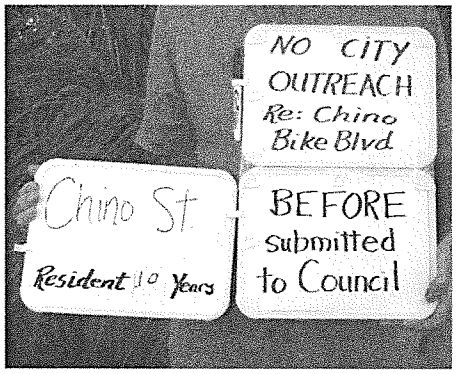
Chino is alternate commuter route

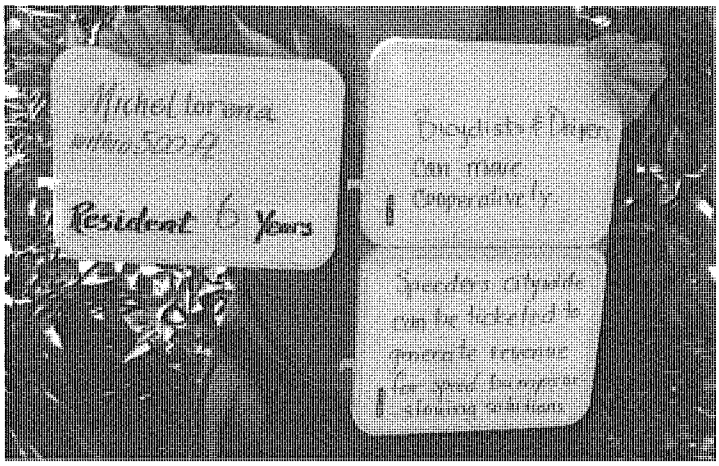
Michel Kunde

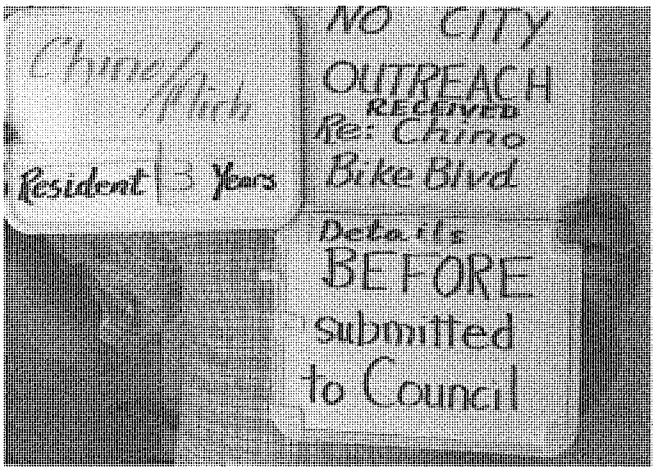
Resident 39 Years

NO CITY
OUTREACH
Re: Chino
Bike Blvd
BEFORE
submitted
to Council
Chino St
Resident 20 Years

NO CITY
OUTREACH
Re: Chino
Bike Blvd
BEFORE
submitted
to Council
Arrellaga St
Resident 8 Years


NO CITY
OUTREACH
Re: Chino
Bike Blvd
BEFORE
submitted
to Council
Chino St
Resident 10 Years


Resident 6 Years



We need to have a completely new process for making bike way choices - a process that respects and includes all residents rights and solicits input through mail-in surveys and contact with parents thru school PTA's and churches (not a process that considers 2 meetings in 365 days held outside of the District as adequate outreach and input. Looking for your help in restoring justice for District 3. Forward this on to all those who will care and act for fair treatment for ALL.

Sincerely,

Lily Bastug Vincenti

On Aug 22, 2016, at 8:02 AM, Catherine Bastug <maililebas2@gmail.com> wrote:

Hello all,

Tonight, Monday August 22nd at 6:30 p.m., is another Westside Community Group meeting. I realize this is VERY short notice but I encourage you to voice the two important results.

1. I plan to unveil the City OUTREACH Survey Chart illustrating who percentage of primary stakeholders on the Chino Bike Blvd received any notification and or information about the project directly from the City - Individual Responses, Percentage totals and COMMENTS BY RESIDENTS highlighted
2. Since Caltrans ATP funding will be granted in October and next WCG meeting will be end of September I would like to introduce the concept of a District 3 Communications Bulletin Board to be located on the fence at the Westside Market where District 3 residents can publicly post pole but pertinent written questions to Councilmember Cathy Murillo and get her to post hard copy answers for all to read

I will only go ahead with unveiling the City Outreach survey chart if there is enough of a crowd to provide and participate volunteer dialog, some of you have a few days to prepare questions and get them to me in the meantime and get them on a single handout.

IF YOU LIKE THIS IDEA PLEASE HELP ME BY REPHRASING AND OR POSING SOME QUESTIONS OF YOUR OWN SO THIS DOES NOT COME OFF AS A PERSONAL THING BETWEEN ME AND CATHY MURILLO - BUT REFLECTS A TRUE EFFORT TO PROMOTE ACCURATE AND ACCOUNTABLE COMMUNICATION ON IMPORTANT District 3 ISSUES SO WE CAN DECIDE IF WE ARE BEING ADEQUATELY REPRESENTED OR NOT.

THIS IS TO BE AN ANONYMOUS QUESTION BOARD PROTECTING RESIDENTS IDENTITIES USING A *NO-REFUSAL ACK* FORMAT. RESIDENT (choose a number or letter) the hundred block and the street: ***Resident X, 1600 Blk Chino St.***

[illegible]

[illegible]

Thanks for your continuing support in trying to see that Chino remains fully and freely open to all road users as the only N-S thru-street safety valve to overcrowded San Andres

Sincerely,
Lily

DRAFT with questions which are way too long
to be edited and rephrased by you.

DISTRICT 3 WESTSIDERS FEELING POORLY REPRESENTED DESERVE WRITTEN ANSWERS

REQUEST FOR WRITTEN RESPONSES FROM DISTRICT 3 CITY COUNCIL MEMBER CATHY MURILLO

TO QUESTIONS CLARIFYING HER ACTIONS AND IN-ACTIONS IN PROVIDING HER CONSTITUENTS OF DISTRICT 3 FAIR AND FULL REPRESENTATION

IN REGARDS TO THE CHINO BIKE BLVD (CBB) AND OTHER ITEMS

(WRITTEN QUESTIONS AND ANSWERS TO BE DISPLAYED IN PUBLIC PLACES IN DISTRICT 3 FOR ALL CONSTITUENTS WHO ARE NOT INTERNET USERS AND OR PREFER TO BE INFORMED THROUGH PUBLICLY POSTED HARD COPY INFORMATION)

Following anonymous 'no-blow back' format *

TO: City Council member Murillo FROM: *Resident 3 * 1500 block of Chino St.

1. When will you let Constituents about District 3 issues within District 3 know that some of our residents may stand? Your constituents are feeling threatened and alienated by the fact that meetings about District 3 issues are held Outside of and in District 3. The Westside Boys and Girls Club is a fully desirably located venue, 3 of local schools have auditoriums various churches are located in District 3 meaning liaison with PTA's at Boys and Girls Club is a sure way to get Community wide passed distributed and respected in issues that affect the Westside Families. Question: District 3 would bring in more District 3 Residents to discuss issues that affect District 3 than taking residents to travel over the freeway into District 6 at night
2. In regards to the Chino Bike Blvd and improper notification and outreach to Primary Stakeholders living on or near the CBB route: Are you familiar with the Santa Barbara Municipal Code regulations which apparently require mailed notification sent to owners within 300ft and tenants within 150 ft. the proposed project before any votes taken by Council?
3. Since you must be aware that no mailed notifications were received by residents on Chino before any of the 3 Council unanimous YES votes by City Council voter for the CBB in February, June and July, I would like to know if you have directly contacted Caltrans Active Transportation Program administrators and the Governing Boards members reporting violations of the rights of your District 3 constituents to be treated in conformity with local, State and Federal Regulations regarding proper notification?
4. If you have not ALREADY emailed Caltrans ATV and the Caltrans Governing Board informing the of this fact WHEN DO YOU PLAN TO DO SO? (Please post copies of those emails here for all to read)
5. How many posters did you ask residents to display throughout District 3 in the summer and autumn of 2015 in order to get re-elected in 2015 to District 3?
6. How many maps and diagrams did you assume were publicly displayed throughout District 3 Westside illustrating details to your constituents of the location and form and function of the Chino Bike Blvd *before each* of City Council's unanimous YES votes FOR the CBB in February, June and July of 2016?
7. Since 85% of the Caltrans ATP funding is slated to directly benefit disadvantaged communities question why were the residents of Santa Barbara's disadvantaged community of District 3 denied their legal rights to be properly informed before Council's 3 unanimous YES votes on the CBB? Who was responsible for seeing our rights were being protected??

October 4th

lower tier

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otras Actores principales)

Residents Most Commonly Expressed Sentiments about the Chino Bike Blvd * *Sentimientos de Residentes Más comúnmente expresados sobre el Chino Bici Blvd*	Name and Address / Nombre y dirrection: Resident owner 1500 of Chino Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection: Resident owner 1500 blk Chino Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection: Resident owner 1500 blk Chino Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection: Resident owner 800 blk Arrellaga Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection: Resident owner 800 blk Arrellaga Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection: Resident owner 800 blk Arrellaga Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente
A. I often feel that the Westside is the forgotten area of Santa Barbara, a neighborhood to be dumped on by the City B. This is a crazy idea * This portion abandoned early in survey process						
#1. Did the City ever ask for your input when they began planning their Santa Barbara Bicycle Master Plan bike route proposed for the Westside? *¿La ciudad ha pedido su entrada cuando comenzó a planear sus rutas de bici de Plan Maestro propuestos por el Westside?*	NO	NO	NO	NO	NO	NO
#2. When did the City contact you to say they were no longer considering Chino as a one-way couplet w San Andres? *¿Cuando era la ciudad en contacto con usted para decir que ya no estaban considerando Chino como couplet unidireccional con San Andres?*						
#3. When and how did the City directly contact you with details about the Chino Bike Blvd? *¿Cuándo y cómo lo hizo la ciudad darle información detallada sobre el Blvd de la bici del Chino?*						
#4. Did the City provide you any realistic illustrations of traffic diverters or descriptions of how the Chino Bike Blvd will affect your personal driving choices? *¿La ciudad mostró cualquier ilustraciones realistas de desviadores de tráfico o descripciónes Chino Bici Blvd cambiara su opciones personales?*	NO	NO	NO	NO	NO	NO
#5. Before sending their proposal to Council did the City offer you an opportunity to give your input about possible locations for a Bike Blvd on the Westside? *Antes de enviar su propuesta al Consejo ¿la ciudad preguntó su entrada sobre posibles ubicaciones para una bicicleta Blvd en el Westside?*	NO	NO	NO	NO	NO	NO
#6. Knowing and living in your neighborhood, is it your opinion is Gillespie St. a safer location than Chino for a bike route through the Westside? Why? *¿Como residente en su opinión es Gillespie St. un lugar mas seguro que Chino St. para una ruta de bicicleta por el Westside? ¿Por qué?*	Yes	Yes	Yes	Yes	Yes	YES
#7. Using a scale of 0 to 10 - rate the City's OUTREACH to you about the 2016 SBBMP project and the Chino Bike Blvd (O = none, 10=Excellent). *De 0 a 10 - tasa la calidad de informacion la Ciudad le mando sobre el Blvd Bici de Chino St (O = ninguna, 10 = excelente).*	0	0	0	0	0	0
#8. Do you feel that the lack of direct OUTREACH to you and your neighbors about the Chino Bike Blvd has marginalized the residents of District 3's Westside? *¿Siente ud. que la falta de alcance directo a usted y los vecinos sobre el Blvd de la bici del Chino ha marginado a los residentes del (Dist 3) Westside?*	YES	YES	YES	YES	YES	YES
#9. Do you feel it is only fair that Santa Barbara City Council NOW REMOVE Chino Bike Blvd from all 2016 SBBMP proposals due to the fact that the vast majority of Chino St. residents received no direct OUTREACH from the City before the Transportation Department submitted the project to City Council for a vote on 2/23/16, 6/14/16 and 7/26/16? *¿Siente ud. que es solamente justo que el Concejo Municipal de Santa Bárbara ahora quitar Chino bicicleta Blvd de todas las propuestas de SBBMP de 2016 debido a que los residentes de St. Chino en gran mayoría no recibieron alcance directo de la ciudad antes de que el Departamento de Transporte presentaron el proyecto al Ayuntamiento para un voto el 23/02/16, 14/06/16 y 26/07/16?*	YES	YES	YES	YES	YES	YES
#10. Does it seem fair that the City would require residents to have internet access, be linked to social media or attend a particular meeting in order to receive detailed notice about a plan limiting Westside drivers' full and free use of the only N/S thru-street alternative to already overburdened San Andres St? *¿Se parece justo de la ciudad requerir a residentes tener acceso del Internet, ser ligado a los medios sociales o assistir a una reunión particular para recibir el aviso detallado sobre un plan a limitar los conductores de Westside del uso de toda la longitud de la unica calle del único alternativo a San Andres que ya esta si sobrecargada.*	NO	NO	NO	NO	NO	NO
Resident generated comments and observations which I agree with: *Commentario y observaciounes de otros Residentes con que estoy de acuerdo:* * This portion abandoned early in survey process Bike Blvd accommodates small percentage of Residents	Gillespie a safer street directly connects schools			Connects to 3 schools	Gillespie calmer street for bikeway	Gillespie carries less traffic at times when school is OUT. Chino congested

top tier

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otras Actores principales)

Use tally marks ||||| to indicate agreement

Residents Most Commonly Expressed Sentiments about the Chino Bike Blvd
Sentimientos de Residentes Más comúnmente expresados sobre el Chino Bici Blvd

A. I often feel that the Westside is the forgotten area of Santa Barbara, a neighborhood to be dumped on by the City.
A menudo siento que el Westside es el área olvidada de Santa Barbara, una vecindad para ser vertida en por la Ciudad.

B. Making Chino into a Bike Blvd is a crazy idea. Drivers need to be able to travel down the entire street.
Transformando el Chino en un Bulevar Bici es una locura. Los conductores deben poder viajar toda la longitud de la calle.

C. So many more cars on the Westside than bikes. Why have 2 thru-streets for bikes and 1 for cars?
Muchos más coches en el Westside de bicicletas. ¿Por qué tienen 2 calles pasante para bicicletas y 1 para los coches?

Average Mos Survey: Resident / Visitor / Business owner / Industrial / Hospital / Student / Other

	Name and Address / Nombre y direction	Merchant	Merchant / Vierez	Use Chino daily a scientific	DRIVE DOWN CHINO MULTIPLE TIMES A DAY	Kathleen McGuire	Valerio Michelorena Mountain
	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	705 blk Michel Torrance	Use Chino to Carrillo	Use Chino daily a scientific to Greenwood			
#1. Did the City ever ask for your input when they began planning their Santa Barbara Bicycle Master Plan bike route proposed for the Westside? *¿La ciudad ha pedido su entrada cuando comenzó a planear sus rutas de bici de Plan Maestro propuestos por el Westside?*		NO	NO	NO	NO	NO	NO
#2. When did the City contact you to say they were no longer considering Chino as a one-way couplet w San Andres? *¿Cuando era la ciudad en contacto con usted para decir que ya no estaban considerando Chino como couplet unidireccional con San Andres?*		Ø	I seen (RO) neighborhood	No!	DO NOT	NEVER	NEVER
#3. When and how did the City directly contact you with details about the Chino Bike Blvd? *¿Cuándo y cómo lo hizo la ciudad darle información detallada sobre el Blvd de la bici del Chino?*		Ø	Signs Never	No!	DID NOT	DIDN'T	DID NOT
#4. Did the City provide you any realistic illustrations of traffic diverters or descriptions of how the Chino Bike Blvd will affect your personal driving choices? *¿La ciudad mostró cualquier ilustraciones realistas de desviadores de tráfico o descripciónes Chino Bici Blvd cambiaro su opciones personales?*		NO	NO	NO	NO	NO	NO
#5. Before sending their proposal to Council did the City offer you an opportunity to give your input about possible locations for a Bike Blvd on the Westside? *Antes de enviar su propuesta al Consejo ¿la ciudad preguntó su entrada sobre posibles ubicaciones para una bicicleta Blvd en el Westside?*		NO	NO	NO	NO	NO	NO
#6. Knowing and living in your neighborhood, is it your opinion that Gillespie St. is a safer location than Chino for a bike route through the Westside? Why?* *¿Como residente en su opinión es Gillespie St. un lugar mas seguro que Chino St. para una ruta de bicicleta por el Westside? ¿Por qué?* *		YES	Yes - Chino is essential	Yes!	Yes.	yes	yes
#7. Using a scale of 0 to 10 - rate the City's OUTREACH to you about the 2016 SBBMP project and the Chino Bike Blvd (0 = none, 10=Excellent). *De 0 a 10 - tosa la calidad de informacion la Ciudad le mando sobre el Blvd Bici de Chino St (0 = ninguna, 10 = excelente).*		0	Ø traffic to Carrillo (101)	0!	0	0	0
#8. Do you feel that the lack of direct OUTREACH to you and your neighbors about the Chino Bike Blvd has marginalized the residents of District 3's Westside? *¿Siente ud. que la falta de alcance directo a usted y los vecinas sobre el Blvd de la bici del Chino ha marginado a los residentes del (Dist 3) Westside?*		YES	yes	yes!	YES	yes	yes
#9. Do you feel it is only fair that Santa Barbara City Council NOW REMOVE Chino Bike Blvd from all 2016 SBBMP proposals due to the fact that the vast majority of Chino St. residents received no direct OUTREACH from the City before the Transportation Department submitted the project to City Council for a vote on 2/23/16, 6/14/16 and 7/26/16? *¿Siente ud. que es solamente justo que el Conceja Municipal de Santa Bárbara quita El Bulevar Bici en China de todas las propuestas de SBBMP de 2016 debido a que los residentes de Chino, en gron mayoría, no recibieran alcance directo de la ciudad antes de que el Departamento de Transporte presentó el proyecto al Ayuntamiento para un voto el 23/02/16, y tambien el 14/06/16 y ahora por Voto Final el 26/07/16?*		YES	yes	yes!	YES	yes	yes
#10. Does it seem fair that the City would require residents to have internet access, be linked to social media or attend a particular meeting in order to receive detailed notice about a plan limiting Westside drivers' full and free use of the only N/S thru-street alternative to already overburdened San Andres St? *¿Se parece justo de La Ciudad requerir a residentes tener acceso del Internet, ser ligado a los medios sociales, o assistir a uno reunión particular, para recibir el aviso detallado sobre un plan a limitar los conductores del Westside uso de toda la longitud de la calle que sea la única alternativa a San Andres que ya esto si sobrecargado?*		NO	NO	NO	NO	I have kid but NO	NO
Resident generated comments and observations which I agree with: *Commentario y observaciounes de otros Residentes con que estoy de acuerdo:*		* Negatively affect traffic circulation esp. at rush hr	Traffic to Carrillo & mesa is 101 gets complicated i.e. dangerous lane! to new work.	Keep Chino as a local thru street Gillespie as a bike lane!	WE DO NOT ELECT YOU People to make our lives Difficult	Please leave Chino alone	negatively affect all traffic Leave Chino

For evacuation alternate route we need Chino open to ALL users

//

middle tier

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otras Actores principales)

Residents Most Commonly Expressed Sentiments about the Chino Bike Blvd *
Sentimientos de Residentes Más comúnmente expresados sobre el Chino Bici Blvd

A. I often feel that the Westside is the forgotten area of Santa Barbara, a neighborhood to be dumped on by the City.
A menudo siento que el Westside es el área olvidada de Santa Barbara, una vecindad para ser vertida en por la Ciudad.

B. Making Chino into a Bike Blvd is a crazy idea. Drivers need to be able to travel down the entire street.
Transformando el Chino en un Bulevar Bici es una lacura. Los conductores deben poder viajar toda la longitud de la calle.

C. So many more cars on the Westside than bikes. Why have 2 thru-streets for bikes and 1 for cars?
Muchos más coches en el Westside de bicicletas. ¿Por qué tienen 2 calles pasante para bicicletas y 1 paro los coches?

*This portion abandoned early in survey process

Name and Address / Nombre y dirrection	Resident A, 800 blk Mission	Resident B, 800 blk Chino	Merchant Michelterena	Resident 700 blk of Michelterena	Resident 700 blk Michelterena	Resident 341 years 700 blk Michelterena
Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Further from main streets as safer for target population	Chino absolutely necessary as thru-street entirely or to all vehicles	Chino closer to San Andres so traffic needs Chino as alternate	* The Schools on Gillespie & converts to Lillian Ave.	MOST LOGICAL ON GILLESPIE GIVEN CHINO'S IMPORTANCE AS THRU-STREET	Most logical Gillespie Carrillo & Mission
#1. Did the City ever ask for your input when they began planning their Santa Barbara Bicycle Master Plan bike route proposed for the Westside? *¿La ciudad ha pedido su entrada cuando comenzó a planear sus rutas de bici de Plan Maestro propuestos por el Westside?*	NO	NO	NO	NO	NO	NO
#2. When did the City contact you to say they were no longer considering Chino as a one-way couplet w San Andres? *¿Cuando era lo ciudad en contacto con usted para decir que ya no estaban considerando Chino como couplet unidireccional con San Andres?*	∅	∅	∅	∅	∅	∅
#3. When and how did the City directly contact you with details about the Chino Bike Blvd? *¿Cuándo y cómo lo hizo la ciudad darle información detallada sobre el Blvd de la bici del Chino?*	∅	∅	∅	∅	∅	∅
#4. Did the City provide you any realistic illustrations of traffic diverters or descriptions of how the Chino Bike Blvd will affect your personal driving choices? *¿La ciudad mostró cualquier ilustraciones realistas de desviadores de tráfico o descripciónes Chino Bici Blvd cambiara su opciones personales?*	NO	NO	NO	NO	NO	NO
#5. Before sending their proposal to Council did the City offer you an opportunity to give your input about possible locations for a Bike Blvd on the Westside? *Antes de enviar su propuesta al Consejo ¿la ciudad preguntó su entrada sobre posibles ubicaciones para una bicicleta Blvd en el Westside?*	NO	NO	NO	NO	NO	NO
#6. Knowing and living in your neighborhood, is it your opinion that Gillespie St. is a safer location than Chino for a bike route through the Westside? Why? *¿Como residente en su opinión es Gillespie St. un lugar mas seguro que Chino St. para una ruta de bicicleta por el Westside? ¿Por qué?*	YES	YES	YES	YES	YES	YES
#7. Using a scale of 0 to 10 - rate the City's OUTREACH to you about the 2016 SBBMP project and the Chino Bike Blvd (0 = none, 10=Excellent). *De 0 a 10 - tasa la calidad de informacion la Ciudad le mando sobre el Blvd Bici de Chino St (0 = ninguna, 10 = excelente).*	0	0	0	0	0	0
#8. Do you feel that the lack of direct OUTREACH to you and your neighbors about the Chino Bike Blvd has marginalized the residents of District 3's Westside? *¿Siente ud. que la falta de alcance directo a usted y los vecinos sobre el Blvd de la bici del Chino ha marginado a los residentes del (Dist 3) Westside?*	YES	YES	YES	YES	YES	YES
#9. Do you feel it is only fair that Santa Barbara City Council NOW REMOVE Chino Bike Blvd from all 2016 SBBMP proposals due to the fact that the vast majority of Chino St. residents received no direct OUTREACH from the City before the Transportation Department submitted the project to City Council for a vote on 2/23/16, 6/14/16 and 7/26/16? *¿Siente ud. que es solamente justo que el Concejo Municipal de Santo Bárbara quita El Bulevar Bici en Chino de todos las propuestas de SBBMP de 2016 debido a que los residentes de Chino, en gran mayoría, no recibieron alcance directo de la ciudad antes de que el Deportamento de Transporte presentó el proyecto al Ayuntamiento para un voto el 23/02/16, y tambien el 14/06/16 y ahora por Voto Final el 26/07/16?*	YES	YES	YES	YES	YES Rethink Gillespie re 196 days no school	YES
#10. Does it seem fair that the City would require residents to have internet access, be linked to social media or attend a particular meeting in order to receive detailed notice about a plan limiting Westside drivers' full and free use of the only N/S thru-street alternative to already overburdened San Andres St? *¿Se parece justo de La Ciudad requerir a residentes tener acceso del Internet, ser ligado a los medios sociales, o assistir a una reunión particular, para recibir el aviso detallado sobre un plan a limitar las conductores del Westside usa de toda la longitud de la calle que sea la única alternativa a San Andres que ya esta si sobrecargado?*	NO	NO	NO mail or call phone	NO	NO Should a have sent to all	NO
Resident generated comments and observations which I agree with: *Commentario y observaciounes de otros Residentes con que estoy de acuerdo:*	In order to slow down drivers, use speed bumps or round intersection planters. Also tickets (Citywide residential street speeders	Cyclists also need to follow the rules of the road, Revenue for a better fix is possible by ticketing speeders	We need slowing on San Andres & Chino & other streets for cars	Send in mail	houses Congestion in CBD will create will be TERRIBLE	Family (Safety) Friendly Gillespie

* This portion abandoned early in survey process

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otras Actores principales)

Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y direction	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente
Resident	1500 blk Chino	Frequent visitor	1500 blk Chino	Resident	near Modoc	Resident	800 blk Mission Creek	Resident	700 Arrellaga	Resident	1600 blk Chino	Resident	Chino & Mission Creek	Negocio de Michelton	* Mas seguro de trafico en las calles de Modoc	Business	on Michelton	Resident	700 blk Mich
NO	NO	NEXT DOOR WEBSITE	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Ø	Ø	Ø	NO Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
YES	YES	YES*		YES	YES	YES	SI	SI *	* SI yes	Yes*	YES*	YES*	YES*	YES	YES	YES	YES	YES	YES
O	O	/	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
YES	YES		YES	YES	YES	SI		SI	SI	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
YES	YES		YES	YES	YES	SI		SI *	SI * no notification	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
NO	NO	NOT FAIR	NO	NO No Car Resident says bike lanes	NO	NO		NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
The school on Gillespie which appears calmer	dead ends at one school & passes by another	Bike planners: "no boots on ground" City should use mail-	We don't need any bike routes there aren't bikes enough in this area	take more of 1000 to % of bikes & screw up everything else	No! Nos quitan la calle con salida a la calle				no notification		* May WCG meeting I just listened to get information	Designers don't live or work & don't understand it							

heavily [illegible] they go where they please.

Not fair to put a tax [illegible]

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otros Actores principales)

Name and Address / Nombre y dirección	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St	Name of Chino St / Nombre de Chino St
Henry Franco (Franco)	Western Ave - 93101	Dorinda Murry Western Ave 93101	Resident 700 blk Victoria / Western Ave	Travis Beck 1801 Hillside Rd	Como St is my main way in & out of the WS	Anthony Burridge 180 Hillside Rd	Chino	Mechant 708B	Residente 700 blk (7/28/16)	Residente 1500 (7/28/16)	Resident 1700 Clearview	Silvia Dardenet Date	Chino St
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
NEVER	NEVER	Ø	Never	NO	NO	Ø	Ø	Ø	Ø	Ø	Ø	NO	DIDNOT
DIDNOT	DIDNOT	Ø	NO	NO	NO	Ø	Ø	Ø	never	NO	Ø	DIDNOT	but no
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	responses
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	to
YES	Yes (less traffic)	YES	Yes	Yes	yes	YES	YES	Yes (less traffic)	yes	yes	NO		survey
Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø	Ø		questions
YES	Yes	YES	Yes	Yes	Yes	Yes	YES	Yes	yes	yes	Some		clip
YES	Yes	YES	Yes	Yes	Yes (now it's a bit of a pain)	Yes	YES	Yes	yes	yes	yes		board at Westside Market
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO		all boxes
TRAFFIC circulation NOT good -	DONT TRAP US IN!! WE NEED CHINO TO BE TRUE!	Less Traffic especially when school is out	Don't take away 1 of 3 ways out. Evacuation Route	Already takes 10-15 minutes to get to freeway in mornings. Evacuation!	LESS TRAFFIC ON CHINO specialy when SCHOOL is OUT	When schools out much less traffic	We need Chino for Alt Evacuation Route	Evacuation and traffic will become major problems	NO	NO	LET IT BE		left blank by respondent

top

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otras Actores principales)

Name and Address / Nombre y direccion	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	#1. Did the / ¿La ciuda	#2. When / ¿Cuando	#3. When / ¿Cuándo	#4. Did the / ¿La ciuda	#5. Before / Antes de	#6. Known / ¿Como re	#7. Using / De 0 a 10	#8. Do you / ¿Siente u	#9. Do you majority for a vote / ¿Siente u de 2016 Transpor	#10. Does detailed / ¿Se pare para rec alternat	Residen Commen
Resident 2000 blk Lorinda		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	Because of bikelanes currently working
Resident 2000 blk Lorinda		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	
Resident 2000 blk Chino		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	Straighter route
Resident 10 blk Lorinda		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	Less traveled when schools out
Resident 700 blk Eucalyptus		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	
Resident 700 blk Eucalyptus		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	
Resident 700 blk Eucalyptus		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	not good for kids or families we need Chino for all
Resident 80 blk Eucalyptus		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	
Resident 2000 Chino		NO	Ø	Ø	NO	NO		0	YES	YES	NO	crossing intersection dangerous
Resident 700 blk Eucalyptus		NO	Ø	Ø	NO	NO	Neither	0	YES	YES	NO	
Resident 800 blk Eucalyptus		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	
Resident 800 blk Eucalyptus		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	
Resident 700 blk Modoc		NO	Ø	Ø	NO	NO	YES	0	YES	YES	NO	Chino necessary for cars [illegible]

middle tier

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otras Actores principales)

Residents Most Commonly Expressed Sentiments about the Chino Bike Blvd *
Sentimientos de Residentes Más comúnmente expresados sobre el Chino Bici Blvd

A. I often feel that the Westside is the forgotten area of Santa Barbara, a neighborhood to be dumped on by the City.
A menudo siento que el Westside es el área olvidada de Santa Barbara, una vecindad para ser vertida en por la Ciudad.

B. Making Chino into a Bike Blvd is a crazy idea. Drivers need to be able to travel down the entire street.
Transformando el Chino en un Bulevar Bici es una locura. Los conductores deben poder viajar toda la longitud de la calle.

C. So many more cars on the Westside than bikes. Why have 2 thru-streets for bikes and 1 for cars?
Muchos más caches en el Westside de bicicletas. ¿Por qué tienen 2 calles pasante para bicicletas y 1 para los coches?

*this portion abandoned early in survey process

	Name and Address / Nombre y direction / Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente					
	Resident A, 800 blk Michelt	Resident B, 800 blk Chino	Merchant Michelltorena	Resident, 700 blk of Michelltorena	Resident, 700 blk Michelltorena	Resident, 700 blk Michelt, 24 years
	Farther from main streets is safer for target population	Chino absolutely necessary as thru-street entirely open to all vehic	Chino closer to San Andres so traffic needs Chino as alt thru	* The Schools on Gillespie & connects to La Cumbre Jr. H.	MOST LOGICAL ON GILLESPIE GIVEN CHINOS MORTAL ACTS THE	Can move arrow earlier on Calle de Mission
#1. Did the City ever ask for your input when they began planning their Santa Barbara Bicycle Master Plan bike route proposed for the Westside? *¿La ciudad ha pedido su entrada cuando comenzó a planear sus rutas de bici de Plan Maestro propuestos por el Westside?*	NO	NO	NO	NO	NO	NO
#2. When did the City contact you to say they were no longer considering Chino as a one-way couplet w San Andres? *¿Cuando era la ciudad en contacto con usted para decir que ya no estaban consideranda Chino coma couplet unidireccional con San Andres?*	∅	∅	∅	∅	∅	∅
#3. When and how did the City directly contact you with details about the Chino Bike Blvd? *¿Cuándo y cómo lo hizo la ciudad darle información detallada sobre el Blvd de la bici del Chino?*	∅	∅	∅	∅	∅	∅
#4. Did the City provide you any realistic illustrations of traffic diverters or descriptions of how the Chino Bike Blvd will affect your personal driving choices? *¿La ciudad mostró cualquier ilustraciones realistas de desviadores de tráfico o descripciónes Chino Bici Blvd cambiara su opciones personales?*	NO	NO	NO	NO	NO	NO
#5. Before sending their proposal to Council did the City offer you an opportunity to give your input about possible locations for a Bike Blvd on the Westside? *Antes de enviar su propuesta al Consejo ¿la ciudad preguntó su entrada sobre posibles ubicaciones para una bicicleta Blvd en el Westside?*	NO	NO	NO	NO	NO	NO
#6. Knowing and living in your neighborhood, is it your opinion that Gillespie St. is a safer location than Chino for a bike route through the Westside? Why? *¿Como residente en su opinión es Gillespie St. un lugar mas seguro que Chino St. para una ruta de bicicleta por el Westside? ¿Por qué?*	YES	YES	YES	YES	YES	YES
#7. Using a scale of 0 to 10 - rate the City's OUTREACH to you about the 2016 SBBMP project and the Chino Bike Blvd (O = none, 10=Excellent). *De 0 a 10 - taso la calidad de informacion la Ciudad le mando sobre el Blvd Bici de Chino St (O = ninguna, 10 = excelente).*	0	0	0	0	0	0
#8. Do you feel that the lack of direct OUTREACH to you and your neighbors about the Chino Bike Blvd has marginalized the residents of District 3's Westside? *¿Siente ud. que la falta de alcance directo a usted y los vecinos sobre el Blvd de la bici del Chino ha marginado a los residentes del (Dist 3) Westside?*	YES	YES	YES	YES	YES	YES
#9. Do you feel it is only fair that Santa Barbara City Council NOW REMOVE Chino Bike Blvd from all 2016 SBBMP proposals due to the fact that the vast majority of Chino St. residents received no direct OUTREACH from the City before the Transportation Department submitted the project to City Council for a vote on 2/23/16, 6/14/16 and 7/26/16? *¿Siente ud. que es solamente justo que el Conceja Municipal de Santa Bárbara quita El Bulevar Bici en Chino de todas las propuestas de SBBMP de 2016 debido a que los residentes de Chino, en gran mayoría, no recibieron alcance directo de la ciudad antes de que el Departamento de Transporte presentó el proyecto al Ayuntamiento para un voto el 23/02/16, y tambien el 14/06/16 y ahora por Voto Final el 26/07/16?*	YES	YES	YES	YES	YES Rethink Gillespie re 195 days "no school"	YES
#10. Does it seem fair that the City would require residents to have internet access, be linked to social media or attend a particular meeting in order to receive detailed notice about a plan limiting Westside drivers' full and free use of the only N/S thru-street alternative to already overburdened San Andres St? *¿Se parece justo de La Ciudad requerir a residentes tener acceso del Internet, ser ligado a los medios sociales, o assistir a una reunión particular, para recibir el oviso detallado sobre un plan a limitar los conductores del Westside uso de toda la longitud de la calle que sea la única alternativa a San Andres que ya esta si sobrecargado?*	NO	NO	NO mail or phone call	NO	NO Should a have sent to all houses	NO
Resident generated comments and observations which I agree with: *Commentario y observaciounes de otras Residentes con que estoy de acuerdo:* Outsiders not familiar w/ neighborhood culture making decisions for our family oriented neighborhood	In order to slow down drivers, use speed bumps or round intersection planters. Also ticket speeding residential street speeders	Cyclists also need to follow the rules of the road, Revenue for a better fix is possible by ticketing speeders	We need slowing on San Andres & Chino & proper [illegible]	Send in mail	Congestion on CBB will create TERRIBLE	Family (Stay) friendly Gillespie

* this portion abandoned early in survey process

sheet #11

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otras Actores principales)

Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente												
Resident 1400 blk Chino	Resident 1400 blk Chino	Resident 1300 blk Chino	Resident 1300 blk Chino	Resident 1300 blk Chino	Resident 800 blk of Sola	Resident 1300 blk Chino	Resident 1300 blk Chino	Resident 2000 blk Chino	Resident 2000 blk Chino	Resident 2000 blk Chino	Resident 2000 blk Chino	Resident Thinker Lunch Cafe	Resident 700 blk Alpheria 24 years
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	had to go to meeting April info only on Lompoc	0	0	0	0	0	0	0	0	0	
NO	NO	NO		NO	NO	NO	NO	NO	NO	NO	NO	NO	
NO	NO	NO	only info at April meeting	NO	NO	NO	YES	NO	NO	NO	NO	NO	
YES	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	
0	0	0	2	2	0	0	54	0	0	0	0	0	
YES	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	
YES	YES	YES	YES	YES	YES	YES	NO	YES	YES	YES	YES	YES	
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	
menos coches	too many parked cars on Chino	way less traffic on Gillespie stops or Bumps needed on Chino	The schools are on Gillespie & it is a safer zone	Cheaper on Gillespie Use it for 4-way stops on Chino	Gillespie makes more sense because of existing bike lanes		thinks SB notification law doesn't apply & is moving away anyway	City should have mailed notices to ALL					

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otras Actores principales)

Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente
Resident (owner) 800 blk Arrellaga	YES	Resident 800 blk Arrellaga	NO	Resident 500 blk Arrellaga	NO	Resident 1600 blk Villa	NO	Owner 1500 blk Villa	NO	Resident 1600 blk Villa	NO	Resident 500 blk Chino	NO	Resident 800 blk Micheltorena	NO	Resident 800 blk Micheltorena	NO	Resident 800 blk Micheltorena	NO
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	/		NO	NO
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
YES	YES	YES		YES	YES	YES	YES	YES		YES								NO	YES
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
YES		YES	YES	YES	YES	YES	NO	YES	YES									YES	YES
YES		YES		YES	YES	YES	YES	YES	YES									YES	YES
NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Hombb idea they never asked	I prefer receiving direct mail notice as well as other City projects	The fair thing is to send notice in the mail		Dangerous because will divert traffic to Gillespie & Harding Elementary	Left w only 1 N/S thru ft to MSSM & Cards			I feel San Pascual is a better idea	Really untan absurd Consultative process not normal	Multiple ways of Communicatn important	Should have been more direct outreach to All		

EVALUATION of CHINO BIKE BLVD OUTREACH to Santa Barbara *(District 3)* Westside and other Primary Stakeholders

EVALUACIÓN de CHINO BICI BLVD CAMPAÑA DE INFORMACIÓN a Residentes de Santa Bárbara Westside (y otras Actores principales)

Name and Address / Nombre y dirrection	Resident 800 blk W Micheltorena	Resident 700 blk Cook	Resident 700 blk Cook St	Cyclist parked in car at Chino only answered questions #1 as outreach	Resident 700 W Micheltorena	Resident 800 blk W Micheltorena	Resident 800 blk W Micheltorena	Resident Calle del Sol	Resident of Westside Survey ended because of child needing attention	Resident 1400 blk Gillespie	Resident 1200 blk Chino	Resident 800 blk Eucalyptus	Resident 800 blk Eucalyptus
Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente								daily commuter on Micheltorena					
	NO	NO	NO	yes email	NO	NO	NO	NO	NO	NO	NO	NO	NO
	∅	∅	∅		∅	∅	∅	∅	∅	∅	∅	∅	∅
	∅	∅	∅	cyclist	∅	∅	∅	∅	∅	∅	∅	∅	∅
	NO	NO	NO	interview	NO	NO	NO	NO		NO	NO	NO	NO
	NO	NO	NO		NO	NO	NO	NO	survey	NO	NO	NO	NO
	YES	YES	YES	refused	YES	YES	YES	YES	ended	NO NOT on Gillespie	YES	Neither	YES
	0	0	0	to answer	0	2	0	0	because	0	0	0	0
	YES	YES	YES	questions	YES	YES	YES	YES	parent	YES	YES	YES	YES
	YES	YES	YES	because	YES	YES	YES	YES	needed to attend	Yes remove it	YES	YES	YES
	NO	NO	NO	route off with friend	NO	NO	NO	NO	to child in need	NO	NO	NO	NO
	Gillespie better because there is a school there			Shouting "Bikes Rule"		Residents Needed details of plan on paper	Gillespie much less traveled at times school is out	Chino is needed as thru directly to Carrillo in order to avoid crowed				Don't do this	Gillespie less traveled 185 days a year when school is out

no null columns

8

mid-Tier of chart

Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	totals # of No's out of 32 respondents	totals # of YES's out of 32 respondents	Ratings City's Outreach Rated on a scale of 0-10 0=none not acceptable 10=excellent : 32 respondents 30 rated it 0
Resident Valerio / Vista Chino		Resident 1600 blk Chino				
NO		NO		#1 30	2	10=excellent outreach
Ø		Ø		#2 32	0	9
Ø		Ø		#3 32	0	8
NO		NO		#4 30	0	7
NO		NO		#5 32	0	6
YES		NOWHERE NOWHERE		#4 (2 said nowhere)	25	5 average acceptable
0		0		#7 →	→ →	4
YES		YES		#8 1	29	3
YES		YES		#9 0	29	2=sub standard person rated it at a 2
NO		NO		#10 32	0	1= less than sub standard 1 person rated it at
~~less~~ ~~HHH~~ ~~HHHHH~~ we need a straight				not all respondants chose to answer every question	not all respondants chose to answer every question	0=none (no outreach) not acceptable 30 people said 0 none not acceptable

route from Mid-Horona & Valerio to 101 NOT THE CAN ANDERS

no null columns

12

lower tier of chart

Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	totals # of NO's out of 35 respondents	totals # of YES's out of 35 respondents	Ratings City's Outreach Rated on a scale of 0-10 with 0=none not acceptable with 10=excellent 35 respondents 31 rated it 0
resident/owner 700 blk Eucalyptus		resident 1500 blk Chino		resident/owner 700 blk Eucalyptus				
NO		NO		NO		#1 34	1	10=excellent
Ø		Ø		Ø		#2 35	0	9
Ø		Ø		Ø		#3 34	1	8
NO		NO		NO		#4 34	1	7
NO		NO		NO		#5 32	3	6
YES		SI		YES		#6 1	33	5 average acceptable 1 rated it 5
0		0		0		#7 →	→ →	4
YES		SI		YES		#8 1	33	3
YES		SI		YES		#9 1	33	2 two people rated it at 2 substandard
NO		NO		NO		#10 35	0	1 one person rated it at 1 than less sub standard
Should be on Portesuello and Gillespie		Gillespie no tiene tanto trafico especialmente 185 dias del año				not all respondants chose to answer every question		0=none not acceptable 31 said 0 none not acceptable

33 respondents
1 null column
upper tier of chart totals

Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	Name and Address / Nombre y dirrection	Location where you park or drive on a regular basis / Lugar de estacionar o manejar fequentemente	totals of 33 total # NO's	totals of 33 total # YES's	#4 Ratings of City's Outreach Rated on scale of 0-10 with 0=none not acceptable 10=excellent couldnt have been better
Resident	Sola St. near Chino	Resident	1700 blk Chino			33 respondents 32 rated, 1 0 1 abstained
NO		NO		#1 33	0	10=excellent
~~O~~		~~O~~		#2 33	0	9
~~O~~		~~O~~		#3 33	0	8
NO		NO		#4 33	0	7
NO		NO		#5 33	0	6
NO		YES		#6 0	33	5 = average acceptable
O		O		#7 →	→ →	4
YES		YES		#8 0	33	3
YES		YES		#9 0	33	2
NO		NO		#10 33	0	1
YES we need Chino completely OPEN for ALL Users		Gillespie Safer; less traffic 185 days a year		not all respondents chose to answer every question		0=none 32 rated 0 abstained not acceptable

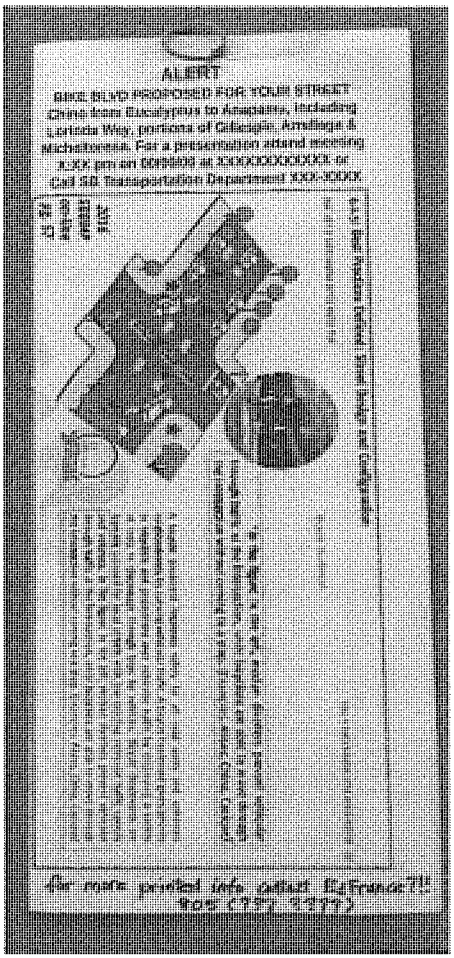
From: Lily"s Gmail
To: hwhite@santabarbaraca.gov; ChristineKahn@dot.ca.gov; Hopkins, Garth@DOT; Davini, Ted E@DOT; Bransen, Susan@DOT; jennifer.velasco@dot.ca.gov; Assouri, KristinaDOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; Weiss, Mitchell@DOT; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Waters, Laurie@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George C@DOT; Sarah Gorman; Cathy Murillo; fhotchkiss@santabarbaraca.gov; ghart@santabarbaraca.gov; jdominguez@santabarbaraca.gov; rrowse@santabarbaraca.gov
Cc: k2tibter@gmail.com; karenstonehurst@gmail.com; annemoskie@gmail.com; briansking@aol.com; Bob Wightman; cassovilla5@gmail.com; davidmebane@hotmail.com; mikemagana795@yahoo.com; maida.chris@yahoo.com; idkirkpatrick23@gmail.com; Francisco Lomeli; laezerml@gmail.com; pauljsb@gmail.com; gamelaninsb@aol.com
Subject: Chino Bike Blvd invalid Council Approval ill-informed
Date: Monday, October 10, 2016 8:54:59 AM

ALERT CALTRANS:

District 3 Council member Cathy Murillo did not inform voting City Council members that in public (the night before the vote) she announced that the SBBMP Outreach had FAILED TO REACH THE GREAT MAJORITY OF RESIDENTS ON CHINO. This is despite the Caltrans ATP GUIDELINES emphasizing community outreach and involvement, as well as the importance of benefitting disadvantaged communities. The very disadvantaged people who are not cyber connected because they can't afford it were discriminated against by the SBBMP outreach policy of concentrating its dissemination of detailed information on electronic media.

Flyers that were distributed could have contained illustrations of a Bike Blvd (like those included in the online draft).

Below is a resident generated mock-up of WHAT COULD HAVE BEEN DISTRIBUTED..BUT WASN'T.



Vast majority of those living on or adjacent to CBB route say only fair to REMOVE Chino Bike Blvd NOW

START OVER - RESPECT AND INCLUDE RESIDENT INPUT.

Please speak truth to power and ask all who value justice to pass on this request .

Sincerely,

Lily Bastug Vincenti

PS. Ed France seems to have been placed in charge of City's SBBMP Outreach -I understand he is a recognized longtime lobbyist for cyclists. We don't have a lobbyist - Out representative recused herself and didn't think to designate an elected official to represent us regarding this invasive project.

Sent from my iPhone

On Oct 4, 2016, at 3:56 AM, Lily's Gmail

<mailililelvas2@gmail.com> wrote:

Via attached scans: View 100 residents answers to questions about SB Transportation Dept's outreach and Chino St (and adjacent) residents' personal observations about imposition of Chino Bike Blvd project and it's negative effects on SB's District 3's Westside .

From: "BCS" <orders@billscopy.shop.com>

Date: September 16, 2016 at 10:

Virus-free. www.avast.com

<ALL COMBINED.PDF>

From: Waters, Laurie@DOT
To: Waters, Laurie@DOT
Subject: FW: NO on Chino Bike Blvd: it fails minimum safety standards
Date: Friday, October 14, 2016 7:55:01 AM

From: Lily's Gmail [mailto:maililebas2@gmail.com]
Sent: Thursday, October 13, 2016 8:13 PM
To: Borders, Heidi E@DOT <heidi.borders@dot.ca.gov>; Janssen, Laurel@DOT <laurel.janssen@dot.ca.gov>; Pennebaker, Laura@DOT <laura.pennebaker@dot.ca.gov>; Johnson, Anne@DOT <Anne.Johnson@dot.ca.gov>; Kahn, Christine C@DOT <christine.kahn@dot.ca.gov>; Davini, Ted E@DOT <ted.davini@dot.ca.gov>; Van Dyken, David R@DOT <David.Van.Dyken@dot.ca.gov>; jennifer.velasco@dot.ca.gov; Oseguera, Jose@DOT <jose.oseguera@dot.ca.gov>; Assouri, KristinaDOT <Kristina.Assouri@dot.ca.gov>; Remedios, Douglas@DOT <douglas.remedios@dot.ca.gov>; Mejia, Rosemary@DOT <rosemary.mejia@dot.ca.gov>
Subject: Fwd: NO on Chino Bike Blvd: it fails minimum safety standards

ALERT - CALTRANS ATP! DO NOT FUND THE CHINO BIKE BLVD!

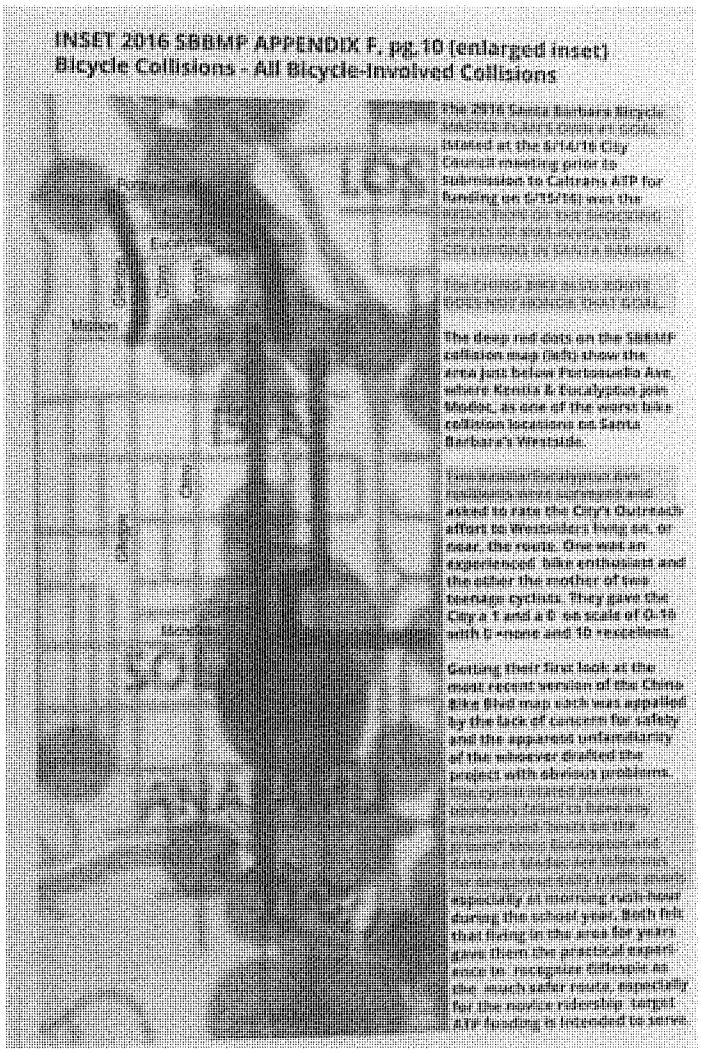
IT IS A BOGUS AND DANGEROUS PROJECT WHICH WILL BE BAD FOR ALL ROAD USERS BECAUSE IT WILL INCREASE ALREADY TERRIBLE CONGESTION FROM THE TOP UP AT MODOC DOWN TO THE BOTTOM

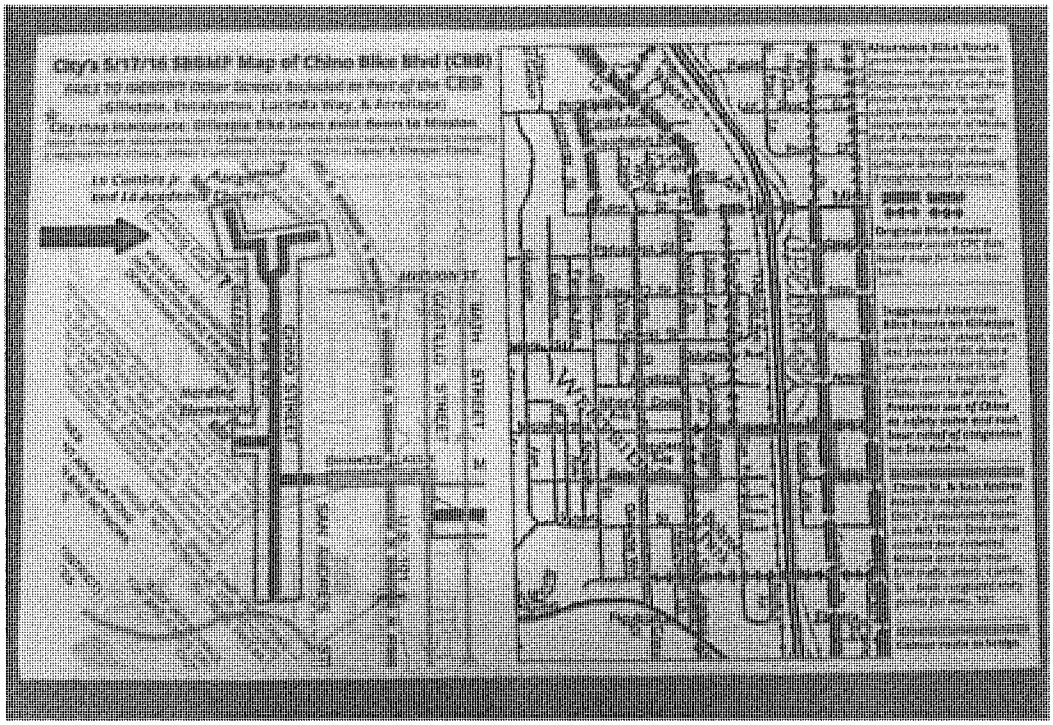
BY CARRILLO

The Chino Bike Blvd project in the 2016 SBBMP application for a Caltrans ATP grant to encourage those who aren't exercising to take up cycling doesn't meet minimum safety standards for the target population. Most people know cycling is dangerous in SB especially on Modoc. The Chino Bike Blvd will just make it worse by unnecessarily putting riders, drivers and pedestrians on the area at risk because of increased congestion at an already very dangerous intersection drivers. The Chino Bike Blvd project designed by Santa Barbara Transportation staff ignores the obvious safest route which follows the old California Pacific Coast Bike Route to exit dangerous Modoc.

The target population would be much safer on Gillespie which on the SBBMP chart shows record of bike involved collisions where it crosses busy Mission St.

Gillespie is 30 seconds ride to the west increased safety for all road users is worth 30 seconds worth of effort. Bike route going directly by schools connecting elementary school with the middle school is a fabulous marketing tool . Forcing auto traffic off Chino forcing cars into multiple extra turns will only increase congestion and collision possibilities. Chino doesn't have the complete grid that is needed to make a Bike Blvd . Wrong type of project - wrong location . It doesn't fit - GET RID OF IT.





COPY OF COMPLETE CPC BIKE ROUTE MAP UPON REQUEST
maililebas2@gmail.com
Sent from my iPhone

From: Lily's Gmail
To: Borders, Heidi E@DOT; Kahn, Christine C@DOT; Davini, Ted E@DOT; Bransen, Susan@DOT; jennifer.velasco@dot.ca.gov; Assouri, KristinaDOT; Hopkins, Garth@DOT; Janssen, Laurel@DOT; Thompson, Eric@DOT; Weiss, Michell@DOT; Pennebaker, Laura@DOT; Guevel, Rick L@DOT; Waters, Laune@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Van Dyken, David P@DOT; Spanos, George C@DOT; Osequera, Jose@DOT; Remedios, Douglas@DOT; Mckee, Deborah@DOT; Chester, Dawn@DOT; Favila, Teresa@DOT
Cc: Lily's Gmail
Subject: Alert Chino Bike Blvd Failure of Safety & other Goals
Date: Monday, October 17, 2016 7:14:57 AM

ALERT CALTRANS ATP and governing board:
Open attachment and carefully study how CBB fails to qualify in meeting Alternative Transportation Project goals for target population - new riders (families, children and novice cyclists) who will certainly be reluctant to ride on the congested routes suggested by the 2016 SBBMP because of safety concerns (documented in the master plans own appendix chart of bicycle involved collisions).

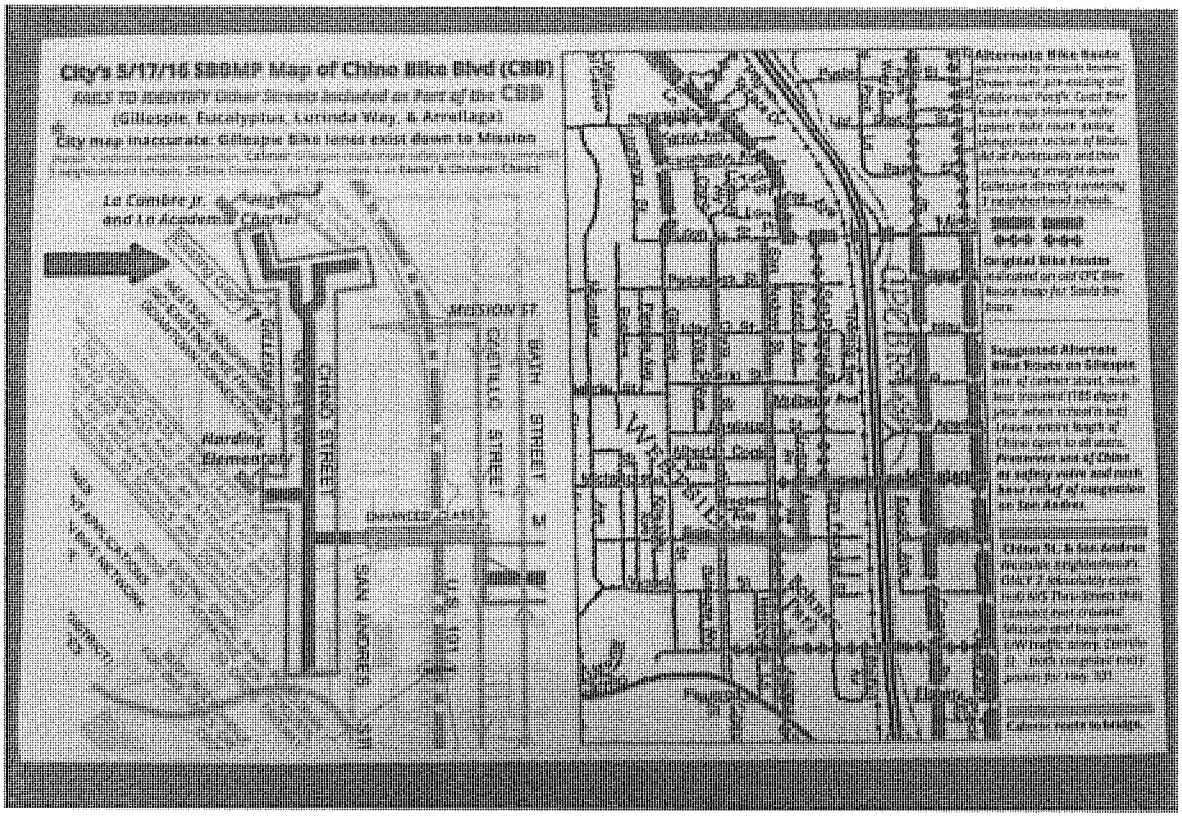
Compare faulty SBBMP process and lack of appropriate location of bike blvd (in area w incomplete grid on Westside of SB) to SLO project which complied with guidelines and is located on appropriate street.

Sent from my iPhone

Sent from my iPhone

Begin forwarded message:

From: Lily's Gmail <maililebas2@gmail.com>
Date: October 13, 2016 at 5:59:13 PM PDT
To: Lily's Gmail <maililebas2@gmail.com>
Subject: Compare chino w Gillespie



Sent from my iPhone

From:	Lucia Casso
To:	Davini, Ted E@DOT; Waters, Laurie@DOT; Kahn, Christine C@DOT; Weiss, Mitchell@DOT
Subject:	URGENT NOTICE: DO NOT FUND THE SANTA BARBARA WEST SIDE "CHINO BIKE BLVD."
Date:	Sunday, October 23, 2016 6:16:38 PM

SEE ATTACHED PDF

10/23/2016

Hello,

I am Lucia Casso, a 5th generation West side Local that founded The West Side Locals Alliance in 1991. We are a face to face community who are unable to communicate effectively screen to screen. The deeply-rooted families I've known for generations have depended on me to represent them. It's not appropriate to solicit elderly, disabled and intimidated neighbors so I consulted their families and decided to keep many people anonymous by photographing their hands to represent the elder, disabled or representative of each **very large extended family** that is in opposition to The Chino Bike Blvd.

Due to discrimination my Grandma, Maxine Casso, was unable to use her name but was a rep. of the "Common Cause" that passed Proposition 9 in 1974 by 71% of the vote. This is just 1 of her many accomplishments she did toward equal rights.

She always assured me that times will change, and when I am a representative of the Common Cause, People's Party... now called, "The Alliance" I can use our name.

The equal rights of the West Side Locals have been violated in the process of proposing and approving the 2016 SBBMP. I have filed complaints with the FPPC which is handling the "conflict of interest" matters and the DOJ Civil Rights Division is the federal agency handling the civil rights violations I reported. I have case numbers from the DOJ Civil Rights Division and the FPPC and appropriate action will be taken.

These are the people I represent on the Westside that DO NOT SUPPORT THIS BIKE BOULEVARD. Each hand represents 1 person from each large extended family that I represent. When it was posted publicly there were 177,000 supporters. I can assure you that just the families and relatives of the West Side without computers who are in **opposition** to the City of Santa Barbara obtaining grant funds illegally for this project could not fit standing shoulder to shoulder on the West Side.

I spoke during the public comment section of the 2pm Santa Barbara city council meeting and represented the majority of the West Side Locals in opposition, also this was submitted to the city clerk, each council member, mayor and staff prior to the final vote of approval. The process used to obtain these grant funds violated local, state and federal laws which those involved are being held accountable for, it would be in everyone's best interest that you DO NOT FUND THE 2016 SBBMP OR SANTA BARBARA WEST SIDE BIKE PROJECT.

Thank you for reviewing this pertinant information.

Regards, Lucia Casso

Preview attachment 100+ West Side Locals in opposition presented to SB City Council 7/26/16 - Google Docs.pdf

100+ West Side Locals in opposition presented to SB City Council 7/26/16 - Google Docs.pdf
Shared in Drive

From:	Lily"s Gmail
To:	Cathy Murillo
Cc:	Davini, Ted E@DOT; hwhite@santabarbaraca.gov; fhotchkiss@santabarbaraca.gov; rrowse@santabarbaraca.gov; jdominguez@santabarbaraca.gov; ghart@santabarbaraca.gov; Sarah Gorman; Waters, Laurie@DOT; Borders, Heidi E@DOT; Kahn, Christine C@DOT; Bransen, Susan@DOT; jennifer.velasco@dot.ca.gov; Assouri, KristinaDOT; Hopkins, Garth@DOT; Pennebaker, Laura@DOT; Janssen, Laurel@DOT; Thronson, Eric@DOT; Weiss, Mitchell@DOT; Guevel, Rick L@DOT; Mejia, Rosemary@DOT; Johnson, Anne@DOT; Favila, Teresa@DOT; Cheser, Dawn@DOT; Mckee, Deborah@DOT; Oseguera, Jose@DOT; Remedios, Douglas@DOT; Van Dyken, David R@DOT; Spanos, George C@DOT
Subject:	Alert Cathy Murillo Chino Bike Blvd 10/28 decision has residents up in arms writing you
Date:	Monday, October 24, 2016 3:55:42 AM
Attachments:	ATT00001.txt ATT00002.txt ATT00003.txt ATT00004.txt

---

Dear Cathy,
I expect you will be hearing from the residents along the Chino Bike Blvd route in their own words expressing the following sentiments about your lack of responsibility towards us - since everyone I have spoken to so far this week living on or near the CBB ROUTE about the upcoming 10/28 Caltrans ATP grant engineering review is outraged by the fact that YOU HAVE NOT YET ALERTED CALTRANS THAT :

YOU LEFT DIST 3 WITHOUT ANY DESIGNATED REPRESENTATION ON COUNCIL WHEN YOU RECUSED YOURSELF FROM THE CHINO BIKE BLVD AND BEGAN SPEAKING OUT IN DEFENSE OF THE CYCLISTS SAYING such things in City Council meetings as:

"Bicyclists Are Treated Like Second-Class Citizens"
(June 14, 2016)

While We - Your Constituents - Have Been Abandoned
&
TREATED LIKE SECOND-CLASS CITIZENS
BY YOU
(our EXCLUSIVE representative on CITY COUNCIL).

We want YOU TO CONTACT CALTRANS ATP AND THE CALTRANS ADMINISTRATIVE BOARD MEMBERS

NOW.. BEFORE THE
10/28 CALTRANS ATP Engineering Review

TELL CALTRANS THAT YOUR OVERSIGHT IN NOT DESIGNATING A SURROGATE COUNCIL REP WAS COMPLETELY UNFAIR TO THE PRIMARY STAKEHOLDERS ALONG THE ROUTE WHO YOU KNOW VEHEMENTLY OBJECTED TO THE CBB PROJECT.

TELL CALTRANS ATP

THE 4.4 MILLION $$$$ WESTSIDE CHINO BIKE BLVD PROJECT SHOULD BE COMPLETELY REMOVED FROM THE 2016 SBBMP GRANT APPLICATION FOR THESE REASONS:

1. BAD ENGINEERING: Better lower-cost alternative location available.
2. BAD PROCESS: Disenfranchised property and business owners received no notice via traditionally expected means: U.S. Mail.
3. ILLEGAL BEHAVIORS: Fair Political Practice Claims and Dept of Justice complaints are currently filed.
4. NO DISTRICT 3 REPRESENTATION ON CITY COUNCIL
5. RAMMED THRU COUNCIL - Documented opposition of 100+ primary stakeholders provided to you Council and Caltrans ignored by council and City Attoney.
6. IT IS A 4.4 MILLION $$$$ MONEY GRAB - dressed up as helping with street and cyclist safety - while actually

ignoring stats from SBBMP's own bike involved collision charts.*

Chino St only really needs 4 extra stop signs installed to make 2 more 4 way stops on it to slow down speeders OR ALTERNATELY a few traffic bumps like those on several neighboring streets. It is ESSENTIAL AS THE ONLY THRU-STREET ALTERNATE TO DANGEROUSLY OVERBURDENED SAN ANDRES. It needs to remain entirely open as a thru street for all road users. In the City's most densely populated District it makes absolutely no sense for bikes to have 2 N/S thru streets and motor vehicles only one.

Councilmember Murillo, you and Caltrans have the documentation that removal of the CBB from the 2016 SBBMP was requested by 95 out of 100 PRIMARY STAKEHOLDERS LIVING ON OR NEAR THE ROUTE who took the time to fill out the 10 Question Survey on the Lack of Direct Outreach by the City to Them As Primary Stakeholders in the Westside's Chino Bike Blvd Project.

WE EXPECT YOU TO DO THE RIGHT THING NOW MS MURILLO :
TELL CALTRANS ATP WE WERE NOT REPRESENTED ON COUNCIL BECAUSE OF YOUR OVERSIGHT.

TELL THEM:
SIGNIFICANTLY MORE OWNERS ALONG THE ROUTE OPPOSE FUNDING FOR THE WESTSIDE BIKE BLVD THAN THOSE SUPPORTING IT.

TELL THEM: THE PROCESS FAILED

TELL THEM: NOW -BEFORE THE Westside CBB REVIEW THIS FRIDAY OCT 28

OR

RESIGN AS OUR REPRESENTATIVE ON CITY COUNCIL

Sincerely,
Your neighbor and unrepresented constituent,
Lily Bastug Vincenti

From: Sharon Byrne
To: Waters, Laurie@DOT
Subject: NewsPress op-ed
Date: Tuesday, October 25, 2016 1:25:46 PM

Running the paper this week....

Eagerly Grasping For Millions In Caltrans $$$, City Is Paving Over Our Neighborhood.
It Could Happen To You, Too.

All politics is local, so if something doesn't affect you personally, you might not care much about it.

But you might care when the city decides to write your neighborhood into a 'master plan' for bicycling. The city doesn't notify you of this, naturally. It's just a plan, after all.

When you discover this master plan had to be hastily assembled so the city could apply for state grants, you probably **will** start to care. It's no longer some lofty plan sitting on a city shelf somewhere. Funding means it's going to happen. Soon.

So you contact your district representative on City Council, only to find out they are in bed with the forces seeking to grab that money to alter your neighborhoods traffic pattern in order to eventually pave you over with extensive "Traffic Oriented Development". They refuse to listen to the concerns of the constituents they were elected to represent.

You will care deeply when you start unraveling this nasty ball of twine to learn that people that don't live in your community have decided how your community is going to be, based some utopian vision they saw in Copenhagen or Stockholm. This same group was responsible for 'outreach' to your community about this proposed master plan, which of course didn't happen.

You try to raise objections about this proposed plan in a community meeting, only to be patted on the head by the organizers and assured you don't understand and will love it when it is built.

At the City Council hearing, these 'community organizers' report happily to the other Council members (that don't represent your district) that everything was good at the community meetings. No one had any objections to the plan. The Council then votes to approve the plan, and city staff scurry to submit the grants ASAP to pave your community over.

It's then you realize that a coalition of urban revisionists has far more voice with the city than you and your neighbors ever will.

That is exactly what happened to us on Chino St. At most, we needed 4 stop signs to slow traffic on our street, a busy alternative to San Andres.

Instead, the city jammed our quiet Westside street into the Bicycle Master Plan as the new Westside Bike Boulevard so they could apply for $4.4 million in state grant funds this year.

There are a host of problems with the proposed Westside Bike Boulevard, starting with a cheaper and easier alternative merely one street over. To create a bike boulevard, the city installs "traffic diverters" in the street to force cars to turn right every few blocks. People will now be driving in circles around our neighborhood. All of this is in service to a tiny number of cyclists that just want to use our community as their bike freeway.

Add to this the abysmal failure of district elections, as our council representative, Cathy Murillo, recused herself from voting on this project, but worked behind-the-scenes to get it passed. She deployed paid campaign consultants to run the 'community' meetings where dissenting voices were dismissed. Those consultants naturally didn't disclose their paid relationship to Murillo when testifying before City Council that the community had no objections to the Bike Boulevard.

Ed France is a paid lobbyist for the Bicycle Coalition. He also sits on the city's Transportation and Circulation committee. He pushed for the Bicycle Master Plan, as he was paid to do. He then voted on that committee to move this forward, when he should have recused himself for conflict-of-interest. His was the most important testimony at the City Council hearings to get this plan approved.

The Bicycle Coalition stormed the City Council hearing to push for the plan. They also endorsed Cathy Murrillo for City Council. She proudly takes credit for the Bicycle Master Plan she helped get passed.

Our neighborhood never had a chance. An incestuous coalition of our district representative Cathy Murillo and her paid consultants, the Bicycle Coalition's paid lobbyist and Transportation Commissioner Ed France, and city transportation staff colluded to grab $4.4 million from the state by condemning our neighborhood to be remade in their Utopian vision.

The irony of all this is that the State, in making those grants available, wanted to encourage biking for people who aren't normally biking, like kids biking safely to school. They wanted to help ensure disadvantaged communities received benefit. It's doubtful they wanted a minority neighborhood's bad traffic circulation made infinitely worse in service to a small set of elitist users with unbelievable lobbying power, by a city eagerly grasping for millions of taxpayer dollars, and a Council representative scheming to be our next mayor.

That's what happened to us.

It could happen to you.

Respectfully submitted by

Lily Bastug Vincenti

-----Original Message-----
From: Lily's Gmail [mailto:maililebas2@gmail.com]
Sent: Thursday, October 27, 2016 9:59 AM
To: Cathy Murillo <cmurillo@santabarbaraca.gov>; fhotchkiss@santabarbaraca.gov; jdominguez@santabarbaraca.gov; rrowse@santabarbaraca.gov; hwhite@santabarbaraca.gov; ghart@santabarbaraca.gov; Davini, Ted E@DOT <ted.davini@dot.ca.gov>; Borders, Heidi E@DOT <heidi.borders@dot.ca.gov>; Kahn, Christine C@DOT <christine.kahn@dot.ca.gov>; Sarah Gorman <SGorman@santabarbaraca.gov>; Bransen, Susan@DOT <susan.bransen@dot.ca.gov>; Oseguera, Jose@DOT <jose.oseguera@dot.ca.gov>; jennifer.velasco@dot.ca.gov; Assouri, KristinaDOT <Kristina.Assouri@dot.ca.gov>; Spanos, George C@DOT <George.Spanos@dot.ca.gov>; Hopkins, Garth@DOT <garth.hopkins@dot.ca.gov>; Pennebaker, Laura@DOT <laura.pennebaker@dot.ca.gov>; Janssen, Laurel@DOT <laurel.janssen@dot.ca.gov>; Thronson, Eric@DOT <Eric.Thronson@dot.ca.gov>; Weiss, Mitchell@DOT <Mitchell.Weiss@dot.ca.gov>; Guevel, Rick L@DOT <rick.guevel@dot.ca.gov>; Waters, Laurie@DOT <laurie.waters@dot.ca.gov>; Mejia, Rosemary@DOT <rosemary.mejia@dot.ca.gov>; Johnson, Anne@DOT <Anne.Johnson@dot.ca.gov>; Favila, Teresa@DOT <teresa.favila@dot.ca.gov>; Van Dyken, David R@DOT <David.Van.Dyken@dot.ca.gov>; Cheser, Dawn@DOT <dawn.cheser@dot.ca.gov>; Mckee, Deborah@DOT <deborah.mckee@dot.ca.gov>; Remedios, Douglas@DOT <douglas.remedios@dot.ca.gov>
Subject: Alert Caltrans you DIDN'T ALERT COUNCIL of failure to reach Chino St owners n residents

District 3 Council representative Murillo,

I and others who remember your 2/22/16 comments at the WCG MEETING in Dist. 6 (in front Gregg Hart) want to know:

WHY DIDN'T YOU OR GREGG
ALERT THE REMAINING VOTING MEMBERS (of City Council) THAT THE CITY HAD FAILED TO REACH THE
VAST MAJORITY OF PRIMARY STAKEHOLDERS OF THE CBB PROJECT living on Chino St in your District 3 ?

? ?

One of you should have thought to point out it would disenfranchise the residents of your district if Council-members voted on the CBB on 2/23/16 when the outreach had failed so thoroughly as you described to us that it had.

If you truly want to represent ALL the people of District 3 fairly THEN DON'T ALLOW US CONTINUE TO BE DISCRIMINATED AGAINST AND DISENFRANCHISED.

ACT TODAY BEFORE THE Caltrans ATP REVIEW SCHEDULED FOR TOMORROW.

Make up for you oversight at long last and email the entire Caltrans ATP team and all of the Caltrsns administrators NOW to tell them you failed to name an alternate when you recused yourself AND YOU FAILED TO ALERT COUNCIL TO THE ABSENCE OF ADEQUATE OUTREACH. Tell Caltrans the process was unfair and the Westside Chino Bike Blvd project should be rejected in the name of justice and non- discrimination.

Be sure to cc all who have contacted you about their opposition to the CBB a copy of that email.

Sincerely
Lily Bastug
Vincenti

PS We are all watching and will be telling you in various ways that you need to be accountable in regards to this matter.
Sent from my iPhone

From: Lily's Gmail [mailto:maililebas2@gmail.com]
Sent: Thursday, October 27, 2016 11:53 AM
To: Cathy Murillo <cmurillo@santabarbaraca.gov>; fhotchkiss@santabarbaraca.gov; jdominguez@santabarbaraca.gov; rrowse@santabarbaraca.gov; hwhite@santabarbaraca.gov; ghart@santabarbaraca.gov; Davini, Ted E@DOT <ted.davini@dot.ca.gov>; Borders, Heidi E@DOT <heidi.borders@dot.ca.gov>; Kahn, Christine C@DOT <christine.kahn@dot.ca.gov>; Sarah Gorman <SGorman@santabarbaraca.gov>; Bransen, Susan@DOT <susan.bransen@dot.ca.gov>; Oseguera, Jose@DOT <jose.oseguera@dot.ca.gov>; jennifer.velasco@dot.ca.gov; Assouri, KristinaDOT <Kristina.Assouri@dot.ca.gov>; Spanos, George C@DOT <George.Spanos@dot.ca.gov>; Hopkins, Garth@DOT <garth.hopkins@dot.ca.gov>; Pennebaker, Laura@DOT <laura.pennebaker@dot.ca.gov>; Janssen, Laurel@DOT <laurel.janssen@dot.ca.gov>; Thronson, Eric@DOT <Eric.Thronson@dot.ca.gov>; Weiss, Mitchell@DOT <Mitchell.Weiss@dot.ca.gov>; Guevel, Rick L@DOT <rick.guevel@dot.ca.gov>; Waters, Laurie@DOT <laurie.waters@dot.ca.gov>; Mejia, Rosemary@DOT
<rosemary.mejia@dot.ca.gov>; Johnson, Anne@DOT <Anne.Johnson@dot.ca.gov>; Favila, Teresa@DOT <teresa.favila@dot.ca.gov>; Van Dyken, David R@DOT <David.Van.Dyken@dot.ca.gov>; Cheser, Dawn@DOT <dawn.cheser@dot.ca.gov>; Mckee, Deborah@DOT <deborah.mckee@dot.ca.gov>; Remedios, Douglas@DOT <douglas.remedios@dot.ca.gov>
Subject: Re: Alert Caltrans Cathy Murillo SLOW ON THE DRAW

Big selling point for CBB was the presentation as the ONLY possible solution to serious speeding problem on Chino St. Chino St residents were told zero budget in City for anything to help us-so we MUST ACCEPT BIKE BLVD as only hope to address increasing speeding danger . Our Dist 3 City Council representative, Cathy Murillo, gave lip service to doing something in April but then proceeded to drag
her feet until mid-October when some speed limit signs finally appeared (but only being pushed by bad publicity, emails and a threat of recall circulating in District 3).

Sent from my iPhone

> On Oct 27, 2016, at 9:58 AM, Lily's Gmail <maililebas2@gmail.com> wrote:
>
> District 3 Council representative Murillo,
>
> I and others who remember your 2/22/16 comments at the WCG MEETING in Dist. 6 (in front Gregg Hart) want to know:
>
> WHY DIDN'T YOU OR GREGG
> ALERT THE REMAINING VOTING MEMBERS (of City Council) THAT THE CITY HAD FAILED TO REACH THE
VAST MAJORITY OF PRIMARY STAKEHOLDERS OF THE CBB PROJECT living on Chino St in your District 3 ?

? ?

>
> One of you should have thought to point out it would disenfranchise the residents of your district if Council-members voted on the CBB on 2/23/16 when the outreach had failed so thoroughly as you described to us that it had.
>
> If you truly want to represent ALL the people of District 3 fairly THEN DON'T ALLOW US CONTINUE TO BE DISCRIMINATED AGAINST AND DISENFRANCHISED.
>
> ACT TODAY BEFORE THE Caltrans ATP REVIEW SCHEDULED FOR TOMORROW.
>
> Make up for you oversight at long last and email the entire Caltrans ATP team and all of the Caltrsns administrators NOW to tell them you failed to name an alternate when you recused yourself AND YOU FAILED TO ALERT COUNCIL TO THE ABSENCE OF ADEQUATE OUTREACH. Tell Caltrans the process was unfair and the Westside Chino Bike Blvd project should be rejected in the name of justice and non-

discrimination.
>
> Be sure to cc all who have contacted you about their opposition to the CBB a copy of that email.
>
> Lily Bastug Vincenti
> Sincerely

>
> PS We are all watching and will be telling you in various ways that you need to be accountable in regards to this matter.
> Sent from my iPhone

Took MURILLO
6 months and
threat of RECALL
to get any
Speed Limit
Signs for Chino

From: Lucia Casso [mailto:cassovilla5@gmail.com]
Sent: Sunday, November 06, 2016 8:40 PM
To: Murillo, Cathy <cmurillo@santabarbaraca.gov>
Cc: Waters, Laurie@DOT <laurie.waters@dot.ca.gov>
Subject: Re: FW: Casso Text 11/3/16

I am Lucia Casso, Please bear with me, I am new to gmails...
I would like a reply email address for the appropriate agency involved in documenting the West Side opposition to the city's proposal, project approval and process used in obtaining grant funds for a bike project. There is no negotiating with the city about this project because no one has even acknowledge the majority opposition against it.
For whatever reason, the city began to "create barriers", the locals are not in support. This doesn't need to be an issue that will keep draining resources, we need to be using for important matters. The city must be properly represented so this isn't going away until the people responsible are held accountable and the people are protected from future incidences of civil rights violations. Its not acceptable.

I understand that Tuesday Nov. 8th some state transportation commission is coming to review the area in person.
It is pertinent that they are made aware of the information I have in regards to the opposition and legal actions involved in the case.

Lucia Casso

Lucia,

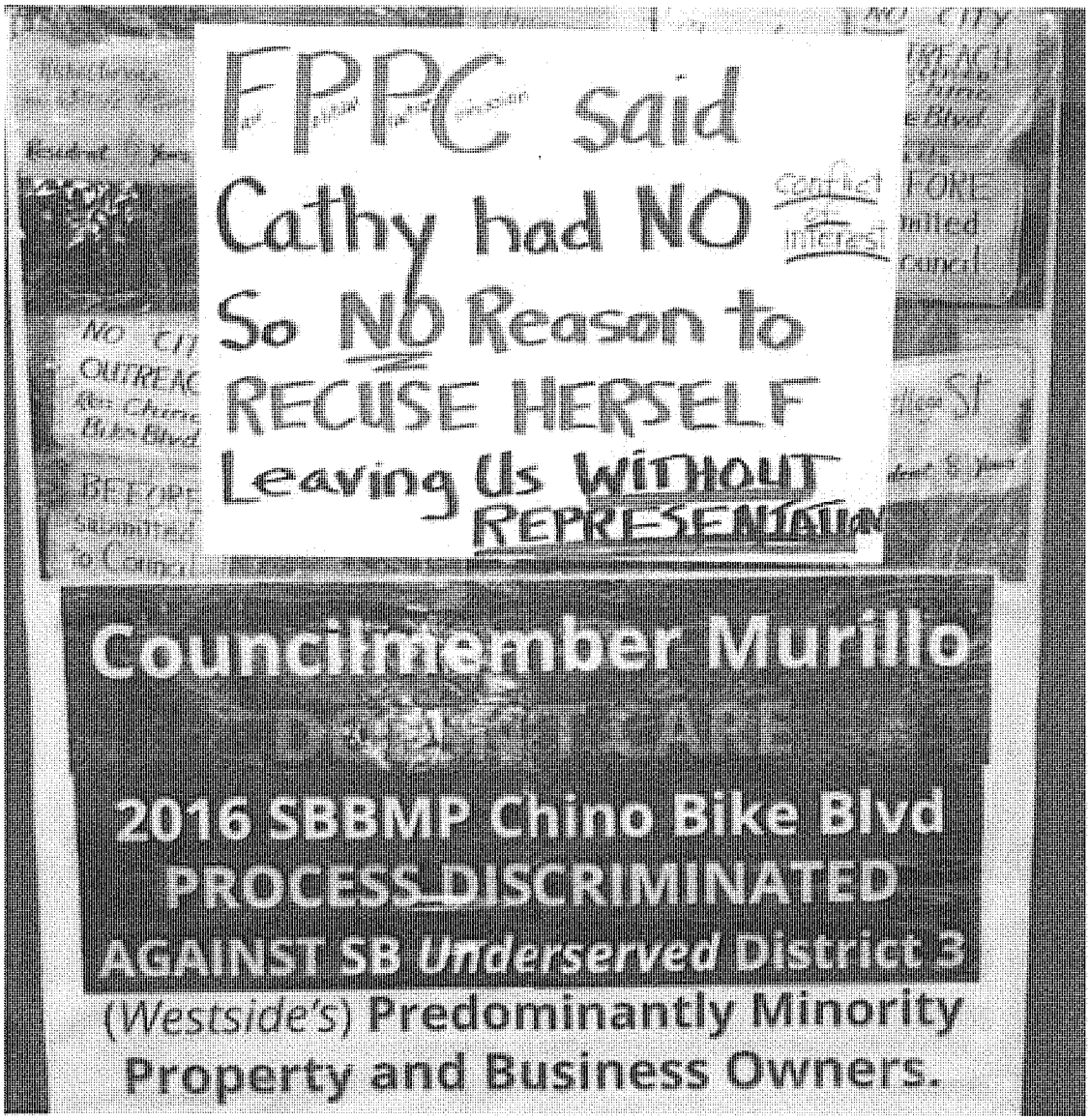
I have forwarded your text message of today, November 3, 2016, to my city hall email system.

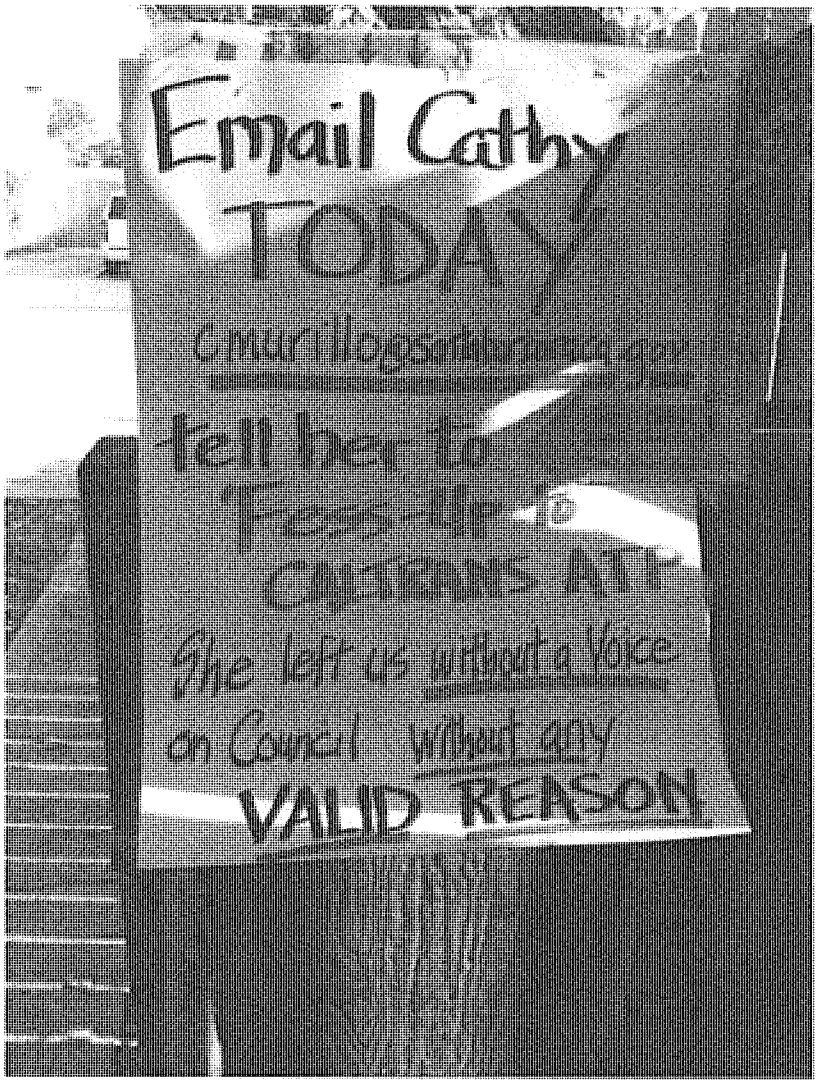
Messages regarding city matters should go to my city email address, so these communications become public record.

Please do not use my personal cell phone for these communications. For that matter, Facebook is not appropriate for these communications either.

From: 8056179366@myboostmobile.com [mailto:8056179366@myboostmobile.com]
Sent: Monday, November 07, 2016 8:12 PM
To: 18055641649@icmms1.sun5.lightsurf.net; bmesser@santabarbaraca.gov; cmurillo@santabarbaraca.gov; Kahn, Christine C@DOT <christine.kahn@dot.ca.gov>; eleslie@newspress.com; fhotchkiss@santabarbaraca.gov; GregoryLoweLaw@aol.com; Jphusky622@yahoo.com; Casey, Paul@City of Santa Barbara <Pcasey@SantaBarbaraca.gov>; pbrown@santabarbaraca.gov; Rbjork@santabarbaraca.gov; rdayton@santabarbaraca.gov; 18059654401@icmms1.sun5.lightsurf.net; acalonne@santabarbaraca.gov; Johnson, Anne@DOT <Anne.Johnson@dot.ca.gov>; assignmentdesk@keyt.com; complaint@fppc.ca.gov; Van Dyken, David R@DOT <David.Van.Dyken@dot.ca.gov>; Cheser, Dawn@DOT <dawn.cheser@dot.ca.gov>; Mckee, Deborah@DOT <deborah.mckee@dot.ca.gov>; Remedios, Douglas@DOT <douglas.remedios@dot.ca.gov>; Thronson, Eric@DOT <Eric.Thronson@dot.ca.gov>; Hopkins, Garth@DOT <garth.hopkins@dot.ca.gov>; ghart@santabarbaraca.gov; Borders, Heidi E@DOT <heidi.borders@dot.ca.gov>; jdominguez@santabarbaraca.gov; jennifer.velasco@dot.ca.gov; jim@jamesgriffithlaw.com; Oseguera, Jose@DOT <jose.oseguera@dot.ca.gov>; Atkinson, Kevin@DOT <Kevin.Atkinson@dot.ca.gov>; Pennebaker, Laura@DOT <laura.pennebaker@dot.ca.gov>; laurel.janssen@dot.ca.gov; Waters, Laurie@DOT <laurie.waters@dot.ca.gov>; Weiss, Mitchell@DOT <Mitchell.Weiss@dot.ca.gov>; news@noozhawk.com; president@whitehouse.gov; Guevel, Rick L@DOT <rick.guevel@dot.ca.gov>; Mejia, Rosemary@DOT <rosemary.mejia@dot.ca.gov>; rrowse@santabarbaraca.gov; sgorman@santabarbaraca.gov; Davini, Ted E@DOT <ted.davini@dot.ca.gov>; Favila, Teresa@DOT <teresa.favila@dot.ca.gov>; wpm@wendy-mccaw.com
Subject: Fwd:

Sent from my mobile.


FPPC said
Cathy had NO conflict of interest
So NO Reason to
RECUSE HERSELF
Leaving Us WITHOUT REPRESENTATION
Councilmember Murillo
2016 SBBMP Chino Bike Blvd
PROCESS DISCRIMINATED
AGAINST SB Underserved District 3
(Westside's) Predominantly Minority
Property and Business Owners.



Thanks Luci I'll add it to the POLITICAL TAINT wall at my presentation

RECD BY CTC
NOV 22 2016

November 18, 2016
Catherine "Lily" Bastug Vincenti
1511 Chino St.
Santa Barbara, CA 93101
Re: **Boondoggle for "Westside Bike Boulevard Gap Closure" project using California ATP funds.**

Dear Governor Brown,

I must implore your office to intervene as our city attempts to bilk the state of California out of $4.4 million in a ploy to grab money for infrastructure dressed up as a bike improvement plan. It's a terrible boondoggle the city is perpetuating on the state, made possible by your vision in providing the Caltrans Alternative Transportation Program (ATP).

I woke up early on Nov 8, Election Day, in order to compose this letter in time to get to the polls when they opened because I still believe fervently in representative democracy - although sadly it seems to have currently gone off the rails for both our nation and the residents of Santa Barbara's tiny City Council District 3.

I was working under time pressure to prepare for a 4 pm presentation for a California Transportation Commission official and her supervisor visiting Santa Barbara to review a hotly contested and extremely discriminatory project - the **Westside Bike Boulevard Gap Closure Project,** referred to locally here in Santa Barbara as the **Chino Bike Boulevard.** This project is contained in the 2016 Santa Barbara Bicycle Master Plan (SBBMP). That project just made it through the first cut in obtaining funding and is scheduled for final approval in Riverside next month - on Dec 7-8. Those in opposition were able to the ATP people with 100+ primary stakeholder n surveys, petitions, and a short video, as well as personal interviews with primary stakeholders regarding the discriminatory behavior and outreach, which disenfranchised our tiny densely populated largely minority District.

Although we had arranged a site visit with other primary stakeholders to occur during the early evening rush-hour, the supervisor declined to meet with them at the particularly hazardous location we wanted him to see. He further disappointed us by repeating the blindly patronizing message with which the City Council and City Transportation Staff have countered our fact based objections to this project 'Trust us, we know that you all will LOVE IT once it is built - everyone always does'.

There are numerous ways in which this project is a miscarriage of fair and equal treatment, ethical behavior, good judgment and appropriate engineering decisions.

The Situation:

On lovely Chino St, a densely populated older street in the Westside of Santa Barbara, which serves as the only N/S thru-street rush-hour safety-valve to overburdened neighboring San Andres St., we needed to install 4 stop signs to deal with some speeding in the area. Our city has mismanaged its way into being $400 million in the hole in infrastructure needs, and could not come up with the funds for 4 stop signs. They instead decided try to grab $4.4 million in funding for the **"Westside Bike Blvd Gap Closure"** project. The city cooked this up in collusion with the Santa Barbara Bicycle Coalition and rammed it through under-wraps from the largely minority residents of the

street, without any neighborhood input, in their steadfast single-minded determination and rush to pass the 2016 Santa Barbara Bicycle Master Plan so they could apply for the grants. We have been protesting for months but we have been systematically dismissed.

The City's proposal will be coming up for final approval by the California Transportation Commission on Dec 7th and 8th,to be held in Riverside.

If it passes there, the city of Santa Barbara will have successfully defrauded the state of California out of $4.4 million.

Sir, you must stop that from happening.

Background of Discrimination:

Our city was sued last year to impose district elections to help get minority representation. The city lost, and we held our first district election in November. This neighborhood is Santa Barbara's smallest, most densely populated, heavily minority (mostly Spanish-speaking) District. Our representative was supposed to represent this minority community. Instead, she's been focused on her mayoral campaign, and recused herself from voting on this project.

The FPPC has subsequently ruled she need not have done so.

But that didn't stop her from working behind the scenes to shove the city's new Bicycle Master Plan through the city. We discovered, accidentally, that we were part of this plan, and would have our traffic circulation patterns altered for the worse at her campaign party. None of us ever received notification this was coming. We dutifully organized, pleaded with her and the Council not to do this, and wondered where was the care and concern for our non-internet using, predominantly Spanish speaking neighborhood? We were dismissed by our representative, by the Bike Coalition, and city staff. "It will be good for you", they said.

Even your staff at the California Transportation Commission noted this in their Consensus Score Sheet for the project, stating "not clear that disadvantaged asked / supported this project." (See Appendix A) The proposal has been forced upon the residents of District 3 - without the fair notification and primary stakeholder participation process offered to the primary stakeholders living along the routes of projects approved for other more affluent Districts in Santa Barbara.

A neighboring district, also facing a pending bike infrastructure change that would have removed their parking, threatened to sue the city for violating CEQA. The Bicycle Master Plan was shoved through with so little thoughtfulness that the city thought they just throw down green paint. The neighbors, also not notified this was coming, realized the project involved a lot more infrastructure work, and saw the city had skipped CEQA. They threatened to sue based on that fact, and the city quickly acquiesced.

Our neighborhood has always been forgotten and underserved by this city. Now we're faced with a project that looks to impose more on this community that already felt the

heavy hand of discrimination. District Elections was supposed to remedy this discrimination, but actually compounded and escalated it. In imposing the bike boulevard on us, the city staff chose to not even recognize schools in the district that have been here since 1928.

After a threatened lawsuit, City Transportation Staff provided more affluent residents and business people of District 6 (on the "right side" of the freeway and the tracks) were provided with an extensive Listening Round Table process, offering them 12 possible configurations of bike route on 3 streets!!!

Our District 3, whose residents and business owners don't have the same access to discretionary financial resources, were not able to hire a lawyer to defend our right to fair and equal process - so we got not such consideration. The only 2 alternatives ever discussed in workshops (attended by a small and exclusive group of participants, who incidentally did not live on Chino), mandated the inclusion of a Chino St. element. One element turned the street into a one way with all truck deliveries, busses, cars and bikes directed down a fairly narrow residential street. This was just much worse than the other alternative that was presented.

The City's Transportation Dept. also held a Listening Roundtable for District 1 across town, and an on-site demonstration of a Bike Blvd that cost the City $10,000.00. That 'demonstration' unfortunately was a travesty that used stop signs (only for cars) on four corners instead of the traffic diverters in the selected intersections, which force drivers to turn right (thus rendering the street a no stop thru street only for speeding cyclists (including those who will be speeding along on the new motor assisted bicycles).

Residents of both the disenfranchised East and Westside have been asking for more 4 way stops to slow speeding. Instead, they're getting bike boulevards they neither asked for nor wanted. This is the manner in which the City has sold the Bike Blvd concept as the only hope for traffic slowing along streets that have speeding problems.

Governor Brown, I only share that with you to demonstrate the **city was shoving through a Bike Master Plan specifically to apply by the June deadline so they could grab grant monies from the state.**

Background of disenfranchisement.

The CTC staff report also noted that the project as proposed "could have talked more specifically about who was engaged" – that's because **with very few exceptions ONLY A VERY SELECT GROUP of the super cyber-connected were engaged.** Please see Appendix B for 100 surveys that neighborhood volunteers administered to the residents in the area asking if they received outreach. A quick scan reveals that **ALMOST NO ONE** received any notification. Worse, city officials and our bike coalition colluded to ensure that any counter-input was DISCOUNTED OR IGNORED.

The entire process was outsourced by the city to the head of the Bicycle Coalition, Ed France, a paid lobbyist that also sits and voted on this plan in the city's Transportation and Circulation Committee. **Mr. France is under active investigation by the FPPC for multiple conflicts-of-interest related to this entire process.**

Here are the tactics used to disenfranchise the Westside community on the proposed bike boulevard on Chino St:

1. The survey for the Bicycle Master Plan was self-selected and online. That locked out our non-internet using predominantly Hispanic community.

2. City staff would not grant access to the survey to the neighborhood on request.

3. The Bike Master Plan admits their survey is not statistically random or representative of city of Santa Barbara. It wasn't aimed at residents that might want to increase their biking, as your ATP grants seek to do. It was highly slanted to young single urban professionals, not actual parents, students and business owners in community. The intent was to remake our community for benefit of the urban professional set. **That disenfranchises the longtime families, Hispanic residents, and businesses in our community.**

4. Community meetings to discuss the project were hastily scheduled and held outside of the community, and poorly advertised to any residents at the last minute.

5. As for outreach, they felt that Tweeting and Facebook posts would get it done for outreach for Spanish-speaking parents with kids in schools and 2 jobs.

6. Only ONE Chino St resident that managed to find out a community meeting was to be held gave input. Residents outside the area, solicited by the Bike Coalition, gave input, and their input was counted heavily in the planning process. Please see Appendix D for the community meeting results. Contrast that with San Luis Obispo's process, with an open gov website showing distinct neighborhoods, and who provided what input from each neighborhood. That shows you how neighbors impacted felt vs supporters from other areas. We have no such thing here in Santa Barbara, yet again excluding the public from the process of participating in projects that affect them.

The outreach campaign that he headed heavily favored the cyber-connected biking community and excluded most of the primary stakeholders living along the proposed bike boulevard. The city failed to issue the usual form of notification to its residents, consisting of letters delivered by the US Mail (the manner specifically preferred in a community where the residents are frequently not electronically connected because of financial constraints or age factors.)

Unfortunately, the Westside Bike Boulevard Gap Closure just isn't a good project.

CTC staff noted "the application does not quantify either benefits or costs. And while the benefits are described, they are not discussed in relation to costs."

During the process to force the Bicycle Master Plan through our city, the subject of cost came up. In the 2/23/16 Santa Barbara City Council meeting, staff responded that cost

could be lower with better alternative routes. Even Ed France, the head of the Bicycle Coalition under investigation now by the FPPC, admitted that. Please see Appendix E for his testimony.

For some reason, the city edited out the lower cost alternative answer from the public video record. Your Attorney General should look into that, as it's got to be a violation of regulations on public record-keeping. It's certainly a violation of the public trust.

Technically, the project has problems. It's a sharrow with stop signs taken out, where the bikes still compete with cars. Only 12% of our citizens wanted sharrows. 53% wanted green striped lanes. We're not giving them that.

The California Pacific Coast Bike Route Map (Appendix F) shows an existing historic route that was the best choice. Why our city chose not to even examine that, never mind bolster it, is a mystery, but yet another indicator that the project was hastily assembled to grab state monies.

Chino St. is the Westside's only N/S thru-street safety valve for the already overburdened narrow, crowded main N/S thru street (San Andres). We are the neighborhood where the plumbers, other small contractors, house-cleaners, home healthcare workers, gardeners, teachers aides and other hardworking residents live with their extended families. These are the people who keep the City functioning and must have vehicle(s) to earn their livelihood.

There was a better choice one street over, with a school on the route. If the intent of ATP was to increase cycling among people not inclined to do it now, surely parents and school children should be in the desired population. Just one street over sits Harding Elementary School, on quiet Gillespie St, a wider street than Chino. It was ideal for the bike boulevard, and even Gillespie neighbors proposed the idea. City staff shut that down, though it was agreed it would be a lower cost alternative, in favor of grabbing more state funds for the Chino project.

Escalating Up The Chain of Command

Governor Brown, our community attempted everything we could to stop this boondoggle, including:

1. Lobbying our district representative to stop the process. She recused herself, but continued pushing the project behind the scenes.
2. Lobbying our city council to pull the project from the grant application until it could be properly studied and the community could provide input.
3. Putting together a petition showing the neighborhood opposed the bike boulevard and requesting the city examine better, lower cost alternatives. (See Appendix G)
4. Writing to Caltrans to request they not fund the bike boulevard
5. Talking with the California Transportation Commission staff about the project. **That resulted in CTC staff coming down to Santa Barbara on Election Day to look at the project area, see videos of the problems with the project, and hear the neighbors' concerns.** While the Deputy Director was quite dismissive of the area's concerns, other staff have encouraged us to come to the December hearing to speak against the project before the California Transportation Commission.

6. Filing a complaint with the Fair Political Practices Commission against Ed France for voting for a plan he was paid to lobby for for as a Transportation and Circulation Committee member appointed by the Santa Barbara City Council. The FPPC found our complaint warranted an investigation, and opened it in October.
7. Filing a complaint with the Fair Political Practices Commission against Councilmember Murillo for colluding behind-the-scenes to shove the project through, including using paid campaign consultants to run 'community' meetings where dissent was stifled, and reporting to other city council members that there was no opposition.
8. Filing a complaint with the US Department of Justice alleging Civil Rights violations of Native Americans in the Chino St area without due process of city notification.

Thus Governor Brown, we are writing and pleading with you to not let this boondoggle proceed. Our city used discriminatory and disenfranchising practices to squelch a community with a lousy project so they could grab millions from you to bolster their infrastructure coffers.

We will do our best to address the California Transportation Commission, but it's time to kill a bad project that seeks to bilk the state out of $4.4 million.

Please end our nightmare. Please pull this project.

Kind regards,

Lily Rivera Vincenti

California State Attny General
Santa Barbara County Grand Jury
California Transportation Commission
(Laurie Waters)

Appendix A

California Transportation Commission Consensus Scorecard Sheet

ATP 2017
CONSENSUS SCORE SHEET

COUNTY: Santa Barbara

APPLICATION ID #: 5-Santa Barbara-3

PROJECT NAME: Westside Bike Boulevard Gap Closure

PROJECT APPLICANT: Santa Barbara

EVALUATOR TEAM NUMBER: 7

DATE: August 31, 2016

CONSENSUS SCORE

87

BREAKDOWN:

QUESTION	TEAM SCORE	Notes
Q1	7	Part C, sub-question #3: It is not evident that the project is supported/requested by the disadvantaged community.
Q2	35	Well-documented, good maps.
Q3	25	Crash map clearly presented all crashes and it was easy to verify against the crash reports. All hazards were well-documented and the proposed countermeasures are appropriate to address the hazards.
Q4	9	Part B: could have talked more specifically about who was engaged
Q5	7	Part A: mentions several county-specific health rates, but does not compare them to statewide rates.
Q6	2	The application does not quantify either benefits or costs. And while the benefits are described, they are not discussed in relation to costs.
Q7	2	
TOTAL SCORE	87	

OVERALL COMMENTS:

- Application has good documentation and is well-organized
- High quality maps
- Application shows a good understanding of the needs of the area and makes the case that the proposed project will increase bike/walk mode share and increase safety

EVALUATORS MAY USE MORE PAGES IF NECESSARY

Appendix B

Neighborhood Survey Results Showing Outreach A Massive Failure on part of the City

Percentages for Chino Bike Blvd Outreach Survey of 100 Residents
Overwhelming Majority of Residents Living Along Chino Bike Blvd Route
Rated SB Transportation Department's OUTREACH A MASSIVE FAILURE

	10 Survey Questions (Enlarged) *10 Preguntas de La Encuesta (Ampliadas)*
97% NO	**1.** Did the City ever ask for your input when they began planning their Santa Barbara Bicycle Master Plan bike route proposed for the Westside? *¿La ciudad ha pedido su entrada cuando comenzó a planear sus rutas de bici de Plan Maestro propuestos por el Westside?*
100% NEVER	**2.** When did the City contact you to say they were no longer considering Chino as a one-way couplet w San Andres? *¿Cuando era la ciudad en contacto con usted para decir que ya no estaban considerando Chino como couplet unidireccional con San Andres?*
99% NEVER	**3.** When and how did the City directly contact you with details about the Chino Bike Blvd? *¿Cuándo y cómo lo hizo la ciudad darle información detallada sobre el Blvd de la bici del Chino?*
99% NO	**4.** Did the City provide you any realistic illustrations of traffic diverters or descriptions of how the Chino Bike Blvd will affect your personal driving choices? *¿La ciudad mostró cualquier ilustraciones realistas de desviadores de tráfico o descripciónes Chino Bici Blvd cambiara su opciones personales?*
97% NO	**5.** Before sending their proposal to Council did the City offer you an opportunity to give your input about possible locations for a Bike Blvd on the Westside? *Antes de enviar su propuesta al Consejo ¿la ciudad preguntó su entrada sobre posibles ubicaciones para una bicicleta Blvd en el Westside?*
87% YES	**6.** Knowing and living in your neighborhood, is it your opinion that Gillespie St. is a safer location than Chino for a bike route through the Westside? Why? *¿Como residente en su opinión es Gillespie St. un lugar mas seguro que Chino St. para una ruta de bicicleta por el Westside? ¿Por qué?*
93% O	**7.** Using a scale of 0 to 10 - rate the City's OUTREACH to you about the 2016 SBBMP project and the Chino Bike Blvd (O = none, 10=Excellent). *De 0 a 10 - tasa la calidad de informacion la Ciudad le mando sobre el Blvd Bici de Chino St (O = ninguna, 10 = excelente).*
95% YES	**8.** Do you feel that the lack of direct OUTREACH to you and your neighbors about the Chino Bike Blvd has marginalized the residents of District 3's Westside? *¿Siente ud. que la falta de alcance directo a usted y los vecinos sobre el Blvd de la bici del Chino ha marginado a los residentes del (Dist 3) Westside?*
95% YES	**9.** Do you feel it is only fair that Santa Barbara City Council NOW REMOVE Chino Bike Blvd from all 2016 SBBMP proposals due to the fact that the vast majority of Chino St. residents received no direct OUTREACH from the City before the Transportation Department submitted the project to City Council for a vote on 2/23/16, 6/14/16 and 7/26/16? *¿Siente ud. que es solamente justo que el Concejo Municipal de Santa Bárbara quita El Bulevar Bici en Chino de todas las propuestas de SBBMP de 2016 debido a que los residentes de Chino, en gran mayoría, no recibieron alcance directo de la ciudad antes de que el Departamento de Transporte presentó el proyecto al Ayuntamiento para un voto el 23/02/16, y tambien el 14/06/16 y ahora por Voto Final el 26/07/16?*
100% NO	**10.** Does it seem fair that the City would require residents to have internet access, be linked to social media or attend a particular meeting in order to receive detailed notice about a plan limiting Westside drivers' full and free use of the only N/S thru-street alternative to already overburdened San Andres St? *¿Se parece justo de La Ciudad requerir a residentes tener acceso del Internet, ser ligado a los medios sociales, o assistir a una reunión particular, para recibir el aviso detallado sobre un plan a limitar los conductores del Westside uso de toda la longitud de la calle que sea la única alternativa a San Andres que ya esta si sobrecargada?*

Appendix C

Santa Barbara Bicycle Master Plan

Self-selected Survey Results

Ly/s #1 Appendix C

WHO WERE THE RESPONDENTS?

1,440 RESPONSES

13% BUSINESS OWNERS

17% STUDENTS

18% PARENTS

low percentages fit general profile of YUPPIES (a very small percentage of business & homeowners on the Westside

atypical for residents along designated bike route streets

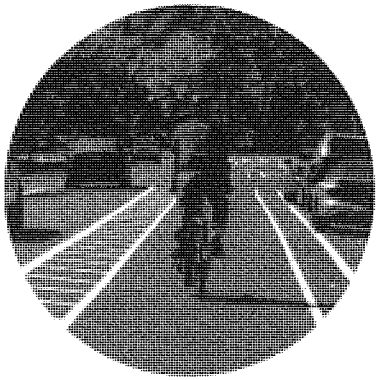
 SBBMP on-line

Lings #1 Appendix C

WHAT TYPES OF BIKE FACILITIES WOULD YOU LIKE TO SEE MORE OF IN SANTA BARBARA? (RESPONDENTS CHOSE TOP 3 - ANSWERS DON'T EQUAL 100%)

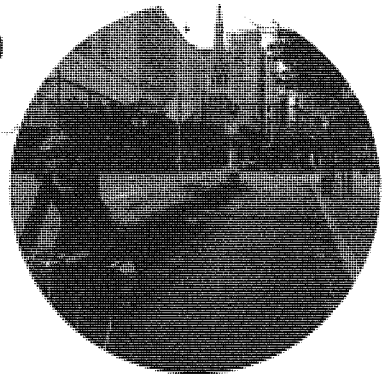
BUFFERED BIKE LANES

70%



PROTECTED BIKE LANES

65%

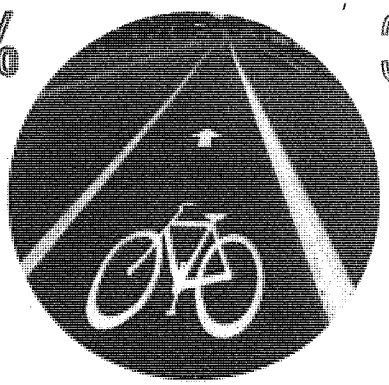


COLORED BIKE LANES

53%

PAINTED BIKE LANES

35%

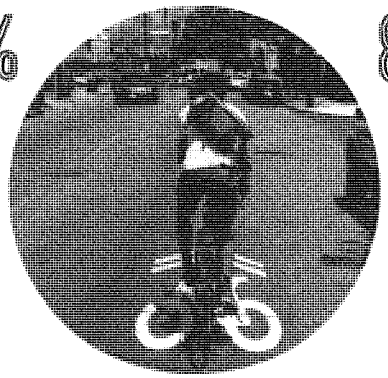


BIKE BOULEVARDS

31%

SHARROWS

12%



NONE

8%

A majority of respondents would like to see buffered bike lanes, protected bike lanes, and colored bike lanes in Santa Barbara.

SBBMP on-line

Lily's #7 Appendix C

WHY DO YOU RIDE A BIKE? (RESPONDENTS CHOSE TOP 2 - ANSWERS DON'T EQUAL 100%)

LARGEST = MOST POPULAR RESPONSE

SAFETY FOR ALL ROAD USERS 71%

EXTENDED BIKE ROUTES 67%

IMPROVE EXISTING ROUTES 58%

EDUCATION / ENFORCEMENT 27%

ENHANCED TRANSIT SERVICE 24%

COMFORTABLE WALKING EXPERIENCE 24%

KEEP EXISTING PARKING 15%

EASE OF DRIVING 12%

Respondents identified safety for all road users, extended bike routes, and improvement of existing routes as the top transportation priorities for Santa Barbara.

SBBMP on-line

Lily's #4 Appendix C

INTRODUCTION

The primary focus of the of 2015 Santa Barbara Bicycle Master Plan (SB BMP) is to engage the community; involving a high quality media and tech interface, and creating various avenues for community members to identify the future of bicycling in the City of Santa Barbara. To engage the community, outreach methods were developed and launched that included an online survey, Facebook page, intercept surveys, an informational video, roadshows (informational meetings), an interactive mapping tool, and 5 neighborhood summits.

Each community-centered touch-point listed above, in addition to a technical analysis of bicycle safety in the City, provided quality insight into the future of bicycling in the City of Santa Barbara. This document summarizes the results of the outreach efforts that occurred from March - May of 2015.

SURVEY RESULTS + FINDINGS

The Bicycle Master Plan survey has proven helpful in gathering and quantifying community preferences regarding the future of bicycling in Santa Barbara. The survey was self-selected, online, and had a high rate of participation (1440 responses). While useful and informative, as a result of the online format, it is not a random selection of the entire population of Santa Barbara and therefore is not a statistically valid representation of the entire community's opinions. However, the results do show a diversity of Santa Barbara road users, businesses, and age groups. Additionally, the survey findings are indicative of a strong community desire to enhance existing bicycle facilities and safety for all road users in Santa Barbara.

only one seems was resident on the route chosen for the Westside/ Chino Bike Blvd.

SB BMP

Online

Appendix D:

Map showing where Bike Survey Respondents Live

← enlarged inset: only red dots w/ xs are in Westside

Exactly 1 person who attended the Westside Workshop lived along the Chino Bike Blvd Route (indicated by pink line)

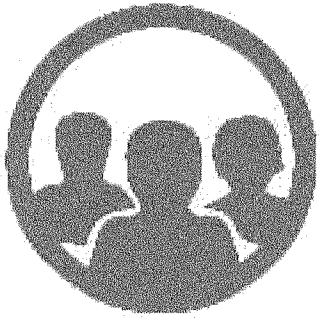
Lily's Apdx D

Project flown completely under the radar of residents.

NEIGHBORHOOD SUMMIT SUMMARY

The following chapter summarizes the five neighborhood summits that took place in different parts of the City of Santa Barbara (Uptown, Downtown, Mesa, Eastside, and Westside) from May 16th to May 20th, 2015. The purpose of the neighborhood summits was to gain direction from the community regarding the future of bicycling in Santa Barbara. Each summit covered the same materials, yet focused on neighborhood-specific bike routes that were chosen based on preliminary survey findings, project goals, roadshows, intercept surveys, and safety analysis, and were then tested and vetted with participants at each neighborhood summit. In order to better engage the community, the workshops were highly interactive and held in Spanish or English depending on those in attendance (with translators available). Of the 2 Spanish language summits, one was held in English.

Each neighborhood summit included a presentation that outlined the history of the project, preliminary survey findings, data analysis, and potential bicycle facilities for participants to consider. The presentation was followed by participatory activities that allowed attendees to share knowledge of local transportation conditions and where they thought bicycle facilities should be added or prioritized. The addition of a photo booth also made the summit fun for attendees of all ages. Overall, 190 participants signed into the neighborhood summits. The results of participatory activities as well as the surveys are included in this summary report.

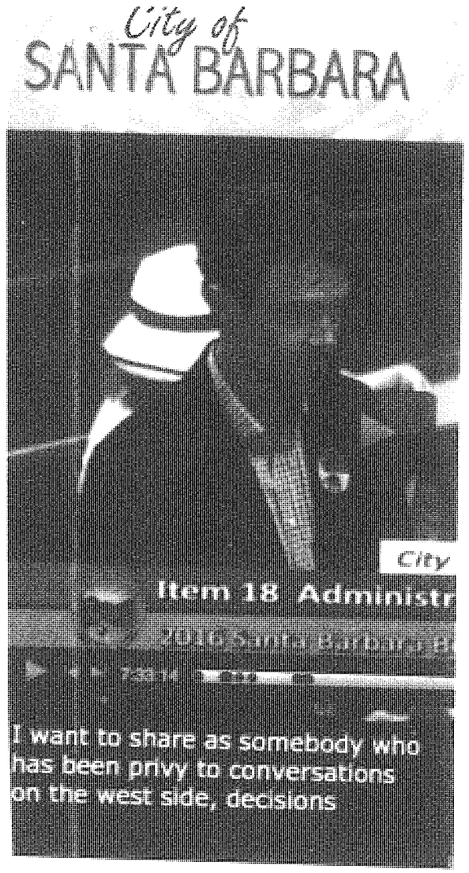


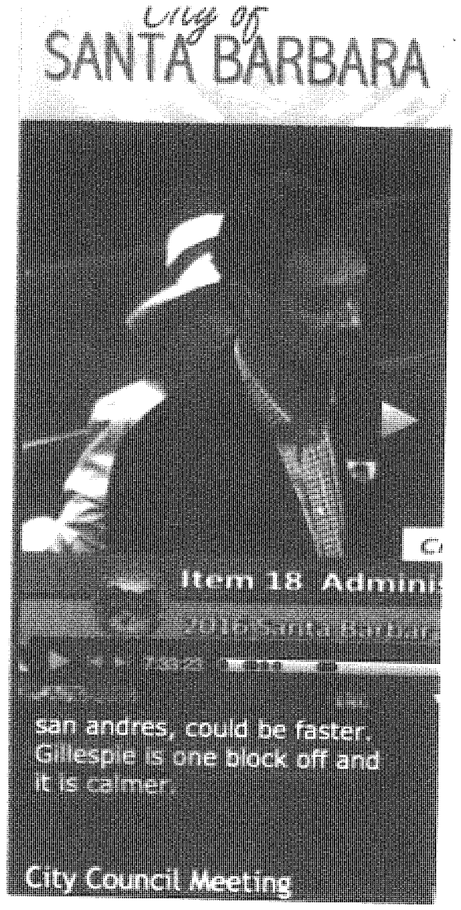
190 PARTICIPANTS

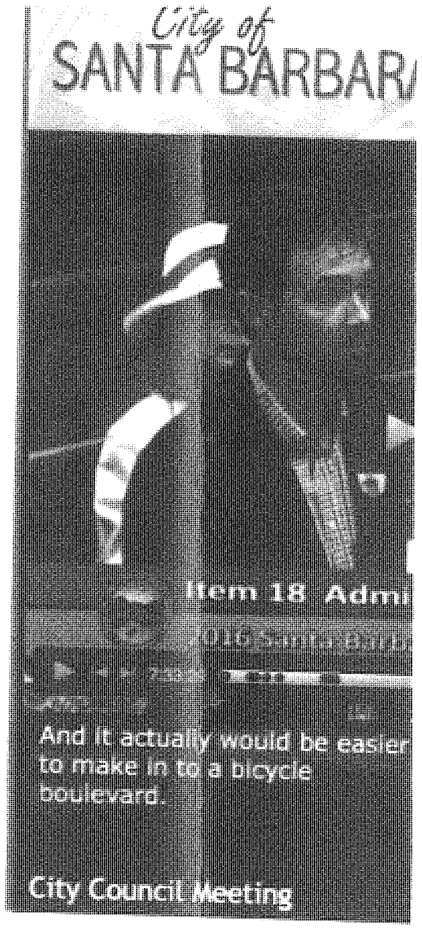
Map compiled by participants showing where they lived has red dots for the West-side participants. ONLY 1 LIVED ALONG THE ROUTE CHOSEN FOR THE WESTSIDE (CHINO) BIKE BLVD.

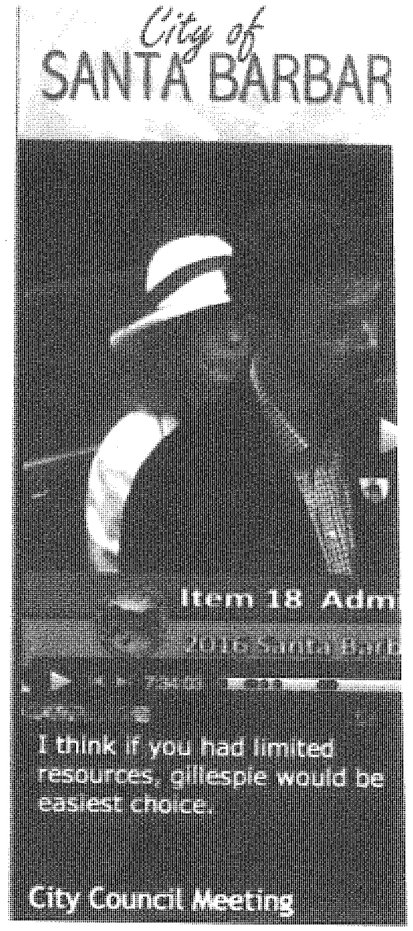
Appendix E:

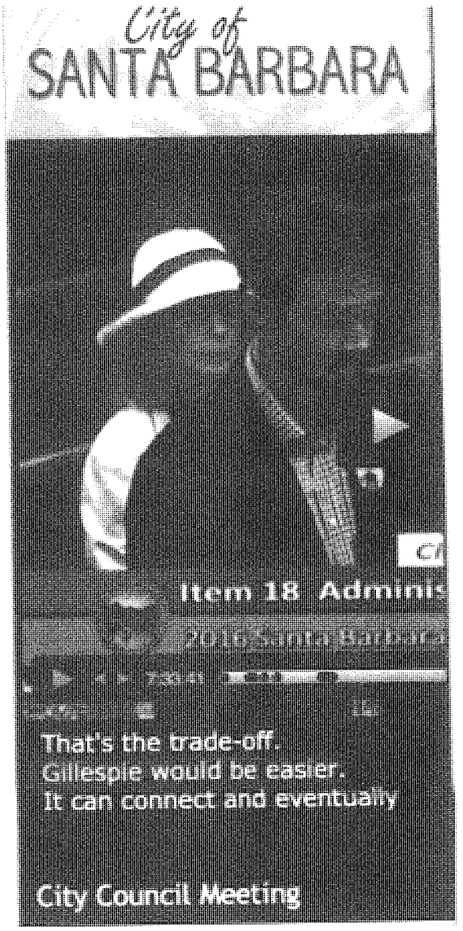
Ed France, Executive Director of Santa Barbara Bicycle Coalition Testimony Before Santa Barbara City Council As To Lower Cost Alternatives to Chino Bike Boulevard











Ed Fawce, Santa Barbara Bicycle Coalition Executive Director (and paid lobbyist)
speaking at approximately 11:30 p.m. on 2/23/16.

His comments about traffic comparisons and cost were the basis for Councilman Frank Hotchkiss' later questions to Santa Barbara Transportation Staff about differences between a Chino St route and one located on close by Gillespie St.

The second of the questions regarding cost seems to have been inexplicably deleted from the City Video record of the review & voting session on 2/23/16

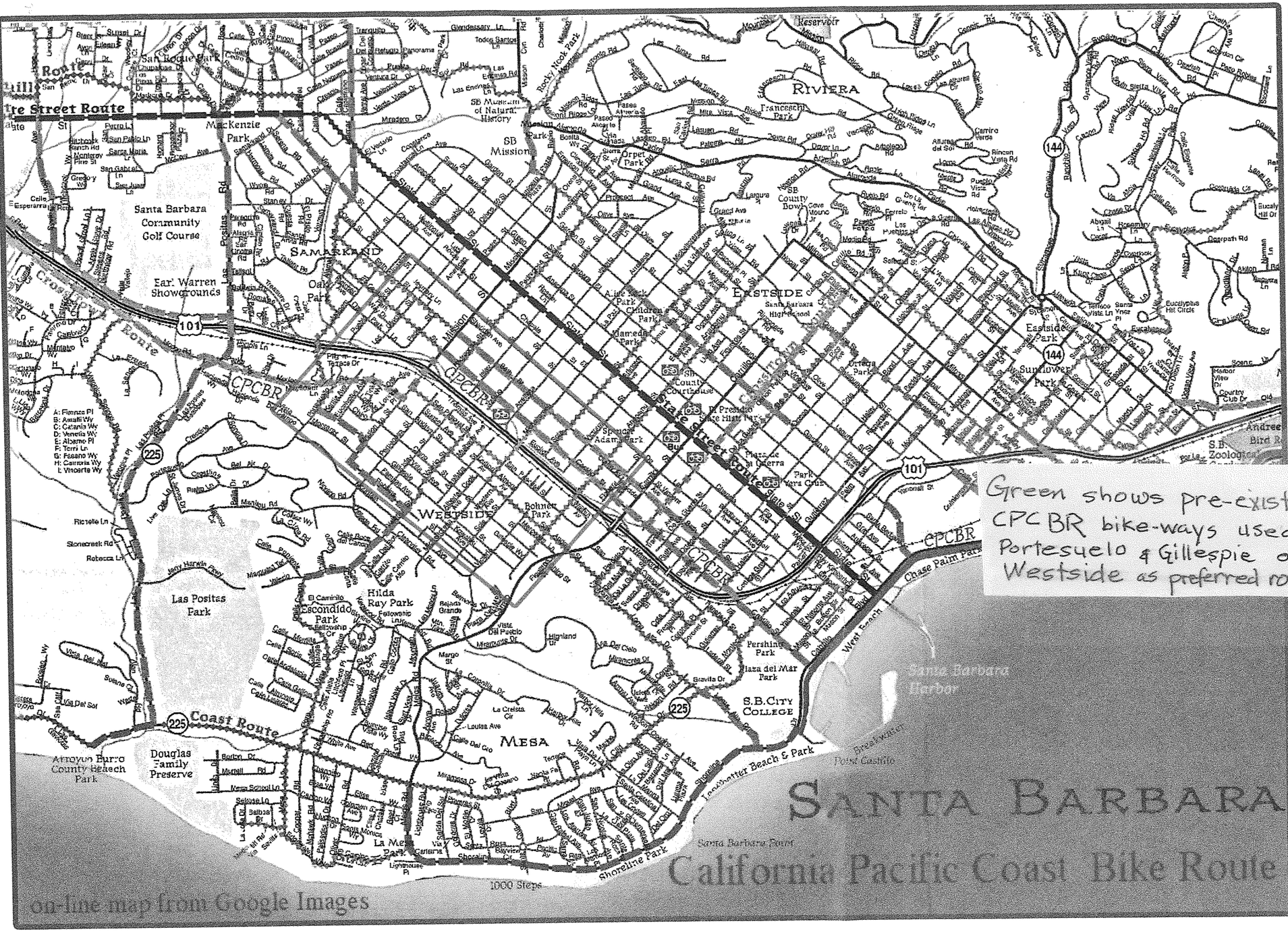
Appendix F:

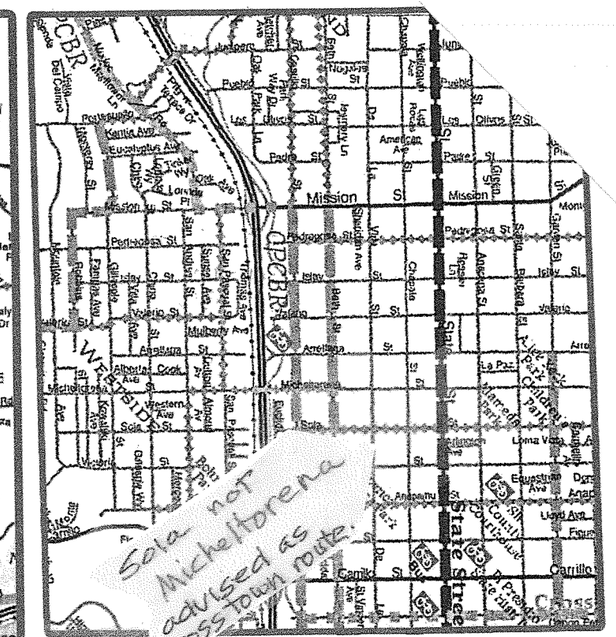
Historic Pacific Coast Bike Route

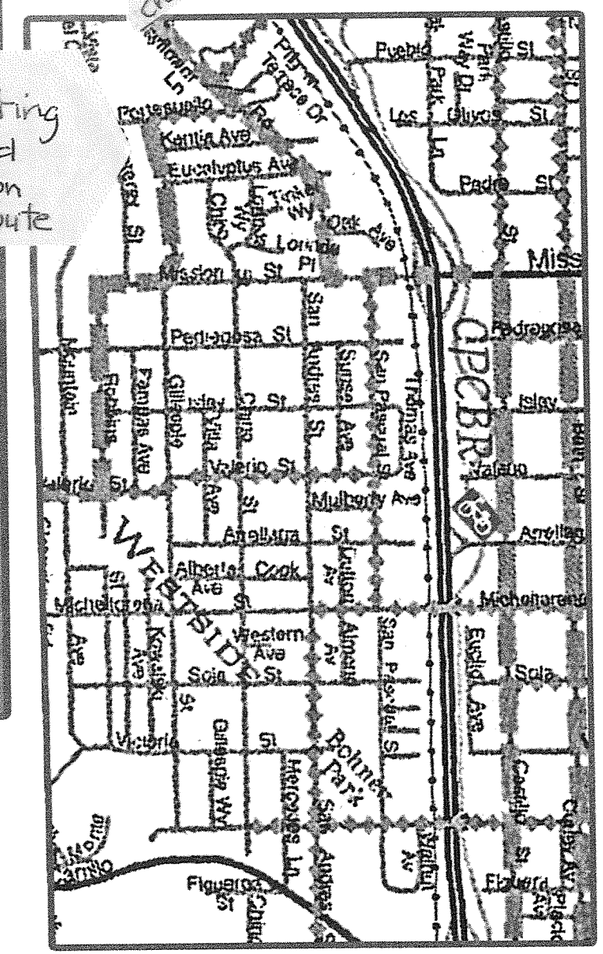
avoids Modoc "Collision Corridor"

Shows better alternatives than proposed in the Santa Barbara Bicycle Master Plan

APPDX I

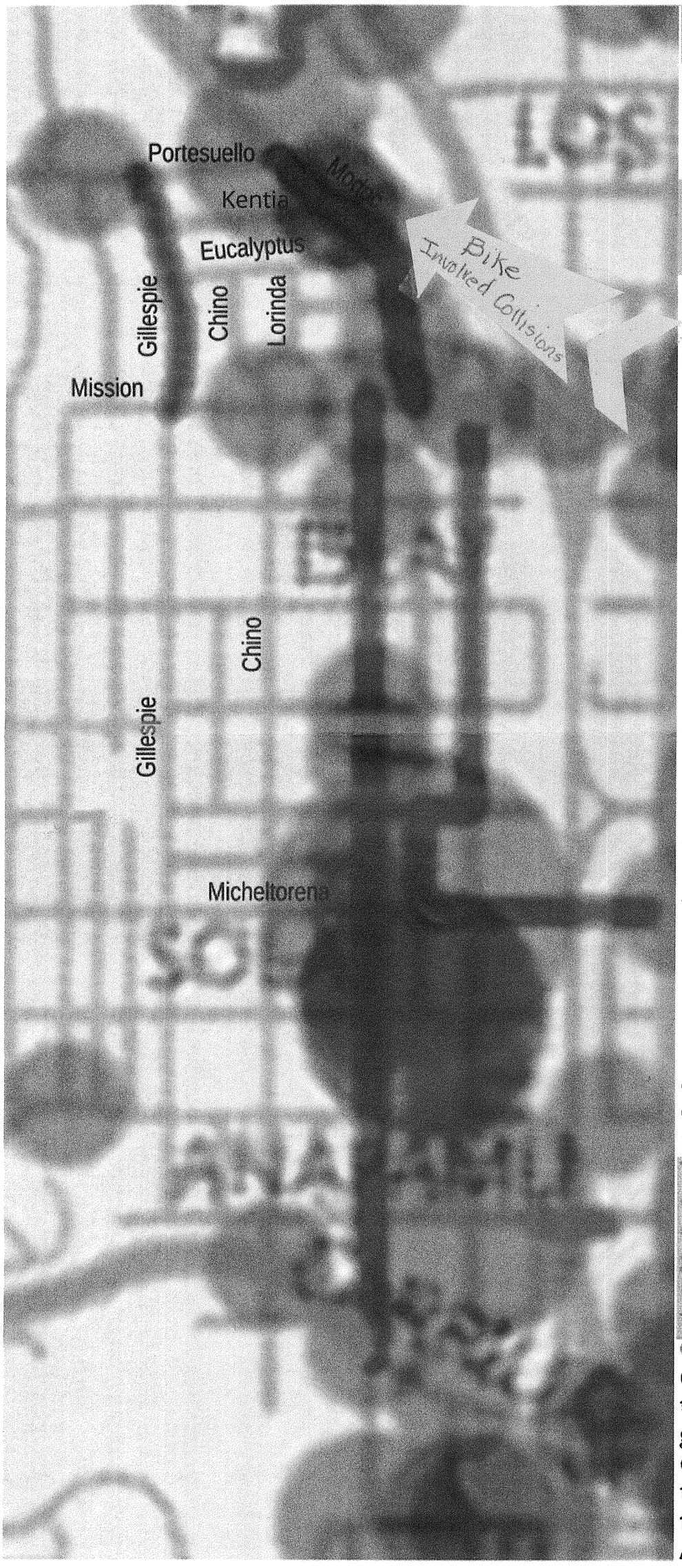






WHY CHANGE WHAT ALREADY WORKS? Safer Cross-town and Westside routes pre-date unnecessary - and hotly contested - 2016 SBBMP variants. California Pacific Coast Bike Route utilizes Portesuelo Ave. connecting to Gillespie St, whose painted bikelanes continue down to cross busy Mission St. at an intersection which the 2016 SBBMP on-line chart indicates has a record of ZERO BIKE-INVOLVED COLLISIONS.

INSET 2016 SBBMP APPENDIX F, pg,10 (enlarged inset)
Bicycle Collisions - All Bicycle-Involved Collisions



The 2016 Santa Barbara Bicycle MASTER PLAN'S OWN #1 GOAL (stated at the 6/14/16 City Council meeting prior to submission to Caltrans ATP for funding on 6/15/16) was the REDUCTION OF THE SHOCKING EXCESS OF BIKE-INVOLVED COLLISIONS IN SANTA BARBARA.

The CHINO BIKE BLVD ROUTE DOES NOT HONOR THAT GOAL.

The deep red dots on the SBBMP collision map (left) show the area just below Portosuello Ave, where Kentia & Eucalyptus join Modoc, as one of the worst bike collision locations on Santa Barbara's Westside.

Two Kentia/Eucalyptus Ave residents were surveyed and asked to rate the City's Outreach effort to Westsiders livng on, or near, the route. One was an experienced bike enthusiast and the other the mother of two teenage cyclists. They gave the City a 1 and a 0 on scale of O-10 with 0 =none and 10 =excellent.

Getting their first look at the most recent version of the Chino Bike Blvd map each was appalled by the lack of concern for safety and the apparent unfamiliarity of the whoever drafted the project with obvious problems. The cyclist stated planners obviously failed to have any experienced 'boots on the ground' since Eucalyptus and Kentia at Modoc are infamous for dangerous daily traffic snarls especially at morning rush-hour during the school year. Both felt that living in the area for years gave them the practical experi-ence to recognize Gillespie as the much safer route, especially for the novice ridership target ATP funding is intended to serve.

Appendix G:

Petition to City of Santa Barbara to halt the Bike Boulevard Grant Process and instead look at lower cost alternatives

Appendix G

PETITION TO SANTA BARBARA CITY COUNCIL & CITY TRANSPORTATION PLANNERS

We the undersigned residents of Santa Barbara:

* **A. URGE the City of Santa Barbara to Perform an Environmental Impact Review for Chino St. Bike Blvd.**

** **B. REQUEST the City Council Support an Alternative Gillespie St. Bike Blvd.**

(as the Safer, More Logical and Less Expensive Option to the original Chino St. proposal).

BACKGROUND:

* The California Environmental Quality Act (CEQA) requires bikeways consisting of more than striping the roadway to undergo an environmental impact review. The 2016 Santa Barbara Bicycle Master Plan (SBBMP), which City Council approved on 2/23/16, shows a Chino St. Bike Blvd constructed with physical ***'median diverters' to prevent vehicular through-traffic at the intersection*** (s), ***while bicyclists are able to move through the intersection*** (s) ***without coming to a stop.*** Therefore in order to conform to California law, the Chino Bike Blvd should have gone through an environmental impact review regarding public safety and traffic congestion before it was presented to City Council.

THE CHINO ST. BIKE BLVD REPRESENTS A SAFETY HAZARD TO HARDING ELEMENTRY SCHOOL STUDENTS AND THEIR FAMILIES: Forcing all vehicles to turn right at each Chino St. intersection will displace current overflow rush hour thru-traffic from San Andres onto Gillespie St. since Gillespie is the only other semi-thru north/south street west of the 101. Increased resident and thru-traffic on Gillespie St. will be especially dangerous for kids and families during morning rush hour when the school zone is most crowded.

A CHINO ST. BIKE BLVD WILL INCREASE CONGESTION ON &/OR AROUND SAN ANDRES AND MICHELTORENA ST'S: Residents of Chino St. above Micheltorena will be unable to turn left on Micheltorena in order to cross over Hwy 101; instead they will be forced to make up to 4 extra turns to access the bridge (dodging through 2-way bicycle traffic whose downhill speed will be unimpeded by stop signs). All of the circling maneuvers will be cumbersome as motorists on Chino will be obliged to either:

a. wait in line to turn left from San Andres (which has no left hand turn lanes)

b. try their luck turning left onto San Andres from a cross street below Micheltorena, finally turning right on Micheltorena at the crowded San Andres/Micheltorena intersection.

c. try crossing both lanes of San Andres to access tiny 2-block-long Dutton Ave in order to turn right into Micheltorena St. bicycle, bus and vehicle traffic at the foot of the bridge.

** **CITY COUNCIL CHOSE THE MORE EXPENSIVE CHINO ST. LOCATION DESPITE THE FACT THAT THE GILLESPIE ST. ALTERNATIVE IS A MUCH BETTER MATCH FOR THE 2016 SBBMP DESCRIPTION OF:**

A. THE TYPICAL BIKE BLVD. ***"Bike Boulevards are typically planned for local streets with Low Existing Traffic Speeds and volumes"*** **(pg.57 on-line 2016 SBBMP)**

- Gillespie St. has slower speeds and is significantly quieter much of the year when school is not in session.
- It is not a thru connection between Carrillo and Mission Streets like Chino St.(which serves as the sole emergency and daily rush-hour overflow alternative for motorists pushed off San Andres during high-traffic hours).
- Proximity to 2 school zones (La Cumbre Jr. High and Harding Elementary) has habituated Westside motorists to driving slowly and cautiously on Gillespie St.
- Gillespie St. is more sparsely populated than Chino St. with fewer multiple family residences, fewer super-sized vehicles and more "no-parking zones".
- Gillespie St. has fewer driveways – since many residences on Gillespie have alternative driveways on Kowalski St..

B. SBBMP's # 1 GOAL: *"SAFETY FOR ALL ROAD USERS"*

Chino St. at Mission St. is marked as a Bike Collision spot on the 2016 SBBMP map of bike collisions, while Gillespie St. has no record of Bike Collisions at Mission and currently has existing painted bike lanes.

Gillespie St.'s 2 school campuses make it a natural for the Safer Routes to School program the SBBMP supports.

C. SBBMP's # 2 GOAL *"CLOSING GAPS IN THE NETWORK"*

Bike lanes already exist on Gillespie between Portosuello and Mission so continuing those routes is logical and will form a straight line connection all the way down to Anapamu St. where the route can continue east as shown on the SBBMP 2016 map to join up with the other SBBMP routes.

Print Name	Signature	Print Address	Optional Email Address	Please Send Updates	Date
1. Catherine Bastug Vincenti	Catherine Bastug Vincenti	1511 Chino	maililebus2@gmail.com	X	3/26/16
2. Michelle Jimenez	Michelle Jimenez	1413 Chino	mpjimenez1112@gmail.com		3-26-16
3. Agustina Lopez	agustina	1219 Quintantos St #3			3-26-16
4. Regina I Lopez	Regina I Lopez	1219 Quintentos St #2 SBC 93102			3-26-16
5. Esthan Jimenez	Esthan Jimenez	1413 Chino St			3-26-16
6. LeShawn Both	LeShawn Both				3-26-16
7. John Garcia	John garcia	1132 Castillo St			3-26-16
8. Tim Simms	[illegible]	1411 Chino St			3-26-16
9. ED Silva	[illegible]	1415 Chino St			3-26-16
10. Maricela Luna	Maricela Luna	1204 Chino St			3/26/16

Petition No. 1 Circulated by Catherine Bastug Vincenti On 3/26/16

Petition #7 & #11 [illegible] taken to be circulated, by, others, but not returned

PETITION TO SANTA BARBARA CITY COUNCIL & CITY TRANSPORTATION PLANNERS

We the undersigned residents of Santa Barbara:

* **A. URGE the City of Santa Barbara to Perform an Environmental Impact Review for Chino St. Bike Blvd.**

** **B. REQUEST the City Council Support an Alternative Gillespie St. Bike Blvd.**

(as the Safer, More Logical and Less Expensive Option to the original Chino St. proposal).

BACKGROUND:

* The California Environmental Quality Act (CEQA) requires bikeways consisting of more than striping the roadway to undergo an environmental impact review. The 2016 Santa Barbara Bicycle Master Plan (SBBMP), which City Council approved on 2/23/16, shows a Chino St. Bike Blvd constructed with physical ***'median diverters' to prevent vehicular through-traffic at the intersection*** (s), ***while bicyclists are able to move through the intersection*** (s) ***without coming to a stop.*** Therefore in order to conform to California law, the Chino Bike Blvd should have gone through an environmental impact review regarding public safety and traffic congestion before it was presented to City Council.

THE CHINO ST. BIKE BLVD REPRESENTS A SAFETY HAZARD TO HARDING ELEMENTRY SCHOOL STUDENTS AND THEIR FAMILIES: Forcing all vehicles to turn right at each Chino St. intersection will displace current overflow rush hour thru-traffic from San Andres onto Gillespie St. since Gillespie is the only other semi-thru north/south street west of the 101. Increased resident and thru-traffic on Gillespie St. will be especially dangerous for kids and families during morning rush hour when the school zone is most crowded.

A CHINO ST. BIKE BLVD WILL INCREASE CONGESTION ON &/OR AROUND SAN ANDRES AND MICHELTORENA ST'S: Residents of Chino St. above Micheltorena will be unable to turn left on Micheltorena in order to cross over Hwy 101; instead they will be forced to make up to 4 extra turns to access the bridge (dodging through 2-way bicycle traffic whose downhill speed will be unimpeded by stop signs). All of the circling maneuvers will be cumbersome as motorists on Chino will be obliged to either:

a. wait in line to turn left from San Andres (which has no left hand turn lanes)

b. try their luck turning left onto San Andres from a cross street below Micheltorena, finally turning right on Micheltorena at the crowded San Andres/Micheltorena intersection.

c. try crossing both lanes of San Andres to access tiny 2-block-long Dutton Ave in order to turn right into Micheltorena St. bicycle, bus and vehicle traffic at the foot of the bridge.

** **CITY COUNCIL CHOSE THE MORE EXPENSIVE CHINO ST. LOCATION DESPITE THE FACT THAT THE GILLESPIE ST. ALTERNATIVE IS A MUCH BETTER MATCH FOR THE 2016 SBBMP DESCRIPTION OF:**

A. THE TYPICAL BIKE BLVD. ***"Bike Boulevards are typically planned for local streets with Low Existing Traffic Speeds and volumes"*** **(pg.57 on-line 2016 SBBMP)**

- Gillespie St. has slower speeds and is significantly quieter much of the year when school is not in session.
- It is not a thru connection between Carrillo and Mission Streets like Chino St.(which serves as the sole emergency and daily rush-hour overflow alternative for motorists pushed off San Andres during high-traffic hours).
- Proximity to 2 school zones (La Cumbre Jr. High and Harding Elementary) has habituated Westside motorists to driving slowly and cautiously on Gillespie St.
- Gillespie St. is more sparsely populated than Chino St. with fewer multiple family residences, fewer super-sized vehicles and more "no-parking zones".
- Gillespie St. has fewer driveways – since many residences on Gillespie have alternative driveways on Kowalski St..

B. SBBMP's # 1 GOAL: *"SAFETY FOR ALL ROAD USERS"*

Chino St. at Mission St. is marked as a Bike Collision spot on the 2016 SBBMP map of bike collisions, while Gillespie St. has no record of Bike Collisions at Mission and currently has existing painted bike lanes.

Gillespie St.'s 2 school campuses make it a natural for the Safer Routes to School program the SBBMP supports.

C. SBBMP's # 2 GOAL *"CLOSING GAPS IN THE NETWORK"*

Bike lanes already exist on Gillespie between Portosuello and Mission so continuing those routes is logical and will form a straight line connection all the way down to Anapamu St. where the route can continue east as shown on the SBBMP 2016 map to join up with the other SBBMP routes.

Print Name	Signature	Print Address	Optional Email Address	Please Send Updates	Date
1. Carol Ashford	Carol Ashford	1210 Chino St			3/26/16
2. Thom J. Mendez	Thomas J. Mendez	1210 Chino St. B			3/26/16
3. Deb Richardson	Debra Richardson	1218 Chino st			3/26/16
4. Erica Ramirez	[illegible]				3/26/16
5. Salvador Barragan	[illegible]	1232 Chino St. #A			3/26/16
*#4 6. Maria Barragan	Maria Barragan	"	"		3/26/16
7. Carmen Jones	[illegible]	1318 Chino st.	carmenjones25@gmail.com		3/26/16
8. Elianna Chavez	Echavez	1305 Robbins St.	Elianna.chavez@gmail.com		3/26
9. Briselda Urcino		1320 Chino S	Briselda urcino		3-28-16
10. Omar Urcino		1320 chino St	Omar.Seeou@xahoo.com		3-28-16

Petition No. 3 Circulated by Lily Castro Vincenti On 3/26-28/16

PETITION TO SANTA BARBARA CITY COUNCIL & CITY TRANSPORTATION PLANNERS

We the undersigned residents of Santa Barbara:

* **A. URGE the City of Santa Barbara to Perform an Environmental Impact Review for Chino St. Bike Blvd.**

** **B. REQUEST the City Council Support an Alternative Gillespie St. Bike Blvd.**

(as the Safer, More Logical and Less Expensive Option to the original Chino St. proposal).

BACKGROUND:

* The California Environmental Quality Act (CEQA) requires bikeways consisting of more than striping the roadway to undergo an environmental impact review. The 2016 Santa Barbara Bicycle Master Plan (SBBMP), which City Council approved on 2/23/16, shows a Chino St. Bike Blvd constructed with physical ***'median diverters' to prevent vehicular through-traffic at the intersection*** (s), ***while bicyclists are able to move through the intersection*** (s) ***without coming to a stop.*** Therefore in order to conform to California law, the Chino Bike Blvd should have gone through an environmental impact review regarding public safety and traffic congestion before it was presented to City Council.

THE CHINO ST. BIKE BLVD REPRESENTS A SAFETY HAZARD TO HARDING ELEMENTRY SCHOOL STUDENTS AND THEIR FAMILIES: Forcing all vehicles to turn right at each Chino St. intersection will displace current overflow rush hour thru-traffic from San Andres onto Gillespie St. since Gillespie is the only other semi-thru north/south street west of the 101. Increased resident and thru-traffic on Gillespie St. will be especially dangerous for kids and families during morning rush hour when the school zone is most crowded.

A CHINO ST. BIKE BLVD WILL INCREASE CONGESTION ON &/OR AROUND SAN ANDRES AND MICHELTORENA ST'S: Residents of Chino St. above Micheltorena will be unable to turn left on Micheltorena in order to cross over Hwy 101; instead they will be forced to make up to 4 extra turns to access the bridge (dodging through 2-way bicycle traffic whose downhill speed will be unimpeded by stop signs). All of the circling maneuvers will be cumbersome as motorists on Chino will be obliged to either:

a. wait in line to turn left from San Andres (which has no left hand turn lanes)

b. try their luck turning left onto San Andres from a cross street below Micheltorena, finally turning right on Micheltorena at the crowded San Andres/Micheltorena intersection.

c. try crossing both lanes of San Andres to access tiny 2-block-long Dutton Ave in order to turn right into Micheltorena St. bicycle, bus and vehicle traffic at the foot of the bridge.

** **CITY COUNCIL CHOSE THE MORE EXPENSIVE CHINO ST. LOCATION DESPITE THE FACT THAT THE GILLESPIE ST. ALTERNATIVE IS A MUCH BETTER MATCH FOR THE 2016 SBBMP DESCRIPTION OF:**

A. THE TYPICAL BIKE BLVD. ***"Bike Boulevards are typically planned for local streets with Low Existing Traffic Speeds and volumes"*** **(pg.57 on-line 2016 SBBMP)**

- Gillespie St. has slower speeds and is significantly quieter much of the year when school is not in session.
- It is not a thru connection between Carrillo and Mission Streets like Chino St.(which serves as the sole emergency and daily rush-hour overflow alternative for motorists pushed off San Andres during high-traffic hours).
- Proximity to 2 school zones (La Cumbre Jr. High and Harding Elementary) has habituated Westside motorists to driving slowly and cautiously on Gillespie St.
- Gillespie St. is more sparsely populated than Chino St. with fewer multiple family residences, fewer super-sized vehicles and more "no-parking zones".
- Gillespie St. has fewer driveways -- since many residences on Gillespie have alternative driveways on Kowalski St..

B. SBBMP's # 1 GOAL: "*SAFETY FOR ALL ROAD USERS*"

Chino St. at Mission St. is marked as a Bike Collision spot on the 2016 SBBMP map of bike collisions, while Gillespie St. has no record of Bike Collisions at Mission and currently has existing painted bike lanes.

Gillespie St.'s 2 school campuses make it a natural for the Safer Routes to School program the SBBMP supports.

C. SBBMP's # 2 GOAL *"CLOSING GAPS IN THE NETWORK"*

Bike lanes already exist on Gillespie between Portosuello and Mission so continuing those routes is logical and will form a straight line connection all the way down to Anapamu St. where the route can continue east as shown on the SBBMP 2016 map to join up with the other SBBMP routes.

Print Name	Signature	Print Address	Optional Email Address	Please Send Updates	Date
1. David Sigman	[signature]	1827 Chino St. SB, CA 93101			3/28/16
2. Evelyn Lee	[signature]	802 W. REDONDO SB CA 9301			3/28/16
3. Laezer Schlomkowitz	Laezer Schlomkowitz	1927 Chino St. SB CA 93101			3/28/16
4. Mary Lynn Schlomkowitz	MLSchlomkowitz	1927 Chino St. SB CA 93101			3/28/16
5. David L. Hale		1531 CHINO ST 93101			3-28-16
6. Susan Harper	Susan Harper	618 Sutton Ave SB 93101			3-28-16
7.					
8.					
9.					
10.					

Petition No. 5 Circulated by Lily Ruting Vincenti On 3/28/16

PETITION TO SANTA BARBARA CITY COUNCIL & CITY TRANSPORTATION PLANNERS

We the undersigned residents of Santa Barbara:

* **A. URGE the City of Santa Barbara to Perform an Environmental Impact Review for Chino St. Bike Blvd.**

** **B. REQUEST the City Council Support an Alternative Gillespie St. Bike Blvd.**

(as the Safer, More Logical and Less Expensive Option to the original Chino St. proposal).

BACKGROUND:

* The California Environmental Quality Act (CEQA) requires bikeways consisting of more than striping the roadway to undergo an environmental impact review. The 2016 Santa Barbara Bicycle Master Plan (SBBMP), which City Council approved on 2/23/16, shows a Chino St. Bike Blvd constructed with physical ***'median diverters' to prevent vehicular through-traffic at the intersection*** (s), ***while bicyclists are able to move through the intersection*** (s) ***without coming to a stop.*** Therefore in order to conform to California law, the Chino Bike Blvd should have gone through an environmental impact review regarding public safety and traffic congestion before it was presented to City Council.

THE CHINO ST. BIKE BLVD REPRESENTS A SAFETY HAZARD TO HARDING ELEMENTRY SCHOOL STUDENTS AND THEIR FAMILIES: Forcing all vehicles to turn right at each Chino St. intersection will displace current overflow rush hour thru-traffic from San Andres onto Gillespie St. since Gillespie is the only other semi-thru north/south street west of the 101. Increased resident and thru-traffic on Gillespie St. will be especially dangerous for kids and families during morning rush hour when the school zone is most crowded.

A CHINO ST. BIKE BLVD WILL INCREASE CONGESTION ON &/OR AROUND SAN ANDRES AND MICHELTORENA ST'S: Residents of Chino St. above Micheltorena will be unable to turn left on Micheltorena in order to cross over Hwy 101; instead they will be forced to make up to 4 extra turns to access the bridge (dodging through 2-way bicycle traffic whose downhill speed will be unimpeded by stop signs). All of the circling maneuvers will be cumbersome as motorists on Chino will be obliged to either:

a. wait in line to turn left from San Andres (which has no left hand turn lanes)

b. try their luck turning left onto San Andres from a cross street below Micheltorena, finally turning right on Micheltorena at the crowded San Andres/Micheltorena intersection.

c. try crossing both lanes of San Andres to access tiny 2-block-long Dutton Ave in order to turn right into Micheltorena St. bicycle, bus and vehicle traffic at the foot of the bridge.

** **CITY COUNCIL CHOSE THE MORE EXPENSIVE CHINO ST. LOCATION DESPITE THE FACT THAT THE GILLESPIE ST. ALTERNATIVE IS A MUCH BETTER MATCH FOR THE 2016 SBBMP DESCRIPTION OF:**

A. THE TYPICAL BIKE BLVD. ***"Bike Boulevards are typically planned for local streets with Low Existing Traffic Speeds and volumes"*** **(pg.57 on-line 2016 SBBMP)**

- Gillespie St. has slower speeds and is significantly quieter much of the year when school is not in session.
- It is not a thru connection between Carrillo and Mission Streets like Chino St.(which serves as the sole emergency and daily rush-hour overflow alternative for motorists pushed off San Andres during high-traffic hours).
- Proximity to 2 school zones (La Cumbre Jr. High and Harding Elementary) has habituated Westside motorists to driving slowly and cautiously on Gillespie St.
- Gillespie St. is more sparsely populated than Chino St. with fewer multiple family residences, fewer super-sized vehicles and more "no-parking zones".
- Gillespie St. has fewer driveways – since many residences on Gillespie have alternative driveways on Kowalski St..

B. SBBMP's # 1 GOAL: *"SAFETY FOR ALL ROAD USERS"*

Chino St. at Mission St. is marked as a Bike Collision spot on the 2016 SBBMP map of bike collisions, while Gillespie St. has no record of Bike Collisions at Mission and currently has existing painted bike lanes.

Gillespie St.'s 2 school campuses make it a natural for the Safer Routes to School program the SBBMP supports.

C. SBBMP's # 2 GOAL *"CLOSING GAPS IN THE NETWORK"*

Bike lanes already exist on Gillespie between Portosuello and Mission so continuing those routes is logical and will form a straight line connection all the way down to Anapamu St. where the route can continue east as shown on the SBBMP 2016 map to join up with the other SBBMP routes.

Print Name	Signature	Print Address	Optional Email Address	Please Send Updates	Date
1. Flor ordoñez	Flor ordoñez	732 Cota Sb/a			3-28/16
2. Katherine Dillon	Katherine Dillon	290 Morella Blvd			3/28/16
3. Ann M Bouquet	Ann M Bouquet	815 W. Arrellaga			3/28/16
4. Luis Carlos Gonzalez		1623 Chino st SB Ca 93101			3/28/16
5. Sue Von Hansen		803 W. Valerio SB Ca 93101			3-28-16
6. Ben Ott	Ben Ott	1819 Chino St SB CA 93101			3/28/16
7. Fredy Soto		1819 Chino st SB Ca 93101			3/28/16
8. Maria Caldwell		1819 Chino St SB Ca 93101			3/28/16
9. Joseph Turin Caldwell Jr.		1819 Chino St SB CA 93101			3/28/16
10. David Silva		1821 Chino St SB CA 93101			3/28/16

Petition No. 6 Circulated by Lily Rising Vincenti On 3/28/16

Date: November 18, 2016

From: Lily Bastug Vincenti

ADDENDUM

Unsuccessful Attempts at Local Level to Obtain an Investigation into Apparent Deletion of Information from Public Record Video of 2/23/16 City Council Members Unanimous YES VOTE on the 2016 SBBMP "CHINO BIKE BLVD" project

REGARDING APPARENT DELETION OF INFORMATION FROM

PUBLIC RECORD VIDEO RECORDING OF 2/23/16 CITY COUNCIL MEETING

To whom it may concern:

This is a matter I take very seriously as it involves an apparent betrayal of Public Trust. The fact that it has elicited no response from the City Council, Mayor or City Attorney nor the Santa Barbara City Transportation Staff makes me feel that it is not an outrageous and unheard of occurrence. I am hoping that someone outside of the immediate area will agree with me that it merits review and an effort to correct the outcome and discourage any continued practice of seeking to hide information from the public in Santa Barbara.

Thank you sincerely for taking this matter seriously and looking into the situation.

Respectfully,

Catherine L Bastug Vincenti

Catherine "Lily" Bastug Vincenti

From: "Dayton, Rob" <RDayton@SantaBarbaraCA.gov>
Date: June 2, 2016 at 10:08:06 AM PDT
To: 'Catherine Bastug' <maililebas2@gmail.com>
Cc: "Rowse, Randy" <rrowse@santabarbaraca.gov>, "Dominguez, Jason" <jdominguez@santabarbaraca.gov>, "Hart, Gregg" <ghart@SantaBarbaraCA.gov>, "White, Harwood \"Bendy\" A." <hwhite@SantaBarbaraCA.gov>, "Hotchkiss, Frank" <fhotchkiss@santabarbaraca.gov>, Susan Lafond <slafond3@cox.net>, "Casey, Paul" <PCasey@SantaBarbaraCA.gov>, "Bjork, Rebecca" <RBjork@SantaBarbaraCA.gov>, "Calonne, Ariel" <acalonne@SantaBarbaraCA.gov>, "Brown, Peter" <PBrown@SantaBarbaraCA.gov>
Subject: RE: Chino St. Last Blast - Get Messages into Public Record Re-send to City Clerk pcasey@santabarbaraca.gov

Dear Ms. Bastug,

We appreciate your support for a Westside Bike Boulevard. If the City is awarded funding for a Westside Bike Boulevard, City Staff would conduct more neighborhood engagement with more specific designs to determine the best street for a Westside Bike Boulevard. We also want to ensure that Westside residents have all the information available now. Here are some clarifications about Bike Boulevards and the Chino/Gillespie options:

1. A Bike Boulevard constructed on Gillespie would be a similar cost as locating it on Chino and wouldn't save tax payer dollars.

2. If Chino is funded and chosen for a Bike Boulevard, a safe bike route connection to Harding School could be provided via Valerio Street and to La Cumbre Jr. High via Eucalyptus Ave and Gillespie.

3. Bike Boulevards implemented nationwide have demonstrated safety improvements, lower speeds, and increased bicycle ridership. Bike Boulevards do not show trends or increases in collisions where residents back from driveways into cyclists.

4. Since Gillespie doesn't connect through to Carrillo, a Chino Bike Boulevard would most likely divert traffic to San Andres. Conversely, a Gillespie Bike Boulevard would likely divert more cars to Chino.

5. We keep track of all BMP-related comments and emails, so re-emailing Paul Casey is not necessary to ensure people's comments are included in the public record.

Please give Peter Brown @ 897-2669 a call if you'd like to discuss any of these details further.

Sincerely,

Rob

Robert J. Dayton | Principal Transportation Planner **City of Santa Barbara** | Public Works

Exhibit A

From: **Catherine Bastug** <maililebas2@gmail.com>
Date: Mon, Jun 13, 2016 at 11:23 AM
Subject: Chino Bike Blvd Adoption Session Video anomalies and other issues
To: rdayton@santabarbaraca.gov, rrowse@santabarbaraca.gov, cmurillo@santabarbaraca.gov, jdominguez@santabarbaraca.gov, ghart@santabarbaraca.gov, hschneider@santabarbaraca.gov, hwhite@santabarbaraca.gov, Frank@santabarbaraca.gov, acalonne@santabarbaraca.gov, ed@sbbike.org, desertwarrior05@gmail.com, pcasey@santabarbaraca.gov, pbrown@santabarbaraca.gov, sb4santabarbara@gmail.com

Dear Mr. Hotchkiss and all,

Thank you Mr. Hotchkiss, for being the only Councilmember who has ever responded to my questions about the Chino Bike Blvd (CBB) project, which will forever change the traffic patterns for the worse in the City's most densely populated District - District 3's Westside. My apologies for being unable to send this off last night as intended. Unfortunately at 70 too many hours sitting at the computer exacerbates recurrent neck and back spasms as well as my tendency to suffer from stress-related migraines.

This is an email about:

- District 3's lack of representation on Council in the matter of the Chino Bike Blvd.
- The discrimination caused by a fatally flawed outreach process by the City and Transportation Department which marginalized CBB primary stakeholders living on Chino St.
- The questionable legitimacy of a decision by Council to adopt the CBB into the 2016 SBBMP on 2/23/16, given that Council was not alerted by other Council members to District 3's Councilmember Cathy Murillo 2/22/16 public assessment that City outreach failed to inform and include overwhelming majority Chino St. residents about the CBB.
- Bicycle Coalition Executive Director, Ed France's statements to Council prior to the vote on 2/23/16 emphasizing 3 reasons that a Gillespie Bike Blvd would an easier choice than one on Chino.
- My request for clarification regarding apparent anomalies in the video of the CBB portion of the 2/23/16 City Council Meeting which ended with the inclusion of the CBB into the 2016 SBBMP.
- Continuing request by the vast majority of Primary Stakeholders in the CBB urging Council to remove the CBB from the 2016 SBBMP,to be followed in September a NEW truly inclusive Community-based process to:
    - reach the parents of the future cyclist's through surveys provided to the local PTA's.
    - reach residents with driveways on Chino and Gillespie by placing detailed information and surveys under the windshield wipers of cars parked on-street and in driveways on both Chino and Gillespie Streets.

Because the **500 ft. limit** disqualifies both the Mayor and District 3's Councilmember Murillo from voting on the issue, our District has found itself ***without any representation on City Council*** regarding the 2016 SB Bicycle Master Plan Chino Bike Blvd (CBB) Project. Both the

Exhibit B

Mayor and Ms. Murillo have seemed to view the 500 ft limit as barring them from serving as a conduit for essential information about a major project in our neighborhood and its details.

It would be comical if it weren't so serious to realize that ***all residents get notices from the City when someone is remodeling a house within 500 ft. of their residence, BUT NOT when the City proposes to shut off the <u>only</u> alternative N/S thru-street to already overburdened San Andres St.***

I want to emphasize that I am just one of hundreds of Chino St. residents using driveways on Chino. I am not the leader of a group and I don't hold meetings. I don't believe that stakeholders should have to attend a meeting in order to receive detailed information or to have their input directly solicited and considered by City Staff or Council. **Detailed explanations and options should have been provided to <u>ALL</u> District 3 RESIDENTS LIVING ON CHINO just like those granted to primary stakeholders in the Micheltorena Project in District 6 *<u>PRIOR TO THE PROJECT PROCEEDING TO THE COUNCIL FOR A VOTE</u>***. Simply because many of us are less affluent, Spanish-surnamed and Spanish-speaking is NOT justification for different treatment - which in effect is discriminatory. We have an equal right to be informed and involved in a major project that will drastically modify traffic patterns in our own neighborhood.

Councilmember Hart was at the 2/22/16 Westside Community Group meeting when District 3 Councilmember Murillo publicly stated the City had failed to contact the *vast majority* of District 3 residents with driveways on Chino before the 2/23/16 City Council meeting - yet the neither of those Councilmembers apparently alerted the other 4 voting members of the Council who went ahead and adopted the CBB after the briefest of reviews between 11:30 pm and midnight when only 3 members of the interested public were still present at the meeting to speak.

In reviewing the video of the 2/23/16 Council session, which ended in the formal adoption of CBB into the 2016 SBBMP, I was impressed at how brief the discussion was. The 3 members of the public still present were only allowed 2 minutes each to speak; the reduced number of individuals and the brief period of comment greatly limited the amount of information Council heard about District 3 residents' concerns and feedback regarding the problematic placement of a Bike Blvd on Chino.

It is of interest to note that the **last person to speak in the Public Comments phase was SB Bike Coalition Executive Director, Ed France**. He clearly stated that:

- **If limited resources were an issue, Gillespie would be easier.**
- **Gillespie is a calmer street with lower vehicular traffic speeds.**
- **It would be easier to build a Bike Blvd on Gillespie than on Chino.**

(His statement about resources is in direct contrast to the 6/2/16 statement by Transportation Rob Dayton " A Bike Boulevard constructed on Gillespie would be a similar cost as locating it on Chino and wouldn't save tax payer dollars.")

<u>The *only* advantage Mr. France mentioned on 2/23/16 for a Chino location for the Bike Blvd was that it would be ***faster for cyclists***</u> *(not really a plus for worried residents when you think of*

residents backing out of driveways trying to look around immense Eucalyptus trunks and super-sized trucks parked on streets to see those ***faster moving cyclists*** *suddenly leaping into view. I predict lots more residents will park on-street to reduce the chance of an accident while backing out of their driveways*).

In the video Mr. Hodgekiss your kind remarks consoling me about the unanimous adoption of the Bike Blvd providing a safer street seem to come ***before*** the the actual sound of the voices declaring ***AYE*** (in addition the two Councilmen to the far right seem to be turning away and packing up to leave at the same time that you hear them say ***AYE***). My recollection is that you addressed your consoling remarks to me about the unanimous Adoption of the Bike Blvd on Chino into the 2016 SBBMP ***after*** the vote to adopt it was taken - and that I only felt free to respond (which is subtitled as mumble or inaudible) because the vote was already over. I certainly would not have spoken out during the session when I was still waiting to hear the vote.

A final thing that I find perplexing about the video is the missing question and answer (which I remember so clearly) regarding the comparative cost if the project were built on Chino or on Gillespie, and *the answer from City Staff being that it would be more expensive on Chino.* I believe that it may have been you who posed the question -' perhaps prompted by Mr. France's statement during Public comment that if there were limited resources Gillespie would be the easier choice.

I'm asking you, Mr. France, Mr. Gallegos and Mr. Calonne to review the Video to see if your conciliatory comment about the adoption of the CBB into the 2016 SBBMP seems to occur in an illogical sequence - that is *before* Council members all say AYE to the motion. Below in blue is the email I sent to Mr. France previously about this same issue.

I have spoken with many residents who attended the second meeting at the Westside Community Group and who subsequently told me they had **no confidence in the City Transportation Planners' 11th hour promise that if the Chino Bike Blvd were memorialized in the 2016 SBBMP a Gillespie location for the route would later be given a fair hearing.** That is why all of the primary stakeholders I have reached with surveys and letters urge Council to **REMOVE THE CHINO BIKE BLVD from the 2016 SBBMP NOW** and start over from square 1 with a fair process giving people who don't have time to go to meetings a chance to become informed and participate in the development of a truly community based plan for a project that will so greatly affect their everyday lives.

Thanks in advance for a timely response,

Sincerely,

Catherine "Lily" Bastug-Vincenti

P.S. In the Video City Staff stated that the difference in traffic volume between Chino and Gillespie was *not significant.* In addition the count is even lower on 185 days a year when there are are no school classes school - since cars dropping off and picking up kids make 2 round trips that is a *significant reduction more than half of the year!* Therefore using the traffic statistics quoted by Mr. Dayton as a reason to place the Bike Blvd on a more expensive and less calm street doesn't really make sense in the overall picture.

Subject: Fwd: REVIEW 2/23/16 Video of SB City Council Chino Bike Blvd Very Questionable Process
Sent from my iPhone
Begin forwarded message:

From: Catherine Bastug <maililebas2@gmail.com>
Date: July 18, 2016 at 1:18:52 PM PDT
To: cmurillo@santabarbaraca.gov, acalonne@santabarbaraca.gov, hschneider@santabarbaraca.gov
Cc: PBrown@santabarbaraca.gov, rrowse@santabarbaraca.gov, ghart@santabarbaraca.gov, hwhite@santabarbaraca.gov, jdominguez@santabarbaraca.gov, fhtochkiss@santabarbaraca.gov, pcasey@santabarbaraca.gov, ed@sbbike.org, susan.bransen@dot.ca.gov, jennifer.velasco@dot.ca.gov, kristina.assouri@dot.ca.gov, garth.hopkins@dot.ca.gov, laurie.waters@dot.ca.gov, rick.guevel@dot.ca.gov, laurel.janssen@dot.ca.gov, eric.thronson@dot.ca.gov, mitchell.weiss@dot.ca.go, laura.pennebaker@dot.ca.gov, rosemary.mejia@dot.ca.gov, anne.johnson@dot.ca.gov, teresa.favila@dot.ca.gov, dawn.cheser@dot.ca.gov, deborah.mckee@dot.ca.gov, jose.oseguera@dot.ca.gov, david.vandyken@dot.ca.gov, douglas.remedios@dot.ca.gov, george.spanos@dot.ca.gov, cassovilla5@gmail.com, spnsb@cox.net, rbjork@santabarbaraca.gov
Subject: REVIEW 2/23/16 Video of SB City Council Chino Bike Blvd Very Questionable Process

Dear Mayor Schneider and Distract 3 City Council representative Murillo,

I am writing to you precisely because you are ***not*** voting members of City Council in the matter of the 2016 Santa Barbara Bicycle Master Plan (2016 SBBMP) Chino Bike Blvd (CBB).

This is a request that ASAP, before the up-coming July 26 City Council meeting on the 2016 SBBMP, you get together with the City Attorney (as non-voting members of the City Council) to view the public record video tape of the 2/23/16 Chino Bike Blvd portion of the City Council meeting (around 11:30 p.m.) to evaluate the very worrisome and questionable City Council processes regarding Chino Bike Blvd, which include:

1. Council proceeding on 2/23/16 to unanimously vote YES on the CBB despite Ms. Murrillo's 2/22/16 public statement (the night before the vote - in front of voting Councilmember Gregg Hart) that the **CITY HAD FAILED IN ITS OUTREACH TO THE RESIDENTS OF CHINO ST** providing them with any notification about the details of a Bike Blvd and its effect on their personal daily lives and traffic circulation thoughout the neighborhood.
2. Various anomalies between the visual images and the audio portion of the 2/23/16 CBB session which put the timing of the oral YES vote into question.*

Exhibit C

3. a missing exchange between Council and Staff regarding a comparative cost question from a Councilmember and answer from Staff no longer appearing in the 2/23/16 Council-meeting video*:

QUESTION: Council to Staff - What is the cost comparison of a Bike Blvd built on Chino or Gillespie?
ANSWER: Staff to Council - Actually more expensive to build on Chino.

Principal Transportation Planner Rob Dayton's 6/2/16 email contending no cost difference between Chino and Gillespie sites motivated me to go down to the City Clerk's office, to first check the written public record and then follow up on their directions to view and download the subtitled video tape available on the City website for the 2/23/16 City Council meeting.

When I downloaded and viewed the video I saw there was no longer the exchange I distinctly remembered between Council and Staff regarding the comparative cost of Chino compared to Gillespie but there was still a section during the Public Comments from SBBike Coalition Executive Director Ed France which do contradict Mr. Dayton about no cost difference. You can see Mr. Frances words reflected as subtitles at the bottom of the stills of the video I've included at the bottom of this email.

Discovering the very disturbing anomalies in the Video of the Council meeting I contacted all Councilmembers, City Staff (and eventually all participants during public commentary present at that meeting). None of the Council-members or City Staff members I contacted would comment on the anomalies in the video tape at all.
From: Catherine Bastug [mailto:maililebas2@gmail.com]
Sent: Monday, June 13, 2016 11:23 AM
To: Dayton, Rob; Rowse, Randy; Murillo, Cathy; Dominguez, Jason; Hart, Gregg; Schneider, Helene; White, Harwood "Bendy" A.; Frank@santabarbaraca.gov; Susan@santabarbaraca.gov; Calonne, Ariel; ed@sbbike.org; desertwarrior05@gmail.com; Casey, Paul; Brown, Peter; sb4santabarbara@gmail.com
Subject: Chino Bike Blvd Adoption Session Video anomalies and other issues

In the video Mr. Hodgekiss your kind remarks consoling me about the unanimous adoption of the Bike Blvd providing a safer street seem to come ***before*** the the actual sound of the voices declaring ***AYE*** (in addition the two Councilmen to the far right seem to be turning away and packing up to leave at the same time that you hear them say ***AYE***). My recollection is that you addressed your consoling remarks to me about the unanimous Adoption of the Bike Blvd on Chino into the 2016 SBBMP ***after*** the vote to adopt it was taken - and that I only felt free to respond (which is subtitled as mumble or inaudible) because the vote was already over. I certainly would not have spoken out during the session when I was still waiting to hear the vote.

A final thing that I find perplexing about the video is the missing question and answer (which I remember so clearly) regarding the comparative cost if the project were built on Chino or on Gillespie, and *the answer from City Staff being that it would be more expensive on Chino.* I believe that it may have been you who posed the question

perhaps prompted by Mr. France's statement during Public comment that if there were limited resources Gillespie would be the easier choice.

I'm asking you, Mr. France, Mr. Gallegos and Mr. Calonne to review the Video to see if your conciliatory comment about the adoption of the CBB into the 2016 SBBMP seems to occur in an illogical sequence - that is *before* Council members all say AYE to the motion. Below in blue is the email I sent to Mr. France previously about this same issue.

Mr. France of the SB Bike Blvd did respond to an email I sent about this issue - first promising me that he would review the video and the mismatched voices and visual images during the unanimous YES vote. Unfortunately he failed to follow through and then later declined to respond to any further emails from me.

On Mon, Jun 13, 2016 at 4:24 PM, Catherine Bastug <maililebas2@gmail.com> wrote:
Dear Mr. France,

I believed in your sincerity on the video and I plan to quote you verbatim from the subtitles so I think it would be instructive for you if you took the time to review what you said so you won't be surprised that you did actually say if resources were limited Gillespie would be easier.

After you listen to your comments please fast forward and see for yourself if it does not seem that *Mr. Hotckiss is offering me condolences for the unanimous vote to adopt the Chino Bike Blvd before the voices of the Councilmembers are be heard afterwards all saying aye simultaneously with the two councilmen on the right busily turning away packing up their things. Your declining to look at the video will not make these things any different or less true

June 13 FROM: Ed France TO: me
lily,
I can understand your frustration and I empathize with you. I too am frustrated with the poor outreach involved withthe bicycle master plan. I will review the tape and get back to you. Council will not take a final vote tomorrow.

I do believe I said that Gillespie would be easier, though I don't think I was referring to cost. I think a bicycle boulevard on either street will be a major gain, especially for those who live along that street. I am open to whichever solution best fits the neighborhood and is supported by neighbors like yourself and those you've been working with.

I'll reach back out to you after I review the tape from the meeting now four months ago in february.

best, Ed

Happily I managed to come into contact with a member of the public who *was* in attendance at the 2/23/16 Council meeting and *does* remember, as I do, the question from Council about the cost and the answer from Staff about Chino being more expensive.

Just recently I engaged the services of a professional computer coach and we will meet on Wednesday 7/20/16 to work with the 2/23/16 City Council video which I saved to my computer right after receiving Mr. Dayton's 6/2/16 email. We will prepare excerpts from the video for presentation during my portion of the public comment section on the CBB at the July 26th 2016 SBBMP City Council meeting. I will be contesting the legitimacy of Council's 2 previous unanimous YES votes for the Chino Bike Blvd. My intention is also to diffuse the anomalous nature of Video outside of the 7/26/16 Council-meeting in an effort to bring the issue of discrimination against the residents of District 3 Westside residents to light in the court of public opinion with the goal of eventually getting fair treatment for the primary stakeholders in the Chino Bike Blvd project who have been disenfranchised through a policy of limited and skewed outreach. The effects of skewing outreach was brought to the attention of the Council by ex-Councilmember Dale Francisco in July 2015, but it did not make an appreciable change in the methods considered fair by Transportation Department which seems willing to go to any lengths to see that the playing-field is not level regarding the imposition of their preferred projects for the 2016 SBBMP upon all but the District's fortunate enough to have primary stakeholders who can mount a legal challange like that of District 6's Micheltorena Neighborhood Group.

I consider this as a very serious matter which extends beyond the scope of the 3rd and Final Vote that the City Council will be casting about the CHINO BIKE BLVD project which has unnecessarily disenfranchised the residents of District 3. The issue is about civil servants being ***willing to go to any length to impose their will*** dismissing the rights of the residents of Santa Barbara's District 3 to be included as much as possible in projects within their neighborhoods. In a traditional family oriented heavily-Spanish speaking neighborhood - good OUTREACH obviously means going through the local schools' PTA's, as well as using direct mail or leafleting with detailed easy to understand and visualize information about the scope, practical effects on all drivers and look of the project. GOOD OUTREACH is not invitations to attend a particular meeting on a particular night to get vague information or go to a particular website to download massive amounts of information to get an idea of what is going to be built within 500 ft of your home..

There is no eleventh hour solution for FAILED OUTREACH. Our community's trust has been broken by the treatment it has so far received from the City and only will be restored if the Chino Bike Blvd project is dropped from the 2016 SBBMP and opened up FROM STEP 1 to the entire community DURING THE SCHOOL YEAR WHEN THE LOCAL PTA'S CAN

DIFFUSE DETAILED INFORMATION AND SURVEYS TO BE RETURNED WITH INPUT TO ENCOURAGE PARTICIPATION OF RESIDENTS WHO NOT HAVE THE LUXURY OF EXTRA DISCRETIONARY TIME TO ATTEND MEETINGS JUST IN ORDER TO GET DETAILED INFORMATION ABOUT A MAJOR PROJECT WHOSE EFFECTS WILL REDEFINE THE TRAFFIC CIRCULATION OF THE ENTIRE WESTSIDE.

Sincerely,

Catherine Lily Bastug Vincent

City of Santa Barbara Correspondence Regarding the

Westside Bike Boulevard Gap Closure Project

City of Santa Barbara

Public Works Department

www.SantaBarbaraCA.gov

Main Office
630 Garden Street
P.O. Box 1990
Santa Barbara, CA
93102-1990

Administration
Tel: 805.564.5377
Fax: 805.897.2613

Engineering
Tel: 805.564.5363
Fax: 805.564.5467

Facilities
Tel: 805.564.5415
Fax: 805.897.2577

Street Maintenance
Tel: 805.564.5413
Fax: 805.897.1991

Transportation
Tel: 805.564.5385
Fax: 805.564.5467

Water Resources
Tel: 805.564.5387
Fax: 805.897.2613

July 11, 2016

Ms. Laurie Waters
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

SUBJECT: Cycle 3 ATP Application: Westside Bicycle Boulevard Gap Closure (5-Santa Barbara-3) - Details of the Santa Barbara Bicycle Master Plan Community Outreach Process

Dear Ms. Waters:

The purpose of this letter is to provide additional information related to the City of Santa Barbara's recent Cycle 3 ATP Application for the Westside Bicycle Boulevard Gap Closure Project (5-Santa Barbara-3) in response to emails sent to Caltrans staff by a community member opposing the project, Ms. Catherine "Lily" Bastug Vincenti.

The City of Santa Barbara has recently completed the 2016 Bicycle Master Plan (BMP). This two year long, community-driven update to the 1998 BMP, developed over 30 new bicycle projects, several of which include pedestrian enhancements making them ideal ATP grant candidates. The BMP contains detailed information on the extensive public outreach and can be downloaded from the project website (www.santabarbaraca.gov/bmp).

Chapter 2, Community Engagement, details the outreach process, opinions, and findings of over 2,000 citizens. Appendix A outlines the Outreach and Media Strategy and Appendix B goes further into survey results, public requests for bicycle boulevards and green lanes, and outreach findings.

Members of the public from all demographic, economic, and geographic sectors of Santa Barbara participated in developing the BMP. Despite a few dissenting voices, the vast majority of public comment received revolved around the need for improved public safety, closing gaps in the bike network, and adding more multimodal infrastructure to City streets. Two of the five Neighborhood Summits were conducted in Spanish, in primarily Spanish-speaking parts of the City's Eastside and Westside neighborhoods. All surveys were provided in both English and Spanish and Spanish-language translation was available and often used at all public meetings that took place, totaling over 30 separate events. This outreach process was documented and summarized on Attachment J of the grant application.

Due to Santa Barbara's grid of narrow streets, the Bicycle Boulevard emerged as a key tool in the BMP to create new bike routes, calm City streets, and increase bicycling activity while maintaining on-street parking. Bicycle Boulevards also have a demonstrated track record of reducing speeding, traffic volumes, and increasing ridership/safety nationwide. While we are well aware of Ms. Bastug's opposition to the Chino Bicycle Boulevard proposal on the street where her home is located, City staff have put in an extraordinary effort in extensive community outreach, attention to disadvantaged communities, and promotion of multimodal transportation safety.

We also understand that Ms. Bastug believes that bicycle and pedestrian safety are serious concerns, and that bicycle boulevards are acceptable in other parts of town. However, her insistence that the outreach was biased or that a similarly residential street parallel to hers, Gillespie Street, is somehow a superior street for a bicycle boulevard with greatly improved public safety and school access, is an opinion not shared by Santa Barbara's Traffic Engineering and Transportation Planning staff. The Chino Bicycle Boulevard project was discussed at six Transportation and Circulation Committee meetings, four Planning Commission meetings, and three City Council meetings, including one that lasted over four hours and had about 120 public speaker slips. Ms. Bastug attended two of the City Council meetings on February 23 and June 14, 2016.

Staff attempted to facilitate a conversation between Ms. Bastug and a resident on a bicycle boulevard in San Luis Obispo who could discuss first hand her experience of living on a bicycle boulevard. Ms. Bastug was not interested. Staff also set up a meeting at the Westside Community Group to go into great detail about the specifics of the bicycle boulevard proposed on Chino Street, safety enhancements, potential locations/purpose of traffic diverters, ADT of neighborhood streets and technical circulation information. While Ms. Bastug was invited, and 35 of her neighbors attended the meeting and gained greater understanding of the project, she did not attend.

In terms of project scope, the primary reason that Chino Street has been identified, is due to the collision record on San Andres (one block east, currently the Class III Westside route) and Chino's ability to provide a through north-south bike route connecting the Westside neighborhood to destinations north of town like the University of California at Santa Barbara and south, such as the often visited Santa Barbara beaches, harbor and waterfront. If the City of Santa Barbara is awarded ATP funds from the state, the City has committed to revisiting route selection with design charrettes involving the Westside neighborhood residents to further analyze and compare the benefits of both Gillespie and Chino Streets as bike boulevards. From a transportation circulation, mode shift growth, and safety perspective, Chino is likely a superior route. Staff believes that the community participation component remains paramount and will involve the neighborhood in the design process for bike/pedestrian improvements to Chino and/or Gillespie Streets. We believe that this process will improve the public understanding of the project and dispel some of the myths being purported by Ms. Bastug, such as "the City will close Chino to all through

traffic," or "the City will force all trips onto the already congested San Andres Street," or "the City will make Gillespie more dangerous for school children."

Thank you for the opportunity to provide clarification regarding Santa Barbara's extensive and fair community outreach process that supports the Westside Bicycle Boulevard Gap Closure ATP application. Attached, please find a comprehensive list of the Community Outreach undertaken during the BMP process, samples of fliers used to distribute to schools, parents, and PTA members, and a copy of the Spanish language survey used in our Latino communities to access input from lower income neighborhoods.

Please contact Peter Brown, Mobility Coordinator, at (805) 897-2669, if you have any questions or concerns.

Sincerely,

Rebecca Bjork, Public Works Director

PB/mj

Attachments:
1. Detailed list of Community Outreach actions
2. Neighborhood Summit Fliers in English/Spanish
3. Spanish Language Summit invite distributed throughout the Eastside and Westside Neighborhoods
4. Spanish Language Survey Handout

c: Susan Branson, Executive Director, California Transportation Commission
Christine Kahn, Caltrans District 5 Local Assistance
Jim Kemp, Executive Director, Santa Barbara County Association of Governments
Brian D'Amour, P.E., City Engineer
Robert J. Dayton, Principal Transportation Planner
Ashleigh Shue, Supervising Civil Engineer
Peter Brown, Mobility Coordinator

SB BMP Outreach, Direct Outreach to the Westside, Latino Community or Chino Bike Bl. in Yellow.	
July 2014	Staff to City Council to review contract for Santa Barbara Bicycle Master Plan (SB BMP)
12/18/14	Consultant Kicks off Project
Nov 14/15	Illumuniando Survey and Bike Light Distribution with Information Re: SB Bicycle Master Plan, conducted in Spanish to the Latino Communities in town.
1/23/15	Launch of Project Facebook Site (1st Post)
2/28/15	Intercept Surveys
3/23/15	Twitter blast regarding outreach fliers and project information from @SBCity
3/26/15	Transportation and Circulation Committee Presentation
3/28/15	Launch of the project website
4/1/15	Launch of the project online survey at sbsurvey.org **(1,440 responses total)**
4/2/15	Instructional Video Regarding Interactive Website Mapping tool (200+ responses total)
4/2/15	Planning Commission Presentation and Release of project website and survey
4/7/15	City Council presentation
May 2015	Radio Bronco Interview Regarding Neighborhood Summits and SB Bicycle Master Plan, conducted in Spanish
May 2015	KJEE Radio interview regarding Neighborhood Summits and SB Bicycle Master Plan
4/16/15	Twitter Blast from @SBCity with survey link and project website
April 2015	Email blast sent to 110 organizations regarding roadshows and offers to meet
4/18/15	SB Bicycle Master Plan information dissemination at Earth Day
May 2015	**All CycleMAYnia events**
May 2015	Neighborhood Summit Fliers Blasted to 110 Recipients
June 2015	Westside door-to-door information blast
May 2015	Information posted to top of City of Santa Barbara website
May 2015	SB Bicycle Master Plan Information uploaded to MyCityBikes app
5/6/15	Twitter Blast from @SBCity
5/7/15	SBBike Blast re: Bicycle Master Plan and Upcoming Neighborhood Summits
5/11/15	Latino Summit Volunteers Meeting
5/13/15	SBCAG Traffic Solutions Blast re: Santa Barbara Bicycle Master Plan, Survey & Summits
May/June	Announcement of Neighborhood Summits to participate in the BMP development in Water Bill Insert **(25,000 addresses in the City received this)** and 5,000 fliers advertising the summits went to elementary schools, the PTA and to every student to take home to parents, including the schools on the Westside. One Westside School, Harding Elementary near the Chino Bike Boulevard even hosted a Neighborhood Summit
5/16/15	Eastside Neighborhood Summit (10am-12pm) conducted in Spanish
5/16/15	Westside Neighborhood Summit (2pm-4pm) conducted in Spanish
5/18/15	Uptown Neighborhood Summit (6pm-8pm)
5/19/15	Twitter Blast from @SBCity
5/19/15	Downtown Neighborhood Summit (6pm-8pm)
5/20/15	Mayors State of the City speech highlights the BMP and requests public input
5/20/15	Mesa Neighborhood Summit (6pm-8pm)
5/28/15	Pop Up Twitter Blast from @SBCity
5/30/15	Pop-Up Alisos Bicycle Boulevard Demonstration (9am-12pm)
May-June	Metropolitan Transit District Roadshow (Roadshows are meetings where Public Works staff attended a stakeholder meeting to receive input/direction on the BMP)
May-June	Mesa Lane Partners Roadshow

May-June	Coalition for Sustainable Transportation Roadshow
May-June	SB Bike Coalition Roadshow
May	Santa Barbara High School Roadshow, targeted Latino Outreach
May-June	Community Environmental Council Roadshow
May-June	SB City College Roadshow
May	SB Car Free Roadshow
May-Dec	Noticing for Planning Commission and City Council Meetings in City Papers and various websites
7/9/15	Planning Commission and Transportation and Circulation Committee Presentation of Outreach Findings
7/21/15	City Council Presentation of Outreach Findings
10/8/15	TCC and Downtown Parking Special Meeting
Sept	Flyer Regarding Open Houses in October
10/12/15	Cota Street Open House
10/14/15	Neighborhood Advisory Council Meeting
10/15/15	Transportation and Circulation Committee Meeting
10/19/15	Westside Community Center Open House Regarding Potential Parking Removals
10/29/15	Joint Planning Commission + Transportation & Circulation Committee Presentation
11/30/15	Micheltorena Open House Discussion on Potential Parking Removals
12/10/15	Planning Commission Public Hearing on Finalizing the Draft BMP (1 pm)
12/10/15	Transportation and Circulation Committee Public Hearing on Finalizing the Draft BMP (5:30pm)
1/23/15-12/1/15	Consistent updates to the project Facebook page
3/28/15-12/1/15	Consistent updates to the BMP website
2/23/16	City Council Public Hearing on the BMP (city record 120 speaker slips)
3/15/16	City Council Meeting directing staff to conduct more community outreach (this was primarily driven by one project and it's alternative; Micheltorena Green Lanes with parking removals vs. Sola Street Bike Boulevard without parking removals)
4/12/16	Listening Workshop, Episcopal Church, focusing on Micheltorena/Sola options
4/25/16	Westside Community Group invitation to speak, focusing on the Chino Bike Boulevard project details. 35 attendees, Spanish translation provided and discussions with Spanish speakers occurred
4/28/16	Transportation and Circulation Committee Meeting on Finalizing the Draft BMP on providing input on several key projects: Sola Street Bike Boulevard, Chino Street Bike Boulevard, Haley/Cota Green Lanes, Rancheria and Cabrillo Class II lanes
5/5/16	Planning Commission Noticed Public Hearing on Finalizing the Draft BMP on providing input on several key projects: Sola Street Bike Boulevard, Chino Street Bike Boulevard, Haley/Cota Green Lanes, Rancheria and Cabrillo Class II lanes
6/14/16	City Council Direction to adopt the plan (one public speaker opposed the Chino Bike Bl.)

ATTACHMENT 2

BICYCLE MASTER PLAN NEIGHBORHOOD SUMMITS

BICYCLE MASTER PLAN
SANTA BARBARA

PLEASE JOIN US AT ONE OF THE FOLLOWING SUMMITS TO PROVIDE INPUT!

EASTSIDE SUMMIT
SATURDAY
May 16TH 2015
Time: 10am-12pm
Franklin Elementary
1111 E Mason St.
SB, CA 93103
(HELD IN SPANISH)

WESTSIDE SUMMIT
SATURDAY
May 16TH 2015
Time: 2-4pm
Harding Elementary
1625 Robbins St.
SB, CA 93101
(HELD IN SPANISH)

UPTOWN SUMMIT
MONDAY
May 18TH 2015
Time: 6-8pm
Peabody Elementary
3018 Calle Noguera
SB, CA 93105

DOWNTOWN SUMMIT
TUESDAY
May 19TH 2015
Time: 6-8pm
SB Public Library Faulkner Gallery
40 E Anapamu St.
SB, CA 93101

MESA SUMMIT
WEDNESDAY
May 20TH 2015
Time: 6-8pm
Washington Elementary
290 Lighthouse Rd.
SB, CA 93109

NOTE: ALL OF THE SUMMITS WILL COVER THE SAME INFORMATION, AND EACH WILL BE HELD IN A DIFFERENT PART OF TOWN, SO THAT EVERYONE CAN PARTICIPATE.

WHAT IS THE SANTA BARBARA BICYCLE MASTER PLAN?

Since completing many of the 1998 BMP improvement projects, Santa Barbara is experiencing the national trend of growing bicycle ridership. Today we pose the question to you - what is the future of bicycling in Santa Barbara? We'd like as many people as possible to participate in a neighborhood summit and take our online survey so that all Santa Barbara residents and business owners can help shape the future of the City's bicycle infrastructure.

VISIT THE PROJECT WEBSITE:
www.santabarbaraca.gov/BMP

TAKE THE BICYCLE MASTER PLAN SURVEY:
www.sbsurvey.org (English)
www.ciclismosb.org (Español)

To learn more, visit us on the web!
www.SantaBarbaraCA.gov/BMP

Like us on Facebook: www.facebook.com/BMPSB
Follow us on Twitter: @sbcity

For more information, contact Peter Brown at **pbrown@santabarbaraca.gov** or **805.897.2669**

BICYCLE MASTER PLAN
TALLERES COMUNITARIOS

BICYCLE MASTER PLAN
SANTA BARBARA

ACOMPÁÑENOS A UN TALLER COMUNITARIO PARA EL BICYCLE MASTER PLAN

EASTSIDE SUMMIT
SÁBADO
May 16TH 2015
Tiempo:10am-12pm
Franklin Elementary
1111 E Mason St.
SB, CA 93103
(EN ESPAÑOL)

WESTSIDE SUMMIT
SÁBADO
May 16TH 2015
Tiempo: 2-4pm
Harding Elementary
1625 Robbins St.
SB, CA 93101
(EN ESPAÑOL)

UPTOWN SUMMIT
LUNES
May 18TH 2015
Tiempo: 6-8pm
Peabody Elementary
3018 Calle Noguera
SB, CA 93105

DOWNTOWN SUMMIT
MARTES
May 19TH 2015
Tiempo: 6-8pm
SB Public Library Faulkner Gallery
40 E Anapamu St.
SB, CA 93101

MESA SUMMIT
MIÉRCOLES
May 20TH 2015
Tiempo: 6-8pm
Washington Elementary
290 Lighthouse Rd.
SB, CA 93109

TENGA EN CUENTA QUE CADA TALLER SERÁ LO MISMO, Y ESTARÁN EN VECINDARIOS DIFERENTES. QUERÍAMOS LA PARTICIPACIÓN DE TODOS.

¿QUÉ ES EL SANTA BARBARA BICYCLE MASTER PLAN?

Después de completar muchos de los mejoramientos del 1998 Bicycle Master Plan, Santa Barbara ha fomentado el uso de bicicletas en la ciudad. Hoy, nos preguntamos, ¿Cuál es el futuro del ciclismo en Santa Barbara? Necesitamos tu participación y de toda la comunidad para determinar el futuro de las rutas de bicicleta en la ciudad.

PARA MÁS INFORMACIÓN, VISITA:

www.santabarbaraca.gov/BMP

COMPLETE EL CUESTIONARIO PARA EL BICYCLE MASTER PLAN:

www.ciclismosb.org (Español)
www.sbsurvey.org (English)

Para más información, visita:
www.SantaBarbaraCA.gov/BMP

Denos un 'me gusta' en Facebook: www.facebook.com/BMPSB
Siganos en Twitter: @sbcity

Para más información, póngase en contacto con: Pedro Brown at **pbrown@santabarbaraca.gov** or **805.897.2669**

ATTACHMENT 3

BICYCLE MASTER PLAN TALLER COMUNITARIO

BICYCLE MASTER PLAN
SANTA BARBARA

ACOMPÁÑENOS A UN TALLER COMUNITARIO PARA EL BICYCLE MASTER PLAN

TALLER EASTSIDE
(EN ESPAÑOL)
16 DE MAYO

LUGAR: FRANKLIN ELEMENTARY SCHOOL
1111 E MASON STREET
SANTA BARBARA, CA 93103

DÍA: SÁBADO, 16 DE MAYO

TIEMPO: 10:00 AM- 12:00 PM

¡Todos están invitados - traiga a sus hijos! Comida será provista.

¿QUÉ ES EL SANTA BARBARA BICYCLE MASTER PLAN?

Después de completar muchos de los mejoramientos del 1998 Bicycle Master Plan, Santa Barbara ha fomentado el uso de bicicletas en la ciudad. Hoy, nos preguntamos, ¿Cuál es el futuro del ciclismo en Santa Barbara? Necesitamos tu participación y de toda la comunidad para determinar el futuro de las rutas de bicicleta en la ciudad.

PARA MÁS INFORMACIÓN, VISITA:

www.santabarbaraca.gov/BMP

COMPLETE EL CUESTIONARIO PARA EL BICYCLE MASTER PLAN:

www.ciclismosb.org (Español)
www.sbsurvey.org (English)

Para más información, visita:
www.SantaBarbaraCA.gov/BMP

Denos un 'me gusta' en Facebook: www.facebook.com/BMPSB
Siganos en Twitter: @sbcity

Para más información, póngase en contacto con: Pedro Brown at **pbrown@santabarbaraca.gov** or **805.897.2669**

BICYCLE MASTER PLAN
TALLER COMUNITARIO

ACOMPÁÑENOS A UN TALLER COMUNITARIO PARA EL BICYCLE MASTER PLAN

TALLER WESTSIDE
(EN ESPAÑOL)
16 DE MAYO

LUGAR: HARDING ELEMENTARY SCHOOL
1625 ROBBINS STREET
SANTA BARBARA, CA 93101

DÍA: SÁBADO, 16 DE MAYO

TIEMPO: 2:00 PM- 4:00 PM

¡Todos están invitados - traiga a sus hijos! Comida será provista.

¿QUÉ ES EL SANTA BARBARA BICYCLE MASTER PLAN?

Después de completar muchos de los mejoramientos del 1998 Bicycle Master Plan, Santa Barbara ha fomentado el uso de bicicletas en la ciudad. Hoy, nos preguntamos, ¿Cuál es el futuro del ciclismo en Santa Barbara? Necesitamos tu participación y de toda la comunidad para determinar el futuro de las rutas de bicicleta en la ciudad.

PARA MÁS INFORMACIÓN, VISITA:

www.santabarbaraca.gov/BMP

COMPLETE EL CUESTIONARIO PARA EL BICYCLE MASTER PLAN:

www.ciclismosb.org (Español)
www.sbsurvey.org (English)

Para más información, visita:
www.SantaBarbaraCA.gov/BMP

Denos un 'me gusta' en Facebook: www.facebook.com/BMPSB
Siganos en Twitter: @sbcity

Para más información, póngase en contacto con: Pedro Brown at **pbrown@santabarbaraca.gov** or **805.897.2669**

ATTACHMENT 4

CUESTIONARIO

FAVOR DE COMPLETAR ESTE CUESTIONARIO BREVE PARA SB BICYCLE MASTER PLAN. SI USTED YA HA COMPLETADO EL CUESTIONARIO, FAVOR DE NO COMPLETARLO OTRA VEZ. TAMBIÉN, SE PUEDE COMPLETAR ESTE CUESTIONARIO EN EL INTERNET A: www.sbsurvey.org (Inglés) www.ciclismosb.org (Español)

1. **¿Cuál es su manera principal de transportación? En los últimos días, viajé más por:** (Favor de escoger uno)

   a. Autobús
   b. Automóvil
   c. Bicicleta
   d. A pie
   e. Motocicleta
   f. Igualmente por automóvil y bicicleta
   g. Igualmente por pie y bicicleta

2. **¿Pertenece a algunos de estos grupos?** (Escoge todos los que aplican)

   a. Vivo en la ruta/cerca de un sendero de bicicleta
   b. Soy dueño/a de un negocio en la ciudad de Santa Barbara
   c. Mis hijos asistan a una escuela de Santa Barbara
   d. Soy un estudiante
   e. Soy mujer
   f. Soy hombre
   g. Otro _____

3. **¿Piensa Ud. que Santa Barbara es un lugar seguro para montar en bicicleta?**

   a. Muy seguro
   b. Medio seguro
   c. No es seguro
   d. No, no voy a montar en bicicleta en Santa Barbara hasta que la ciudad haga más para la seguridad
   e. No uso una bicicleta

4. **¿Qué prohíbe a Ud. usar una bicicleta en Santa Barbara?** (Favor de escoger uno)

   a. Muy seguro
   b. Medio seguro
   c. No es seguro
   d. A mi no me gusta montar en bicicleta; prefiero manejar o caminar
   e. Nada. Uso una bicicleta de vez en cuando/ regularmente.

5. **¿Debe ser una meta de la ciudad de Santa Barbara acomodar a más gente a montar en bicicleta al trabajo o para actividades divertidas?**

   a. Sí
   b. No

6. **¿Cuáles son sus prioridades para la transportación en Santa Barbara?** (Favor de escoger tres)

   a. Seguridad para todos que usan las calles
   b. Experiencia cómoda de caminar
   c. Mejoramiento de servicio tránsito
   d. Mejorar las rutas de bicicletas que ya existen
   e. Extender los senderos para bicicletas/crear rutas nuevas
   f. Facilidad de manejar
   g. Mantener el estacionamiento que ya existe en las calles de la ciudad
   h. Educación/Aplicación de la ley para la gente que camina, usa bicicleta o maneja

Para más información, visita: www.santabarbaraCA.gov/bmp

Denos un 'me gusta' en Facebook: www.facebook.com/BMPSB

Siganos en Twitter: @sbcity

7. ¿Qué clase de amenidades de bicicleta le gustaría ver más en Santa Barbara? (Favor de escoger tres)

a. Carriles bici de color

b. Carriles protegidos

c. Carriles protegidos pintados

d. Carriles pintados para bicicletas

e. Bici "sharrows"

f. Avenidas para bicicletas en las calles residenciales

g. Nada. La ciudad tiene bastantes rutas de bicicleta.

8. ¿Por qué usa una bicicleta? (Favor de escoger dos)

a. No uso bicicleta
b. Ahorrar dinero
c. No tengo carro
d. Ejercicio
e. Conveniencia/Divertirme
f. Para el medio ambiente
g. Evitar tráfico/estacionamiento

9. El mapa abajo demuestra rutas existentes para bicicletas en Santa Barbara. Favor de escoger sus dos prioridades para el Santa Barbara Bicycle Master Plan. (Favor de escoger dos)

a. Resolver el problema de rutas quebradas

b. Mejorar rutas existentes (ej. cartulinas, vías de color, más protección)

c. Crear nuevas rutas

d. Mantener el servicio de bicicleta existente

10. ¿Cuál es la intersección de calles más cerca de donde vive usted? (ej. Bath St. y Sola St.)

_____ y _____

11. Favor de escribir su correo electrónico si le gustaría recibir más información sobre el Bicycle Master Plan.:

_____

Para más información, visita:
www.santabarbaraCA.gov/bmp

Denos un 'me gusta' en Facebook:
www.facebook.com/BMPSB

Siganos en Twitter:
@sbcity

M e m o r a n d u m **Tab 21**

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 4.16
Information

From: SUSAN BRANSEN
Executive Director

Subject: **SOUTHERN CALIFORNIA WORKSHOP – FINAL DRAFT REGIONAL TRANSPORTATION PLAN GUIDELINES FOR MPOS AND RTPAS**

SUMMARY:

The Regional Transportation Plan (RTP) Guidelines are proposed for revision in response to the passage of Assembly Bill 441 (Monning, 2012), as well as changes to federal regulations resulting from the passage of Fixing America's Surface Transportation (FAST) Act of 2015. Prior to adopting the amended the guidelines the California Transportation Commission (Commission) must hold two workshops; one in Southern California and one in Northern California, during regularly scheduled Commission meetings. This informational item serves as the required Southern California workshop.

The proposed final draft guidelines represent a general consensus of guidance prepared through a stakeholder-driven process by a workgroup including Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs), as well as state, federal, local, legislative, public health, environmental, social equity, building industry, other advocates and representatives. Minor technical changes to the final draft guidelines may be made as needed prior to finalization and adoption by the Commission.

Since June 30, 2016, the RTP Guidelines Workgroup has devoted a substantial amount of time and effort toward developing technical and policy guidance to reflect new state and federal requirements. Additionally, the workgroup has worked diligently to capture planning practice advances in the areas of modeling, public health, active transportation, goods movement, climate adaptation planning, and performance measurement. Commission staff would like to recognize and express appreciation to Caltrans staff and workgroup members that devoted many hours to writing text, reviewing and commenting on multiple drafts, participating in numerous meetings, and working collaboratively to develop guidelines that 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, state, and federal goals.

Highlights of proposed guidelines revisions include, but are not limited to:

- Separating the RTP Guidelines, one for MPOs and one for RTPAs, to better address the specific requirements for metropolitan and non-metropolitan areas;
- Updating federal requirements throughout to reflect changes resulting from implementation of the FAST Act;

- Providing a summary of policies, practices, projects, tools, and resources that have been employed by MPOs to promote health and health equity pursuant to AB 441;
- Enhancing guidance relating to climate change mitigation and adaptation resulting from Governor's Executive Orders and state legislation;
- Updating the "Regional Travel Demand Modeling" chapter to clearly convey requirements, enhance planning practice examples, and identify a statewide forum for continued discussion of modeling issues;
- Expanding the "Consultation and Collaboration" chapter to highlight Title VI and Environmental Justice considerations in the regional transportation plans;
- Describing SB 743 (Steinberg, 2013) and the anticipated future change to transportation analysis in the California Environmental Quality Act;
- Highlighting the California Freight Mobility Plan and the California Sustainable Freight Action Plan;
- Adding information regarding emerging transportation technologies such as transportation electrification, connected and autonomous vehicles;
- Creating a new chapter on "Transportation Performance Management" to highlight new federal requirements for performance-based planning; and
- Establishing a comprehensive appendix of planning best management practice examples.

BACKGROUND:

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 resulting from the passage of Senate Bill 375 (Steinberg, 2008).

Commission's Authority

California Government Code Section 14522 authorizes the Commission, in cooperation with the regional transportation planning agencies, to prescribe study areas for analysis and evaluation by such agencies and guidelines for the preparation of RTPs. California Government Code Section 14522.1 requires the Commission to maintain guidelines for travel demand models used in the development of regional transportation plans by federally designated MPOs – specifically as follows:

> *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, Caltrans, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerns 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.*

14522.1(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 services.

RTP Guidelines Amendment Process

Recognizing the need for a timely update of the RTP Guidelines, the Commission held a "kick-off" meeting to initiate the guidelines development process on June 30th in Sacramento. Approximately 250 people participated either in person or via webcast. The kick-off included robust dialogue amongst state and federal agencies, Tribal Governments, regional and local agencies, as well as individuals and organizations representing environmental, equity, land-use and business perspectives.

Building upon the June 30th kick-off meeting, the RTP Guidelines Workgroup was developed to convene subject matter experts and address various policy areas in the guidelines. As a result, a separate Modeling Technical Workgroup was created to update modeling guidance. Between June and November, the various workgroups held eleven meetings in Sacramento, Los Angeles, and Fresno. Smaller subgroup meetings were also held to discuss specific topics such as Climate Change, Performance Measurement, Public Health, Transportation Electrification, and Social Equity & Environmental Justice. Workgroup and subgroup meetings were held via teleconference and WebEx whenever possible to allow for remote participation. Workgroup members were expected to represent their constituencies' perspectives and report back to their respective organizations and agencies. The workgroup and sub-group members worked diligently to reach general consensus on guidance. Absent general consensus, the proposed final draft reflects citations directly from the enabling statute.

In addition to the workgroup process, two public drafts were circulated for review in July and September. Hundreds of written comments were received and logged by Caltrans. Final Draft Guidelines and a comprehensive log of all comments received and considered are available online at:

http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/

Attachments:
Attachment A: 2016 Final Draft MPO Regional Transportation Plan Guidelines
Attachment B: 2016 Final Draft RTPA Regional Transportation Plan Guidelines

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 22

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 4.12
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: James E. Davis, Acting Chief
Division of
Transportation Planning

Subject: **LOCAL DEVELOPMENT-INTERGOVERNMENTAL REVIEW (LD-IGR) INTERIM GUIDANCE**

SUMMARY:

The California Department of Transportation (Department) released its "Interim Guidance" for its Local Development-Intergovernmental Review (LD-IGR) program that starts to pivot review and comment on a local development's level of service (LOS) to vehicle miles traveled, appropriate transportation demand measures, and determining how best to address multimodal operational issues. The guidance is intended to be a desk manual for the Department's LD-IGR program, as the state waits for adopted California Environmental Quality Act (CEQA) Guideline changes and an approved technical advisory from the Governor's Office of Planning and Research.

BACKGROUND:

With the enactment of legislation such as Assembly Bill (AB) 32 (2006), Senate Bill (SB) 375 (2008), SB 226 (2011), SB 743 (2013), and the Department's development of planning guidance, such as the Smart Mobility Framework, Complete Streets Implementation Action Plan, California Transportation Plan 2040, as well as the new mission, vision, goals and Strategic Management Plan 2015 – 2020, the LD-IGR program is strengthening its focus on transportation infrastructure that supports smart growth and efficient development. This is intended to help ensure that greenhouse gas emissions reduction, good community design, improved proximity to key destinations, and a safe, multimodal transportation system are all integral parts of land use decision making throughout the state.

4.4

CALTRANS' RESPONSE TO THE STATEWIDE TREE MORTALITY ISSUE – SHORT AND LONG TERM STRATEGIES

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 7-8, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

4.13

STATE HIGHWAY SYSTEM NEEDS ASSESSMENT

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 7-8, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

4.14

PROPOSITION 1B BOND PROGRAM-PROJECT BENEFITS

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 7-8, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 26

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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 G-03-10 SAFETY, AND MINOR G-05-16**

SUMMARY:

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- $16,250,000 for 10 emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $43,838,000 for eight safety projects, pursuant to the authority granted under Resolution G-03-10 *(2.5f.(3))*.
- $1,071,000 for two State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-16 *(2.5f.(4))*.

As of October 24, 2016, the Department has allocated or sub-allocated the following for Fiscal Year 2016-17:

- $60,624,000 for 62 emergency construction projects.
- $91,262,000 for 15 safety delegated projects.
- $3,249,000 for seven 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, delegating to the Department authority 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-05-16 authorizes the Department to sub-allocate funds for Minor projects. At the June 2016 meeting, the funding and project listing for the FY 2016-17 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-15-06.

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
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
1 $1,100,000 Mendocino 01-Men-101 R24.5	In Ukiah, at East Perkins Street Overcrossing No. 10-0193. On September 14, 2016, a truck hauling an excavator struck the structure from below, damaging four of the six concrete girders and compromising the structural integrity. The overcrossing is partially closed to traffic. This project will repair girders, and provide associated traffic control. The work is necessary to restore the structure to its full capacity and prevent failure. Abatement is being sought from responsible party. (Construction Support: $75,000) Initial G-11 Allocation 09/21/16: $1,100,000 (Additional $10,000 was allocated for right of way purposes).	01-4653 SHOPP/16-17 0117000020 4 0G560 Emergency	2016-17 302-0042 SHA 20.20.201.130	$1,100,000
2 $1,230,000 Yolo 03-Yol-84 13.3/15.7	Near the city of West Sacramento, from Levee Road (South) to the end of Route 84. Numerous years of extreme drought and heavy 2016 winter rains have created irregular settlement and roadway pavement distress. On September 8, 2016, longitudinal pavement cracks, differential roadway settlement, and embankment slip-outs were identified. Conditions are worsening under heavy farming equipment and commercial trucks. Repairs are necessary to reduce the chance of vehicle damage or loss of driver control. This project will stabilize the roadway subgrade and reconstruct the pavement. (Construction Support: $100,000) Initial G-11 Allocation 09/26/16: $1,230,000	03-9057 SHOPP/16-17 0317000087 4 2H260 Emergency	2016-17 302-0042 SHA 20.20.201.130	$1,230,000
3 $200,000 Contra Costa 04-CC-4 22.8/23.8	In Pittsburg, at Railroad Avenue. The 1/17/14 Governor's Proclamation of a State of Emergency due to drought conditions directed State agencies to reduce water usage. The Department's water conservation goal is for a 50% reduction statewide. At one location, this project will convert existing potable water irrigation to reclaimed water and make repairs by installing water pipe, valves, sprinklers, electrical wire, theft-deterrent pull boxes, crossovers, booster pumps, and reclaimed water tags/signs/labels. This supplemental work is necessary to complete the installation and retrofitting of irrigation systems for connection to a recycled water supply, including extensive coordination efforts with local water supplier and with utility company. (Construction Support: $450,000) Initial G-11 Allocation 10/15/15: $710,000 Supplemental G-11 Allocation 10/11/16: $200,000 Revised Allocation: $910,000	04-1496C SHOPP/15-16 0416000151 4 0K870 Emergency	2016-17 302-0042 SHA 20.20.201.130	$200,000

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
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
4 $2,220,000 Santa Clara 04-SCl-280 Var.	In San Jose at various locations, the Southwest Expressway pump station (PM 2.9), Bird Avenue pump station (PM 3.8) and Menker Avenue pump station (PM 4.4); also in San Mateo county, at Ravenswood pump station (PM 28.0). Recent inspections by the Department revealed pump station elements have failed due to high groundwater levels from previous winter storms. This project will replace/repair the failed components, such as, pumps, electrical controls, and discharge pipes. This work is necessary to maintain the safety of the traveling public by preventing roadway flooding and closures. (Construction Support: $560,000) Initial G-11 Allocation 10/11/16: $2,220,000	04-1498E SHOPP/16-17 0416000257 4 1K520 Emergency	2016-17 302-0042 SHA 20.20.201.130	$2,220,000
5 $500,000 San Mateo 04-SM-101 11.9	In the city of San Mateo, at Route 92/101 Separation No. 35-0252R.On August 8, 2016, a bridge joint seal failed and repairs were made by Department forces. On August 26, 2016, the repairs failed and the uneven damaged area is continuously hit by traffic action and expanding the joint seal damage. The project will replace the bridge joint seal. This work is necessary to stop damage growth and to avoid lane closure impacts to the traveling public. (Construction Support: $225,000) Initial G-11 Allocation 10/11/16: $500,000	04-1453M SHOPP/16-17 0417000093 4 3K130 Emergency	2016-17 302-0042 SHA 20.20.201.130	$500,000
6 $4,000,000 Kern 06-Ker-155 45.9/R57.6	Near Lake Isabella, in Sequoia National Forest boundaries, 13.4 miles west of Route 155/178 junction. On October 30, 2015, a Governor's Proclamation was issued in response to large tree mortality caused by drought, insect infestation, and disease. And on April 14, 2016 California Office of Emergency Services (OES) issued a mission task order directing the Department to remove dead and dying vegetation within 100 feet of the highway centerline in high hazard zones. Furthermore, the recent Cedar Fire has further damaged area trees. Over 2,000 dead and diseased trees have been identified in addition to thousands of smaller trees and shrubs that constitute fire fuel. The Forest Service has secured NEPA clearance to perform the necessary removal of trees and brush within the National Forest boundaries. The work is necessary to eliminate forest fire fuel and falling tree debris before any further wildfires, high winds, or winter storm activity. (Construction Support: $900,000) Initial G-11 Allocation 09/22/16: $4,000,000 (Additional $50,000 was allocated for right of way purposes).	06-6817 SHOPP/16-17 0617000064 4 0V690 Emergency	2016-17 302-0042 SHA 20.20.201.130	$4,000,000

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
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
7 $400,000 Los Angeles 07-LA-14 32.5/36.5	In and near Santa Clarita, from Lost Canyon Road Undercrossing to Spring Canyon Road Undercrossing.Starting on July 22, 2016 the Sand Fire burned more than 38,000 acres and damaged the highway and slopes. On July 26, 2017 a Governor's Proclamation was issued in response to the fire damage. This project will replace guard railing, repair drainage systems, replace roadside signs, install fencing, clear sediment basins of debris and install erosion control measures on slopes. This work is necessary to restore the roadside safety elements for the traveling public and protect fire scorched slopes from erosion. The supplemental work is necessary to replace the entire length of guard rail with standard metal posts, rather than localized fire damaged sections only. (Construction Support: $120,000) Initial G-11 Allocation 08/10/16: $1,000,000 Supplemental G-11 Allocation 09/22/16: $400,000 Revised Allocation: $1,400,000	07-5162 SHOPP/16-17 0717000019 4 1XA20 Emergency	2016-17 302-0042 SHA 20.20.201.130	$400,000
8 $2,400,000 San Bernardino 08-SBd-15 14.8/32.5	Near San Bernardino, from Glen Helen Parkway to the Route 15/395 Junction. On August 16, 2016 the Blue Cut Fire started and a Governor's emergency proclamation was issued the same day. The fire damaged 8,000 feet of guard rail, a truck scale trailer, and side slope vegetation. Previous emergency G-11 project (EA 1H370) installed temporary k-rail barrier so the route could reopen. The project will replace fire damaged guard rail with steel posts, clear drainage basin debris, and install erosion control. This work is necessary to reduce the disruption of commerce and traveling public on this important interstate freeway and prevent potential increase in mud flows to culverts and basins with the next storm event. (Construction Support: $350,000) Initial G-11 Allocation 09/08/16: $2,400,000	08-3006E SHOPP/16-17 0817000029 4 1H371 Emergency	2016-17 302-0042 SHA 20.20.201.130	$2,400,000
9 $3,100,000 Mariposa 10-Mpa-140 20.0/51.8	Near the town of Mariposa, on Route 140 at PM 20.0 to 21.5 and PM 22.0 to 51.8; also on Route 49 at PM 0.3 to 9.0. On October 30, 2015, a Governor's Proclamation was issued in response to large tree mortality caused by drought, insect infestation, and disease. Maintenance crews are unable to keep up with the need. In this stretch, approximately 700 trees have been identified by the district tree maintenance crew as requiring removal. Identified trees have been classified as dead or having major structural deficiencies that are predisposed to failure. Tree failure within the state highway right of way is a threat to traffic, highway appurtenances, adjacent properties, and to fire. This project will remove and dispose of identified trees. The supplemental work is necessary to address a significant increase in dead and diseased trees now totaling 3,000. The work includes contending with difficult terrain and populated areas that require added safety and environmental measures. (Construction Support: $0) Initial G-11 Allocation 06/10/16: $1,260,000 Supplemental G-11 Allocation 10/19/16: $3,100,000 Revised Allocation: $4,360,000	10-3186 SHOPP/15-16 1016000173 4 1G430 Emergency	2016-17 302-0042 SHA 20.20.201.130	$3,100,000

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
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
10 $1,100,000 San Diego 11-SD-15 R8.7	In the city of San Diego, at 0.3 mile north of Aero Drive. On October 6, 2016, the Department was notified of recently developed dips in the roadway. Field inspections identified a failed 60-inch metal culvert that is allowing water infiltration to undermine the roadway. The project will remove and replace damaged sections of culvert, grout the voids surrounding the culvert, and repair the roadway section. The work is necessary to prevent further degradation of the roadway and risk to the safety of the traveling public. (Construction Support: $250,000) Initial G-11 Allocation 09/26/16: $1,100,000	11-1249 SHOPP/16-17 1117000047 4 42910 Emergency	2016-17 302-0042 SHA 20.20.201.130	$1,100,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
1 $1,945,000 Butte 03-But-32 R9.1/R9.2	In Chico, at Ivy Street on eastbound (W 9th Street) and westbound (W 8th Street) directions. Outcome/Output: Improve safety by installing traffic signals for both intersection directions, upgrade ADA curb ramps, repave intersections, and upgrade drainage. This project will reduce the number and severity of collisions. Performance Measure: Planned: 18.0, Actual: 18.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $200,000 / $204,543 PS&E / $430,000 / $483,924 R/W Supp / $200,000 / $33,574 (CEQA - CE, 3/17/2015) (NEPA - CE, 3/17/2015) Allocation Date: 10/21/16	03-2110 SHOPP/16-17 CON ENG ~~$600,000~~ **$637,000** CONST $2,000,000 0314000091 4 4F260	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$637,000 $26,000 $1,282,000 $1,308,000
2 $23,168,000 Butte 03-But-191 6.8/8.6	Near Paradise, from 1.9 miles north of Clear Creek Bridge to Airport Road. Outcome/Output: Improve safety by increasing curve radii, widening shoulders to standard, correcting the vertical profile, and improving clear recovery zone. Improvements will reduce the number and severity of collisions. Performance Measure: Planned: 140.0, Actual: 140.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $1,150,000 / $1,109,216 PS&E / $1,350,000 / $934,424 R/W Supp / $750,000 / $166,968 (CEQA - ND, 5/8/2015) (NEPA - CE, 5/8/2015) (Future consideration of funding approved under Resolution E-15-42; August 2015.) Allocation Date: 09/13/16	03-2705 SHOPP/16-17 CON ENG $2,700,000 CONST $18,000,000 0313000165 4 3F760	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$2,700,000 $409,000 $20,059,000 $20,468,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
3 $5,238,000 Santa Cruz 05-SCr-129 1.8/ 9.5	Near Watsonville, from east of Lakeview Road to west of Old Chittenden Road; also in San Benito County from the Santa Cruz/San Benito County line to School Road (PM 0.0/0.4). Outcome/Output: Place open graded friction course and upgrade guard railing to current standards to improve safety and reduce the number and severity of collisions. Performance Measure: Planned: 131.0, Actual: 131.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $0 / $0 PS&E / $2,115,000 / $1,392,433 R/W Supp / $579,000 / $152,205 (CEQA - CE, 1/6/2014) (NEPA - CE, 1/6/2014) Allocation Date: 10/28/16	05-2476 SHOPP/16-17 CON ENG ~~$1,249,000~~ **$1,424,000** CONST $5,508,000 0513000037 4 1F030	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$1,424,000 $76,000 $3,738,000 $3,814,000
4 $3,433,000 Kern 06-Ker-155 R1.1/R1.9	In and near Delano, from 0.4 mile west of Browning Road to 0.4 mile east of Browning Road. Outcome/Output: Construct roundabout interchange to improve safety and reduce the number and severity of broadside collisions. Performance Measure: Planned: 28.0, Actual: 28.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $391,000 / $396,974 PS&E / $1,100,000 / $983,077 R/W Supp / $432,000 / $186,808 (CEQA - CE, 6/9/2014) (NEPA - CE, 6/9/2014) (Additional Contribution: $100,000 from Kern County) Allocation Date: 10/24/16	06-6636 SHOPP/16-17 CON ENG ~~$422,000~~ **$500,000** CONST $2,540,000 0612000106 4 0P290	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$500,000 $59,000 $2,874,000 $2,933,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
5 $14,768,000 Riverside 08-Riv-60 R0/7.5	Near Ontario, from the San Bernardino County line to Valley Way Undercrossing. Outcome/Output: Safety improvements to improve night time visibility. Install a double luminaire lighting system in the median to reduce the number and severity of collisions. Performance Measure: Planned: 486.0, Actual: 486.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $630,000 / $532,196 PS&E / $1,403,000 / $414,287 R/W Supp / $113,000 / $0 (CEQA - CE, 11/20/2015) (NEPA - CE, 11/20/2015) Allocation Date: 09/22/16	08-0033S SHOPP/16-17 CON ENG $1,753,000 CONST $16,250,000 0814000059 4 1E650	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$1,753,000 $260,000 $12,755,000 $13,015,000
6 $2,228,000 San Bernardino 08-SBd-18 88.9/89.6	In Apple Valley, from Navajo Road to Kiowa Road. Outcome/Output: Construct raised median curb in left-turn lanes to reduce the number and severity of cross median collisions. Performance Measure: Planned: 10.0, Actual: 10.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $267,000 / $321,708 PS&E / $464,000 / $445,722 R/W Supp / $38,000 / $0 (CEQA - CE, 5/21/2015) (NEPA - CE, 5/21/2015) Allocation Date: 09/30/16	08-0190N SHOPP/16-17 CON ENG $933,000 CONST $1,290,000 0813000142 4 1E080	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$933,000 $26,000 $1,269,000 $1,295,000
7 $685,000 Inyo 09-Iny-VAR	In Inyo and Mono Counties on various routes at various locations. Outcome/Output: Improve safety by constructing edgeline rumble strips and installing signs to reduce the number and severity of collisions. Performance Measure: Planned: 135.0, Actual: 135.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $80,000 / $27,745 PS&E / $150,000 / $0 R/W Supp / $1,000 / $0 (CEQA - CE, 3/29/2016; Re-validation 9/22/2016) (NEPA - CE, 4/15/2016; Re-validation 9/22/2016) Allocation Date: 10/19/16	09-0652 SHOPP/16-17 CON ENG $265,000 CONST $420,000 0915000043 4 36610	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$265,000 $8,000 $412,000 $420,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description / Allocation History	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
8 $845,000 Orange 12-Ora-5 33.7	In Santa Ana, at the northbound connector to westbound Route 22. Outcome/Output: Improve safety by grooving two lanes of roadway, improving drainage, adding lighting, installing new pavement delineation, repairing damaged pavement and replacing guard railing to reduce the number and severity of collisions. Performance Measure: Planned: 17.0, Actual: 17.0 Collisions Reduced Preliminary Engineering / Budget / Expended PA&ED / $30,000 / $44,357 PS&E / $283,000 / $292,101 R/W Supp / $11,000 / $0 (CEQA - CE, 6/11/2015; Re-validation 9/16/2016) (NEPA - CE, 6/11/2015; Re-validation 9/16/2016) Allocation Date: 10/17/16	12-2860G SHOPP/16-17 CON ENG ~~$220,000~~ **$260,000** CONST $585,000 1213000191 4 0N280	001-0890 FTF 20.10.201.010 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.010	$260,000 $12,000 $573,000 $585,000

2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA1	Program Code	Original Est.	Allocations
2.5f.(4)	**Informational Report - Minor Construction Program - Resolution G-05-16 Delegated Allocations**								
1	02	Sha	Var	Var	Relocate, upgrade, and replace existing gore signs to ensure that Caltrans maintenance personnel are working outside of the path of errant vehicles.	0H780	20	$555,000	$550,000
2	10	Tuo	120	T24.6/28.8	Install three turnouts and provide pullouts for the eastbound traffic on SR 120.	0Y450	20	$955,000	$521,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 27

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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) 2015-16 and FY 2016-17.

In FY 2015-16, the California Transportation Commission (Commission) voted 459 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 November 16, 2016, 443 projects totaling $1.88 billion have been awarded. Funds for two projects have lapsed. There are 14 projects remain to be awarded.

In FY 2016-17, the Commission voted 158 State-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of November 16, 2016, 64 projects totaling $151.9 million have been awarded.

BACKGROUND:

Starting with July 2006 allocations, projects are subject to Resolution G-06-08, 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 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	$1,029,281	149	1	$941,397	0	68	118
October 2015	60	$222,281	60	0	$198,815	0	53	60
December 2015	38	$90,462	37	0	$87,578	1	34	36
January 2016	34	$127,856	33	1	$124,105	0	26	31
March 2016	48	$150,988	48	0	$144,510	0	39	48
May 2016	61	$214,606	58	0	$203,680	3	48	57
June 2016	68	$454,931	58	0	$180,942	10	49	58
TOTAL	459	$2,290,405	443	2	$1,881,027	14	317	408

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	117	$865,733	44	0	$93,258	73	42	44
October 2016	41	$201,371	20	0	$58,593	21	20	20
TOTAL	158	$1,067,104	64	0	$151,851	94	62	64

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

Voted Not Awarded Project Status

FY 2015-16 Project Award Status

Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
04-1067B	1A904	In the City and County of San Francisco, at Presidio National Park. Water quality improvements.	12/9/15	4/30/17	$1,800,000	Project will be advertised in February 2017. Bid opening date is scheduled for March 2017. A ten-month time extension for this project was approved on 5/18/16.
05-2292Y	0T631	In Gaviota, from 0.8 mile north of Beckstead Overcrossing to 0.8 mile south of Gaviota Gorge Tunnel. Planting mitigation.	5/18/16	11/30/16	$240,000	All bids were rejected. Bids opened on 11/7/16. Concurrent time extension for this project is being requested.
05-2360	1C120	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. Construct roadside paving, access gates, weed barriers and relocate facilities.	5/18/16	11/30/16	$1,633,000	Project was advertised on 6/13/16. Bids opened on 7/13/16. A Supplemental Funds Request was approved by the Commission in October 2016. Concurrent time extension for this project is being requested.
06-6697	0Q630	In Fresno and Madera Counties at various locations in and near the city of Fresno. Roadside safety improvements	5/18/16	11/30/16	$3,188,000	Project will be repackaged and re-advertised using the existing funds. Concurrent time extension for this project is being requested.
03-3122	0F310	Near Coloma, from 0.1 mile east of Marshall Road to 0.3 mile east of Lotus Road. Replace Bridge.	6/29/16	12/31/16	$16,593,000	Project was advertised on 8/1/16. Bids opened on 10/12/16. Pending award.
03-3258	3C380	In South Lake Tahoe, from north junction Route 89 to Trout Creek Bridge. Water quality improvements.	6/29/16	12/31/16	$36,482,000	Project was advertised on 9/6/16. Bids opened on 10/26/16. Pending award.
04-0380L	2A320	Near Napa, at Sarco Creek Bridge No. 21-0008 and Silverado Trail Road. Replace bridge.	6/29/16	12/31/16	$5,419,000	Project was advertised on 9/6/16. Bids opened on 10/25/16. Pending award.
05-0040B	0G040	Near Paso Robles, from 0.4 mile south of San Marcos Creek Bridge to the Monterey County line; also in Monterey County (PM R0.0 to R2.0). Pavement rehabilitation.	6/29/16	12/31/16	$55,567,000	Project was advertised on 8/8/16. Bids opened on 10/4/16. Pending award.

Voted Not Awarded Project Status

07-4279	28150	Near Hidden Hills, from Calabasas Parkway in Los Angeles County to Hampshire Road in Ventura County. Storm water mitigation through erosion control.	6/29/16	12/31/16	$9,619,000	Project was advertised on 8/29/16. Bids opened on 11/2/16. Pending award.
07-4560	29350	Near Pearblossom, from 0.7 mile west of 121st Street East to Longview Road. Widen from 2 to 4 lanes with a median turn lane.	6/29/16	12/31/16	$11,203,000	Project was advertised on 8/22/16. Bid opening is 11/29/16.
07-4620	29770	In the city of Los Angeles, on northbound lanes from Route 101 to Route 5. Install safety lighting.	6/29/16	12/31/16	$1,699,000	Project was advertised on 8/15/16. Bids opened 9/7/16. Pending award.
11-0549A	08023	In Calexico, on Route 98 from VV Williams Avenue to Ollie Avenue. Widen Highway from 2 to 4 lanes and add drainage detention basin and lane taper between Eady Avenue and VV Williams Avenue.	6/29/16	12/31/16	$7,126,000	Project was advertised on 9/6/16. Bids opened on 10/12/16. Pending award.
11-1107	24400	In the cities of San Diego, Chula Vista, and National City, at various locations from 0.1 mile south of Coronado Avenue to 0.6 mile north of E Street. Install ramp meters and widen ramps.	6/29/16	12/31/16	$10,192,000	Project was advertised on 8/8/16. Bids opened on 10/13/16. Pending award.
11-0615E	2T217	In Solana Beach and Encinitas from 0.1 mile North of Lomas Santa Fe Drive Undercrossing to Birmingham Drive Overcrosssing. Replace the San Elijo Lagoon Bridge and Undercrossing, construct HOV Lanes and San Elijo Lagoon Pedestrian Bridge and Trails.	6/29/16	12/31/16	$103,725,000	Construction Manager/General Contractor project. Project was advertised on 4/1/16. Bids opened on 7/8/16. Pending award.

FY 2016-17 Project Award Status

Dist-PPNO	EA	Work Description	Allocation Date	Award Deadline	Allocation Amt.	Project Status
07-4767	30720	In Los Angeles County, on Routes 91, 105, 110 and 405 at various locations. Apply high friction surface treatment (HFST) to pavement.	6/16/16	12/31/16	$2,066,000	Project was advertised on 9/26/16. Bids opened on 10/20/16. Pending award.
11-0670	40320	In and near Poway, from 0.2 mile south of Winter Gardens Boulevard Overcrossing to Shady Oaks Drive. Install median channelizers.	6/22/16	12/31/16	$6,165,000	Project was advertised on 9/19/16. Bids opened on 10/25/16. Pending award.

Voted Not Awarded Project Status

12-4952B	0M350	In Irvine, from 0.3 mile south of Sand Canyon Avenue to 0.4 mile south of Jamboree Road. Extend southbound auxiliary lane and replace temporary railing (type K) with permanent Type 60/60C concrete median barrier.	7/7/16	1/31/17	$21,733,000	Project was advertised on 8/29/16. Bids opened on 10/19/16. Pending award.
07-4651	29950	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.	7/11/16	1/31/17	$1,153,000	Project was advertised on 9/19/16. Bids opened on 10/12/16. Pending award.
08-0046G	0Q130	In Morongo Valley, from East Drive to Yucca Park Road. Construct raised curb median and install double Thrie Beam Barrier.	7/13/16	1/31/17	$4,228,000	Project was advertised on 10/3/16. Bids opened on 10/25/16. Pending award.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 28

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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 STIP GUIDELINES**

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) 2015-16 and FY 2016-2017.

In FY 2015-16, the California Transportation Commission (Commission) allocated $54,348,000 to construct 28 locally-administered STIP projects. As of October 17, 2016, 20 projects totaling $22,817,000 have been awarded. Two projects are requesting time extensions, one in the October 2016 Commission meeting and one in the December 2016 Commission meeting.

In FY 2016-17, the Commission has not yet allocated any funds to construct locally-administered STIP projects.

BACKGROUND:

Current STIP Guidelines require 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 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	5	0	0	1	5
October 2015	3	$3,928	3	0	0	0	3
December 2015	0	$0	0	0	0	0	0
January 2016	3	$1,852	3	0	0	2	3
March 2016	6	$8,628	6	0	0	1	6
May 2016	7	$29,336	1	0	6	1	1
June 2016	4	$3,207	2	0	2	0	2
TOTAL	28	$54,348	20	0	8	5	20

FY 2016-17 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 2016	0	$0	0	0	0	0	0
TOTAL	0	$0	0	0	0	0	0

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

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
San Diego Association of Governments	Inland Rail Trail Phases - IIA, IIB, IIIA, IIIB	11-7421W	19-May-16	30-Nov-16	$18,437,000	A seven-month time extension has been submitted for the Oct. 2016 Commission meeting.
County of Tehama	Bridge Preventive Maintenance Program	02-2493	19-May-16	30-Nov-16	$244,000	The project will be awarded by the deadline.
City of Galt	C Street/Central Galt Complete Streets	03-6576	19-May-16	30-Nov-16	$2,000,000	A 19-month time extension has been submitted for the Dec. 2016 Commission meeting.
City of San Jose	St. John Street Multi - Modal Improvements - Phase 1	04-9035M	19-May-16	30-Nov-16	$1,500,000	The project will be awarded by the deadline.
County of Monterey	Castroville Bicycle/Pedestrian Path and Railroad Crossing	05-2296	19-May-16	30-Nov-16	$325,000	The project will be awarded by the deadline.
City of Santa Rosa	Downtown Santa Rosa Streetscape	04-9038A	19-May-16	30-Nov-16	$311,000	The project will be awarded by the deadline.
Grand Total					**$22,817,000**	

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 29

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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 ATP GUIDELINES**

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) 2015-16 and FY 2016-17.

In FY 2015-16, the California Transportation Commission (Commission) allocated $111,559,000 to construct 121 ATP projects. As of October 17, 2016, 53 projects totaling $45,876,000 have been awarded. Five projects have approved time extensions. One project totaling $197,000 was removed from the program at the request of the Local Agency.

In FY 2016-17, the Commission allocated $6,233,000 to construct 11 ATP projects. As of October 17, 2016, one project totaling $110,000 has been awarded.

BACKGROUND:

Current ATP Guidelines require 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 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	$4,635	5	0	0	2	4
October 2015	6	$2,758	5	0	1	5	5
December 2015	7	$2,314	7	0	0	4	7
January 2016	11	$7,925	10	0	1	5	10
March 2016	11	$13,036	7	0	4	7	7
May 2016	35	$35,587	10	1	24	7	10
June 2016	46	$45,304	9	0	37	9	9
Total	121	$111,559	53	1	67	39	52

FY 2016-17 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 2016	11	$6,233	1	0	10	1	1
Total	11	$6,233	1	0	10	1	1

Note: Includes all ATP Infrastructure and Non-Infrastructure projects.

ATP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of Los Angeles	North Atwater Non-Motorized Multimodal Bridge	7-4917	17-Mar-16	30-Sept-17	$3,660,000 (1)	The project will be awarded by the extended deadline.
City of Roseville	Downtown Roseville Class I Trials	3-1522	21-Jan-16	31-Jul-17	$1,236,000 (2)	The project will be awarded by the extended deadline.
City of Goleta	Hollister Class I Bike	5-2611	17-Mar-16	30-Apr-17	$1,644,000 (1)	The project will be awarded by the extended deadline.
San Francisco Municipal Transportation Agency	Vision Zero Safety Investment	4-2023E	17-Aug-16	28-Feb-17	$3,897,000	The project will be awarded by the deadline.
Fresno County	Dunlap Lighted Crosswalk	6-6763	17-Aug-16	28-Feb-17	$130,000	The project will be awarded by the deadline.
Selma	Selma Active Transportation Program Plan	6-6839	17-Aug-16	28-Feb-17	$88,000	The project will be awarded by the deadline.
Los Angeles County	East Los Angeles Community Safe Routes to School Program	7-4914B	17-Aug-16	28-Feb-17	$160,000	The project will be awarded by the deadline.
Los Angeles County	Florence - Firestone Community Safe Routes to School Program	7-4960	17-Aug-16	28-Feb-17	$105,000	The project will be awarded by the deadline.
Riverside County Dept. of Public Health	Riverside County Safe Routes to School, Eastside Riverside	8-1178	17-Aug-16	28-Feb-17	$500,000	The project will be awarded by the deadline.
El Centro	Pedestrian and Bicyclist Improvements	11-0599A	17-Aug-16	28-Feb-17	$588,000	The project will be awarded by the deadline.
El Centro	Pedestrian and Bicyclist Improvements Plan	11-0599B	17-Aug-16	28-Feb-17	$150,000	The project will be awarded by the deadline.
Orange County Transportation Authority	Orange County Active Transportation Plan	12-1006	17-Aug-16	28-Feb-17	$280,000	The project will be awarded by the deadline.
Santa Cruz	Santa Cruz Citywide Safe Routes to School Crossing Improvement Program	5-2669B	17-Aug-16	28-Feb-17	$225,000	The project will be awarded by the deadline.
City of Arcata	Humboldt Bay Trail: Arcata Rail with Trail	1-2404	30-Jun-16	31-Dec-16	$3,100,000	The project will be awarded by the deadline.
City of Fortuna	Fortuna Safe Routes to School Project 2014	1-2405	30-Jun-16	31-Dec-16	$712,000	The project will be awarded by the deadline.
City of Eureka	Eureka Waterfront Trail	1-2406	30-Jun-16	31-Dec-16	$2,298,000	The project will be awarded by the deadline.
City of Fort Bragg	Chestnut St. Multi Use Facility and Safe Routes to School Program	1-4612	30-Jun-16	31-Dec-16	$26,000	The project will be awarded by the deadline.
City of Auburn	Nevada Street Pedestrian and Bicycle Facilities	3-1521	30-Jun-16	31-Dec-16	$799,000	A concurrent nine month Time Extension has been submitted.
City of Colfax	North Main Street Bike Route	3-1523	30-Jun-16	31-Dec-16	$220,000	A concurrent six month Time Extension has been submitted.
City of Oakland	City of Oakland Improvements for Safe Routes to School	4-2190L	30-Jun-16	31-Dec-16	$1,236,000	The project will be awarded by the deadline.
City of San Mateo	City of San Mateo Safe Routes to School Program	4-1040C	30-Jun-16	31-Dec-16	$1,720,000	A concurrent six month Time Extension has been submitted.
Sonoma County Transportation and Public Works Department	Sonoma County Safe Routes to School High School Pilot Program	4-2172C	30-Jun-16	31-Dec-16	$872,000	The project will be awarded by the deadline.
City of Fresno	Butler Avenue Bicycle Lane from Hazelwood Avenue to Peach Avenue	6-6757	30-Jun-16	31-Dec-16	$164,000	The project will be awarded by the deadline.
City of Fresno	Install Traffic Signals at Hamilton Elementary School (Clinton and Thorne)	6-6760	30-Jun-16	31-Dec-16	$389,000	The project will be awarded by the deadline.
City of Chowchilla	Robertson Boulevard/State Route 233 and 11 Street Pedestrian Safety Improvements	6-6753	30-Jun-16	31-Dec-16	$470,000	The project will be awarded by the deadline.
City of Porterville	Garden Avenue Pedestrian Access Corridor	6-6779	30-Jun-16	31-Dec-16	$232,000	The project will be awarded by the deadline.
City of Duarte	Duarte Gold Line Station Pedestrian and Bicycle Improvements	7-4529	30-Jun-16	31-Dec-16	$1,157,000	The project will be awarded by the deadline.
City of Los Angeles	Safe Routes to School Education and Enforcement Programs and Pilots	7-4876	30-Jun-16	31-Dec-16	$2,829,000	The project will be awarded by the deadline.

(1) This extended deadline was approved in Aug 2016 (Waiver 16-34)
(2) This extended deadline was approved in May 2016 (Waiver 16-18)
(3) This extended deadline was approved in January 2016 (Waiver 16-02)

El Monte City School District	Durfee - Thompson Elementary Emerald Necklace Walking School Bus	7-4918	30-Jun-16	31-Dec-16	$604,000	The project will be awarded by the deadline.
City of Huntington Park	State Street Complete Street Project	7-4937	30-Jun-16	31-Dec-16	$1,163,000	The project will be awarded by the deadline.
City of Los Angeles	Top 50 SRTS Safety Assessment and Travel Plans	7-5199	30-Jun-16	31-Dec-16	$1,900,000	The project will be awarded by the deadline.
City of San Paula	Santa Paula 10th Street (SR-150) Bicycle and Pedestrian Improvements	7-3565J	30-Jun-16	31-Dec-16	$577,000	The project will be awarded by the deadline.
City of Stockton	San Joaquin Trail	10-3099	30-Jun-16	31-Dec-16	$1,145,000	The project will be awarded by the deadline.
City of Stockton	Calaveras River Bicycle and Pedestrian Path Rehabilitation	10-3104	30-Jun-16	31-Dec-16	$591,000	A concurrent eight month Time Extension has been submitted.
City of Lathrop	5th Street Sidewalk Improvements	10-3105	30-Jun-16	31-Dec-16	$565,000	The project will be awarded by the deadline.
City of Stockton	McKinley Elementary Safe Routes to School	10-3187	30-Jun-16	31-Dec-16	$374,000	A concurrent eight month Time Extension has been submitted.
City of Stockton	Fremont Square Sidewalk Reconstruction	10-5001	30-Jun-16	31-Dec-16	$649,000	A concurrent eight month Time Extension has been submitted.
City of Hughson	Fox Road Pedestrian Improvements	10-3188	30-Jun-16	31-Dec-16	$408,000	The project will be awarded by the deadline.
City of Westmorland	Improve Center Street Pedestrian Facility	11-0598	30-Jun-16	31-Dec-16	$897,000	The project will be awarded by the deadline.
City of Brea	The Tracks at Brea Trail Segments 2 and 3	12-2170C	30-Jun-16	31-Dec-16	$2,557,000	The project will be awarded by the deadline.
City of Cypress	City of Cypress - Cerritos Avenue Bike Corridor Improvement	12-2170E	30-Jun-16	31-Dec-16	$632,000	The project will be awarded by the deadline.
City of Santa Ana	Safe Routes to School Enhancements for Heninger Elementary	12-2170Y	30-Jun-16	31-Dec-16	$445,000	The project will be awarded by the deadline.
City of Santa Ana	Safe Routes to School Enhancements for Washington Elementary	12-2170Z	30-Jun-16	31-Dec-16	$723,000	The project will be awarded by the deadline.
Marin County Transit District	Pedestrian Access & Safety Improvements for the Downtown Novato Bus Transit Facility	4-2128F	30-Jun-16	31-Dec-16	$989,000	The project will be awarded by the deadline.
San Mateo County	Redwood City 2020 Sustainable Transportation Encouragement Project (STEP)	4-2140X	30-Jun-16	31-Dec-16	$963,000	The project will be awarded by the deadline.
City of Santa Cruz	Branciforte Creek Bicycle/Pedestrian Bridge	5-2691	30-Jun-16	31-Dec-16	$1,800,000	A concurrent three month Time Extension has been submitted.
City of Merced	City of Merced Active Transportation/Safe Routes to School Plan	10-3181	30-Jun-16	31-Dec-16	$135,000	The project will be awarded by the deadline.
City of El Centro	Establishment of Safe Routes to School Program & Bicycle Route to Improvements	11-1226	30-Jun-16	31-Dec-16	$215,000	The project will be awarded by the deadline.
City of Brea	The Tracks at Brea - Segment 6	12-2172B	30-Jun-16	31-Dec-16	$652,000	The project will be awarded by the deadline.
City of Fort Bragg	Chestnut St. Multi Use Facility and Safe Routes to School Program	1-4612	19-May-16	30-Nov-16	$233,000	The project will be awarded by the deadline.
Yuba City	Franklin Road Improvements	3-1808	19-May-16	30-Nov-16	$368,000	The project will be awarded by the deadline.
Yuba County	Ell Elementary School Safe Routes to School Project	3-2013	19-May-16	30-Nov-16	$1,135,000	The project will be awarded by the deadline.
City of Alameda	Cross Alameda Trail	4-2190E	19-May-16	30-Nov-16	$2,005,000	A concurrent three month Time Extension has been submitted.
City of Berkeley	Safe Routes to School Improvements for LeConte Elementary	4-2190G	19-May-16	30-Nov-16	$473,000	The project will be awarded by the deadline.
City of Livermore	Marylin Aveue Elementary School Safe Routes to School	4-2190H	19-May-16	30-Nov-16	$275,000	The project will be awarded by the deadline.
Alameda County	Safe Routes to School (Non-Infrastructure)	4-2190K	19-May-16	30-Nov-16	$668,000	A Time Extension request was submitted for the October Meeting

(1) This extended deadline was approved in Aug 2016 (Waiver 16-34)
(2) This extended deadline was approved in May 2016 (Waiver 16-18)
(3) This extended deadline was approved in January 2016 (Waiver 16-02)

City of Oakland	Oakland: High Street, Courtland Avenue, Ygnacio Avenue Intersection Improvements for Safe Routes to School	4-2190M	19-May-16	30-Nov-16	$1,128,000	The project will be awarded by the deadline.
Monterey County	Castroville Bicycle/Pedestrian Path and Railroad Crossing Project	5-2296	19-May-16	30-Nov-16	$913,000	The project will be awarded by the deadline.
Monterey County	Pathways to Health through Active Transportation via Salinas Valley	5-2608	19-May-16	30-Nov-16	$4,143,000	The project will be awarded by the deadline.
City of Lompoc	Sidewalk Infill and Curb Ramp	5-2609	19-May-16	30-Nov-16	$403,000	The project will be awarded by the deadline.
City of Kerman	Pedestrian Safety Improvements at Various Locations	6-6766	19-May-16	30-Nov-16	$224,000 (1)	The project will be awarded by the extended deadline.
City of Bakersfield	SRTS - Frank West Elementary	6-6770	19-May-16	30-Nov-16	$312,000	The project will be awarded by the deadline.
City of Farmersville	Farmersville Comprehensive Active Transportation Initiative	6-6778	19-May-16	30-Nov-16	$261,000	The project will be awarded by the deadline.
City of Cudahy	Cudahy Citywide Safe Routes to School Improvement	7-4891	19-May-16	30-Nov-16	$1,173,000	The project will be awarded by the deadline.
City of Compton	Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements	7-4933	19-May-16	30-Nov-16	$949,000	The project will be awarded by the deadline.
City of Santa Monica	Santa Monica Safe Routes to School Program (Non-Infrastructure)	7-5086	19-May-16	30-Nov-16	$450,000	The project will be awarded by the deadline.
City of Perris	Perris Valley Storm Drain Channel Trail	8-1162	19-May-16	30-Nov-16	$1,202,000	The project will be awarded by the deadline.
State Coastal Conservancy	Increasing Active Transportation Use of Santa Ana River Trail and Parkway (NI)	8-1175	19-May-16	30-Nov-16	$197,000	Project dropped at the request of the Local Agency.
City of Tehachapi	Tehachapi SRTS	9-2614	19-May-16	30-Nov-16	$780,000	The project will be awarded by the deadline.
City of Ceres	Safe Routes to School Improvements on Hackett Road and Kinser Road	10-6001	19-May-16	30-Nov-16	$749,000	The project will be awarded by the deadline.
City of Vista	Maryland Elementary Pedestrian Mobility Improvements	11-1160	19-May-16	30-Nov-16	$627,000	The project will be awarded by the deadline.
City of Santa Ana	Safe Routes to School Enhancements for Monte Vista Elementary	12-2170P	19-May-16	30-Nov-16	$400,000	The project will be awarded by the deadline.
City of Santa Ana	Maple Bicycle Trail Enhancements	12-2170Q	19-May-16	30-Nov-16	$1,019,000	The project will be awarded by the deadline.
City of Santa Ana	Bishop Pacific - Shelton Bicycle Boulevards	12-2170U	19-May-16	30-Nov-16	$880,000	The project will be awarded by the deadline.
City of Santa Ana	Safe Routes to School Enhancements for King Elementary	12-2170X	19-May-16	30-Nov-16	$464,000	The project will be awarded by the deadline.
Los Angeles County Metropolitan Transportation Authority	Metro Blue Line First/Last Mile Plan	07-5020	21-Oct-15	31-Oct-16	$280,000 (2)	The project will be awarded by the extended deadline.
Alameda County	Hillside Elementary School Safe Routes to School	04-2190P	17-Mar-16	30-Sept-16	$858,000	A Time Extension request was submitted for the October Meeting
City of Wasco	Teresa Burke Elementary School Bike and Pedestrian Infrastructure Improvements	06-6751	17-Mar-16	30-Sept-16	$1,570,000	A concurrent two month Time Extension has been submitted.
Grand Total					**$71,010,000**	

(1) This extended deadline was approved in Aug 2016 (Waiver 16-34)
(2) This extended deadline was approved in May 2016 (Waiver 16-18)
(3) This extended deadline was approved in January 2016 (Waiver 16-02)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 30

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 3.4
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **FISCAL YEAR 2016–17 FIRST QUARTER PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM REPORT**

Attached is the California Department of Transportation's Fiscal Year 2016–17 First Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2016–17 First Quarter Report

High-Speed Passenger Train Bond Program

Quarterly Report to the

California Transportation Commission

High-Speed Passenger Train Bond Program
Progress Report

SUMMARY:

In 2008, voters approved Proposition 1A: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Under appropriation by the California State Legislature (Legislature), the California Transportation Commission (Commission) is required to allocate funds for capital improvements to the intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities. As set forth in the Streets and Highways Code Section 2704.095, the Commission was required to program and allocate the net proceeds received from the sale of $950 million in bonds authorized under Proposition 1A for the High-Speed Passenger Train Bond Program (Proposition 1A).

The Proposition 1A program is identified under two sub-programs: the Intercity Rail Program, and the Urban and Commuter Rail Program.

This report covers the first quarter of the State Fiscal Year 2016–17 for Proposition 1A. There are 17 projects that have received allocation from the Commission, with a total value of $819.998 million in Proposition 1A funds. Located at the end of the report, Tables 1-3 provide a summary of all projects that have received allocation, including the funding phase, expenditures, and overall project status. Currently, 15 projects have received allocation for the construction phase, 1 project for both the preliminary specification and estimate phase as well as the construction phase, and 1 project for the project approval and environmental documentation phase.

Please note, the “Project Numbers” in this report are only for reference to indicate the number of projects that have received allocation. These “Project Numbers” are subject to change in subsequent reports as projects are added.

INTERCITY RAIL FORMULA PROGRAM:

Under the Intercity Rail Formula Program, the Commission was required to program in each of the intercity rail corridors a minimum of $47.5 million in eligible projects. The California Department of Transportation (Caltrans), in coordination with the public agencies, and the passenger rail operators on the intercity rail lines, shall present to the Commission, the list of projects for the formula portion up to the minimum allowed per corridor. The Commission reviewed the list of projects eligible under the formula program and adopted those projects that met the requirements.

The following is the status of projects under the Intercity Rail Formula Program. See Table 1 (attached) for specific project information.

Project No. 1

Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)
The implementing agency, Southern California Regional Rail Authority, has received $46.550 million for the construction phase. The project consists of implementing all aspects of Positive Train Control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre.

All Proposition 1A appropriated funding has been allocated and expended. The project was completed June 30, 2016.

Project No. 2

Positive Train Control, San Joaquin Corridor
The implementing agency, Caltrans, received $9.8 million for the construction phase. The project included purchasing, constructing, and installing links between key transmission stations, and multiple control points along BNSF Railway Company right-of-way, including signal bungalows.

All Proposition 1A appropriated funding has been allocated and expended. The project was completed March 1, 2013.

Project No. 3

Capitol Corridor (and ACE) Travel Time Reduction Project
The implementing agency, Capitol Corridor Joint Powers Authority (CCJPA) received $10.180 million for the Travel Time Reduction project. The goal of this project is to reduce the total travel time of the Capitol Corridor by ten minutes, through the removal of station dwell times, implementing superelevating curves and replacing the existing rail to allow for higher operating speeds.

The project has been programmed and all Proposition 1A funds have been allocated. Both CCJPA and Caltrans have signed the contract and construction will begin soon. Project completion is expected June 2019.

INTERCITY RAIL COMPETITIVE PROGRAM:

Under the Intercity Rail Competitive Program, the Commission was required to program up to an additional $47.5 million in projects to any of the three intercity rail corridors. Caltrans, in coordination with the public agencies and the passenger rail operators on the intercity rail lines, was required to select projects within each of the three corridors for the remaining 25 percent, and present them to the Commission for approval. The Commission gave priority to those projects selected in the following order:

- Projects that provided direct connectivity to the high-speed train system
- Projects that were eligible for or had committed federal funds

- Projects that promoted increased ridership, increased on-time-performance, and decreased running times

The following is the status of projects under the Intercity Rail Competitive Program. See Table 2 (attached) for specific project information.

Project No. 4

Positive Train Control, San Onofre to San Diego
The implementing agency, the North County Transit District, has received $24.010 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego.

Brake testing was completed June 2016 with the test results submitted on July 8, 2016. Field Integration and Functional Test (FI&FT) Book 1 testing was completed in July 2016 with one failed test that will be captured in a regression test book. FI&FT Book 2 testing was completed in August 2016 with two failed tests that will be captured in a regression test book. FI&FT Book 3 testing is ongoing and is expected to complete in October 2016. FI&FT Book 4 testing was completed in August 2016 with all tests passing. The brake regression testing was required in order to complete the FI&FT Book 3 enforcement test cases; brake regression testing was completed in September 2016. Training has been completed for 80 of 91 staff. The project is on schedule to be completed by December 2018.

Project No. 5

Positive Train Control, Los Angeles to Fullerton Triple Track
The implementing agency, Caltrans, has received $2.940 million for the construction phase. The project includes the installation of PTC components, the installation of links between key transmission stations and control points along the BNSF Railway Company right-of-way, the installation of signal bungalows, and the installation of critical locomotive and cab car on-board equipment.

Contract requirements have been completed and all Proposition 1A appropriated funding has been allocated and expended. The project was completed December 2015.

Project No. 6

San Joaquin Corridor, Merced to Le Grand Segment 1
The implementing agency, Caltrans, has received $40.750 million for the construction phase. The project consists of capital improvements on the Merced to Le Grand Double Track, Segment 1, between Milepost 1041.99 and Milepost 1050.4. Capital improvements include construction of 8.41 miles of track; modification and upgrade to signal and track components (including five public at-grade road crossings); and engineering/civil work.

The project is beginning to near completion. All 8.41 miles of track have been installed. Final surfacing for track is currently underway. Project completion is expected by October 2016.

URBAN AND COMMUTER RAIL PROGRAM:

Under this program, $760 million was divided among 11 eligible recipients using a formula distribution that incorporated track miles, vehicle miles, and passenger trips. The funding share totals identified for each eligible agency were determined using the distribution factors gathered from the most current available data in the National Transit Database, Federal Transit Administration. The Commission accepted from each eligible agency their priority list of projects, up to their targeted amounts. Each project had to meet the criteria set forth in Section 2704.095 (c) through (j) of the Streets and Highways Code. The Commission took the following factors under consideration:

- Priority given to projects that provide direct connectivity to the high-speed train system
- Required matching funds be non-state funds (Non-state funds were defined as local, private, and federal funds, as well as those state funds not under the Commission's purview)

The following is a status of projects under the Urban and Commuter Rail Program. See Table 3 (attached) for specific project information.

Project No. 7

Sacramento Valley Station
The implementing agency, Sacramento Regional Transit District (SacRT), initially received $1.752 million for the project approval and environmental documentation (PA&ED) phase. At the June 2016 meeting, $1.152 million was deallocated from PA&ED due to cost savings. In addition, the remaining deallocated balance was reprogrammed to construction phase. A project scope modification was also included and approved by the Commission to add a component of the Sacramento Streetcar project that will directly connect to light rail and expand the catchment and disbursement area to be served by high-speed rail.

The request for allocation of $632 thousand for the plans, specification and estimate (PS&E) phase for the Sacramento Valley Station (SVS) Loop portion of the project is delayed until the March 2017 meeting. The project schedule is to be reviewed based on results of Measure B in the November 2016 election and passage of the Federal 2017 budget. Measure B and the Federal 2017 budget affect the local and federal funding for this project and could impact the schedule if the funding from these sources is not committed. The remaining balance of $23.991 million dedicated for construction phase will be requested sometime in Fiscal Year 2017-18.

Project No. 8

Caltrain Advanced Signal System/Positive Train Control
The implementing agency, Peninsula Corridor Joint Powers Board, has received $105.445 million for the PS&E and construction phase. The project consists of installing PTC technology along the Caltrain corridor.

Software development and testing is on-going as part of the Federal Railroad Administration (FRA) system acceptance effort. The project has been delayed due to software delivery issues, as well as coordination needed with the FRA for system testing. The PTC is now expected to be approved, activated and in-service across the entire system by October 2016. The final acceptance date has been extended to May 2017.

Project No. 9

Central Subway
The implementing agency, San Francisco Municipal Transportation Agency, received $61.308 million for the construction phase. The project extends the 5.2-mile T-Third light rail line from its current junction at the Caltrain terminus area to south of Union Square and Chinatown for 1.7 miles.

All Proposition 1A appropriated funding has been allocated and expended; however, the project is still ongoing. Excavation continues at Yerba Buena/Moscone Station, Union Square/Market Street Station, and Chinatown Station. There has been no significant change to the project scope, budget or schedule. Substantial project completion is now expected by February 2018.

Project No. 10

Millbrae Station Track Improvement and Car Purchase
The implementing agency, San Francisco Bay Area Rapid Transit District (BART), has received $140 million for the construction phase. The project consists of purchasing 46 new rail cars and lengthens all three of BART's rail storage tracks immediately south of the Millbrae station.

Six pilot vehicles have been delivered to the District Test Track. The balance of pilots are scheduled for delivery in November 2016. Series vehicle production at the manufacturing car body facility and final assembly on pilot vehicles is still ongoing. The project is still delayed 15 months for delivery of pilot vehicles and five months for delivery of production vehicles. Project completion is expected by September 2026.

Project No. 11

Metrolink Positive Train Control
The implementing agency, Southern California Regional Rail Authority (SCRRA), has received $35 million for the construction phase. The project consists of installing predictive collision avoidance technology throughout the Metrolink system.

All Proposition 1A appropriated funding has been allocated. The SCRRA has received conditional certification from the Federal Rail Administration for PTC system safety plan. Additionally, SCRRA has commenced interoperable testing with BNSF in lab, and received approval for a spectrum license. Project completion is expected by mid-2018.

Project No. 12

Regional Connector Transit Corridor
The implementing agency, Los Angeles County Metropolitan Transportation Authority, has received $114.874 million for the construction phase. The project consists of construction of a two-mile extension that will connect the Metro light rail system to high speed rail through downtown, including construction of three new underground light rail stations.

The project is still reflecting an approximate five-month delay to the revenue service date due to the differing site conditions related to underground utilities. New mitigation measures are scheduled to be implemented to address delays precipitated by the utility locations. Delays and reduced productivity along Flower St. continue to be experienced; work hour and access constraints are driving causes. Major street and intersection closures are being coordinated with the Los Angeles Department of Transportation and the Los Angeles Bureau of Engineering and Council District 14 to facilitate construction plans and schedules. Project completion is expected in June 2021.

Project No. 13

Metrolink High-Speed Rail Readiness Program
The implementing agency, the Southern California Regional Rail Authority, has received $68.5 million for the construction phase. The project consists of acquisition of 20 high-powered Tier 4 locomotives.

Delivery of the first locomotive occurred in June 2016. Production of remaining units continues as does operations testing. The estimated project completion date is May 2019.

Project No. 14

Stockton Passenger Track Extension
The implementing agency, San Joaquin Regional Rail Commission (SJRRC), initially received $10.974 million for the construction phase. The project consists of constructing a

2.57 mile extension of dedicated passenger rail track north of downtown Stockton, interlocking between the Union Pacific Railroad (UPRR) and the BNSF Railway.

In the past three months the SJRRC has coordinated an Engineering Review contract with UPRR. The contract has now been executed and UPRR can proceed with commenting on the proposed track extension. During the same timeframe SJRRC has been coordinating final track geometry and scope of work with UPRR. At this point there is a conceptual agreement with UPRR on the design, but SJRRC needs to proceed through with the formal review process. In the next few months SJRRC will move forward with the Harding Ave bridge construction documents and final track alignment plans. Now that the contract is executed, UPRR can formally comment on the alignments and bridge design. Project completion is anticipated for June 2018.

Project No. 15

Blue Line Light Rail Improvements

The implementing agency, San Diego Association of Governments, has received $57.855 million for the construction phase. The project consists of improvements to existing infrastructure on the Blue Line Trolley including: replacing worn out rails and tracks; replace/rehabilitate switches and signaling and reconstruction of existing platforms to accommodate low-floor vehicles.

The switch and rail replacement along northbound tracks between 8th Street and 24th Street stations is still ongoing. Contract work is expected to be complete by the end of the 2016 calendar year. The project closeout date is expected by December 2016.

Project No. 16

Positive Train Control

The implementing agency, North County Transit District, has received $17.833 million for the construction phase. The project consists of implementing all aspects of PTC technology along the Coaster Corridor between San Onofre and San Diego.

Brake testing was completed June 2016 with the test results being submitted on July 8, 2016. FI&FT Book 1 testing was completed in July 2016 with one failed test that will be captured in a regression test book. FI&FT Book 2 testing was completed in August 2016 with two failed tests that will be captured in a regression test book. FI&FT Book 3 testing is ongoing and is expected to complete in October 2016. FI&FT Book 4 testing was completed in August 2016 with all tests passing. The brake regression testing was required in order to complete the FI&FT Book 3 enforcement test cases; brake regression testing was completed in September 2016. Training has been completed for 80 of 91 staff. The project is on schedule to be completed by December 2018.

Project No. 17

Maintenance Shop and Yard Improvements
The implementing agency, San Francisco Bay Area Rapid Transit District (BART), has received $78.639 million for the construction phase. The project consists of expanding the existing Main Shop to support back shop double-ended operation, constructing a new Component Repair Shop, retrofitting the Maintenance and Engineering storage facility, and constructing new track work, retaining walls, and sound walls, that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks.

Foundation construction continues and structural steel erection is in progress for the new component repair shop. Work has commenced on three new lifts in the Hayward Main Shop. Factory inspections were conducted for the Macton Lifts and the Savage Wheel Presses. A new mainline track crossover and turn-out were installed on the existing BART mainline tracks and a new water loop was installed under the BART mainline tracks. For the next quarter, field construction work will continue for the new component repair shop. Additionally three new lifts in the Hayward main shop will be installed and the track work installation will begin for the new T2 track. Design work will continue for the new central warehouse, the new maintenance and engineering facility, the new vehicle overhaul and heavy repair shop, the new back-up power supply, and the new Hayward Yard turntable. There are currently two differing site condition changes that could delay the completion of the three new lifts in the Hayward Main Shop by approximately two months. The overall project (Phase I) completion, depending upon availability of funding, is anticipated by August 2021.

LETTERS OF NO PREJUDICE:

The Letters of No Prejudice (LONP) Guidelines were approved in September 2010, under Resolution LONP1A-G-1011-01. There were three projects that were approved for a LONP; all 3 of these projects have since been funded.

BACKGROUND:

On November 4, 2008, the voters approved Proposition 1A for the 21st Century, authorized by the Commission upon appropriation by the Legislature, to allocate funds for the capital improvements to intercity, commuter, and urban rail lines that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system.

ATTACHMENTS:

1. Table 1-Intercity Rail Formula Program
2. Table 2-Intercity Rail Competitive Program
3. Table 3-Urban and Commuter Rail Program

This report includes several attachments that provide detailed information on project status. Please note that the "Project Numbers" in these lists are for clarification and are only for reference to indicate the number of projects in this report. These "Project Numbers" are subject to change in subsequent reports as projects are added. Currently, there are 17 projects shown in the tables in this report.

Table 1

Intercity Rail Formula Program

Project No.	Co.	Agency	Project Name	End PA&ED	End PS&E	End R/W	End CON	Funding Phase	% of Allocation Expended	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule	Project Completion
1	Various	SCRRA	Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)	-	-	-	Dec-15	**CON**	**100%**	$46,550	$46,550	$46,550	Jan-11	Oct-10	▲	▲	▲	Jun-16
2	SJ	Caltrans	Positive Train Control, San Joaquin Corridor	-	-	-	Jan-13	**CON**	**100%**	$9,800	$9,800	$9,800	Oct-11	June-12	▲	▲	▲	Mar-13
3	Various	CCJPA	Capitol Corridor (and ACE) Travel Time Reduction Project	-	-	-	May-19	**CON**	**0%**	$10,180	$10,180	$0	May-16	N/A	▲	▲	▲	May-19
								TOTAL:	**85%**	**$66,530**	**$66,530**	**$56,350**						

LEGEND

- ▲ Project is on-time, on-budget, and /or within scope
- ● Allocation request is late or construction start date has been delayed
- ♦ Schedule or cost is changing, pending review and acceptance

Table 2

Intercity Rail Competitive Program

Project No.	Co.	Agency	Project Name	End PA&ED	End PS&E	End R/W	End CON	Funding Phase	% of Allocation Expended	Programmed Amount *(millions)*	Funding Allocated *(millions)*	Prop 1A Expenditures *(millions)*	Allocation Date	Contract Award Date	Scope	Budget	Schedule	Project Completion
4	SD	NCTD	Positive Train Control, San Onofre to San Diego	-	-	-	Dec-15	**CON**	**75%**	$24,010	$24,010	$18,122	Jan-11	Aug-11	▲	▲	▲	Dec-18
5	LA	Caltrans	Positive Train Control, LA to Fullerton Triple Track	-	-	-	Dec-15	**CON**	**100%**	$2,940	$2,940	$2,940	Nov-11	Dec-11	▲	▲	▲	Dec-16
6	SJ	Caltrans	San Joaquin Corridor, Merced to Le Grand Segment 1	-	-	-	Oct-16	**CON**	**67%**	$40,750	$40,750	$27,219	May-13	Nov-13	♦	▲	▲	Oct-16
								TOTAL:	**71%**	**$67,700**	**$67,700**	**$48,281**						

LEGEND

- ▲ Project is on-time, on-budget, and /or within scope
- ● Allocation request is late or construction start date has been delayed
- ♦ Schedule or cost is changing, pending review and acceptance

Table 3

Urban and Commuter Rail Program

Project No.	Co.	Agency	Project Name	End of PA&ED	End of PS&E	End of R/W	End of CON	Funding Phase	% of Allocation Expended	Programmed Amount (*millions*)	Funding Allocated (*millions*)	Prop 1A Expenditures (*millions*)	Allocation Date	Contract Award Date	Scope	Budget	Schedule	Project Completion
7	SAC	SacRT	Sacramento Intermodal Facility High-Speed	June -16	-	-	-	**PA&ED**	**94%**	$25,223	$600	$562	Oct-13	N/A	♦	▲	♦	Jun-21
8	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)	-	Dec -16	-	Aug-16	**PS&E/ CON**	**58%**	$105,445	$105,445	$61,139	May-13	Aug-13	▲	▲	♦	May-17
9	SF	SFMTA	Central Subway	-	-	-	Oct-15	**CON**	**100%**	$61,308	$61,308	$61,308	Sept-12	Oct-12	▲	▲	♦	Feb-18
10	SF	BART	Millbrae Station Track Improvements and Car Purchase	-	-	-	Jan-17	**CON**	**56%**	$140,000	$140,000	$78,826	Oct-13	Jan-14	▲	▲	♦	Sept-26
11	Various	SCRRA	Metrolink Positive Train Control	-	-	-	June-18	**CON**	**70%**	$35,000	$35,000	$24,546	Aug-11	Oct-10	▲	▲	▲	Mid 2018
12	LA	LACMTA	Regional Connector Transit Corridor	-	-	-	May-17	**CON**	**90%**	$114,874	$114,874	$103,387	May-13	May-14	▲	▲	♦	June-21
13	Various	SCRRA	Metrolink High-Speed Rail Readiness Program	-	-	-	May-17	**CON**	**20%**	$88,707	$68,500	$14,224	Jan-14	May-14	▲	▲	♦	May-19
14	SJ	SJRRC	Stockton Passenger Track Extension	-	-	-	Feb-17	**CON**	**7%**	$10,974	$5,714	$395	Aug-15	Pending	▲	▲	♦	June-18
15	SD	SANDAG	Blue Line Light Rail Improvements	-	-	-	May-16	**CON**	**99.87%**	$57,855	$57,855	$57,780	Aug-12	May-13	▲	▲	▲	Dec-16
16	SD	NCTD	Positive Train Control	-	-	-	Dec-15	**CON**	**66%**	$17,833	$17,833	$11,709	Jan-11	Aug-11	▲	▲	▲	Dec-18
17	ALA	BART	Maintenance Shop & Yard Improvements	-	-	-	Jul-18	**CON**	**18%**	$78,639	$78,639	$14,780	Oct-14	July-15	▲	▲	♦	May-20
								TOTAL:		**$735,858**	**$685,768**	**$428,656**						

LEGEND

- ▲ Project is on-time, on-budget, and /or within scope
- ● Allocation request is late or construction start date has been delayed
- ♦ Schedule or cost is changing, pending review and acceptance

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 31

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 3.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared By: Bruce Roberts, Chief
Division of Rail and
Mass Transportation

Subject: **FISCAL YEAR 2016-17 FIRST QUARTER INTERCITY PASSENGER RAIL OPERATIONS REPORT**

Attached is the California Department of Transportation's Intercity Passenger Rail Operations Report for the first quarter of State Fiscal Year (FY) 2016–17, July through September 2016, for the three State supported intercity passenger rail routes:

- Pacific Surfliner, connecting San Diego, Los Angeles, Santa Barbara and San Luis Obispo, managed by the LOSSAN Rail Corridor Agency
- Capitol Corridor, connecting San Jose, Oakland, and Sacramento-Auburn, managed by the Capitol Corridor Joint Powers Authority
- San Joaquin, connecting Bakersfield, Oakland, and Sacramento, managed by the San Joaquin Joint Powers Authority

These routes were the first, second, and fifth busiest state supported intercity passenger rail routes in the nation for federal FY 2015–16.

In addition to owning the majority of equipment utilized on two of the three routes, the California Department of Transportation provides State funding for Amtrak operating costs for intercity passenger rail service and equipment capital costs while providing oversight to ensure statewide integration and monitor performance.

This report compares ridership, on-time performance, and financial results reported in the first quarter of FY 2016–17 to those reported in the corresponding quarter of FY 2015–16.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2016–17 First Quarter

Intercity Passenger Rail Operations Report

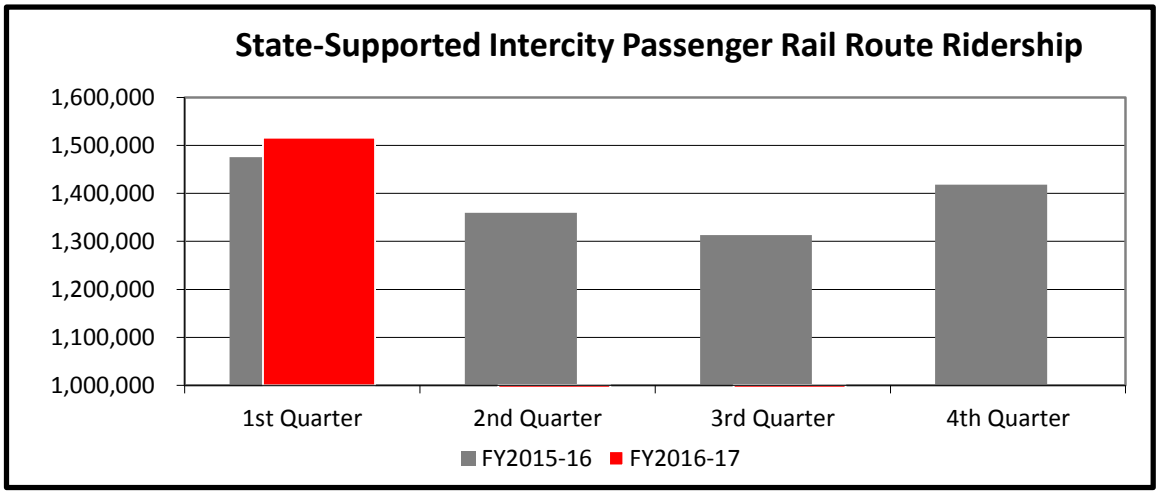
Quarterly Report to the

California Transportation Commission

COMBINED STATEWIDE RESULTS:

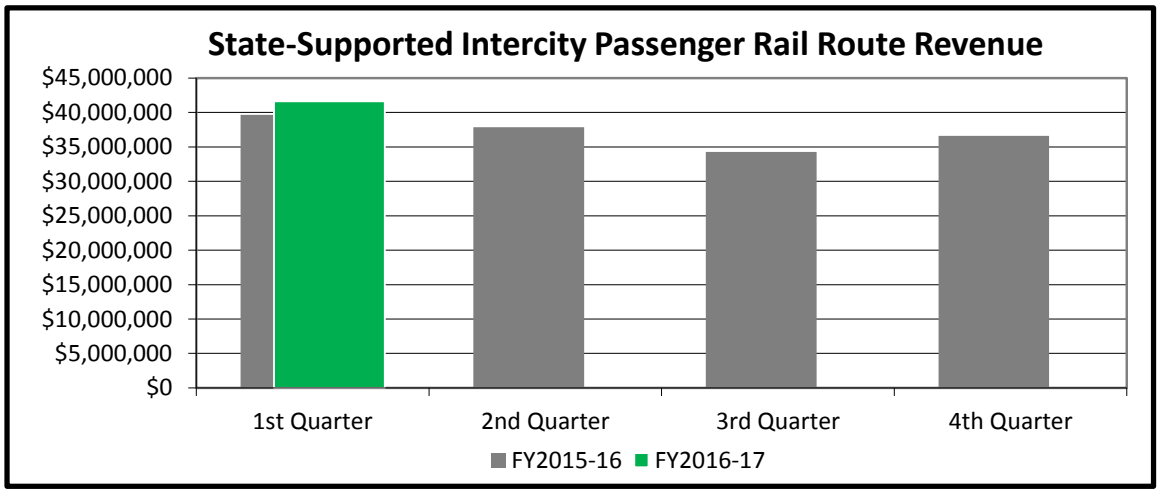
RIDERSHIP

Total combined ridership on the three routes for the first quarter of Fiscal Year (FY) 2016–17 was 1,516,182, an increase of 2.7 percent when compared to 1,475,919 reported in the corresponding quarter of FY 2015–16.



REVENUE and EXPENSES

Total combined revenue for the three routes for the first quarter of FY 2016–17 was $41,597,810, an increase of 4.9 percent when compared to $39,647,187 reported in the corresponding quarter of FY 2015–16. First quarter expenses for FY 2016–17 were $60,560,665, a decrease of 5.0 percent compared to $63,759,470 reported in the corresponding quarter for FY 2015–16, resulting in a farebox ratio increase of 6.5 percentage points.



The following table provides further detail on the combined ridership, revenue, expenses, farebox ratio, and on-time performance for the three State-supported routes for the first quarter of FY 2016–17 compared to the corresponding quarter of FY 2015–16:

State-Supported Intercity Passenger Rail - 1st Quarter 2016-17 All Routes				
	ACTUAL RESULTS			
	1st Qtr 2016-17	1st Qtr 2015-16	Difference	Percent Change
Ridership	1,516,182	1,475,919	40,263	2.7%
Revenue	$ 41,597,810	$ 39,647,187	$ 1,950,623	4.9%
Expense	$ 60,560,665	$ 63,759,470	$ (3,198,805)	-5.0%
Farebox Ratio	68.7%	62.2%	6.5 PP	
End Point On-Time Performance	85.7%	85.3%	0.4 PP	

PP - Percentage Points

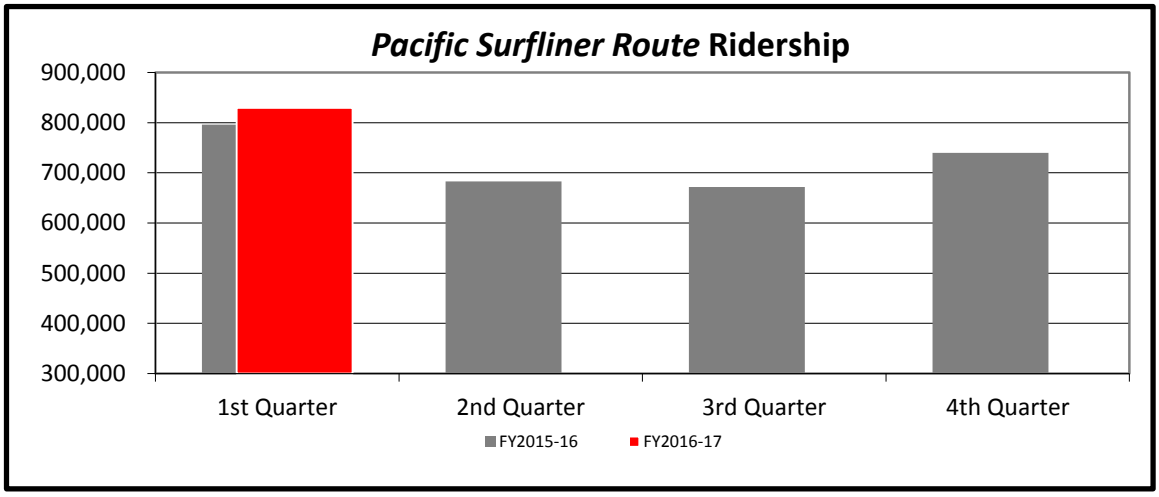
Route-specific graphs and tables are contained in the following sections.

PACIFIC SURFLINER ROUTE:

There are 11 daily round-trips between Los Angeles and San Diego, four of which are through-trains between San Diego and Goleta (Santa Barbara); one of which continues north allowing connectivity with San Luis Obispo. A second San Luis Obispo round-trip originates in Los Angeles, turns around in San Luis Obispo and continues south to San Diego (as one of the 11 Los Angeles – San Diego southbound trips), bringing the total level of service north of Los Angeles to five daily round-trips.

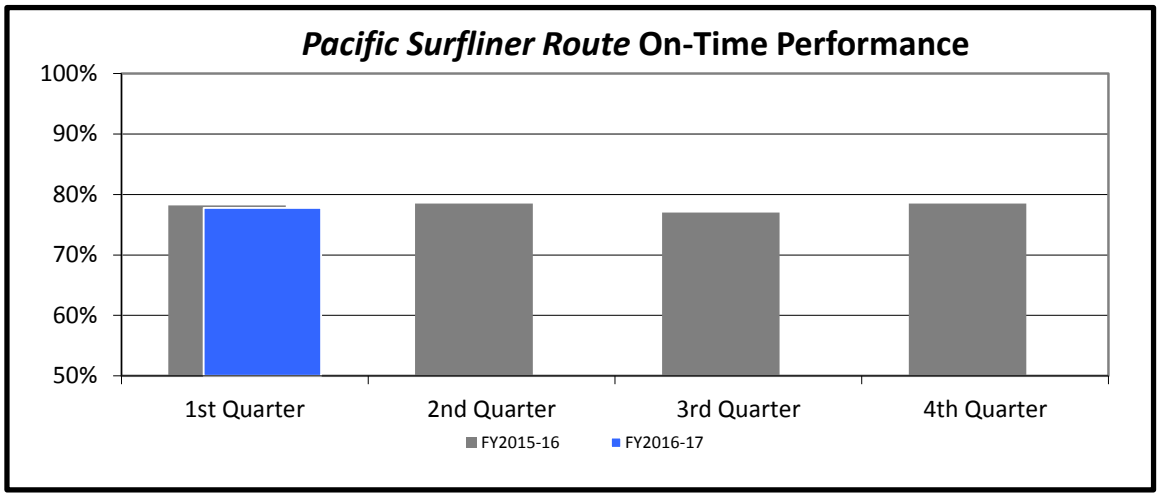
RIDERSHIP

Ridership on the Pacific Surfliner Route for the first quarter of FY 2016–17 was 829,282, an increase of 4.1 percent when compared to 796,276 reported in the corresponding quarter of FY 2015–16.



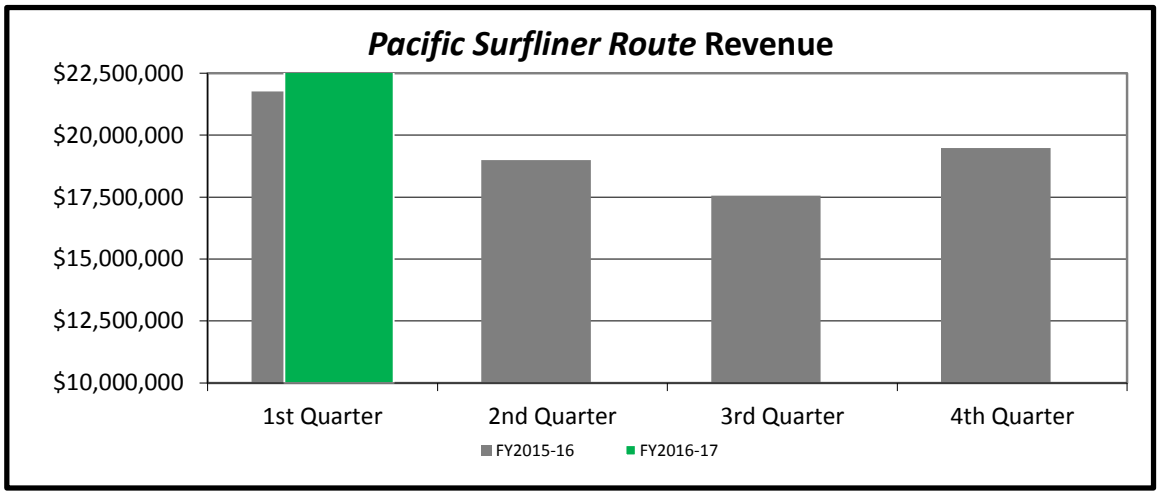
ON-TIME PERFORMANCE

The On-Time Performance (OTP) for the Pacific Surfliner Route for the first quarter of FY 2016–17 was 77.8 percent, a decrease of 0.4 percentage points when compared to 78.2 percent reported in the corresponding quarter of FY 2015–16.



REVENUE and FAREBOX RATIO

Revenue for the Pacific Surfliner Route for the first quarter of FY 2016–17 was $23,428,970, an increase of 7.7 percent when compared to $21,760,204 reported in the corresponding quarter of FY 2015–16. Expenses for the first quarter of FY 2016–17 were $25,627,199, a decrease of 12.0 percent compared to $29,132,894 reported in the corresponding quarter of FY 2015–16, resulting in a farebox ratio increase of 16.7 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and the OTP for the Pacific Surfliner Route for the first quarter of FY 2016–17 compared to the corresponding quarter of FY 2015–16:

State-Supported Intercity Passenger Rail - 1st Quarter 2016-17 Pacific Surfliner Route				
	ACTUAL RESULTS			
	1st Qtr 2016-17	1st Qtr 2015-16	Difference	Percent Change
Ridership	829,282	796,276	33,006	4.1%
Revenue	$ 23,428,970	$ 21,760,204	$ 1,668,766	7.7%
Expense	$ 25,627,199	$ 29,132,894	$ (3,505,695)	-12.0%
Farebox Ratio	91.4%	74.7%	16.7 PP	
End Point On-Time Performance	77.8%	78.2%	-0.4 PP	

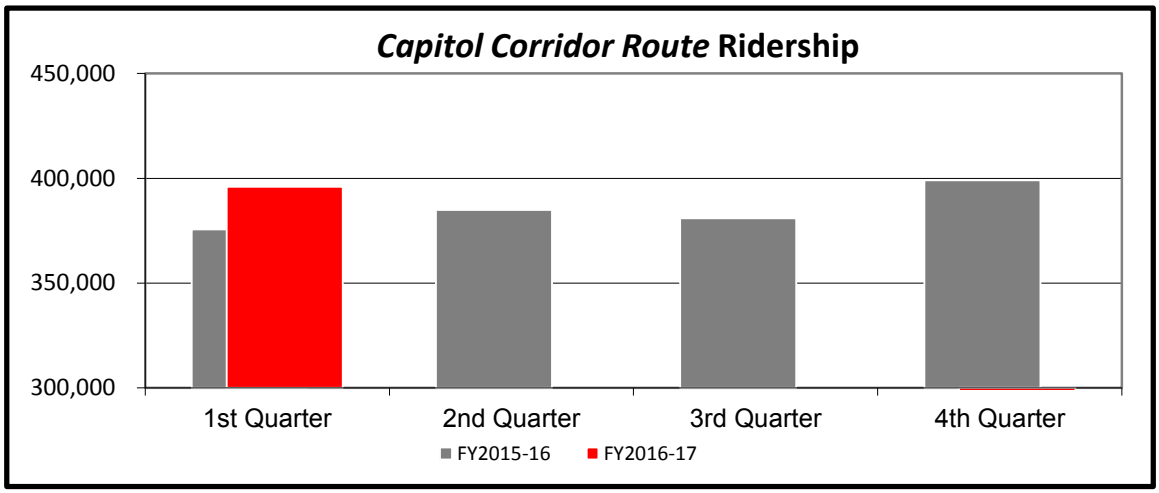
PP - Percentage Points

CAPITOL CORRIDOR:

There are 15 weekday round-trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round trips to San Jose.

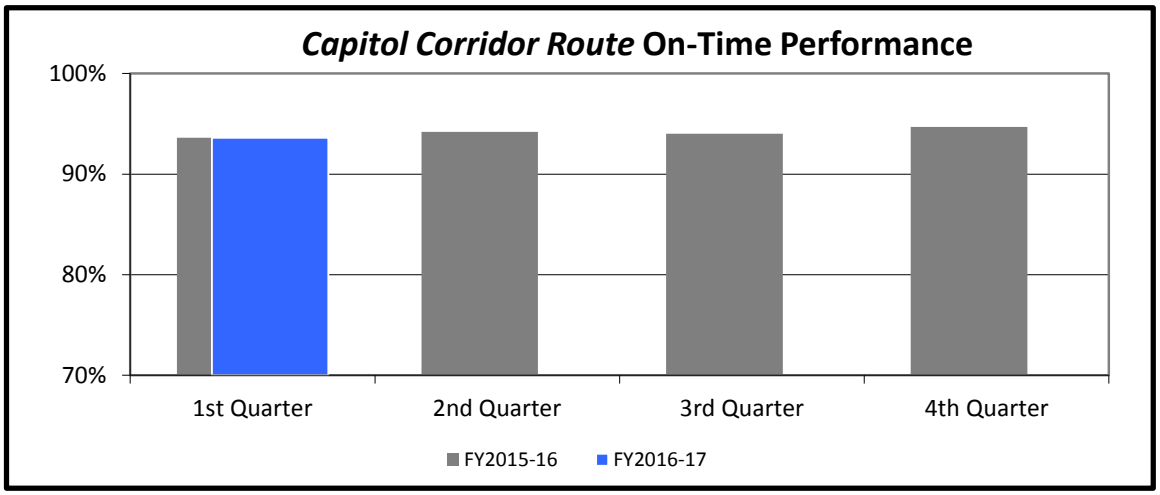
RIDERSHIP

Ridership on the Capitol Corridor for the first quarter of FY 2016–17 was 395,957, an increase of 5.4 percent when compared to 375,577 reported in the corresponding quarter of FY 2015–16.



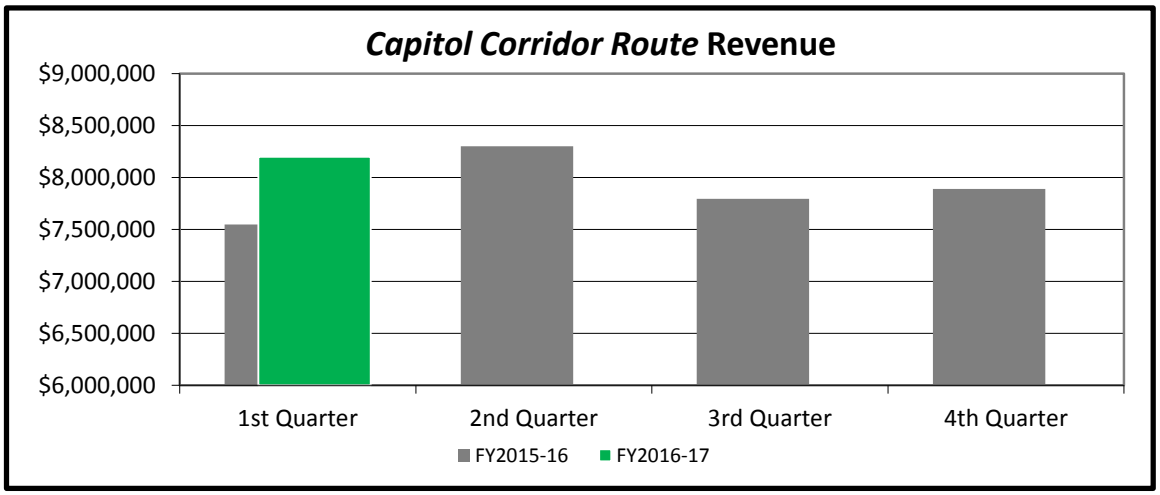
ON-TIME PERFORMANCE

The OTP for the Capitol Corridor for the first quarter of FY 2016–17 was 93.6 percent, resulting in no change when compared to 93.6 percent reported in the corresponding quarter of FY 2015–16.



REVENUE and FARE BOX RATIO

Revenue for the Capitol Corridor for the first quarter of FY 2016–17 was $8,199,920, an increase of 8.6 percent when compared to $7,547,845 reported in the corresponding quarter in FY 2015–16. Expenses for the first quarter of FY 2016–17 were $14,480,944, a decrease of 2.3 percent compared to $14,828,600 reported in the corresponding quarter of FY 2015–16, resulting in a farebox ratio increase of 5.7 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and the OTP for the Capitol Corridor Route for the first quarter of FY 2016–17 compared to the corresponding quarter in FY 2015–16:

State-Supported Intercity Passenger Rail - 1st Quarter 2016-17 Capitol Corridor Route				
	ACTUAL RESULTS			
	1st Qtr 2016-17	1st Qtr 2015-16	Difference	Percent Change
Ridership	395,957	375,577	20,380	5.4%
Revenue	$ 8,199,920	$ 7,547,845	$ 652,075	8.6%
Expense	$ 14,480,944	$ 14,828,600	$ (347,656)	-2.3%
Farebox Ratio	56.6%	50.9%	5.7 PP	
End Point On-Time Performance	93.6%	93.6%	0.0 PP	

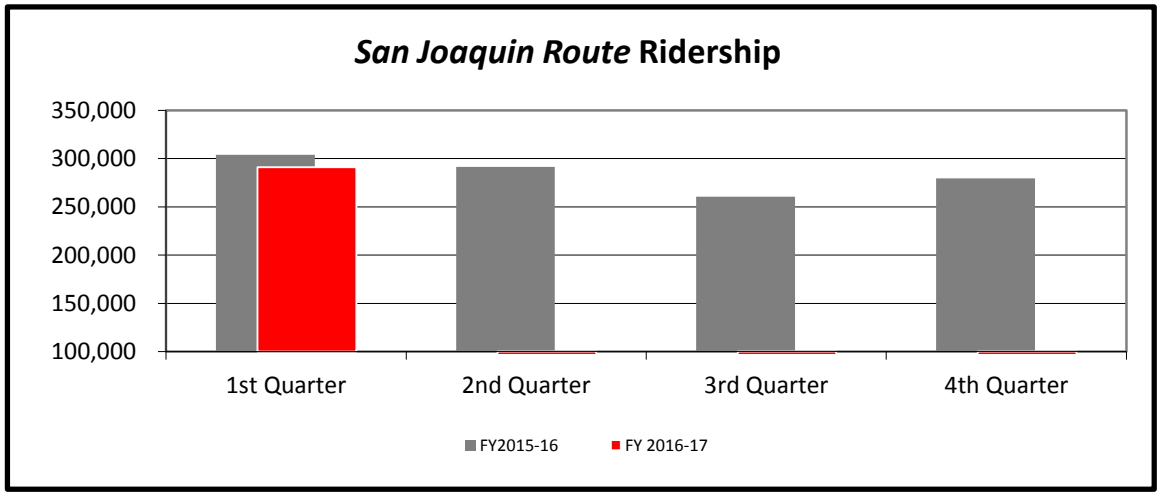
PP - Percentage Points

SAN JOAQUIN ROUTE:

Seven daily round-trips serve the San Joaquin Route, five operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All seven round-trips have dedicated bus connections between Bakersfield, Los Angeles, and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect Oakland with Sacramento trains, thus providing seven daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State.

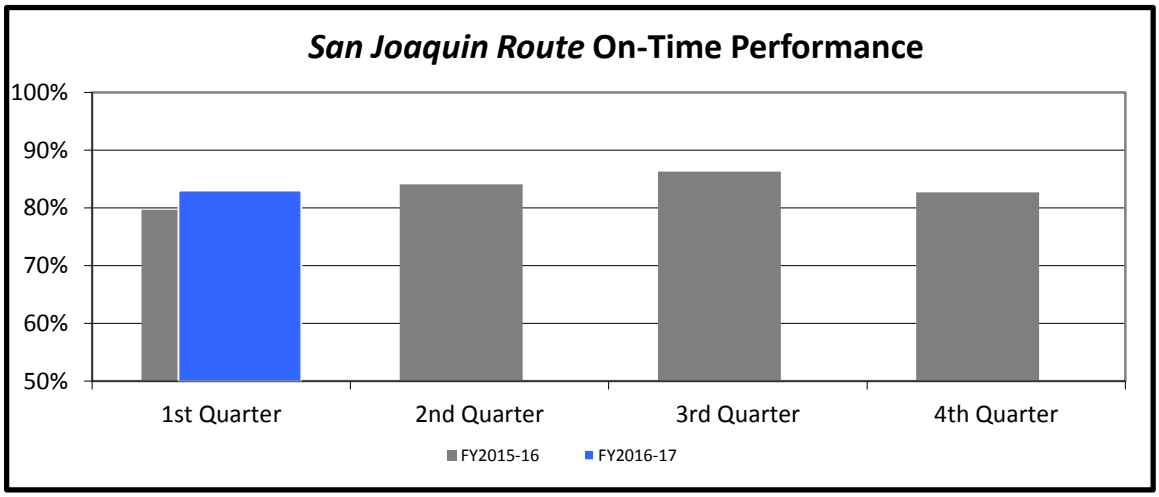
RIDERSHIP

Ridership on the San Joaquin Route for the first quarter of FY 2016–17 was 290,943, a decrease of 4.3 percent when compared to 304,066 reported in the corresponding quarter of FY 2015–16.



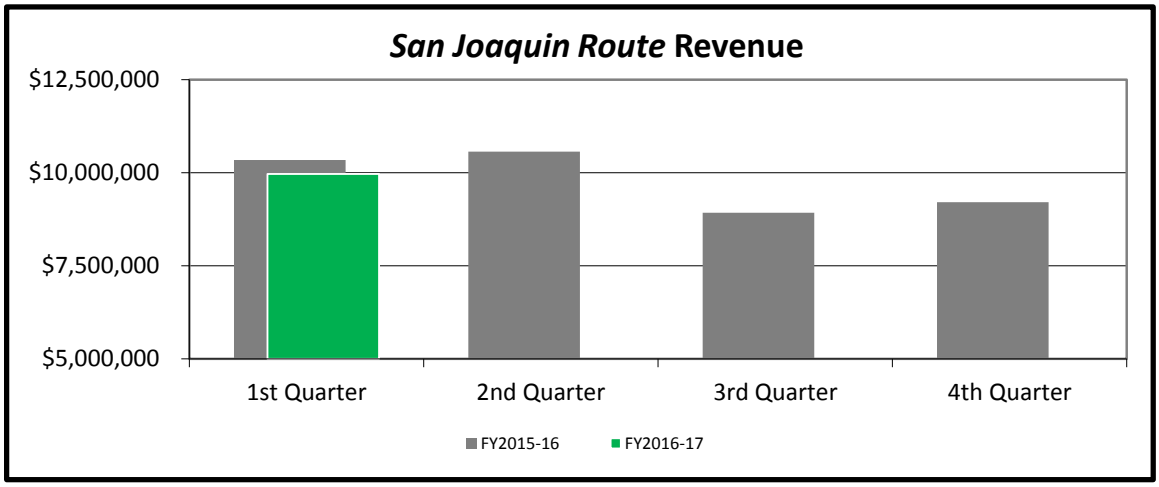
ON-TIME PERFORMANCE

The OTP for the San Joaquin Route for the first quarter of FY 2016–17 was 83.0 percent, an increase of 3.3 percentage points when compared to 79.7 percent reported in the corresponding quarter of FY 2015–16.



REVENUE and FAREBOX RATIO

Revenue for the San Joaquin Route for the first quarter of FY 2016–17 was $9,968,920, a decrease of 3.6 percent when compared to $10,339,138 reported in the corresponding quarter in FY 2015–16. Expenses for the first quarter of FY 2016–17 were $20,452,522, an increase of 3.3 percent compared to $19,797,976 reported in the corresponding quarter of FY 2015–16, resulting in a farebox ratio decrease of 3.5 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and the OTP for the San Joaquin Route for the first quarter of FY 2016–17 compared to the corresponding quarter in FY 2015–16:

State-Supported Intercity Passenger Rail - 1st Quarter 2016-17 San Joaquin Route				
	ACTUAL RESULTS			
	1st Qtr 2016-17	1st Qtr 2015-16	Difference	Percent Change
Ridership	290,943	304,066	(13,123)	-4.3%
Revenue	$ 9,968,920	$ 10,339,138	$ (370,218)	-3.6%
Expense	$ 20,452,522	$ 19,797,976	$ 654,546	3.3%
Farebox Ratio	48.7%	52.2%	-3.5 PP	
End Point On-Time Performance	83.0%	79.7%	3.3 PP	

PP - Percentage Points

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 32

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 3.10
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FISCAL YEAR 2016-17 - FIRST QUARTER FINANCE REPORT**

Attached is the California Department of Transportation's Fiscal Year 2016-17 First Quarter Finance Report.

Attachment

Department of Transportation Quarterly Finance Report

First Quarter 2016-17

Department of Transportation
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (Commission) with the status of capital allocations versus capacity and to report any trends or issues that may require action by the California Department of Transportation or Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the fiscal year 2015-16 and 2016-17 Quarterly Finance Reports.

California Department of Transportation			
Quarterly Finance Report			
Schedule of Reports			
Fiscal Year	**Quarterly Report**	**Activity**	**Date**
2016-17	**2015-16 Q4**	**Close of Quarter**	**6/30/16**
		Quarterly Report to Commission Staff	**8/30/16**
		Presented to Commission	**10/20/16**
	2016-17 Q1	**Close of Quarter**	**9/30/16**
		Quarterly Report to Commission Staff	**11/15/16**
		Presented to Commission	**12/8/16**
	2016-17 Q2	**Close of Quarter**	**12/31/16**
		Quarterly Report to Commission Staff	**2/15/17**
		Presented to Commission	**3/16/17**
	2016-17 Q3	**Close of Quarter**	**3/31/17**
		Quarterly Report to Commission Staff	**5/15/17**
		Presented to Commission	**5/18/17**
2017-18	**2016-17 Q4**	**Close of Quarter**	**6/30/17**
		Quarterly Report to Commission Staff	**8/30/17**
		Presented to Commission	**10/19/17**

Department of Transportation Quarterly Finance Report

First Quarter 2016-17

EXECUTIVE SUMMARY

2016-17 Capital Allocations vs. Capacity Summary through September 30, 2016[3] ($ in millions)								
	SHOPP[1]	**STIP[1]**	**TCRP**	**AERO**	**ATP**	**TIRCP**	**BONDS**	**TOTAL**
Allocation Capacity	$2,267	$236	$191	$6	$227	$135	$263	$3,324
Total Votes	893	76	53	2	12	0	11	1,047
Authorized Changes[2]	-18	0	0	0	0	0	0	-18
Remaining Capacity	**$1,392**	**$160**	**$138**	**$4**	**$215**	**$135**	**$251**	**$2,296**

Note: Amounts may not sum to totals due to independent rounding.
[1]Proposition 1B Bond included in totals: $149 million total capacity ($77 million SHOPP; $72 million STIP).
[2]Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.
[3]Includes changes made at October 19, 2016 Commission meeting.

Through the first quarter of Fiscal Year 2016-17, the California Transportation Commission (Commission) has allocated approximately $1 billion toward 160 projects. Adjustments totaled negative $18 million, leaving approximately $2.3 billion (69 percent) in remaining allocation capacity.

The State Highway Account (SHA) ended the first quarter with a higher than projected cash balance. The variance is primarily due to the delayed processing of expenditures from the year-end close-out process and the first quarter. These expenditures have been submitted to the State Controller's Office (SCO) for processing; however, it is not known how long the SCO posting will take. The Public Transportation Account (PTA) ended the first quarter with a higher than projected cash balance, primarily due to the delays of the third and fourth quarter State Transit Assistance (STA) expenditure transfer, which did not occur until after the close of the first quarter. The Traffic Congestion Relief Fund (TCRF) and the Transportation Deferred Investment Fund (TDIF) each ended the first quarter within acceptable range of forecast.

The California Legislature passed two bills which impacted transportation funding during the first quarter of 2016-17. Assembly Bill (AB) 1613 affects Cap-and-Trade spending and the Transit and Intercity Rail Capital Program (TIRCP). Senate Bill (SB) 838 requires changes to the SCO's methodology of allocating funds to local transit operators. (*See State Budget Outlook for additional information*)

State Budget Outlook

On September 13, 2016, SB 838 was approved in the Legislature. This Bill requires the SCO to calculate and publish the allocation of transit operator-based funds made pursuant to the State Transit Assistance program for the 3rd and 4th quarters of the 2015–16, and for all four quarters of 2016–17 and 2017–18, based on the same list of operators and the same individual operator ratios specified in the transmittal memo for the fourth quarter of 2014–15.

AB 1613, approved on September 14, 2016, authorized a spending plan totaling $900 million for Cap-and-Trade resources during 2016-17. Funding for the $900 million plan is derived from the 40 percent of Cap-and-Trade auction proceeds that are not continuously appropriated. A one-time appropriation of $135 million to the TIRCP was authorized. This appropriation guarantees a minimum capacity of $135 million, with total capacity continuing to be based on the program's percentage of total auction proceeds. Due to lower-than-anticipated results at recent Cap-and-Trade auctions, the current $200 million programming target for TIRCP in 2016-17 may not be met. As a result, the Allocation Capacity for the TIRCP was reduced to $135 million until such time that additional auction proceeds are realized, or the anticipated $9 million loan repayment authorized by AB 133, is received. The CTC has until June 30, 2018 to allocate these funds. AB 1613 also authorized a one-time appropriation of $10 million from discretionary auction proceeds to the Active Transportation Program (ATP). This additional appropriation resulted in an increase to ATP Allocation Capacity for this fiscal year. The CTC has until June 30, 2018 to allocate these funds as well.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

State Highway Operation and Protection Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$402	$239	-$1	$238	$164
FTF	1,865	654	-17	637	1,228
Proposition 1B	0	0	0	0	0
Total	**$2,267**	**$893**	**-$18**	**$875**	**$1,392**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated $875 million toward 88 SHOPP projects through the first quarter. Adjustments totaled negative $18 million, leaving approximately $1.4 billion (61 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

SHA. Effective July 1, 2016, the Board of Equalization (BOE) approved a decrease to the price-based excise tax from 12 cents in 2015-16 to 9.8 cents per gallon in 2016-17. The reduced rate is not expected to make a significant impact on SHOPP capacity, as the price-based excise tax represents only a small portion of SHOPP funding.

Federal Trust Fund (FTF). Net allocations totaling $637 million were committed toward federally eligible SHOPP projects through the first quarter.

On August 31, 2016, the Federal Highway Administration published a notice regarding the redistribution of federal fiscal year 2015-16 obligation limitation, known as the August Redistribution. California received the largest redistribution portion to date ($293 million). As a result, during the October Commission meeting, SHOPP allocation capacity was increased by $95 million. This represents funding in excess of Fund Estimate (FE) assumptions.

Proposition 1B. There is no significant Proposition 1B allocation capacity for SHOPP in 2016-17.

Recommendations

The Department will continue to monitor SHOPP resources and advise the Commission of any concerns or changes.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$74	$46	$0	$46	$28
FTF	100	20	0	20	80
PTA	47	1	0	1	46
TDIF	15	9	0	9	6
Prop 1B STIP	0	0	0	0	0
Total	**$236**	**$76**	**-$0**	**$76**	**$160**

Note: Amounts may not sum to totals due to independent rounding

Capital Allocations vs. Capacity

The Commission allocated $76 million toward 27 STIP projects through the first quarter. Adjustments totaled $0, leaving $160 million (approximately 68 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

SHA. As mentioned previously, the BOE voted for a significant reduction to the 2016-17 price-based excise tax rate on gasoline, which translates into a large reduction in revenue. Various proposals are being discussed in the Legislature that may impact transportation revenue. The Department will keep the Commission apprised of any updates regarding these proposals.

FTF. Net allocations totaling $20 million were committed toward federally eligible STIP projects through the first quarter. The remaining allocation capacity is anticipated to be fully committed before the end of the federal fiscal year.

PTA. Net allocations totaling approximately $1 million were committed toward PTA STIP projects through the first quarter, leaving approximately $46 million in remaining allocation capacity.

TDIF. Net allocations totaling $9 million were allocated toward TDIF STIP projects through the first quarter, leaving approximately $6 million in remaining allocation capacity.

Proposition 1B. There is no significant allocation capacity available for STIP.

Recommendations

The Department will continue to monitor STIP resources and advise the Commission of any concerns or changes.

TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)

Traffic Congestion Relief Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
TCRF	$191	$53	$0	$53	$138
Total	**$191**	**$53**	**$0**	**$53**	**$138**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated $53 million toward four TCRP projects during the first quarter, leaving $138 million (approximately 72 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

The TCRF is owed approximately $482 million in Pre-Proposition 42 (Tribal Gaming) loan repayments, which are scheduled to begin this fiscal year. Assembly Bill (AB) 133, approved in March 2016, authorized the repayment of $148 million to the TCRF. This repayment is included in the 2016-17 allocation capacity. The remaining $334 million owed to the TCRF has no specified repayment schedule.

The repayment anticipated to be received in 2016-17 would provide sufficient resources for currently programmed TCRP projects, but not for new projects. See Appendix D for additional details regarding loan repayments.

Recommendations

The Department will continue to monitor TCRP resources and advise the Commission of any concerns or changes.

AERONAUTICS (AERO) PROGRAM

Aeronautics Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
AERO Account	$6.0	$2.0	$0	$2.0	$4.0
Total	**$6.0**	**$2.0**	**$0**	**$2.0**	**$4.0**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated approximately $2 million toward 3 AERO Program projects through the first quarter, leaving $4 million (approximately 67 percent) in remaining allocation capacity. The $2 million in allocations were used for AIP Matching Grants, of which, the Division has sub-allocated approximately $0.9 million toward 34 AIP Matching Grant projects to date.

Outlook for Funding & Allocations

During 2015-16, the Commission approved an updated 2016 AERO Account FE which included a $1.3 million transfer from the Local Airport Loan Account (LALA) to the AERO Account in 2015-16, plus an additional $4 million in each subsequent year over the FE period. The $1.3 million transfer occurred during the fourth quarter of 2015-16; however, the remaining $4 million annual transfers have yet to be approved by the Department of Finance (DOF). If these resources are approved, they will be used to provide relief to the AERO Account in order to fund Program grants.

Recommendations

Because the $4 million transfer was included in the 2016-17 allocation capacity, and the DOF has not approved that transfer; the Commission may wish to delay Aero allocations until such time that the LALA transfer is approved by the DOF.

ACTIVE TRANSPORTATION PROGRAM (ATP)

Active Transportation Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$42	$3	$0	$3	$39
FTF	175	9	0	9	166
Cap-and-Trade	10	0	0	0	10
Total	**$227**	**$12**	**$0**	**$12**	**$215**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated $12 million toward 34 ATP projects through the first quarter, leaving $215 million (approximately 95 percent) in remaining allocation capacity. To date, $0 of the FY 2016-17 programmed funds were extended and $0 have lapsed. No projects have been completed.

Outlook for Funding & Allocations

AB 1613, approved on September 14, 2016, authorized a one-time appropriation of $10 million from discretionary auction proceeds to the Green House Gas Reduction Fund (Cap-and-Trade) for ATP. As a result, 2016-17 allocation capacity was increased by $10 million at the October Commission meeting. The CTC has until June 30, 2018, to allocate these funds.

Recommendations

The final 2016-17 allocation capacity for the ATP is consistent with the Adopted 2017 ATP Fund Estimate. The Department will keep the Commission apprised of any further changes or issues.

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

Transit and Intercity Rail Capital Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
Cap-and-Trade	$135	$0	$0	$0	$135
Total	**$135**	**$0**	**$0**	**$0**	**$135**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated $0 toward 0 TIRCP projects through the first quarter, leaving the entire allocation capacity intact.

Outlook for Funding & Allocations

The 2015-16 Budget authorized resources for the Department's role in the newly implemented TIRCP, which utilizes a percentage of the annual proceeds deposited into the Greenhouse Gas Reduction Fund (Cap-and-Trade). The TIRCP currently receives 10 percent of the Cap-and-Trade auction proceeds.

AB 133 authorized a $9 million loan repayment, which will be used for TIRCP. The repayment is expected in January 2017.

AB 1613, approved on September 14, 2016, details the $900 million cap-and-trade investments in this year's legislative appropriation. This includes earmarking $135 million to TIRCP. This is a decrease of $65 million from previously projected capacity figures. Therefore, the allocation capacity was adjusted at the October Commission meeting.

Recommendations

TIRCP revenues are subject to change, dependent on sales at Cap-and-Trade auctions. The Department will monitor the Program and, if necessary, will recommend modifications to the Commission

PROPOSITION 1A & 1B BONDS

Proposition 1A & 1B Bonds ($ in millions)			
Fund	**Allocation Capacity**	**Allocations to Date**	**Remaining Capacity**
Proposition 1A	$128	$0	$128
CMIA	0	0	0
TCIF	44	2	42
Intercity Rail	36	0	36
Local Bridge Seismic	16	0	16
Grade Separations*	18	0	18
Traffic Light Synch.	0	0	0
Route 99	20	9	11
Total	**$262**	**$11**	**$251**

Note: Amounts may not sum to totals due to independent rounding.
*Highway-Railroad Crossing Safety Account (HRCSA)

Capital Allocations vs. Capacity

The Commission allocated $11 million toward four Bond projects through the first quarter, leaving $251 million (approximately 96 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

Bond Funding. In July 2016, the State Treasurer's Office (STO) provided an additional $15 million in commercial paper (CP) issuing authority for use on Proposition 1B (Prop 1B) local transit projects, of which $13.2 million was issued. To date, $101 million in CP has been authorized and issued for Prop 1B local transit projects, $70 million of which has been refunded. The Department has also been issued approximately $2 billion in CP for Prop1B and Proposition 1A (Prop 1A) projects, of which $1.8 billion has been refunded. Remaining CP authority for Prop1B is $542 million, and $50 million for Prop 1A. The Department received no general obligation (GO) bond sale proceeds during the quarter.

In August 2016, the STO refunded one GO bond series administered by the Department under Proposition 108 - Passenger Rail and Clean Air Bond Act of 1990; three series administered by the Department under the Proposition 192 – Seismic Retrofit Bond Act of 1996; and two series administered by the Commission under the Proposition 116 – the Clean Air and Transportation Improvement Bond Act of 1990.

Taking into account Commission allocations through August, $123 million of Prop 1B authority is available for allocation in 2016-17, plus an additional estimated authority of $212 million in future years. These amounts include authority for the use of potential savings consistent with the Prop 1B savings policy adopted by the Commission in January 2014. Original allocations are nearly complete for all bond programs, except the Local Bridge Seismic Retrofit Account program, which will continue to make original allocations for several more years. A remaining amount of $130 million is available for allocation on Prop 1A connectivity projects.

Recommendations

The Department will continue to monitor Bond resources and advise the Commission of any concerns or changes.

APPENDICES

Appendix A ..... **Allocation Capacity and Assumptions**

Appendix B ..... **Authorized Changes**

Appendix C ..... **Cash Forecasts**

Forecast Methodology
State Highway Account
Public Transportation Account
Traffic Congestion Relief Fund
Transportation Investment Fund
Transportation Deferred Investment Fund

Appendix D ..... **Transportation Loans**

Status of Outstanding Transportation Loans, as of June 30, 2016
Interfund Transportation Loans

APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2016-17 Allocation Capacity By Fund and Program[1] ($ in millions)								
Fund	**SHOPP**	**STIP**	**TCRP**	**AERO[2]**	**ATP**	**TIRCP**	**BONDS**	**Total**
SHA	$402	$74	$0	$0	$42	$0	$0	**$518**
FTF	1,865	100	0	0	175	0	0	**2,140**
PTA	0	47	0	0	0	0	0	**47**
TCRF	0	0	191	0	0	0	0	**191**
AERO	0	0	0	6	0	0	0	**6**
TDIF	0	15	0	0	0	0	0	**15**
GHG (Cap and Trade)	0	0	0	0	10	135	0	**145**
Prop 1A Bonds [3]	0	0	0	0	0	0	128	**128**
Prop 1B Bonds [3]	0	0	0	0	0	0	134	**134**
Total Capacity	**$2,267**	**$236**	**$191**	**$6**	**$227**	**$135**	**$263**	**$3,324**

Note: Amounts may not sum to totals due to independent rounding.
[1] Allocation capacity related to trade corridors is not included.
[2] Aeronautics allocation capacity is contingent upon DOF approval of $4 million LALA transfer.
[3] Subject to Bond Sales.

The 2016-17 allocation capacity of approximately $3.3 billion is based on the following:

- The STIP SHA, SHOPP SHA, and FTF allocation capacities are based on:
  - The 2016-17 Enacted Budget revenue and expenditure estimates,
  - The Revised 2016 STIP FE estimated federal receipts,
  - The SHA prudent cash balance of $415 million, and
  - Anticipated 2015-16 carryover allocation capacity
  - Additional Federal Authority for SHOPP ($95 million) from August Redistribution
  - Changes to ATP and TIRCP capacity pursuant to AB 1613 (2016)

- The STIP PTA allocation capacity of $47 million is based on the 2016-17 Enacted Budget, the PTA prudent cash balance of $100 million, and includes approximately $7 million in 2015-16 carryover allocation capacity.

- The STIP TDIF capacity is based on available cash in the fund and includes 2015-16 carryover capacity of approximately $15 million.

- The TCRP allocation capacity of $191 million is based on the anticipated tribal gaming loan repayment of $148 million, which will be used for Tier 2 projects, and includes approximately $43 million in 2015-16 carryover allocation capacity for Tier 1 projects.

- The AERO capacity is based on the Revised 2016 AERO Account FE and is contingent upon the DOF's approval of a $4 million transfer from the LALA. AERO 2016-17 capacity also includes 2015-16 carryover allocation capacity of approximately $800,000.

- The ATP capacity is based on the Adopted 2017 ATP FE and projects with time extensions approved by the Commission. The ATP capacity also incorporates the following assumptions:
  - Federal Highway Safety Improvement Program funds are not incorporated into the ATP.
  - State and federal resources are forecasted to remain stable throughout the FE period.
  - AB 1613 authorized $10 million from Cap-and-Trade proceeds for ATP.

- The TIRCP capacity is based on the 2016-17 Enacted Budget's projected Cap and Trade revenues in the GGRF.
    - Decrease of $65 million to reflect amount appropriated by AB 1613 and anticipated lower available funding from Cap-and-Trade

- Bond capacity is based on remaining bond authority, budget authority, and any administrative costs.
    - Proposition 1A and 1B capacities are based on the 2016-17 Enacted Budget and includes 2015-16 remaining authority. The bond capacities are also dependent on the sale of sufficient bonds for funding.
    - Any increases to the Transportation Facilities Account (TFA), Highway-Railroad Crossing Safety Account (HRCSA), and State Route 99 Account allocation capacities are a result of project close-out and administrative savings.
    - Inter-City Rail capacity is based on the allocation of originally programmed projects.

APPENDIX B – AUTHORIZED CHANGES

2015-16 Authorized Changes Summary through September 30, 2016 ($ in millions)				
Program	**# of Adjustments**			**Net Change**
	Increases	**Decreases**	**Total[3]**	
SHOPP[1]	33	44	77	-$18
STIP[2]	2	1	3	0
TOTAL	**35**	**45**	**80**	**-$18**

Note: Amounts may not sum to totals due to independent rounding.

[1]Includes SHOPP and Proposition 1B Bond G-12 (SHOPP Augmentation) adjustments.

[2]Includes STIP and Proposition 1B Bond G-12 (TFA) adjustments

[3]May include net zero adjustments

Summary of Authorized Changes

The Department has processed a total of 80 allocation adjustments through September 30, 2016, resulting in a $17 million decrease.

Background

Commission Resolution G-16-12, which amends Resolution G-09-12, (Resolution G-12) allows for the Director of the Department to adjust project allocations within specific limits. It is intended that the Director's approved "decreases" will offset the Director's approved "increases." These authorized changes are known as G-12 authority. This delegation of authority greatly reduces the volume of financial transactions submitted to the Commission and increases the efficiency of the Department in processing changes. The Resolution G-12 requires that the Department report on all project capital outlay allocation changes made under this delegation to the Commission's Executive Director on a monthly basis. The Department provides a detailed, project by project, report to Commission staff each month.

APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY

Methodology and Assumptions

The cash forecasts for the SHA, PTA, TCRF, TIF and TDIF are used by the Department to estimate and monitor the cash balance of transportation funds to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the Commission. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology. The 2016-17 cash forecasts are based on the following assumptions:

- State Operations projections are based on historical trends and assumes a 2.6 percent increase each year, based on the DOF's 2016-17 Price Letter.
- Includes the most current expenditure projections available for Right-of-Way SHOPP and STIP.
- Capital Outlay and Local Assistance expenditures are based on actual and projected Commission allocations using historical and seasonal construction patterns.
- Monthly adjustments are not forecasted, since they comprise timing differences between the Department's accounting system and the State Controller's Office (SCO). These adjustments include short-term loans made to the General Fund (GF), short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Federal receipts are based on the 2016 STIP FE.

SHA

- Weight fee and excise tax revenue projections provided by the DOF.
- All other revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund (TDSF).
- Assumes a $119 million Public/Private Partnership Presidio Parkway project payment as part of capital outlay disbursement
- Prudent cash balance of $415 million.

PTA

- Revenue projections provided by the DOF.
- Repayment of an approximately $14 million Public Employees' Pension Reform Act of 2013 (PEPRA) loan in 2016-17.
- Prudent cash balance of $100 million.

TCRF

- One-time expenditure of $72 million will go towards Tier 2 projects in 2016-17.
- Tribal gaming loan repayment of $173 million will be transferred to the TCRF, however, immediately following the receipt of the loan repayment, $16 million will be transferred to the SHA and $9 million to the TIRCP.

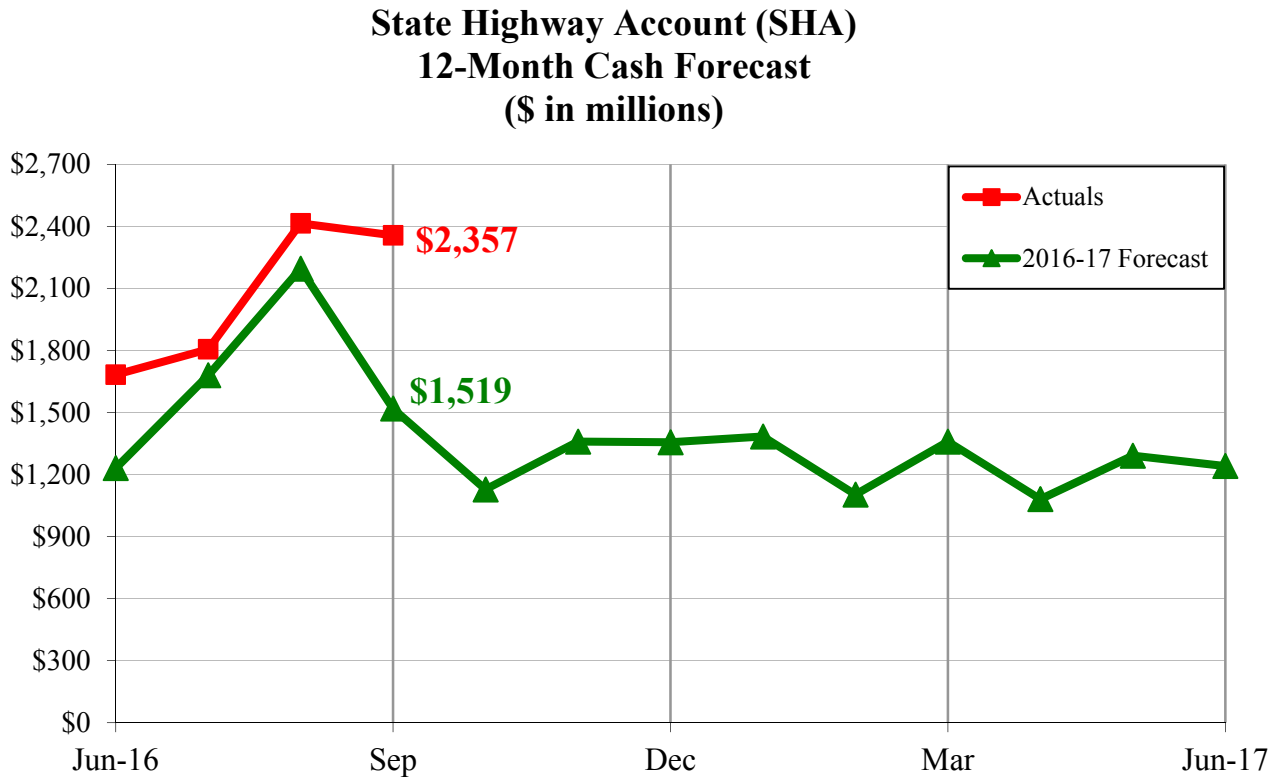
TIF

- As authorized by the 2015-16 Budget, all remaining assets and liabilities were transferred to the SHA, and the TIF is now closed.

TDIF

- Carryover capacity of approximately $15 million from 2015-16 for STIP projects.

APPENDIX C – CASH FORECASTS – STATE HIGHWAY ACCOUNT



Year-to-Date SHA Summary

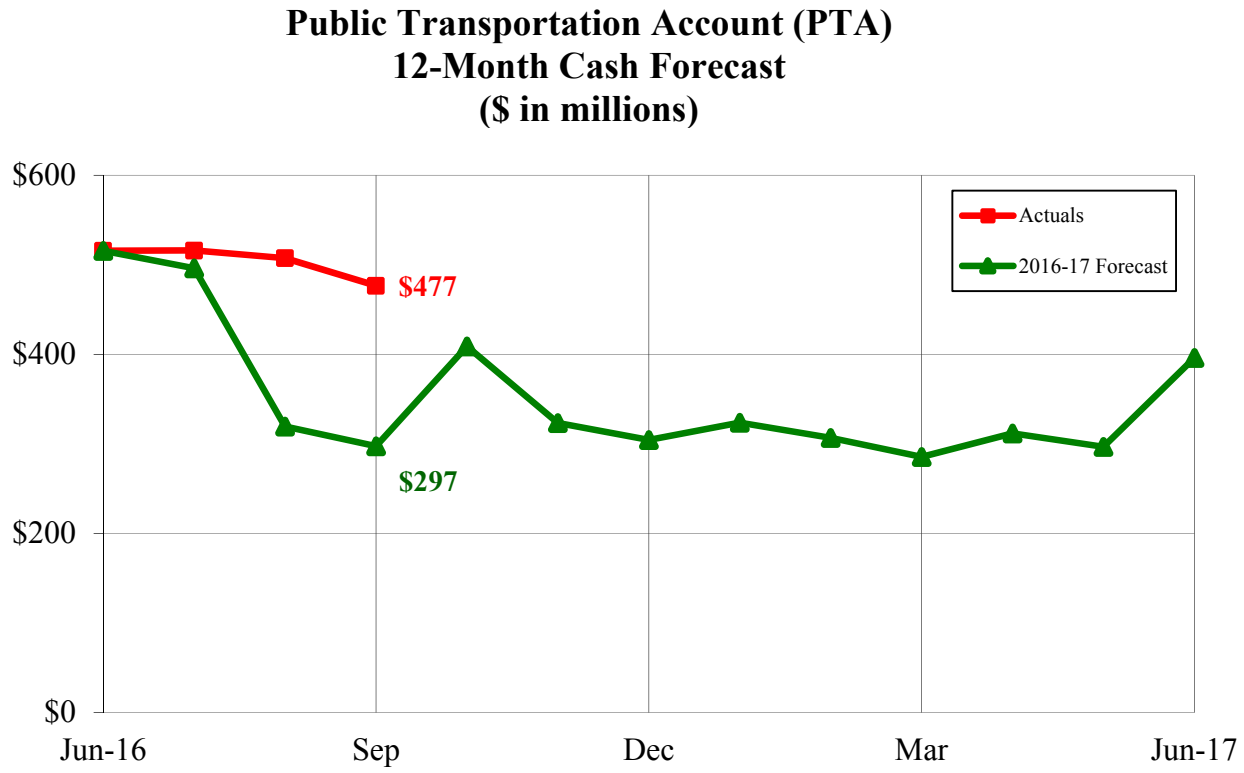
The SHA ending cash balance through the first quarter was approximately $2.4 billion, $838 million (55 percent) above the forecasted amount of $1.5 billion. The variance is primarily due to the delayed processing of expenditures from the year-end close-out process and the first quarter. The SHA cash balance will remain high until the SCO processes these delayed expenditures. The variance is also due to continued higher than forecasted revenues. Revenues were higher than anticipated as a result of current economic factors, which contributed to increased fuel consumption. Revenues totaled $311 million, $22 million (8 percent) above forecast. Transfers into the SHA totaled $622 million, $124 million (25 percent) above forecast. Expenditures totaled $938 million, $12 million (1 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a positive $679 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$1,683**	**$1,683**	**N/A**	
Revenues	289	311	22	
Transfers	498	622	124	
Expenditures	-950	-938	12	
Adjustments	0	679	679	
Ending Cash Balance	**$1,519**	**$2,357**	**$838**	**55%**

Note: Amounts may not sum to totals due to independent rounding.

APPENDIX C – CASH FORECASTS – PUBLIC TRANSPORTATION ACCOUNT



Year-to-Date PTA Summary

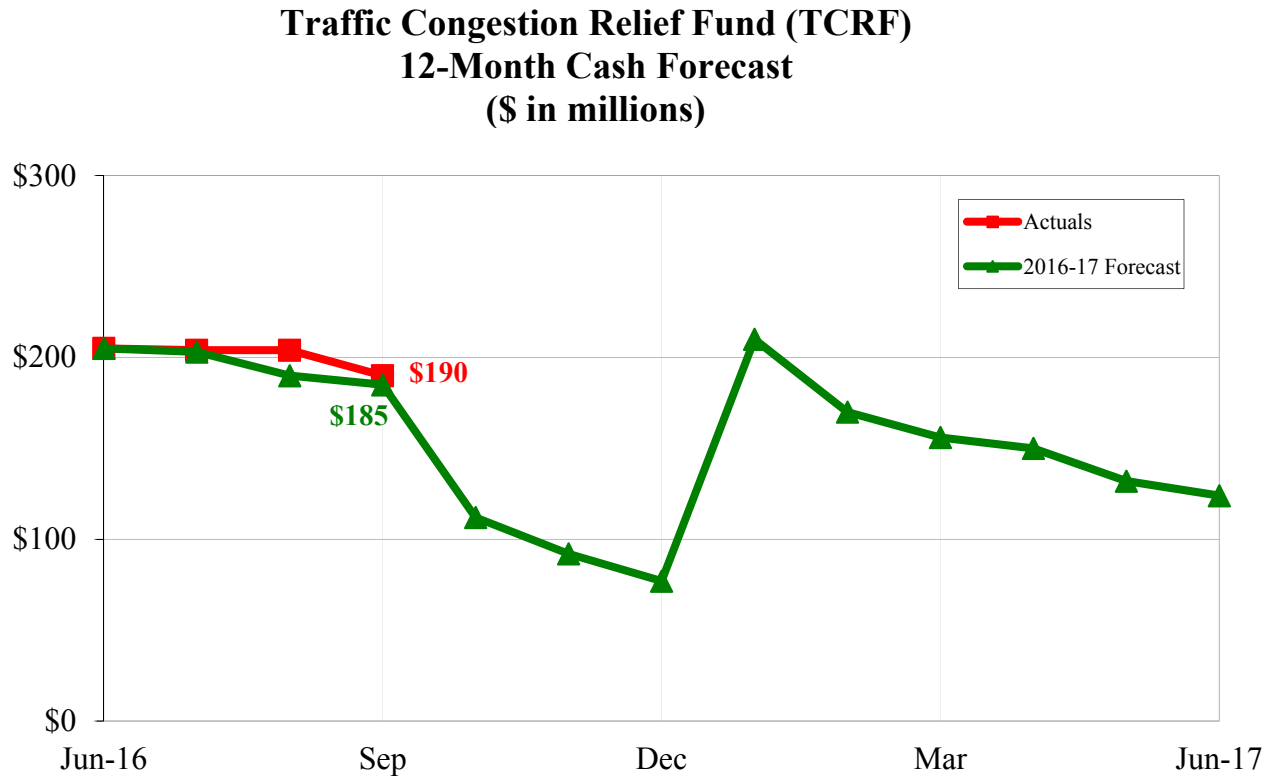
The PTA ending cash balance through the first quarter was $477 million, $179 million (approximately 60 percent) above the forecasted amount of $297 million. Revenues totaled $1 million. Transfers totaled $30,000. Expenditures totaled $2 million, $154 million (99 percent) lower than anticipated. The differences in balance and expenditures are due to the delay in STA transfers being processed. STA transfers occur quarterly each fiscal year, however, only three quarters were processed by SCO. On October 18, 2016, the Department was notified that SCO had processed the final STA transfer. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative $37 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$516**	**$516**	**N/A**	
Revenues	0	1	1	
Transfers	0	0	0	
Expenditures	-157	-2	154	
Adjustments	-62	-37	24	
Ending Cash Balance	**$297**	**$477**	**$179**	**60%**

Note: Amounts may not sum to totals due to independent rounding.

APPENDIX C – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND



Year-to-Date TCRF Summary

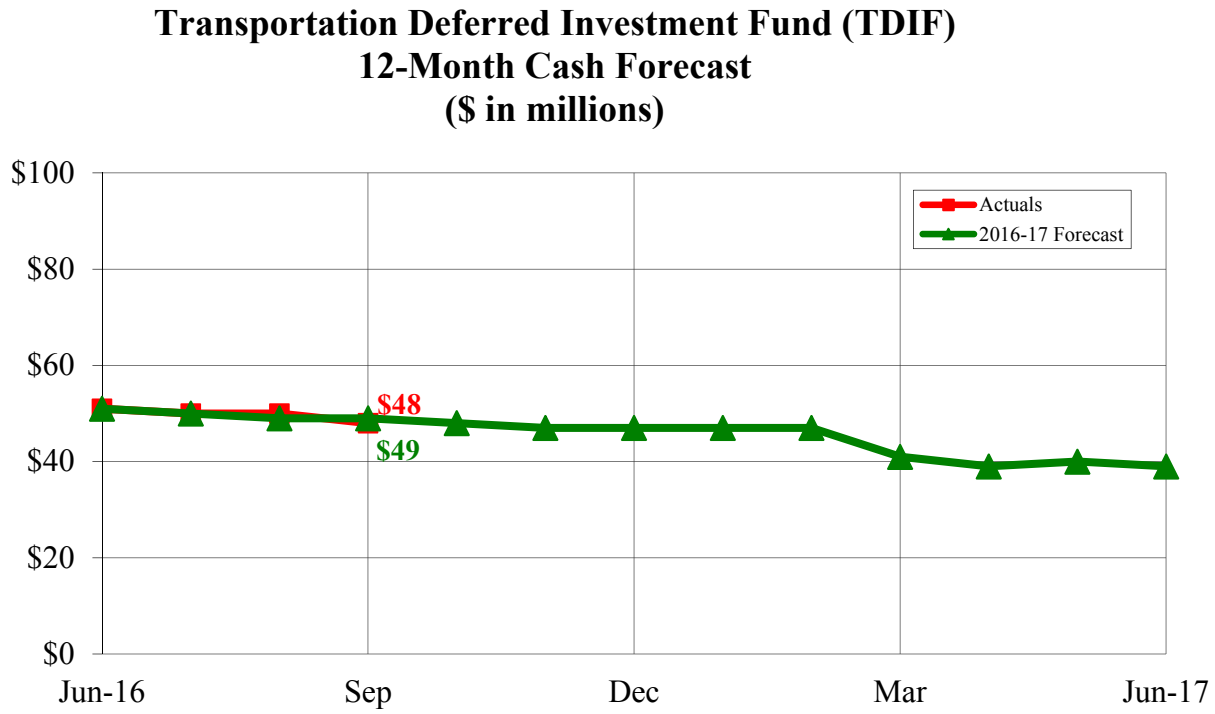
The TCRF ending cash balance through the first quarter was $190 million, which was within acceptable range of forecast. No revenues or transfers occurred during the first quarter. Expenditures totaled $21 million, $1 million (4 percent) above forecast. Adjustments, which represent timing differences between the department's accounting system and the SCO's accounting system, totaled $5 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$205**	**$205**	**N/A**	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-20	-21	-1	
Adjustments	0	5	5	
Ending Cash Balance	**$185**	**$190**	**$5**	**2%**

Note: Amounts may not sum to totals due to independent rounding.

APPENDIX C – CASH FORECASTS – TRANSPORTATION DEFERRED INVESTMENT FUND



Year-to-Date TDIF Summary

The TDIF ending cash balance through the first quarter was $48 million, which is within acceptable range of forecast. No revenues or transfers occurred during the first quarter. Expenditures totaled approximately $165,000, (90 percent) lower than forecast due to a delay in processing expenditures for the first quarter. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative $2 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$51**	**$51**	**N/A**	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-2	0	1	
Adjustments		-2	-2	
Ending Cash Balance	**$49**	**$48**	**-$1**	**-2%**

Note: Amounts may not sum to totals due to independent rounding.

APPENDIX D – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of September 30, 2016 ($ in millions)			
FUND	**Original Loan**	**Loans / Interest Paid-to-Date**	**Remaining Balance**
Pre-Proposition 42 (Tribal Gaming Revenue):			
State Highway Account (SHA)[1]	$473	$341	$132
Public Transportation Account (PTA)	275	10	265
Traffic Congestion Relief Fund (TCRF)	482	0	482
Subtotal Pre-Proposition 42 Tribal Gaming Loans:	**$1,230**	**$351**	**$879**
Proposition 42:			
Transportation Congestion Relief Fund (TCRF)	$1,066	$1,066	$0
Subtotal Proposition 42 Loans:	**$1,066**	**$1,066**	**$0**
General Fund:			
State Highway Account - Weight Fee Revenues[1]	$227	$0	$227
State Highway Account - Weight Fee Revenues[1]	1,237	0	1,237
Subtotal General Fund Loans:	**$1,464**	**$0**	**$1,464**
High-Speed Passenger Train:			
2013-14 Public Transportation Account (PTA)[2]	$23	$0	$23
2014-15 Public Transportation Account (PTA)[2]	31	0	31
Subtotal High-Speed Passenger Train Loans:	**$54**	**$0**	**$54**
Local Mass Transit Providers (PEPRA):			
Public Transportation Account (PTA)[3]	$14	$0	$14
Subtotal Local Mass Transit Providers Loans:	**$14**	**$0**	**$14**
Totals:	**$3,828**	**$1,417**	**$2,411**

Note: Amounts may not sum to totals due to independent rounding.

[1]Loan repayments will be directed to the TDSF for debt service payments.

[2]Repayment will occur when the PTA is determined to be in need of the funds or when the High-Speed Passenger Train Bond Fund no longer needs the funds.

[3]Repayments must occur no later than January 1, 2019.

Pre-Proposition 42 Loans (Tribal Gaming)

The Pre-Proposition 42 (Tribal Gaming) loans occurred in 2001-02, when the State was faced with a growing budget deficit and looked to transportation funds to help fill the budget shortfall. The Transportation Refinancing Plan, Assembly Bill (AB) 438 (2001), authorized a series of loans that included delaying the transfers of gasoline sales tax to transportation for two years (until 2003-04), a loan from the TCRF to the GF, and loans from the SHA and the PTA to the TCRF.

In 2004-05, the Governor negotiated compacts that authorized the use of Tribal Gaming bond revenue to repay these loans in 2005-06, but legal challenges prevented the bonds from being issued. Due to the lack of Tribal Gaming bond proceeds, the GF was tasked with repayment of the loans. Between 2005-06 and 2007-08, the GF made partial loan repayments to the SHA and the PTA, totaling $351 million. However, since statute did not specify repayment dates and the State was facing continuing budget shortfalls, repayments were suspended. The 2011-12 Governor's Budget indicated that the remaining Tribal Gaming loan repayments would start no earlier than 2016-17, with the SHA as the first fund to be repaid.

AB 115 (2011) declared that the SHA loan repayments are revenues derived from weight fees. As such, future loan repayments made to the SHA are expected to be subsequently transferred to the Transportation Debt Service Fund (TDSF).

AB 133, approved by Governor Brown on March 1, 2016, appropriates $173 million from the GF to provide for partial repayment of outstanding Tribal Gaming loans. The repayments are expected to occur no later than January 1, 2017 and will be allocated as follows: $148 million to the TCRF; $11 million for trade corridor improvements, which will be allocated to the SHA; $9 to the TIRCP, from loans owed to the PTA; $5 million to the SHA for the SHOPP. Since language in AB 133 specifically allocates the $5 million to the SHOPP, this money is expected to be utilized by the program instead of being diverted to the TDSF.

Weight Fees Loans

In 2010, California voters passed Proposition 22, which amended the California Constitution by significantly restricting the State from using fuel excise tax revenues for GF relief, which was previously allowed. Pursuant to AB 105 (2011), a "Weight Fee Swap" was created, which allowed the State to use weight fee revenues for GF relief rather than fuel excise tax revenues. Furthermore, the bill authorized transfers of weight fee revenues from the SHA to the TDSF for transportation debt service and loans. To offset this diversion, an equivalent amount from the new price-based excise tax is transferred to the SHA.

The 2010-11 Budget Act authorized a total of $227 million in loans from the SHA to the GF ($80 million and $147 million). Pursuant to AB 115, these loans were "grandfathered" into statute and characterized as being derived from weight fees; consequently, the repayment of these loans to the SHA will be transferred to the TDSF for transportation bond debt service.

An additional loan of $44 million to the GF was authorized by the 2011-12 Budget Act. At the end of 2011-12 and 2012-13, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $139 million, $25 million, and $310 million. Pursuant to Section 9400.4(b)(2) of the California Vehicle Code, an additional $42 million was transferred as a loan from excess weight fee revenues in the SHA to the GF in July 2012. Per legislation, the $42 million shall be repaid no later June 30, 2021. In July 2012, $204 million was transferred to the GF from excess weight fees in 2010-11. In April 2013, $200 million was transferred to the GF from excess weight fees in 2010-11. In May 2013, $30 million was transferred to the GF from remaining weight fees in 2011-12. In July 2014, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $92 million for 2013-14. In July 2015, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $151 million for 2014-15. As of September 30, 2016, the excess weight fee loan for 2015-16 has not been processed. The initial loan estimate of $20 million has been updated by the DOF to approximately $33 million. The Department will continue to monitor the status of the transfer and provide an update in the next quarterly report. Through the first quarter of 2016-17, there have been $1.464 billion in weight fee revenue loans made to the GF. Based on the way current legislation is written, repayment of these loans is anticipated to subsequently be transferred to the TDSF for transportation bond debt service.

High-Speed Passenger Train Loans

The 2013-14 Budget Act authorized up to $26 million in loans from the PTA to the High-Speed Passenger Train Bond Fund to cover support costs incurred by the High-Speed Rail Authority. During 2013-14, a total of $23 million was loaned: $5.4 million on August 16, 2013; $8.9 million on October 8, 2013; $5.6 million on March 13, 2014; and $3 million on June 9, 2014. The 2014-15 Budget Act authorized an additional amount of up to $31.6 million for support costs, including an initial authorization of approximately $29.3 million and an additional authorization of $2.3 million. During 2014-15, a total of $31 million was loaned: $7.3 million on September 17, 2014; $7.3 million on December 18, 2014; $7.3 million on February 17, 2015; $2.3 million on March 25, 2015; and $6.7 million on May 26, 2015. No additional loans are anticipated to occur. Pursuant to statute, loans will be repaid when the PTA is determined to be in need of the funds or when the High-Speed Rail Authority no longer needs the funds.

Local Mass Transit Providers Loans (PEPRA)

Section 13(c) of the Urban Mass Transportation Act of 1964 mandates that employee protections for specified transit workers must be certified by the United States Department of Labor (DOL) before federal transit grants can be released to local mass transit employers. The California Public Employees' Pension Reform Act of 2013 (PEPRA) established new retirement formulas for employees first employed by a public entity on or after January 1, 2013. PEPRA requires such employees to contribute a specified percentage of the normal cost of their defined benefit pension plans, and prohibits public employers from paying an employee's share of retirement contributions. The DOL determined that PEPRA interferes with collective bargaining rights of transit workers protected under Section 13(c). Subsequently, the DOL refused to certify millions of dollars in federal transit grants to California transit agencies.

As a result, the California Legislature enacted AB 1222, which authorized the DOF to loan up to $26 million from the PTA to local mass transit providers in amounts equal to federal transportation grants not received due to non-certification from the DOL. Concurrently, the State of California pursued litigation against the DOL, challenging its determination that PEPRA is incompatible with federal labor laws. On December 30, 2014, the court ruled that the DOL's determination that PEPRA precluded certification of federal transit grants under Section 13(c) was "arbitrary and capricious," and that the DOL "misinterpreted the law". The matter was remanded to the DOL "for further proceedings consistent with the court's order". The DOL later appealed the decision, but subsequently filed to have the appeal voluntarily dismissed, which was granted by the court on August 12, 2015. A hearing was scheduled on October 23, 2015, which resulted from the State of California filing a supplemental complaint to enforce the court's previous order remanding the case. On January 7, 2016, the court found that the DOL complied with its order to reconsider the relevant factors that were lacking in its original denial of grant certification. However, the court granted the State's motion for leave to file a supplemental complaint against the DOL. On August 22, 2016, the court again ruled, in part, that the DOL's actions were unlawful; however, no remedy was provided at that time. The court granted the DOL leave to file a supplemental brief in support of its motion regarding the denial of class certification relating to the Monterey-Salinas Transit's classic employees. The case remains in litigation. In total, $14.2 million has been loaned from the PTA to local mass transit providers (Sacramento Regional Transit and Monterey-Salinas Transit). Although ongoing litigation continues to cause delays in repayment, these loans are expected to be repaid no later than January 1, 2019, as mandated by statute.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 33

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **QUARTERLY REPORT - LOCAL ASSISTANCE LUMP SUM ALLOCATION FOR THE PERIOD ENDING SEPTEMBER 30, 2016**

SUMMARY:

As of September 30, 2016, about $1 billion, or 60 percent, of the $1.7 billion allocated by the California Transportation Commission (Commission) for Federal Fiscal Year (FFY) 2016 has been sub-allocated to 1,240 local projects. The majority of the sub-allocations (approximately $754 million) are for 759 projects in the following three categories:

- Regional Surface Transportation Program – 217 projects, $296 million
- National Highway Performance Program (NHPP) & RSTP Bridge – 297 projects, $287 million
- Congestion Mitigation & Air Quality Program – 245 projects, $171 million

The remaining $263 million was sub-allocated for 481 projects in other categories (as referenced with an asterisk on the attachment).

BACKGROUND:

The California Department of Transportation's (Department) Division of Local Assistance administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual lump sum allocation consistent with each Fiscal Year's Budget Act. The Commission further delegates to the Department the authority to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation, per Commission Resolution G-01-08.

The category of "Highway Safety Improvement Program" is over-allocated by 48 percent. This is due to our local partners delivering more safety funding than originally anticipated.

Attachment

LOCAL ASSISTANCE LUMP SUM ALLOCATIONS
Period Ending September 30, 2016
(Dollars in Thousands)

Reference No.: 3.3
December 7-8, 2016
Attachment

Fund Description	Commission Allocation			Total Sub-Allocations				Allocation Balance			Percent Sub- Allocated	Number of
	State	Federal	Total	State	Federal	Total		State	Federal	Total	Total	Total
Local Administered & Miscellaneous Programs												
Regional Surface Transportation Program (RSTP)[1]		474,906	474,906		295,776	295,776			179,130	179,130	62%	217
Surface Transportation Program State Match and Exchange	57,849		57,849	56,691		56,691	*	1,158		1,158	98%	137
Congestion Mitigation & Air Quality Program		459,508	459,508		170,773	170,773			288,735	288,735	37%	245
Freeway Service Patrol	25,479		25,479	25,439		25,439	*	40		40	100%	13
High Priority Projects/Demonstration Projects/Emergency Relief		257,876	257,876		67,219	67,219	*		190,657	190,657	26%	63
Miscellaneous	3,250		3,250	790		790	*	2,460	-	2,460	24%	4
Bridge Programs												
Bridge Inspection	735		735	126		126	*	609	0	609	17%	1
National Highway Performance Program (NHPP) & RSTP Bridge[2]		303,252	303,252		287,460	287,460			15,792	15,792	95%	297
Rail Programs												
Railroad Grade Crossing Maintenance	3,765		3,765	3,756		3,756	*	9		9	100%	1
Railroad Grade Separation	15,000		15,000	14,959		14,959	*	41		41	100%	3
Safety Programs												
Highway Safety Improvement Program		61,997	61,997		91,972	91,972			(29,975)	(29,975)	148%	248
Systemic Safety Analysis Report Program	10,000		10,000	1,592		1,592	*	8,408		8,408	16%	11
Total Local Assistance Subvention Funds	116,078	1,557,539	1,673,617	103,353	913,200	1,016,553		12,725	644,339	657,064	61%	1,240

Notes

Allocations for state funds reflect the June 2016 Commission meeting vote, Item 2.5i, Resolution FM-15-05.
Allocations for federal funds reflect the June 2016 Commission meeting vote, Item 2.5h, Resolution FM-15-04.
The Allocation Balance is the difference between the Commission Allocations and the Total Sub-Allocations.
Total Sub-Allocations are from InfoAdvantage (accounting system).
In accordance with Commission Resolution G-01-08, the Department reports when total transfers in or out of an expenditure category exceed 10 percent of its allocation.

Assumptions:

* Indicates programs that were not discussed in Reference 3.10.
[1] RSTP consists of the Surface Transportation Program subvented to local agencies, less funding set-aside for off-system bridge projects.
[2] NHPP consists of on-system bridges (about $228 million) while RSTP bridge projects consist of off-system bridge (about $75 million).

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 34

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 3.6
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **FOURTH QUARTER – BALANCE REPORT ON AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2014 UNOBLIGATED RSTP AND CMAQ FUNDS**

SUMMARY:

As of September 30, 2016, the Congestion Mitigation and Air Quality Improvement Program (CMAQ) has approximately $436,000 that is subject to reprogramming and the Regional Surface Transportation Program (RSTP) does not have any funding subject to reprogramming.

On October 27, 2016, a Letter of Understanding was executed between Tehama County Transportation Commission (TCTC) and the Metropolitan Transportation Commission (MTC) to exchange $1 million of TCTC's prior year CMAQ apportionments for MTC's current year RSTP apportionments. As a result, TCTC's unobligated CMAQ balance is not subject to reprogramming as of November 1, 2016.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991, and was in effect for six years. During that time, the Regions only obligated 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds declined to 41 percent. By October 1999, the Regions had accumulated a $1.2 billion backlog in federal apportionments and $854 million in Obligation Authority (OA).

Assembly Bill (AB) 1012 was enacted on October 10, 1999 (Chapter 783, Statutes of 1999), with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that RSTP and CMAQ funds not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year in order to prevent the funds from being lost by the state.

The annual notice to the Regions, under AB 1012 "Use It or Lose It" provisions for Federal Fiscal Year (FFY) 2014 (October 1, 2013 through September 30, 2014), was released on November 10, 2015. The total FFY 2015 funds identified as subject to reprogramming under the provisions of AB 1012 were

approximately $59.6 million. This included approximately $33.8 million of RSTP funds and approximately $25.8 million of CMAQ funds. As of September 30, 2016, the RSTP amount has decreased to $0 and the CMAQ amount has decreased to $435,617.

The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated RSTP and CMAQ balances that have one year remaining under the AB 1012 guidelines. Beginning in FFY 2000, and continuing through FFY 2016, the Department's local partners have delivered enough projects to obligate a minimum of 100 percent of the available OA.

Attachments

Apportionment Status Report
CMAQ and RSTP
as of September 30, 2016

AB 1012
Balances entering the 3rd Year
(from FFY 2014*)
Regional Report Summary

*Previously referred to as Cycle 17

Region	CMAQ Unobligated 09/30/2016 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2016 [2]	RSTP Unobligated 09/30/2016 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2016 [2]
Butte	777,943	-	-	-
Fresno	12,582,877	-	13,080,744	-
Kern	10,156,441	-	7,168,191	-
Kings	2,516,299	-	-	-
Los Angeles	839,985	-	85,590,610	-
Madera	3,171,712	-	-	-
Merced	1,609,629	-	-	-
Monterey	-	- [3]	1,177,182	-
Orange	20,297,257	-	6,743,010	-
Riverside	41,356,687	-	43,791,803	-
S. F. Bay Area (MTC)	21,357,794	-	(5,224,832)	-
Sacramento (SACOG)	3,647,752	-	4,497,413	-
San Benito	-	- [3]	17,122	-
San Bernardino	46,961,236	-	42,731,699	-
San Diego	(8,297,045)	-	2,534,368	-
San Joaquin	2,112,489	-	1,150,965	-
San Luis Obispo	2,222,368	-	466,515	-
Santa Barbara	-	- [3]	1,068,540	-
Santa Cruz	-	- [3]	6,775	-
Stanislaus	3,004,421	-	2,702,116	-
Tahoe	888,517	-	220,305	-
Tulare	(1,618,257)	-	2,919,128	-
Ventura	14,496,382	-	9,140,980	-
Rural Counties & SCAG	4,698,724	435,617	3,299,870	-
TOTAL	182,783,211	435,617	223,082,504	-

Footnotes:

Balances in the 3rd year (October 1, 2015) are subject to reprogramming on November 1, 2016. These balances include the Federal Fiscal Year 2015 "Actual" apportionments (dated October 22, 2015) and Federal Fiscal Year 2016 revised "Estimated" apportionments (dated February 23, 2016 for CMAQ and April 4, 2016 for RSTP).

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current Federal Fiscal Year.

Apportionment Status Report
CMAQ and RSTP
as of September 30, 2016

Reference No.: 3.6
December 7-8, 2016
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2014*)
Rural Report Summary

*Previously referred to as Cycle 17

Region	CMAQ Unobligated 09/30/2016 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2016 [2]	RSTP Unobligated 09/30/2016 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2016 [2]
Rural County Information:				
Alpine	-	-	(120)	-
Amador	320,845	- [3]	-	-
Calaveras	28,660	-	-	-
Colusa	-	-	-	-
Del Norte	-	-	-	-
El Dorado	-	-	-	-
Glenn	-	-	-	-
Humboldt	-	-	-	-
Imperial (SCAG)	1,177,615	-	3,301,746	-
Inyo	-	-	137	-
Lake	-	-	-	-
Lassen	-	-	-	-
Mariposa	530,405	-	-	-
Mendocino	-	-	-	-
Modoc	-	-	-	-
Mono	-	-	-	-
Nevada	1,146,529	-	-	-
Placer	-	-	-	-
Plumas	-	-	(1,871)	-
Shasta	-	-	-	-
Sierra	-	-	(6)	-
Siskiyou	-	-	(6)	-
Tehama	1,494,668	435,617 [4]	-	-
Trinity	-	-	(10)	-
Tuolumne	-	- [3]	-	-
Rural Combined Totals:	4,698,724	435,617	3,299,870	-

Footnotes:

Balances in the 3rd year (October 1, 2015) are subject to reprogramming on November 1, 2016. These balances include the Federal Fiscal Year 2015 "Actual" apportionments (dated October 22, 2015) and Federal Fiscal Year 2016 revised "Estimated" apportionments (dated February 23, 2016 for CMAQ and April 4, 2016 for RSTP).

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and beginning with Federal Fiscal Year 2016 will no longer receive new CMAQ funding. These Regions can use these unobligated CMAQ apportionments prior to their AB 1012 reprogramming date or contribute to a federal rescission.

[4] A Letter of Understanding was executed on October 27, 2016 between Tehama County Transportation Commission (TCTC) and the Metropolitan Transportation Commission (MTC) to exchange $1 million of TCTC's prior year CMAQ apportionments for MTC's current year RSTP apportionments.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 35

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **NOTIFICATION OF AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2015 UNOBLIGATED CMAQ AND RSTP FUNDS**

SUMMARY:

The annual notice to the Regions, under Assembly Bill (AB) 1012 (Chapter 783, Statutes of 1999) "Use It or Lose It" provisions for Federal Fiscal Year (FFY) 2015 (October 1, 2014 through September 30, 2015), was released in mid-November 2016. With this notification, the total FFY 2015 funds identified as subject to reprogramming under the provisions of AB 1012 are approximately $75.9 million. This includes about $38.6 million of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and about $37.3 million of Regional Surface Transportation Program (RSTP) funds.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991 and was in effect for six years. During that time, the Regions were able to obligate only 87 percent of their federal funding. The next Federal Highway Act, the Transportation Equity Act for the 21st Century (TEA 21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds dropped to as low as 41 percent. By October 1999, the Regions had accumulated a $1.2 billion backlog in federal apportionments and $854 million in Obligational Authority (OA).

AB 1012 was enacted on October 10, 1999, with a goal of improving the delivery of transportation projects and addressing the significant backlog of the Regions' federal apportionments and OA. AB 1012 states that CMAQ and RSTP funds that are not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year in order to prevent the funds from being lost by the state.

The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. The Department provides notification to the Regions of the unobligated CMAQ and RSTP balances that have one year remaining under the AB 1012 guidelines.

Attachments

AB 1012
Balances entering the 3rd Year
(from FFY 2015*)
Regional Report Summary

*Previously referred to as Cycle 18

Region	CMAQ Unobligated 10/01/2016 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]	RSTP Unobligated 10/01/2016 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]
Butte	2,973,530	-	2,772,563	-
Fresno	26,057,010	-	24,886,654	1,665,900
Kern	19,918,456	523,494	17,942,731	-
Kings	4,231,265	807,748	1,932,012	-
Los Angeles	140,597,406	-	209,984,585	-
Madera	4,943,428	392,900	1,901,985	-
Merced	4,706,920	-	3,229,685	-
Monterey	-	- [3]	6,399,858	-
Orange	63,858,990	-	44,868,611	-
Riverside	73,006,405	10,219,343	71,544,761	16,965,540
S. F. Bay Area (MTC)	96,521,155	-	85,351,609	-
Sacramento (SACOG)	32,996,487	-	31,214,897	-
San Benito	-	- [3]	719,758	-
San Bernardino	75,715,233	18,664,464	68,754,506	17,556,624
San Diego	23,850,781	-	41,795,180	-
San Joaquin	12,149,349	-	9,810,318	-
San Luis Obispo	4,486,838	-	3,917,456	-
Santa Barbara	-	- [3]	6,427,036	-
Santa Cruz	-	- [3]	3,300,260	-
Stanislaus	10,397,628	-	9,214,535	-
Tahoe	2,731,199	-	2,039,675	-
Tulare	3,700,223	-	8,557,454	-
Ventura	22,869,176	6,201,092	19,570,336	-
Rural Counties & SCAG	8,048,674	1,786,161	22,229,089	1,087,102
TOTAL	633,760,153	38,595,202	698,365,555	37,275,166

Footnotes:

Balances in the 3rd year (October 1, 2016) are subject to reprogramming on November 1, 2017. These balances include the Federal Fiscal Year 2016 "Actual" apportionments (dated October 18, 2016) and Federal Fiscal Year 2017 "Estimated" apportionments (dated November 4, 2016).

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current Federal Fiscal Year.

Apportionment Status Report
CMAQ and RSTP
as of October 1, 2016

Reference No.: 3.7
December 7-8, 2016
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2015*)
Rural Report Summary

*Previously referred to as Cycle 18

Region	CMAQ Unobligated 10/01/2016 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]	RSTP Unobligated 10/01/2016 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2017 [2]
Rural County Information:				
Alpine	-	-	142,846	-
Amador	320,845	320,845 [3]	493,079	-
Calaveras	396,928	-	589,855	-
Colusa	-	-	283,379	-
Del Norte	-	-	370,022	-
El Dorado	-	-	1,087,739	-
Glenn	-	-	366,448	-
Humboldt	-	-	1,727,834	-
Imperial (SCAG)	2,691,441	-	5,579,109	1,087,102
Inyo	-	-	782,834	-
Lake	-	-	826,296	-
Lassen	-	-	477,824	-
Mariposa	678,333	148,805	244,139	-
Mendocino	-	-	1,149,787	-
Modoc	-	-	323,396	-
Mono	-	-	310,960	-
Nevada	1,945,635	346,146	1,251,124	-
Placer	-	-	1,016,235	-
Plumas	-	-	273,247	-
Shasta	-	-	2,256,507	-
Sierra	-	-	145,526	-
Siskiyou	-	-	714,325	-
Tehama	2,015,490	970,364	821,067	-
Trinity	-	-	283,125	-
Tuolumne	-	- [3]	712,385	-
Rural Combined Totals:	8,048,674	1,786,161	22,229,089	1,087,102

Footnotes:

Balances in the 3rd year (October 1, 2016) are subject to reprogramming on November 1, 2017. These balances include the Federal Fiscal Year 2016 "Actual" apportionments (dated October 18, 2016) and Federal Fiscal Year 2017 "Estimated" apportionments (dated November 4, 2016).

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3] These Regions are in air quality attainment and beginning with Federal Fiscal Year 2016 will no longer receive new CMAQ funding. These Regions can use these unobligated CMAQ apportionments prior to their AB 1012 reprogramming date or contribute to a federal rescission.

M e m o r a n d u m

Tab 36

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 3.9
Information

From: SUSAN BRANSEN
Executive Director

Subject: **LOCAL AND REGIONAL AGENCY NOTICES OF INTENT TO EXPEND FUNDS ON STIP PROJECTS PRIOR TO COMMISSION ALLOCATION PER SENATE BILL 184**

SUMMARY:

Senate Bill (SB) 184 (Chapter 462, Statutes of 2007) authorizes a local or regional 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 (Attachment 1) includes a list of the local STIP projects programmed in Fiscal Year (FY) 2016-17 for which notification letters pursuant to SB 184 and allocation requests were received by the Commission.

The Commission received one SB 184 notification letter for a planning, programming and monitoring project in Santa Barbara County (Project). Based on SB 184, the effective date that funds may be expended for the Project in advance of a Commission allocation is November 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 STIP. FY 2016-17 notifications received prior to the beginning of the fiscal year are effective on July 1, 2016. Notifications received after July 1, 2016, 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 the California Department of Transportation 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 1 (SB 184 Notifications for FY 2016-17 Local STIP Projects)

Attachment 1
Reference No. 3.9
December 7-8, 2016

SB 184 Notifications for FY 2016-17 Local STIP Projects

Includes SB 184 Letters Received Prior to July 1, 2016

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 16-17	Project Totals by Component R/W	Const	E & P	PS&E
1	Alameda	ACTC		2179	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 866		866		
2	Alameda	MTC		2100	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 131		131		
3	Butte	BCAG		0L16	Planning, Programming, and Monitoring	12-Jul-16	Aug-16	Aug-16	$ 202		202		
4	Contra Costa	CCTA		2011O	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 609		609		
5	Contra Costa	MTC		2118	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 85		85		
6	Del Norte	Del Norte LTC		1032	Planning, Programming, and Monitoring	01-Jul-16	Jun-16	Aug-16	$ 44		44		
7	Lake	Lake CCAPC		3002P	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 68		68		
8	Marin	TAM		2127C	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 206		206		
9	Marin	MTC		2127	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 24		24		
10	Mendocino	MCOG		4002P	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 145		145		
11	Nevada	Nevada CTC		0L83	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 47		47		
12	Napa	NVTA		1003E	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 110		110		
13	Napa	MTC		2130	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 15		15		
14	Sacramento	SACOG		0L30	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 822		822		
15	San Diego	SANDAG		7402	Planning, Programming, and Monitoring	01-Jul-16	Jun-16	Aug-16	$ 1,105		1,105		
16	San Francisco	SFCTA		2007	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 447		447		
17	San Francisco	MTC		2131	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 67		67		
18	San Luis Obispo	SLOCOG		942	Planning, Programming, and Monitoring	16-Aug-16	Oct-16	Oct-16	$ 158		158		
19	San Mateo	SM C/CAG		2140A	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 462		462		
20	San Mateo	MTC		2140	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 69		69		
21	Santa Barbara	SBCAG		1914	Planning, Programming, and Monitoring	14-Nov-16	Dec-16	Jan-16	$ 640		640		
22	Santa Clara	SCVTA		2255	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 1,053		1,053		
23	Santa Clara	MTC		2144	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 153		153		
24	Solano	STA		2263	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 274		274		
25	Solano	MTC		2152	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 40		40		
26	Sonoma	SCTA		770E	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 343		343		
27	Sonoma	MTC		2156	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 48		48		
28	Sutter	SACOG		1L53	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 76		76		
29	Tuolumne	Tuolumne CTC		452	Planning, Programming, and Monitoring	01-Jul-16	Jun-16	Aug-16	$ 89		89		
30	Yolo	SACOG		0L37	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 158		158		
31	Yuba	SACOG		0L41	Planning, Programming, and Monitoring	01-Jul-16	Aug-16	Aug-16	$ 58		58		
					Total (eligible on July 1, 2016, or from Effective Date of Letter, if received later)				**$6,721**	0	6,721	0	0

Shaded - projects that invoked SB 184 since last Commission Meeting

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 37

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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-16-80, E-16-81, E-16-82, E-16-83, E-16-84, E-16-85, E-16-86, E-16-87, E-16-88, and E-16-89.

ISSUE:

02-Sha-5, PM R3.8/R11.7
RESOLUTION E-16-80

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- Interstate 5 (I-5) in Shasta County. Construct roadway improvements including the addition of lanes on a portion of I-5 in and near the city of Anderson. (PPNOs 03445A & 03445B)

This project in Shasta County will add new lanes on I-5 from the city of Anderson to just south of the city of Redding. The project is programmed in the 2016 State Transportation Improvement Program. The project is not fully funded. The total estimated cost is $65,886,000 for capital and support. Depending on the availability of funding, 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 2016 State Transportation Improvement 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 1

ISSUE:

03-Nev-80, PM 18.3/19.3
RESOLUTION E-16-81

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- Interstate 80 (I-80) in Nevada County. Install a water supply line to an existing CHP Inspection Facility in the town of Truckee. (PPNO 4295)

This project in Nevada County will construct a water supply line to provide water service to the California Highway Patrol Inspection Facility in the town of Truckee. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is $3,983,000 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 2016 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 2

ISSUE:

03-Nev-174, PM 2.7/4.6
RESOLUTION E-16-82

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 174 (SR 174) in Nevada County. Construct roadway improvements on a portion of SR 174 near the city of Grass Valley. (PPNO 4451)

This project in Nevada County will realign the roadway, widen shoulders, and add a recovery zone on SR 174 near the city of Grass Valley. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is $28,456,000 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 2016 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, mitigation credits will be purchased In-Lieu Fee from an approved mitigation bank for impacts to wetlands, and on-site restoration of riparian habitat. As a result, an MND was completed for this project.

Attachment 3

ISSUE:

03-Col-20, PM 31.8/32.8
RESOLUTION E-16-83

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 20 (SR 20) in Colusa County. Construct roadway improvements on a portion SR 20 near the city of Colusa.
  (PPNO 2950)

This project in Colusa County will remove and reconstruct the roadway to accommodate two 12-foot wide lanes, two 10-foot wide shoulders, new 12-foot wide turn lanes, Americans with Disabilities Act compliant sidewalks, improved drainage facilities, and other upgrades on SR 20 in the City of Colusa. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is $13,500,000 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 2016 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:

05-Mon-1, PM 72.3/72.9
RESOLUTION E-16-84

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 1 (SR 1) in Monterey County. Construct roadway improvements including a truck climbing lane on a portion of SR 1 near the city of Carmel-by-the-Sea. (PPNO 1814)

This project in Monterey County will improve the roadway and construct a climbing lane on SR 1 near the city of Carmel-by-the-Sea. The project is programmed in the 2016 State Transportation Improvement Program. The total estimated cost is $3,600,000 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 2016 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: aesthetics and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a revegetation plan and landscape plan will be prepared and implemented, and ESA fencing will be installed around designated areas on the project site. As a result, an MND was completed for this project.

Attachment 5

05-SCr-17, PM 0.2/0.5
RESOLUTION E-16-85

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 17 (SR 17) in Santa Cruz County. Widen existing shoulders on a portion SR 17 near the city of Santa Cruz. (PPNO 2422)

This project in Santa Cruz County will construct a retaining wall and widen the outside shoulder of SR 17 near the city of Santa Cruz. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is $10,057,000 for capital and support. Construction is estimated to begin in Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 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: aesthetics. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, aesthetic treatment will be applied to above-roadway retaining walls, the tops of retaining walls will follow the natural contour of the surrounding land, coast live oaks will be replaced at a 2:1 ratio, and a revegetation plan and landscape plan will be prepared and implemented. As a result, an MND was completed for this project.

Attachment 6

05-SLO-101, PM 16.4
RESOLUTION E-16-86

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 101 (U.S. 101) in San Luis Obispo County. Repair scour damage on an existing bridge on U.S. 101 in the city of Pismo Beach. (PPNO 2387)

This project in San Luis Obispo County will construct improvements to the banks of Pismo Creek and the piers of Pismo Creek Bridge on U.S. 101 in the city of Pismo Beach. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is $5,794,000 for capital and support. Construction is estimated to begin in Fiscal Year 2018-19. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2016 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: aesthetics and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a revegetation plan and landscape plan will be prepared and implemented, ESA fencing will be installed around designated areas on the project site, implementation of all protective measures set forth in the Programmatic Biological Opinion from the U.S. Fish and Wildlife Service, and replacement planting at a 3:1 ration for each arroyo willow tree removed. As a result, an MND was completed for this project.

Attachment 7

06-Ker-99, PM 23.6/28.4
RESOLUTION E-16-87

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 99 (SR 99) in Kern County. Construct roadway improvements on a portion of SR 99 in the city of Bakersfield. (PPNO 6661)

This project in Kern County will construct roadway improvements on SR 99 in the city of Bakersfield. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is $60,190,000 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 2016 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 resources and aesthetics. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, standard special provisions included in the construction contract to minimize potential impacts to the San Joaquin kit fox and burrowing owl, pre-construction surveys will be conducted for the San Joaquin wooly-thread, and replacement planting for vegetation removal within the project limits. As a result, an MND was completed for this project.

Attachment 8

06-Kin-41, PM 34.4/35.0
RESOLUTION E-16-88

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 41 (SR 41) in Kings County. Construct intersection improvements on SR 41 at Kansas Avenue near the community of Stratford. (PPNO 6734)

This project in Kings County will construct a left turn lane and widen right turn lanes on SR 41 near the community of Stratford. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is $3,450,000 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 2016 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 9

08-SBd-395, PM 35.5/39.1
RESOLUTION E-16-89

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 Riverside County. Construct roadway improvements on a portion of U.S. 395 near the community of Kramer Hills. (PPNO 0388P)

This project in San Bernardino County will widen the existing roadway to provide a four-foot median buffer and eight-foot shoulders, and install rumble strips on U.S. 395 near the community of Kramer Hills. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is $24,895,000 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 2016 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: cultural resources and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, implementation of the 2016 Data Recovery Plan for all identified archeological sites, and off-site habitat will be acquired at a 5:1 ratio for the loss of desert tortoise and Mohave ground squirrel habitat. As a result, an MND was completed for this project.

Attachment 10

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
02-Sha-5, PM R3.8/R11.7
Resolution E-16-80

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:

- Interstate 5 (I-5) in Shasta County. Construct roadway improvements including the addition of lanes on a portion of I-5 in and near the city of Anderson. (PPNOs 03445A & 03445B)

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.

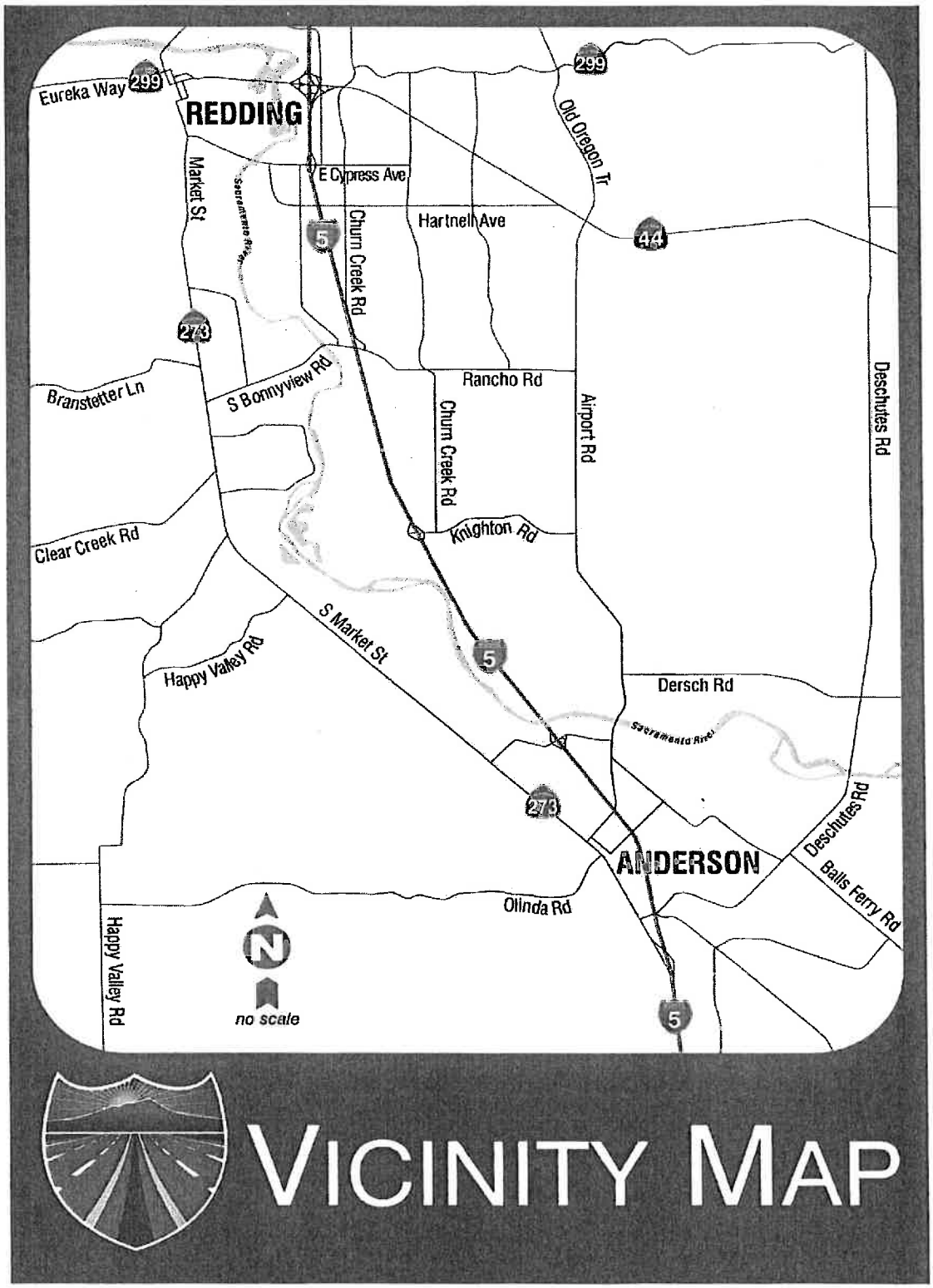


Figure 1. Interstate 5 Redding to Anderson 6 Lane Project Vicinity Map

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Redding to Anderson 6-Lane Project

2013012054	Amber Kelly	(530) 225-3510
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): Interstate 5 in Shasta County.

Project Description: Roadway improvements including lane additions to a portion of I-5 in and near the city of Anderson.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**__A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (__were / _**X**_were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / _**X**__was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 2, 1657 Riverside Dr, Redding CA 96001

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Nev-80, PM 18.3/19.3
Resolution E-16-81

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:

- Interstate 80 (I-80) in Nevada County. Install a water supply line to an existing CHP Inspection Facility in the town of Truckee. (PPNO 4295)

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.

INDEX OF PLANS

STATE OF CALIFORNIA

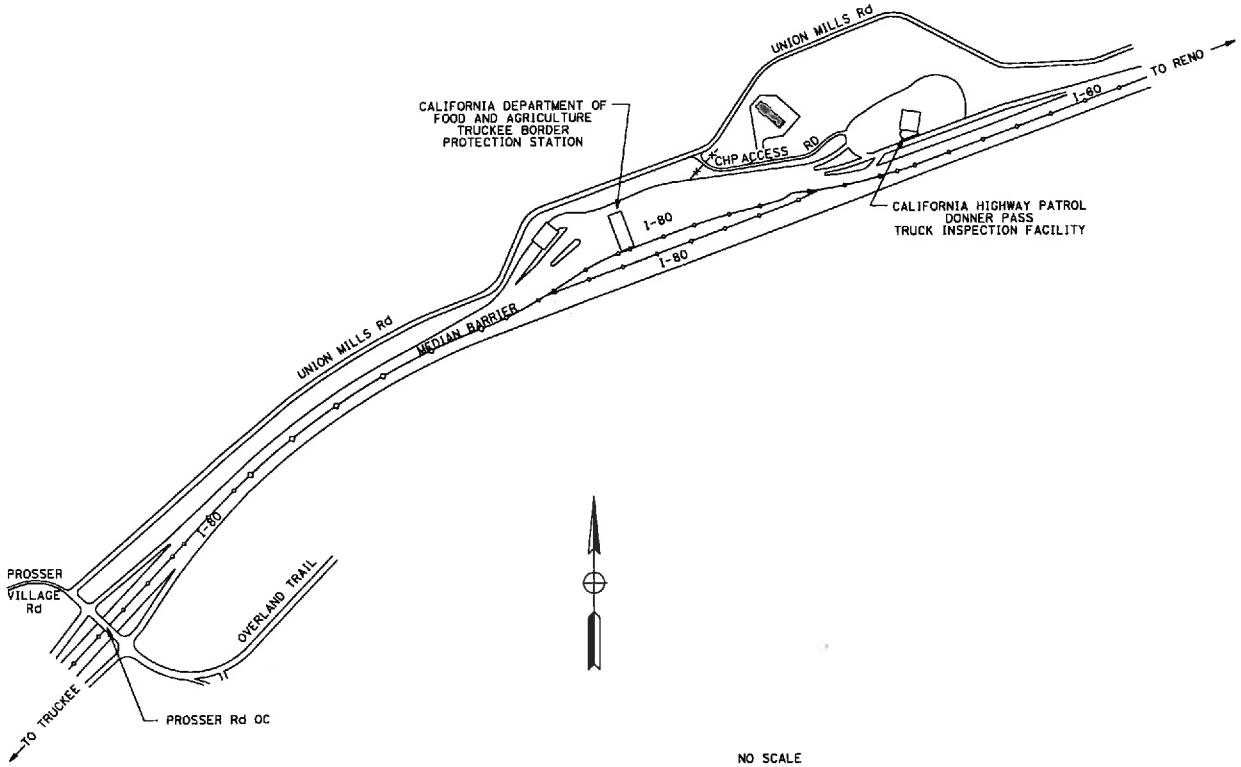
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR BUILDING CONSTRUCTION

IN NEVADA COUNTY
AT TRUCKEE
AT THE TRUCKEE INSPECTION STATION HOUSES

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Nev	80	18.3/19.3		



NO SCALE

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
Rev.
Exp.
CIVIL
STATE OF CALIFORNIA

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

CONTRACT No.	03-1H260
PROJECT ID	0316000079

LAST REVISION 00-00-00
DATE PLOTTED => 13-SEP-2016
TIME PLOTTED => 09:32

PROJECT MANAGER
DESIGN MANAGER

BORDER LAST REVISED 10/4/2013 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s119561 DGN FILE => Title_sheet.dgn | UNIT 0310 | PROJECT NUMBER & PHASE 0316000079

ATTACHMENT 2

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Nev-80 Water Supply Pipeline for Truckee CHP Inspection Station Project

2016052032	Gail St John	(530) 741-4116
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): Interstate 80 in Nevada County.

Project Description: Install a new water supply line to an existing CHP Inspection Facility on I-80 in the city of Truckee.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   X__A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (__were / _**X**_were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / _**X**_was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville CA 95901

Susan Bransen — Executive Director
Signature (Public Agency) — Date — Title
CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Nev-174, PM 2.7/4.6
Resolution E-16-82

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 174 (SR 174) in Nevada County. Construct roadway improvements on a portion of SR 174 near the city of Grass Valley (PPNO 4451)

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.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Nev	174	2.7/4.6		

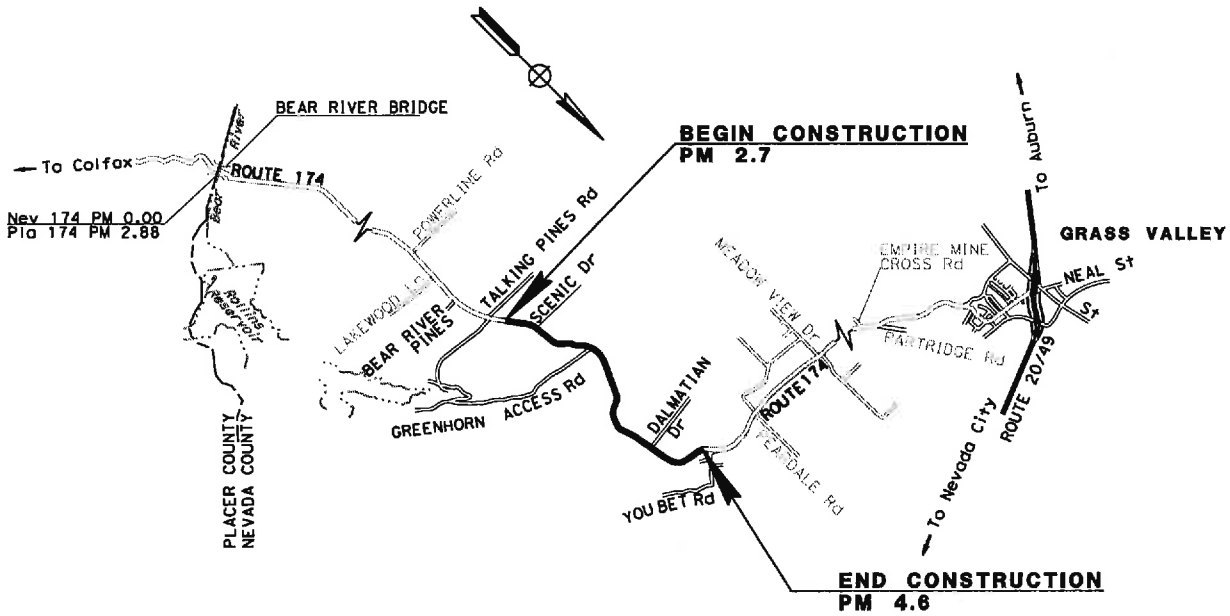
STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN NEVADA COUNTY
FROM 0.2 MILES NORTH OF TALKING PINES ROAD
TO 0.4 MILES NORTH OF DALMATIAN DRIVE



NO SCALE

ATTACHMENT 3

VICINITY MAP
EA 03-4F3700

DESIGN ENGINEER	PROJECT MANAGER
ALI KIANI	SERGIO ACEVES

LAST REVISION 00-00-00 | DATE PLOTTED => %DATE | TIME PLOTTED => %TIME

BORDER LAST REVISED 7/1/2010 | CALTRANS WEB SITE IS: HTTP//WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => %USER DGN FILE => %REQUEST | UNIT 0308 | PROJECT NUMBER & PHASE 0314000152

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Nev 174 Highway Realignment Project

2016062008	Mundeep Purewal	(530) 741-4590
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 174 in Nevada County.

Project Description: Construct roadway improvements including realignment on a portion of SR 174 near the city of Grass Valley.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**__A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**_were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / _**X**_was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Col-20, PM 31.8/32.8
Resolution E-16-83

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 20 (SR 20) in Colusa County. Construct roadway improvements on a portion SR 20 near the city of Colusa. (PPNO 2950)

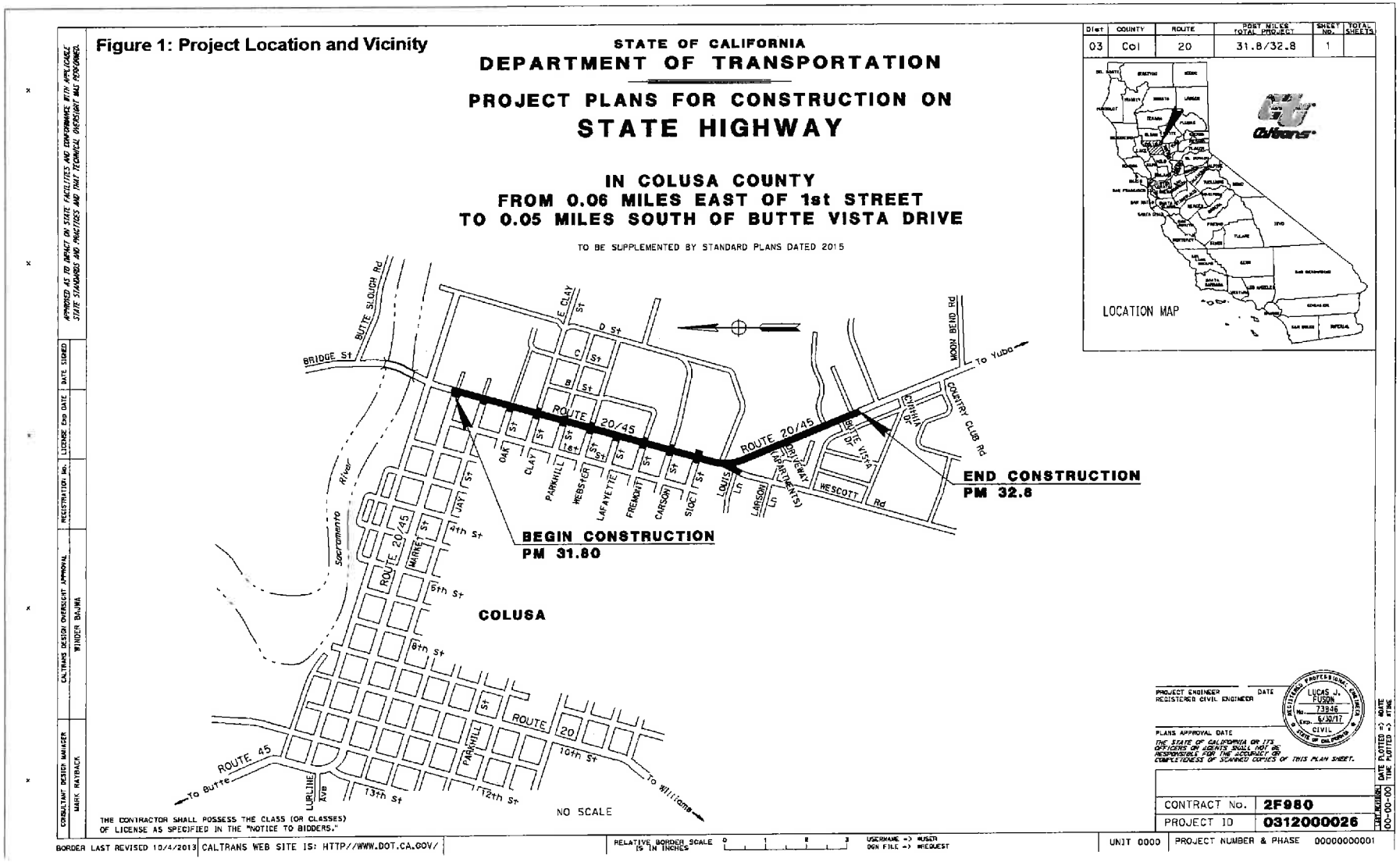
1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

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 Location and Vicinity



ATTACHMENT 4

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Colusa Rehabilitation Project

2016052049	Adele Pommerenck	(530) 741-4215
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 20 in Colusa County.

Project Description: Construct roadway improvements including pavement rehabilitation on a portion of SR 20 in the city Colusa.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   X__A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (__were / _**X**_were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / _**X**_was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-Mon-1, PM 72.3/72.9
Resolution E-16-84

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 1 (SR 1) in Monterey County. Construct roadway improvements including a truck climbing lane on a portion of SR 1 near the city of Carmel-by-the-Sea. (PPNO 1814)

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.

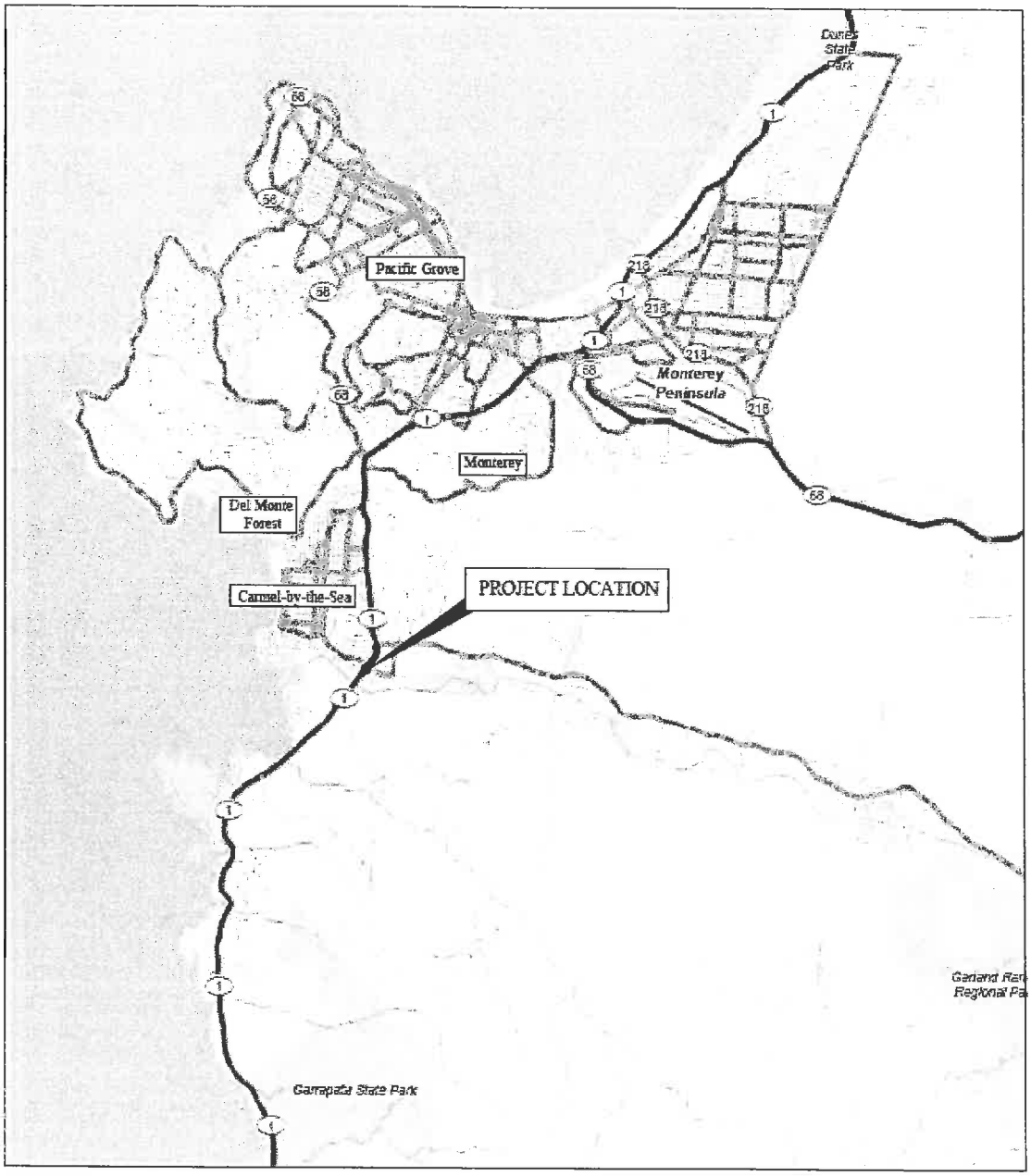


FIGURE 1

State Route 1 Operational Improvements
From Rio Road to Carmel Valley Road

Project Vicinity Map

05-MON-1 P.M. 72.3/72.9

SOURCE: StreetMap_USA

Figure 1-1 Project Vicinity Map

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: State Route 1/Rio Road to Carmel Valley Road Operation Improvement Project

2011071090	Jason Wilkinson	(805) 542-4663
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 1 in Monterey County.

Project Description: Construct roadway improvements including a truck-climbing lane on a portion of SR 1 near the city of Carmel-by-the-Sea.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**__A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**_were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (_**X**_was / __was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 5, 50 Higuera St., San Luis Obispo, CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-SCr-17, PM 0.2/0.5
Resolution E-16-85

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 17 (SR 17) in Santa Cruz County. Widen existing shoulders on a portion SR 17 near the city of Santa Cruz. (PPNO 2422)

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.

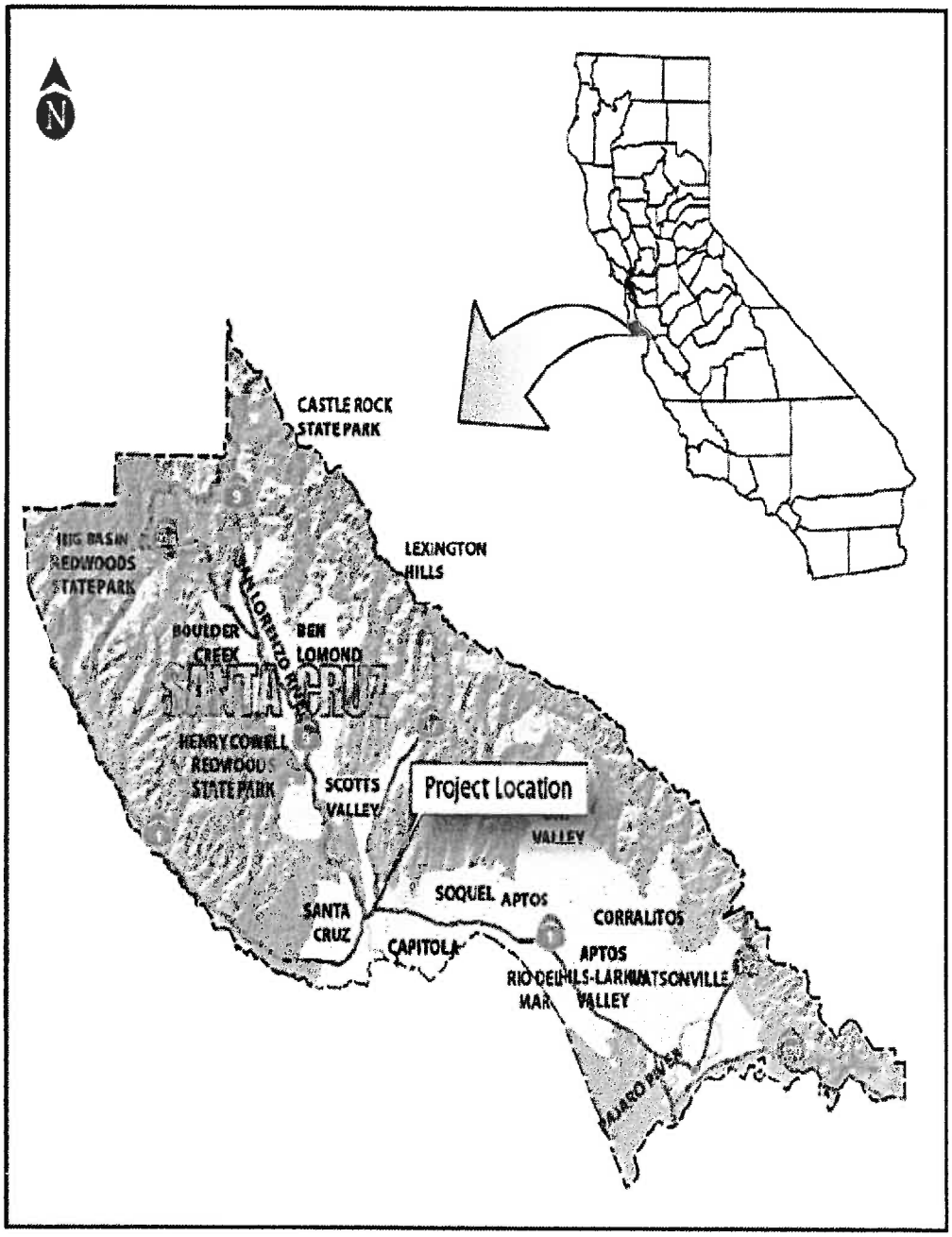


Figure 1-1 Project Vicinity Map

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Pasatiempo Shoulder Widening Project

2016032043	Scot Smith	(559) 445-6172
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 17 in Santa Cruz County.

Project Description: Construct roadway improvements including shoulder widening on a portion of SR 17 near the city of Santa Cruz.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**__A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**_were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (_**X**_was / __was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 5, 50 Higuera St., San Luis Obispo, CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-SLO-101, PM 16.4
Resolution E-16-86

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 101 (SR 101) in San Luis Obispo County. Repair scour damage on an existing bridge on SR 101 in the city of Pismo Beach. (PPNO 2387)

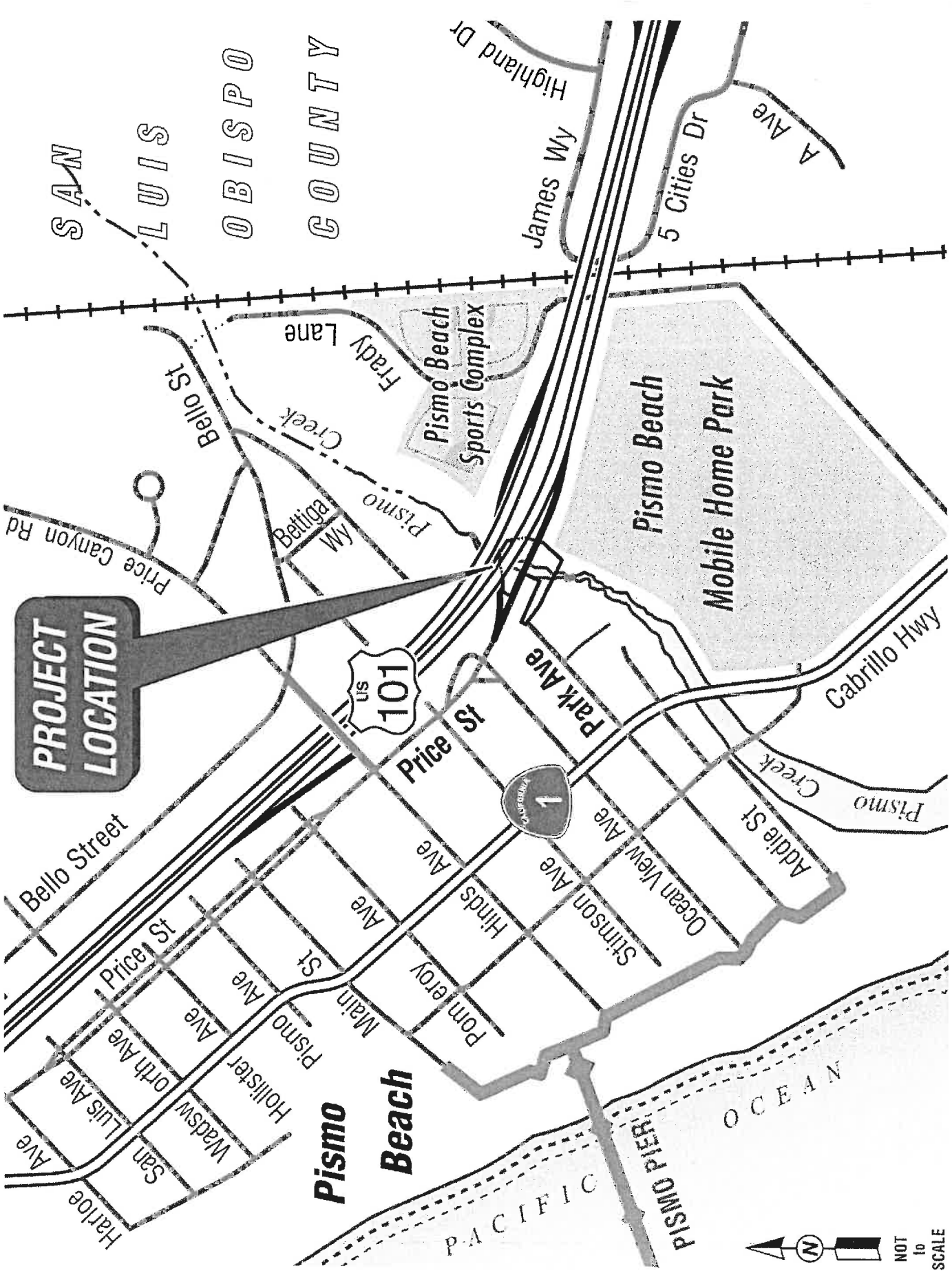
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

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



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Pismo Creek Scour Repair Project

2016031041	Allison Donatello	(805) 542-4685
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): United States Route 101 in San Luis Obispo County.

Project Description: Repair scour damage and install erosion control improvements on an existing bridge on U.S. 101 in the city of Pismo Beach.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**__A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**_were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (_**X**_was / __was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 5, 50 Higuera St., San Luis Obispo, CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
06-Ker-99, PM 23.6/28.4
Resolution E-16-87

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 99 (SR 99) in Kern County. Construct roadway improvements on a portion of SR 99 in the city of Bakersfield. (PPNO 6661)

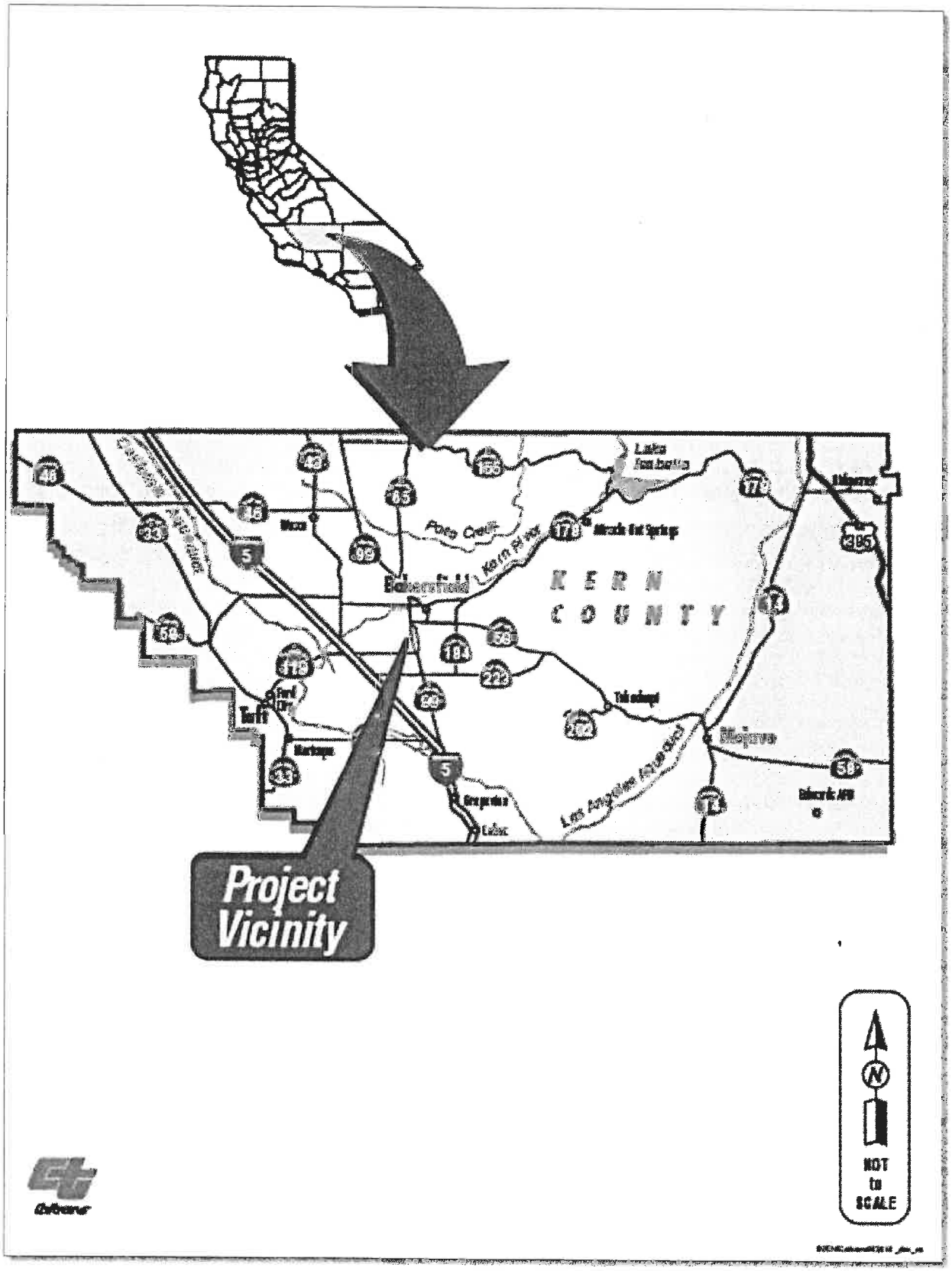
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

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 8



NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Bakersfield 99 Rehabilitation Project

2016021058	Trais Norris	(559) 445-6447
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 99 in Kern County.

Project Description: Construct roadway improvements including pavement overlay and shoulder widening on a portion of SR 99 in the city of Bakersfield.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**__A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**_were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / _**X**__was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 6, 855 M St. Suite 200, Fresno, CA 93721

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
06-Kin-41, PM 34.4/35.0
Resolution E-16-88

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 41 (SR 41) in Kings County. Construct intersection improvements on SR 41 at Kansas Avenue near the community of Stratford. (PPNO 6734)

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.

ATTACHMENT 9

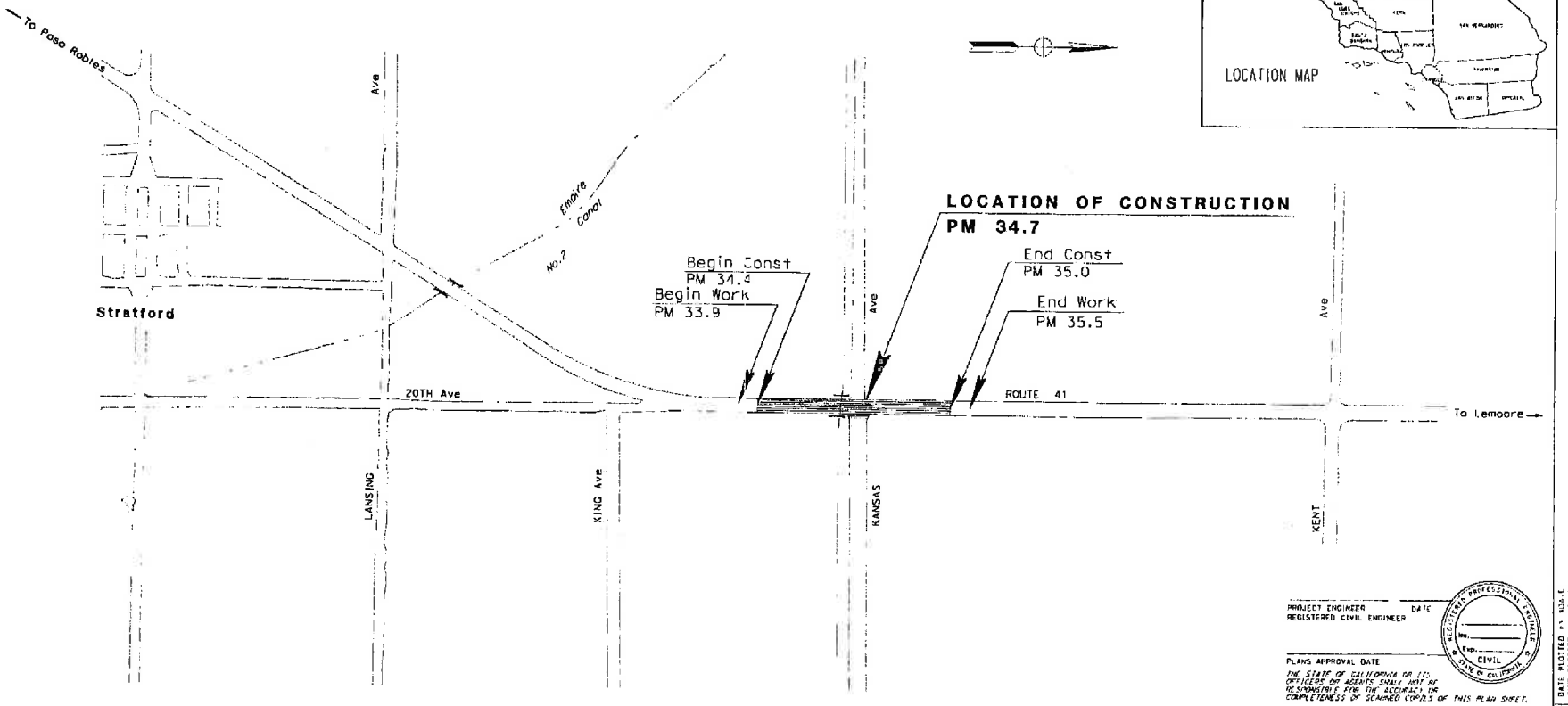
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY

IN KINGS COUNTY
NEAR STRATFORD AT KANSAS AVENUE

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Kin	41	34.4/35.0		



PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
CIVIL
STATE OF CALIFORNIA

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

NO SCALE

ATTACHMENT A

CONTRACT No.	06-0T2400
PROJECT ID	0615000041

PROJECT MANAGER SCOTT FRIESEN
DESIGN ENGINEER ERNIE PENUNA

BORDER LAST REVISED 7/2/2002 CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ RELATIVE PLOTTED SCALE 0 1 2 3 4 5 INCHES USERNAME => DGN FILE => DATE PLOTTED => TIME PLOTTED => 06-09-16 UNIT 1439 PROJECT NUMBER & PHASE 0615000041

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: Kansas Avenue Intersection Improvement Project

2016061034	Richard Putler	(559) 445-5286
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 41 in Kings County.

Project Description: Construct roadway/intersection improvements on SR 41 at Kansas Avenue near the community of Stratford.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   X__A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (__were / _**X**_were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / _**X**_was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 6, 855 M St. Suite 200, Fresno, CA 93721

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
08-SBd-395, PM 35.5/39.1
Resolution E-16-89

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 Riverside County.
  Construct roadway improvements on a portion of U.S. 395 near the community of Kramer Hills. (PPNO 0388P)

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 10

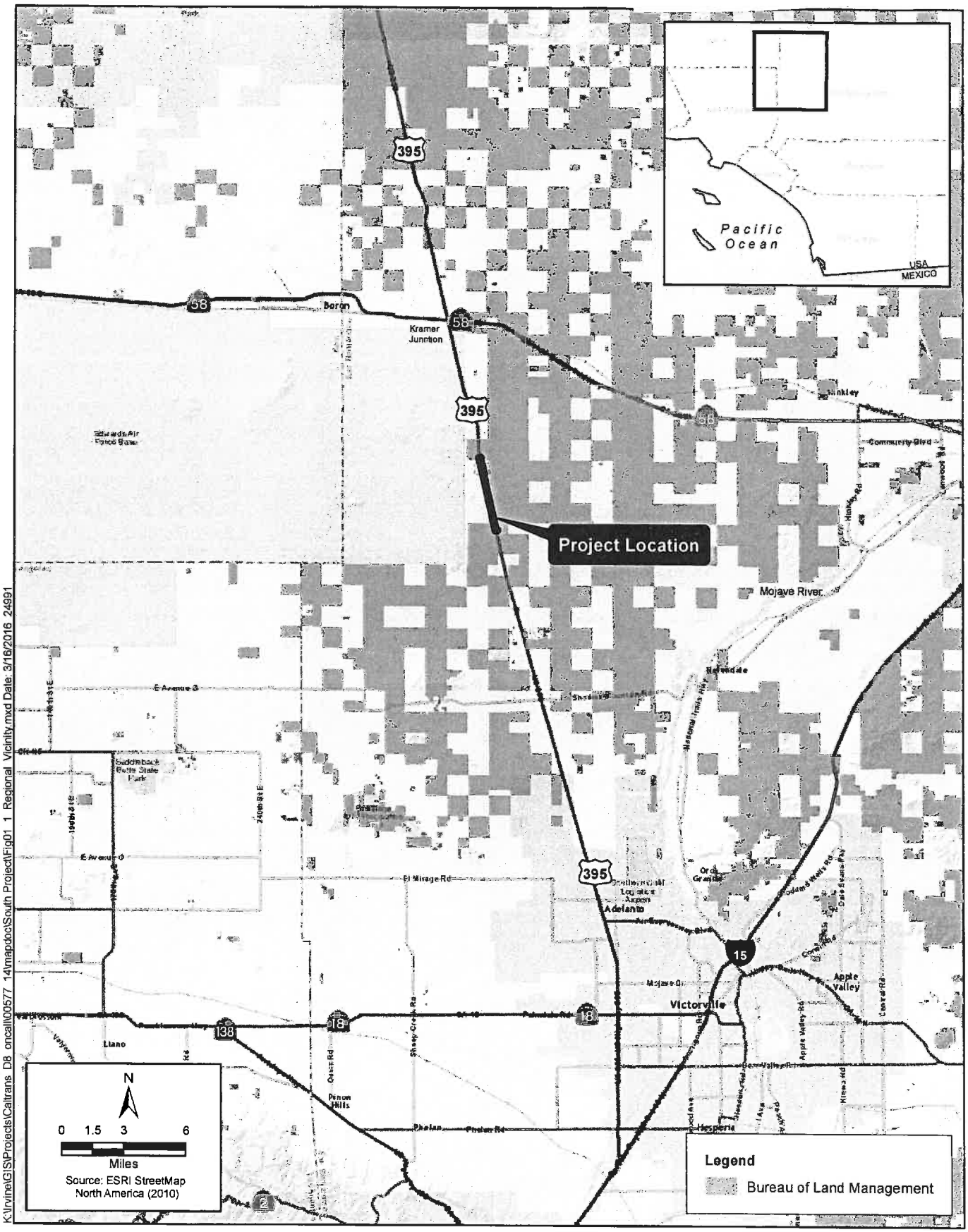


Figure 1.1-1
Regional Vicinity
US Highway 395 Widen Median and Shoulder and Install Rumble Strips Project

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: US Highway 395 Widen Median and Shoulder and Install Rumble Strips Project

2016041022	James Shankel	(909) 383-6379
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): United States Route 395 in San Bernardino County.

Project Description: Construct roadway improvements including median widening on a portion of US 395 near the community of Kramer Hills.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (__will / _X_will not) have a significant effect on the environment.
2. ___An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _**X**__A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**_were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (__was / _**X**_was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (__was / _**X**_was not) adopted for this project.
6. Findings (__were / _**X**_were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 8, 464 W. 4th St, San Bernardino, CA 92401

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 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 RIVER ROAD INTERSECTION AND SIDEWALK IMPROVEMENT PROJECT (RESOLUTION E-16-90)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Negative Declaration for the River Road Intersection and Sidewalk Improvement Project (Project) in San Joaquin County and approve the Project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The City of Ripon (City) is the CEQA lead agency for the Project. The Project will construct intersection improvements on River Road and Fulton Avenue. On September 13, 2016, the City adopted the Negative Declaration for the Project and found that the Project will not have a significant effect on the environment.

On October 6, 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 $550,000 and is fully funded through construction with Active Transportation Program (ATP) Funds ($475,000) and Congestion Mitigation and Air Quality Program Funds ($75,000).

Construction is estimated to begin in Fiscal Year 2017/18.

Attachments:
- Resolution E-16-90
- Notice of Determination
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
10 – San Joaquin County
Resolution E-16-90

1.1 **WHEREAS,** the City of Ripon has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- River Road Intersection and Sidewalk Improvement Project

1.2 **WHEREAS,** the City of Ripon has certified that the Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 **WHEREAS,** the Project will construct intersection improvements on River Road and Fulton Avenue; and

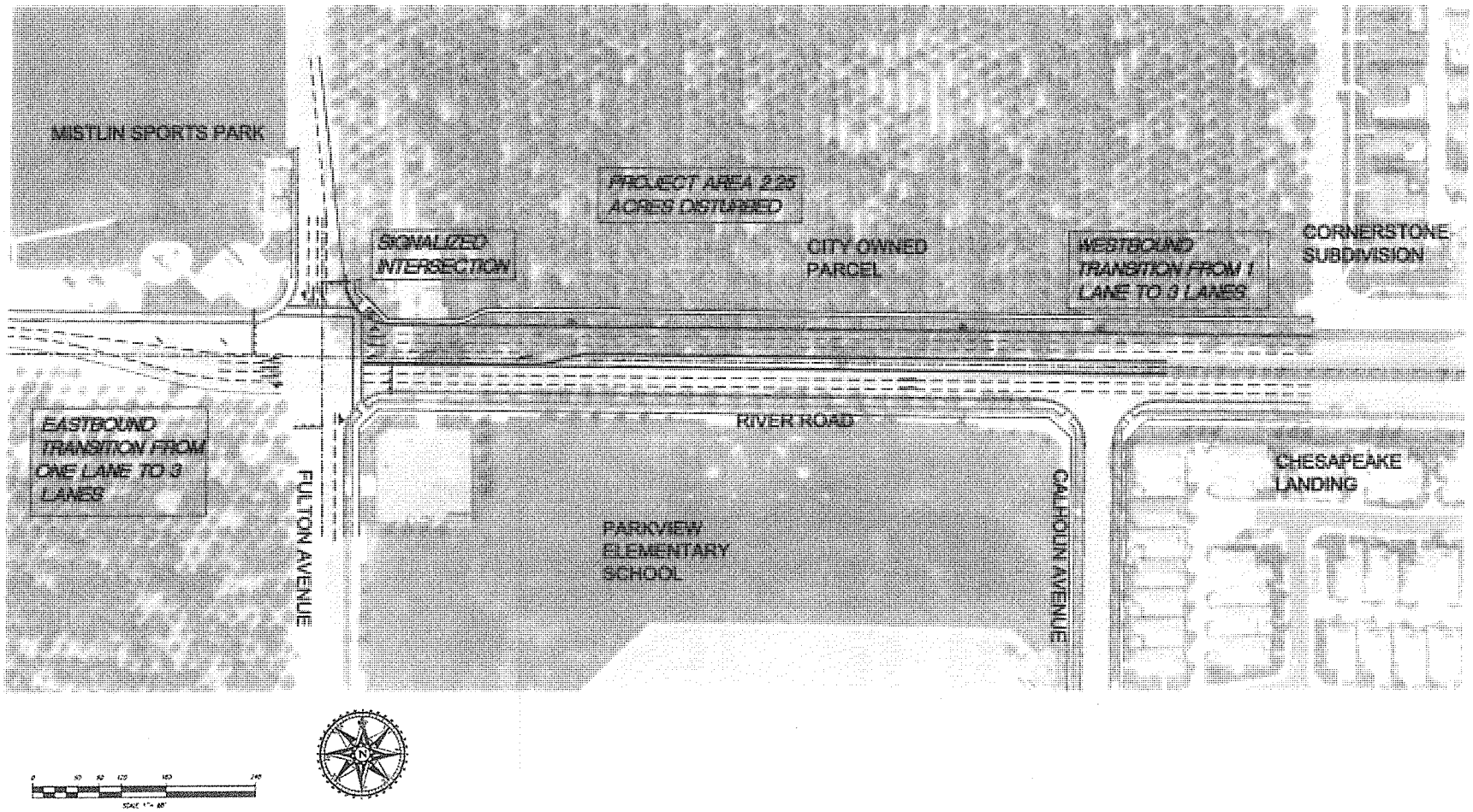
1.4 **WHEREAS,** the Project is located on River Road and Fulton Avenue; and

1.5 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration; and

1.6 **WHEREAS,** the Ripon City Council found that the proposed Project would not have a significant effect on the environment; and

1.7 **WHEREAS,** the Ripon City Council approved the Negative Declaration.

2.1 **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.



APPROVED BY:

CITY ENGINEER

REVISIONS			
NO	DESCRIPTION	DATE	BY

CITY OF RIPON
259 N. WILMA AVE
RIPON, CA 95366
TELEPHONE: (209) 599-2108

JOB #
DATE: 2016
SCALE: 1" = 60.00'
DRAWN BY:
CHECKED BY:
FILE #

CITY OF RIPON
RIVER ROAD INTERSECTION

RIVER ROAD
SITE PLAN - LAYOUT

SHEET 1 OF 1

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

River Road Intersection and Sidewalk Improvement Project
Project Title

N/A	Ken Zuidervaart	(209) 599-2108
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project is located on River Road and Fulton Avenue.

Project Description: The project will construct intersection improvements on River Road and Fulton Avenue.

This is to advise that the California Transportation Commission has approved the above described project on
(_ Lead Agency/ **X** Responsible Agency)

December 7-8, 2016 and has made the following determinations regarding the above described project:

1. The project (___will/ __**X**__will not) have a significant effect on the environment.
2. ___ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   __**X**__ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (___were/ __**X**___ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (___was / __**X**___ was not) adopted for this project.
5. A Statement of Overriding Considerations (____ was / __**X**__was not) adopted for this project.
6. Findings (__**X**___were/ _____ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 259 N. Wilma Avenue, Ripon, CA 95266

SUSAN BRANSEN		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:

DRAFT

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 2.2c.(3)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING - MITIGATED NEGATIVE DECLARATION FOR THE FRESNO BUS RAPID TRANSIT PROJECT (RESOLUTION E-16-91)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Fresno Bus Rapid Transit Project (Project) in Fresno County and approve the Project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

BACKGROUND:

The City of Fresno (City) is the CEQA lead agency for the Project. The Project will construct a 15.7-mile Bus Rapid Transit (BRT) line connecting a major north-south corridor (Blackstone Avenue) and a major east-west corridor (Ventura Avenue and Kings Canyon Road). The two corridors connect in downtown Fresno and include 24 station pairs (or 48 one-way stations), two terminal stations and one transit center with a shared platform.

On January 30, 2014, the City of Fresno adopted the final Mitigated Negative Declaration 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 cultural resources, soil hazards, transportation circulation and biological resources. Mitigation measures include, but are not limited to: consult with an archeologist/paleontologist to assess ground disturbance activities, monitor soil vapor emissions, retain a certified arborist to evaluate trees being considered for removal and make signal timing modifications to improve traffic flow.

On October 28, 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 $54,276,481 and is fully funded through construction with Federal Small Start Funds ($39,488,929), Proposition 1B Funds ($9,872,233), Fresno Area Express Capital Match Funds ($555,619), Traffic Congestion Relief Program (TCRP) Funds ($4,082,700) and Local Match Funds ($277,000).

Construction is estimated to begin in Fiscal Year 2017/18.

Attachments:
- Resolution E-16-91
- Notice of Determination
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
6 – Fresno County
Resolution E-16-91

1.1 **WHEREAS,** the City of Fresno has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- Fresno Bus Rapid Transit Project

1.2 **WHEREAS,** the City of Fresno has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and

1.3 **WHEREAS,** the Project will construct a 15.7-mile Bus Rapid Transit (BRT) line connecting a major north-south corridor (Blackstone Avenue) and a major east-west corridor (Ventura Avenue and Kings Canyon Road); and

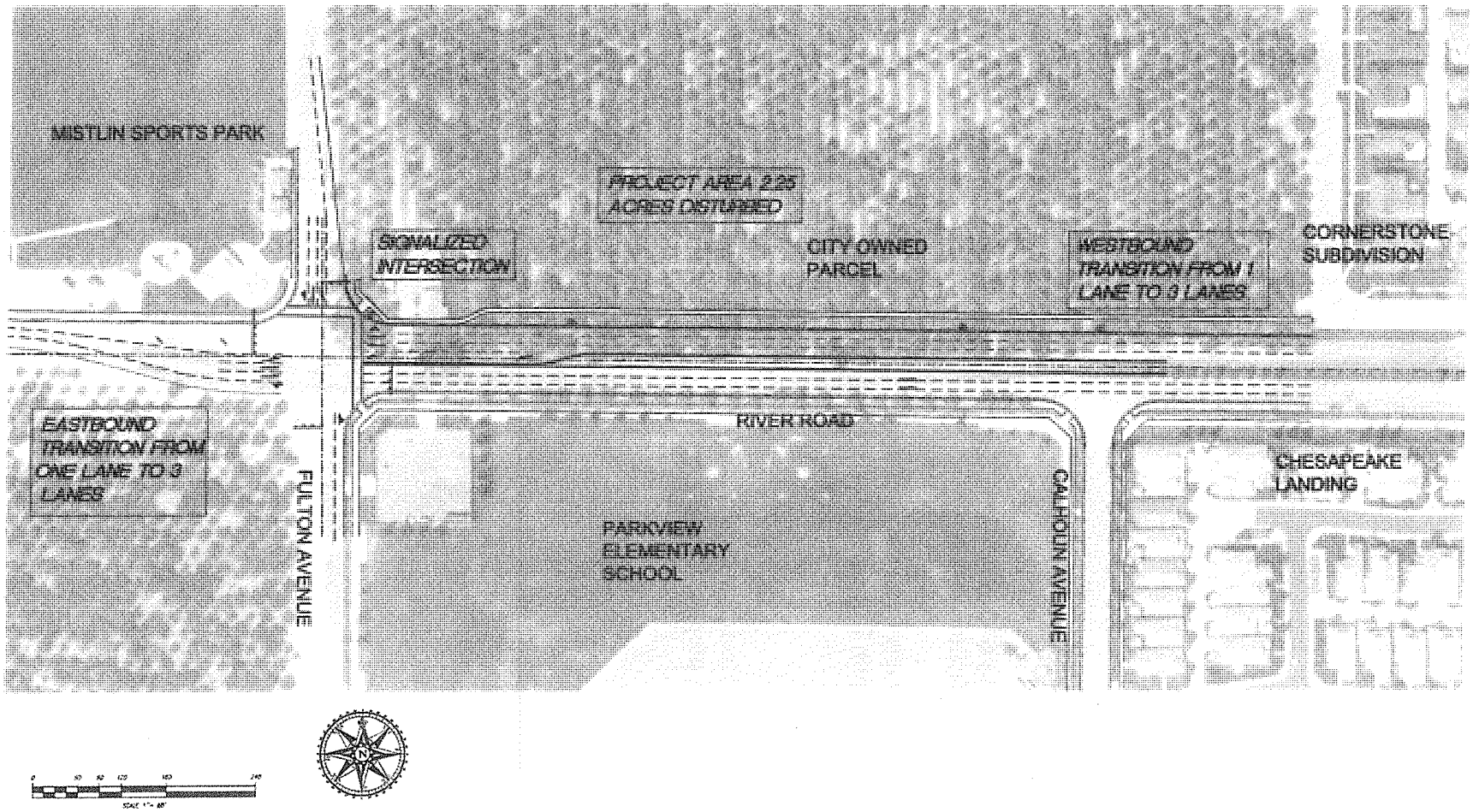
1.4 **WHEREAS,** the Project BRT line is located on a 15.7-mile stretch on Blackstone Avenue, a major north-south corridor, that connects with Ventura Avenue and Kings Canyon Road, a major east-west corridor; and

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 Fresno City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and

1.7 **WHEREAS,** the Fresno 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.



APPROVED BY:

CITY ENGINEER

REVISIONS			
NO	DESCRIPTION	DATE	BY

CITY OF RIPON
259 N. WILMA AVE
RIPON, CA 95366
TELEPHONE: (209) 599-2108

JOB #
DATE: 2016
SCALE: 1" = 60.00'
DRAWN BY:
CHECKED BY:
FILE #

CITY OF RIPON
RIVER ROAD INTERSECTION

RIVER ROAD
SITE PLAN - LAYOUT

SHEET 1 OF 1

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Fresno Bus Rapid Transit Project
Project Title

N/A	Ara Nucanyan	(559) 621-7433
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The Bus Rapid Transit (BRT) line is located on a 15.7-mile stretch on Blackstone Avenue, a major north-south corridor, that connects with Ventura Avenue and Kings Canyon Road, a major east-west corridor.

Project Description: The project will construct a 15.7-mile Bus Rapid Transit (BRT) line connecting a major north-south corridor (Blackstone Avenue) and a major east-west corridor (Ventura Avenue and Kings Canyon Road).

This is to advise that the California Transportation Commission has approved the above described project on
(_ Lead Agency/ **X** Responsible Agency)

December 7-8, 2016 and has made the following determinations regarding the above described project:

1. The project (___will/ __**X**__ will not) have a significant effect on the environment.
2. ___ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   __**X**__ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (__**X**__were/ _____ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (___was / __**X**__ was not) adopted for this project.
5. A Statement of Overriding Considerations (____ was / __**X**__was not) adopted for this project.
6. Findings (__**X**__were/ _____ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 2223 G Street, Fresno, CA 93706

SUSAN BRANSEN		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:

DRAFT

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 40

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.3c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Janice Benton, Chief (Acting)
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-3971 – 04-SCl-101-PM 50.7/51.2
(Request No. 56092) – 1 Segment

Relinquishes right of way in the city of Palo Alto along Route 101 on East Bayshore Road, consisting of collateral facilities. The City, by letter signed September 12, 2016, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-3972 – 08-SBd-215-PM 5.0/9.5
(Request No. 466-S) – 15 Segments

Relinquishes right of way in the city of San Bernardino along Route 215 from Auto Center Road to Massachusetts Avenue, consisting of collateral facilities. The City, by freeway agreements dated January 21, 2003 and January 7, 2002, agreed to accept title upon relinquishment by the State. The 90-day notice period expired October 9, 2016.

Resolution R-3973 – 11-SD-125-PM 13.5/14.0, 11-SD-94-PM 10.5/10.8
(Request No. R34607) – 4 Segments

Relinquishes right of way in the city of La Mesa along Route 125 on Bowling Green Drive and Echo Drive and along Route 94 on Panorama Drive, consisting of collateral facilities. The City, by letter dated August 1, 2016, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-3974 – 11-Imp-86-PM 8.8/12.3
(Request No. R31136) – 1 Segment

Relinquishes right of way in the city of Imperial on Route 86 from the south city limits to the north city limits, under terms and conditions as stated in the relinquishment agreement dated March 22, 2016, determined to be in the best interest of the State. Authorized by Chapter 523, Statutes of 2013, which amended Section 386 of the Streets and Highways Code.

Resolution R-3975 – 12-Ora-5-PM 8.3/8.6
(Request No. R120057) – 4 Segments

Relinquishes right of way in the city of San Juan Capistrano along Route 5 on Camino Capistrano, consisting of collateral facilities. The City, by freeway agreement dated April 17, 2012, agreed to accept title, and by Resolution dated August 2, 2016, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 41

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.3d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Janice Benton, Chief (Acting)
Division of Design

Subject: **VACATION RESOLUTION**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission approve the vacation resolution summarized below.

ISSUE:

It has been determined that the facilities in the vacation resolution summarized below is not essential to the proper functioning of the State Highway System and may be disposed of by vacation. Upon the recording of the approved vacation resolution in the county where the facilities are located, the public's right of use of the facilities will be abandoned. The vacation complies with Sections 892, 8313 and 8330.5 of the Streets and Highways Code. Any exceptions or unusual circumstances is described in the summary.

RESOLUTION:

Resolution A907 – 07-LA-1-PM 41.1/41.7
(Request No. 143) - 1 Segment

Amends Vacation Resolution A906, adopted by the California Transportation Commission on October 19, 2016, which contained an incorrect corporation name in a reservation. Vacates right of way in the city of Malibu along Route 1 from 0.4 miles west of Tuna Canyon Road to 0.2 miles east of Tuna Canyon Road, consisting of superseded highway right of way.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 42

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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-21497 through C-21507 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-21497 - Sal & Al Giumarra Farms & Co., a partnership, et al.
03-Yol-16-PM 31.62 - Parcel 33679-1 - EA 0C4729.
Right of Way Certification (RWC) Date: 04/03/17; Ready to List (RTL) Date: 04/07/17. Conventional highway - safety improvements. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated community of Madison near the intersection of Highway 16 and Interstate (I)-505. Assessor Parcel Number (APN) 049-060-009.

C-21498 - Jet Mulch Inc.
04-Ala-680-PM 8.1 - Parcel 63337-1, 2 - EA 4G0509.
RWC Date: 12/30/16; RTL Date: 02/01/17. Freeway - Construct high occupancy vehicle/high occupancy toll lane and selected auxiliary lane for northbound I-680. Authorizes condemnation of temporary easements for highway construction. Located in the unincorporated area of Alameda County near the I-680 Sheridan Road intersection. APN 096-0001-003-12.

C-21499 - Mistral Investment, LLC
04-SCl-152-PM 13.95 - Parcel 63280-1, 2 - EA 1G8709.
RWC Date: 03/15/17; RTL Date: 03/29/17. Conventional highway - shoulder widening and ditch reconstruction safety improvement project. Authorizes condemnation of land in fee for a State highway, and a permanent easement for utility purposes. Located near the city of Gilroy in Santa Clara County. APN 841-043-001.

C-21500 - San Ysidro Vineyards, LLC
04-SCl-152-PM 13.95 - Parcel 63281-1, 2, 3; 63282-1 - EA 1G8709.
RWC Date: 03/15/17; RTL Date: 03/29/17. Conventional highway - shoulder widening and ditch reconstruction safety improvement project. Authorizes condemnation of land in fee for a State highway, and a permanent easement for utility purposes. Located near the city of Gilroy in Santa Clara County. APNs 841-42-015, -016.

C-21501 - Atascadero Homeowners, LLC
05-SLO-46-PM 42.2 - Parcel 11242-1(11341), 4 - EA 330779.
RWC Date: 01/06/12; Expressway - Convert Highway 46 to a four-lane expressway. 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 unincorporated area of Paso Robles at 3820 Gruenhagen Flat. APN 019-181-042.

C-21502 - Vine Street Homes, LLC
05-SLO-46-PM 42.2 - Parcel 11243-1(11342), 4, 5 - EA 330779.
RWC Date: 01/06/12; Expressway - Convert Highway 46 to a four-lane expressway. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for highway construction, a permanent easement for drainage. Located in the unincorporated area of Paso Robles at 3770 Shimmin Canyon Road, Paso Robles. APN 019-181-043.

C-21503 - Olympic Avenue Venture Properties, Inc., a California Corporation
07-LA-10-PM 16.8 - Parcels 80633-1; 80643-1 - EA 296609.
RWC Date: 04/03/17; RTL Date: 04/24/17. Freeway - rehabilitate viaduct. Authorizes condemnation of temporary easements for construction purposes. Located in the city of Los Angeles at the northwest corner of Long Beach Avenue and 15th Street. APNs 5130-017-012, -013, -014.

C-21504 - S.K. Madan and Shobhana Madan, husband and wife as joint tenants
07-LA-118-PM 5.68 - Parcel 80640-1 - EA 3P7509.
RWC Date: 02/07/17; RTL Date: 02/14/17. Freeway - upgrade traffic signal system and curb ramps. Authorizes condemnation of land in fee for a State highway. Located in the city of Los Angeles at 11301 North Amigo Avenue. APN 2871-020-029.

C-21505 - Myoung Ja Kim, an unmarried woman, et al.
08-SBd-18-PM 110.74 - Parcel 23576-1 - EA 0P3909.
RWC Date: 03/15/18; RTL Date: 04/16/18. Conventional highway - widen the existing shoulders to eight feet and construct shoulder rumble strips. Authorizes condemnation of a permanent easement for State highway purposes. Located in the unincorporated area of Pinion Hills, on the south side of State Route 18 between Sheep Creek Road and Riggins Road. APN 3101-401-02.

C-21506 - Chiumei Liu, as Trustee of the Chiumei Liu Living Trust dated 11/30/2009
08-SBd-18-PM 106.92 - Parcel 23608-1 - EA 0P390.
RWC Date: 03/15/18; RTL Date: 04/16/18. Conventional highway - widen the existing shoulders to eight feet and construct shoulder rumble strips. Authorizes condemnation of a permanent easement for State highway purposes. Located in the unincorporated area of Phelan, near the northwest corner of Palmdale Road and Leesing Avenue. APN 3102-351-11.

C-21507 - Paul Seng, a single man
10-Sta-132-PM 32.4 - Parcel 16726-1, 2 - EA 0W9009.
RWC Date: 01/15/18; RTL Date: 01/22/18. Conventional highway - Upgrade curb ramps, sidewalks and driveways to current Americans with Disability Act standards. Authorizes condemnation of a permanent easement for State highway, and a temporary easement for highway construction. Located in the city of Riverbank at 3060 Atchison Street. APN 132-010-003.

Attachment

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21497

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yol-16-PM 31.62 PARCEL 33679-1
OWNER: Sal & Al Giumarra Farms & Co., a partnership, 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 and Code of Civil Procedure Section 1240.510 in that the 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 not been made to all owners of record as some are deceased and

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

others could not be located with reasonable diligence; and be it further

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Yolo, State of California, Highway 03-Yol-16 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
03	YOL	16	31.62

Project ID 0314000272

Legal Descriptions for the parcels listed below are attached.

This document consists of a total of 4 pages.

Parcels in Legal Description:					
033679-1					

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

Signature [signature]
Professional Land Surveyor

Date 6-15-2016

PROFESSIONAL LAND SURVEYOR
Leroy E. Coppin, Jr.
Exp: Dec 31 2016
PLS 7057
STATE OF CALIFORNIA

Form RW 6-3(A) (New 07/2010)

Parcel 033679-1: For State Highway purposes, a portion of that certain property as described in the deed to Gary James Icardo recorded June 12, 2008 in Document No. 2008-0018127, Yolo County Records, lying Southerly of the following described line:

COMMENCING at a 2 1/2 inch Brass Disc Monument in well marking the intersection of Rudolph and Railroad Streets, as shown on the Record of Survey "Town of Madison" filed on January 20, 2015 in Book 2015 of Maps, Page 1 and 2 Yolo County Records, said monument bears South 79°45'51" East 1430.04 feet (Map = North 79°45'51" West 1430.05 feet) from a 1 1/4 inch Brass Disc Monument in well marking the intersection of Rudolph and Tutt Streets also shown on said Record of Survey; Thence, North 89°52'04" East 2244.95 feet to the POINT OF BEGINNING of said line;

1) Thence, South 79°54'32" East 1532.00 feet to the Westerly right of way of Interstate 505 which bears South 80°59'44" West 48.15 feet from the Southwesterly terminus of course (6) as described in the Final Order of Condemnation to the State of California, recorded December 27, 1979 in Book 1403 of Official Records Page 663; Yolo County Records, said course (6) – (Parcel 026551-1 Amended) reads "N. 34°57'22" E. 236.75 feet;".

Excepting therefrom all oil, oil rights, minerals, mineral rights, natural gas, natural gas rights, and other hydrocarbons by whatsoever name known that may be within or under the parcel of land hereinabove described, together with the perpetual right of drilling, mining, exploring and operating therefore and removing the same from said land or any other land, including the right to whipstock or directionally drill and mine from lands other than those hereinabove described, oil or gas wells, tunnels and shafts into, through or across the subsurface of the land hereinabove described, and to bottom such whipstock or directionally drilled wells, tunnels and shafts under and beneath or beyond the exterior limits thereof, and to redrill, retunnel, equip, maintain, repair, deepen and operate any such wells or mines, without, however, the right to drill, mine, explore and operate through the surface or the upper 200 feet of the subsurface of the land hereinabove described or otherwise in such manner as to endanger the safety of any highway that may be constructed on said lands.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 1991.35. Multiply all distances used in the above description by 1.00006450 to obtain ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21498

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-Ala-680-PM 8.1 PARCEL 63337-1, 2
OWNER: Jet Mulch 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;

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

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Alameda, State of California, Highway 04-Ala-680 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
04	Ala	680	8.1	0412000437

To: John Cunliffe
Right of Way Acquisition

From: Jonathon Murphey
R/W Engineering, District 04

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 (3 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
  - Detail Map (Exhibit C) – shows parcel(s) in detail

- RON Legal Description for parcel(s): (2 pages)
  - 63337-1
  - 63337-2

The electronic files for the above listed information have been transmitted by electronic 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 13 OCT. 2016

PROFESSIONAL LAND SURVEYOR
Jonathon Murphey
Exp: 12/31/2017
PLS 8605
STATE OF CALIFORNIA

PARCEL 63337-1:

For State freeway purposes, a TEMPORARY EASEMENT for construction purposes and incidents thereto, upon, over and across a portion of that parcel of land as described in the Grant Deed recorded on April 2, 2015 as Document Number 2015086741 of Official Records, in the Office of the County Recorder of Alameda County, State of California, more particularly described as follows:

BEGINNING at the northwesterly corner of that parcel of land described in said Grant Deed (Doc. No. 2015086741), thence along the general southeasterly line of State Route 680, North 81°57'02" East, 218.43 feet; thence South 8°02'58" East, 15.00 feet; thence South 81°57'02" West, 218.81 feet to the westerly line of said parcel of land; thence along the last said line, North 6°36'36" West, 15.00 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on July 31, 2020. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2014.55), Zone 3. Multiply the above distances by 1.00008419 to obtain ground level distances.

PARCEL 63337-2:

For State freeway purposes, a TEMPORARY EASEMENT for construction purposes and incidents thereto, upon, over and across a portion of that parcel of land as described in the Grant Deed recorded on April 2, 2015 as Document Number 2015086741 of Official Records, in the Office of the County Recorder of Alameda County, State of California, more particularly described as follows:

BEGINNING at the most northerly corner of that parcel of land described in said Grant Deed (Doc. No. 2015086741); thence along the general northeasterly line of said parcel of land the following three (3) courses: (1) South 48°17'07" East, 226.78 feet, (2) along a tangent curve to the left with a radius of 1,030.00 feet, through a central angle of 6°27'49", and an arc length of 116.20 feet, and (3) South 54°44'56" East, 128.18 feet; thence South 35°15'04" West, 15.00 feet; thence parallel with last said general northeasterly line the following three (3) courses: (1) North 54°44'56" West, 128.18 feet, (2) along a tangent curve to the right with a radius of 1,045.00 feet, through a central angle of 6°27'49", and an arc length of 117.89 feet, and (3) North 48°17'07" West, 209.13 feet; thence South 51°46'10" West, 335.91 feet; thence South 71°55'26" West, 69.79 feet; thence North 18°04'34" West, 20.00 feet to the general northwesterly line of said parcel of land; thence along last said line the following two (2) courses: (1) North 71°55'26" East, 66.24 feet, and (2) North 51°46'10" East, 344.05 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on July 31, 2020. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2014.55), Zone 3. Multiply the above distances by 1.00008419 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21499

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-SCl-152-PM 13.95 PARCEL 63280-1, 2
OWNER: Mistral Investment, LLC

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

Attorney, Department of Transportation

APPROVAL RECOMMENDED

DIVISION OF RIGHT OF WAY

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Santa Clara, State of California, Highway 152 and described as follows:

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
04	SCL	152	13.9

Project E.A. 1G870

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 5 pages.

Parcels in Legal Description:					
63280-1					
63280-2					

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

Signature _____
Licensed Land Surveyor

Date 10/10/2016

LICENSED LAND SURVEYOR
JERRY ZHONG
Exp. 12/31/17
No. 7784
STATE OF CALIFORNIA

PARCEL 63280-1:

For State highway purposes, all that real property situated in the unincorporated area of The County of Santa Clara, State of California, being a portion of that parcel of land as described in that certain Grant Deed to Mistral Investment, LLC, a California Limited Liability Company, recorded September 29, 2006 as Document Number 19125847, Official Records of Santa Clara County, State of California, more particularly described as follows:

BEGINNING at the intersection of the Southeasterly line of said parcel (Document Number 19125847) with the general Northeasterly line of State Highway 152 (also known as Pacheco Pass Road); thence along said line of said parcel, North 56°53′05″ East, 16.86 feet; thence from a tangent that bears North 39°02′09″ West, along a curve to the left with a radius of 1700.00 feet, through a central angle of 00°18′08″, an arc length of 8.97 feet; thence South 56°12′31″ West, 49.99 feet to the centerline of said State Highway 152; thence along last said line, from a tangent that bears South 39°23′19″ East, along a curve to the right with a radius f 2000.03 feet, through a central angle of 00°14′24″, an arc length of 8.37 feet to said Southeasterly line of said parcel; thence along last said line, North 56°53′05″ East, 33.18 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply the above distances by 0.9999861 to obtain ground distances.

PARCEL 63280-2:

For State highway purposes, an EASEMENT to the State of California, its successors and assigns, for the right to erect, construct, reconstruct, replace, remove, maintain and use a line of poles with such wires and cables as the State of California, its successors and assigns shall from time to time suspend therefrom for the transmission and distribution of electric energy, and all necessary and proper crossarms, guys, anchors and other appliances and fixtures for use in connection with said poles, wires and cables, together with a right of way, on, along and in all of the hereinafter described easement area along with:

1) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Owner, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;
2) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of the State of California, its successors and assigns may interfere with or be a hazard to the facilities installed hereunder, or as the State of California, its successors and assigns deems necessary to comply with applicable state or federal regulations;

3) the right from time to time to enlarge, improve, reconstruct, relocate and replace any poles constructed hereunder with any other number or type of poles either in the original location or at any alternate location or locations within said easement area;
4) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said easement area; and
5) the right to mark the location of said easement area by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Owner shall make of said easement area.

The aforesaid easement shall be located on and encumber the real property described as follows:

All that real property situated in the unincorporated area of The County of Santa Clara, State of California, being a portion of that parcel of land as described in that certain Grant Deed to Mistral Investment, LLC, a California Limited Liability Company, recorded September 29, 2006 as Document Number 19125847, Official Records of Santa Clara County, State of California, more particularly described as follows:

COMMENCING at the intersection of the Southeasterly line of said parcel (Document Number 19125847) with the general Northeasterly line of State Highway 152 (also known as Pacheco Pass Road); thence along said line of said parcel, North 56°53′05″ East, 16.86 feet to the POINT OF BEGINNING; thence from a tangent that bears North 39°02′09″ West, along a curve to the left with a radius of 1700.00 feet, through a central angle

of 00°18′08″, an arc length of 8.97 feet; thence South 56°12′31″ West, 16.83 feet to said line of said State Highway 152; thence along last said line, from a tangent that bears North 39°17′51″ West, along a curve to the left with a radius of 2033.03 feet, through a central angle of 03°27′37″, an arc length of 122.78 feet and North 42°45′28″ West, 54.78 feet; thence North 47°13′29″ East, 33.36 feet; thence from a tangent that bears South 43°47′28″ East, along a curve to the right with a radius of 2050.00 feet, through a central angle of 05°21′43″, an arc length of 191.84 feet to said Southeasterly line of said parcel; thence along last said line, South 56°56′05″ West, 15.70 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply the above distances by 0.9999861 to obtain ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21500

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-SCl-152-PM 13.95 PARCEL 63281-1,2,3; 63282-1
OWNER: San Ysidro Vineyards, LLC

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

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Santa Clara, State of California, Highway 152 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
04	SCl	152	14.2	0400020620

To: Alden Chalk
Right of Way Acquisition

From: Jerry Zhong
R/W Engineering, District 04

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 (8 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B through Exhibit H) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (10 page(s))
  - 63281-1
  - 63281-2
  - 63281-3
  - 63282-1

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

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 10/11/2016

PROFESSIONAL LAND SURVEYOR
Jerry
Zhong
Exp: 12/31/2017
PLS 7784
STATE OF CALIFORNIA

PARCEL 63281-1:

For State highway purposes, all that real property situated in the unincorporated area of The County of Santa Clara, State of California, being a portion of LOT 1 as shown on that certain Map entitled "MAP OF DUNLAP AND ZUCK'S Subdivision of part of the SAN YSIDRO RANCH", filed May 22, 1893, in Book "G" of Maps, at Page 79 in the Office of the County Recorder of Santa Clara County, and a portion of PARCEL SIX as described in that certain Corrective Grant Deed to San Ysidro Vineyards, LLC, a Delaware Limited Liability Company, recorded February 3, 2000 as Document Number 15142309, Official Records of County of Santa Clara, more particularly described as follows:

BEGINNING at the most Westerly corner of said PARCEL SIX; thence along the Northwesterly line of said PARCEL SIX, North 56°53'05" East, 16.86 feet; thence from a tangent that bears South 39°02'09" East, along a curve to the right with a radius of 1700.00 feet, through a central angle of 03°20'19", an arc length of 99.06 feet; thence tangent to the last described curve, South 35°41'50" East, 422.79 feet; thence South 35°41'02" East, 533.05 feet; thence along a tangent curve to the left with a radius of 5437.65 feet, through a central of 05°01'27", an arc length of 476.81 feet to the most Northerly corner of Parcel 56962-1 as described in that certain Grant Deed to State of California, recorded November 02, 2010 as Document Number 20938568, Official Records of Santa Clara County; thence along the Northwesterly line of said Parcel 56962-1, South 50°18'02" West, 20.49 feet to the general Northeasterly right of way line of State Route 152, also known as Pacheco Pass Road; thence along last said line the following five (5) courses: 1) North 39°42'52" West, 237.88 feet, 2) North 51°53'57" East, 2.79 feet,

3) from a tangent that bears North 38°06′03″ West, along a curve to the right with a radius of 4967.07 feet, through a central angle of 02°30′35″, an arc length of 217.57 feet, 4) tangent to the last described curve, North 35°35′28″ West, 955.64 feet, and 5) along a tangent curve to the left with a radius of 2033.03 feet, through a central angle of 03°27′34″, an arc length of 122.75 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply the above distances by 0.9999861 to obtain ground distances.

PARCEL 63281-2:

For State highway purposes, all that real property situated in the unincorporated area of The County of Santa Clara, State of California, being a portion of LOT 1 as shown on that certain Map entitled "MAP OF DUNLAP AND ZUCK'S Subdivision of part of the SAN YSIDRO RANCH", filed May 22, 1893, in Book "G" of Maps, at Page 79 in the Office of the County Recorder of Santa Clara County, more particularly described as follows:

COMMENCING at the Southeasterly terminus of that course described as "South 50°15'45" East 126.74 feet" along the general Northeasterly line of Parcel 56962-1 as described in that certain Grant Deed to State of California, recorded November 02, 2010 as Document Number 20938568, Official Records of Santa Clara County; thence along said course, North 50°15'45" West, 121.01 feet to the POINT OF BEGINNING; thence North 40°07'18" West, 307.42 feet; thence North 40°34'34" West, 59.34 feet; thence along a tangent curve to the left with a radius of 14800 feet, through a central angle of 01°11'22", an arc length of 307.24 feet; thence tangent to the last described curve, North 41°45'55" West, 49.36 feet to said general Northeasterly line of said Parcel 56962-1; thence along last said line the following six (6) courses: 1) South 39°41'58" East, 183.13 feet, 2) South 40°22'25" East, 143.86 feet, 3) South 40°04'02" East, 130.10 feet, 4) South 40°43'14" East, 196.17 feet, 5) South 44°49'11" East, 64.63 feet, and 6) South 50°15'45" East, 5.73 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply the above distances by 0.9999861 to obtain ground distances.

PARCEL 63281-3:

For State highway purposes, an EASEMENT to the State of California, its successors and assigns, for the right to erect, construct, reconstruct, replace, remove, maintain and use a line of poles with such wires and cables as the State of California, its successors and assigns shall from time to time suspend therefrom for the transmission and distribution of electric energy, and all necessary and proper crossarms, guys, anchors and other appliances and fixtures for use in connection with said poles, wires and cables, together with a right of way, on, along and in all of the hereinafter described easement area along with:

1) the right of ingress to and egress from said easement area over and across said lands by means of roads and lanes thereon, if such there be, otherwise by such route or routes as shall occasion the least practicable damage and inconvenience to Owner, provided, that such right of ingress and egress shall not extend to any portion of said lands which is isolated from said easement area by any public road or highway, now crossing or hereafter crossing said lands;
2) the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said easement area, and the further right, from time to time, to trim and cut down trees and brush along each side of said easement area which now or hereafter in the opinion of the State of California, its successors and assigns may interfere with or be a hazard to the facilities installed hereunder, or as the State of California, its successors and assigns deems necessary to comply with applicable state or federal regulations;

3) the right from time to time to enlarge, improve, reconstruct, relocate and replace any poles constructed hereunder with any other number or type of poles either in the original location or at any alternate location or locations within said easement area;
4) the right to install, maintain and use gates in all fences which now cross or shall hereafter cross said easement area; and
5) the right to mark the location of said easement area by suitable markers set in the ground; provided that said markers shall be placed in fences or other locations which will not interfere with any reasonable use Owner shall make of said easement area.

The aforesaid easement shall be located on and encumber the real property described as follows:

For State highway purposes, all that real property situated in the unincorporated area of The County of Santa Clara, State of California, being a portion of LOT 1 as shown on that certain Map entitled "MAP OF DUNLAP AND ZUCK'S Subdivision of part of the SAN YSIDRO RANCH", filed May 22, 1893, in Book "G" of Maps, at Page 79 in the Office of the County Recorder of Santa Clara County, and a portion of PARCEL SIX as described in that certain Corrective Grant Deed to San Ysidro Vineyards, LLC, a Delaware Limited Liability Company, recorded February 3, 2000 as Document Number 15142309, Official Records of County of Santa Clara, more particularly described as follows:

BEGINNING at the most Westerly corner of said PARCEL SIX; thence along the Northwesterly line of said PARCEL SIX, North 56°53'05" East, 32.56 feet; thence from a tangent that bears

South 38°25′46″ East, along a curve to the right with a 2050.00 feet, through a central angle of 02°44′47″, an arc length of 98.26 feet; thence tangent to the last described curve, South 35°40′59″ East, 422.90 feet; thence South 35°41′02″ East, 516.84 feet; thence along a tangent curve to the left with a radius of 5800.00 feet, through a central angle of 06°06′17″, an arc length of 617.97 feet to a point of reverse curvature; thence along a tangent curve to the right with a radius of 11500.00 feet, through a central angle of 01°40′00″, an arc length of 334.51 feet; thence tangent to the last described curve, South 40°07′19″ East, 391.38 feet to a point on that course described as "South 50°15′45″ East 126.74 feet" along the general Northeasterly line of Parcel 56962-1 as described in that certain Grant Deed to State of California, recorded November 02, 2010 as Document Number 20938568, Official Records of Santa Clara County; thence along said course, North 50°15′45″ West, 85.20 feet to a point, distant thereon North 50°15′45″ West, 121.01 feet from the Southeasterly terminus of said course; thence North 40°07′18″ West, 307.42 feet; thence North 40°34′34″ West, 59.34 feet; thence along a tangent curve to the left with a radius of 14800 feet, through a central angle of 01°11′22″, an arc length of 307.24 feet; thence tangent to the last described curve, North 41°45′55″ West, 49.36 feet to said general Northeasterly line of said Parcel 56962-1; thence along last said line, North 39°41′58″ West, 44.82 feet to the most Northerly corner of said Parcel 56962-1; thence along the Northwesterly line of said Parcel 56962-1, South 50°18′02″ West, 20.49 feet to the general Northeasterly right of way line of State Route 152, also known as Pacheco Pass Road; thence along last said line the following five (5) courses: 1) North 39°42′52″ West, 237.88 feet, 2) North 51°53′57″ East, 2.79 feet, 3) from a tangent that bears North 38°06′03″ West, along a curve

to the right with a radius of 4967.07 feet, through a central angle of 02°30′35″, an arc length of 217.57 feet, 4) North 35°35′28″ West, 955.64 feet, and 5) along a tangent curve to the left with a radius of 2033.03 feet, through a central angle of 03°27′34″, an arc length of 122.75 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM that parcel of land described as follows:

BEGINNING at the most Westerly corner of said PARCEL SIX; thence along the Northwesterly line of said PARCEL SIX, North 56°53′05″ East, 16.86 feet; thence from a tangent that bears South 39°02′09″ East, along a curve to the right with a radius of 1700.00 feet, through a central angle of 03°20′19″, an arc length of 99.06 feet; thence tangent to the last described curve, South 35°41′50″ East, 422.79 feet; thence South 35°41′02″ East, 533.05 feet; thence along a tangent curve to the left with a radius of 5437.65 feet, through a central of 05°01′27″, an arc length of 476.81 feet to the most Northerly corner of Parcel 56962-1 as described in that certain Grant Deed to State of California, recorded November 02, 2010 as Document Number 20938568, Official Records of Santa Clara County; thence along the Northwesterly line of said Parcel 56962-1, South 50°18′02″ West, 20.49 feet to the general Northeasterly right of way line of State Route 152, also known as Pacheco Pass Road; thence along last said line the following five (5) courses: 1) North 39°42′52″ West, 237.88 feet, 2) North 51°53′57″ East, 2.79 feet, 3) from a tangent that bears North 38°06′03″ West, along a curve to the right with a radius of 4967.07 feet, through a central angle of 02°30′35″, an arc length of 217.57 feet, 4) tangent to the last described curve, North 35°35′28″ West, 955.64 feet, and

5) along a tangent curve to the left with a radius of 2033.03 feet, through a central angle of 03°27′34″, an arc length of 122.75 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply the above distances by 0.9999861 to obtain ground distances.

PARCEL 63282-1:

For State highway purposes, all that real property situated in the unincorporated area of The County of Santa Clara, State of California, being a portion of PARCEL FOUR as described in that certain Corrective Grant Deed to San Ysidro Vineyards, LLC, a Delaware Limited Liability Company, recorded February 3, 2000 as Document Number 15142309, Official Records of County of Santa Clara, more particularly described as follows:

BEGINNING at the most Southerly corner of Parcel 56962-1 as described in that certain Grant Deed to State of California, recorded November 02, 2010 as Document Number 20938568, Official Records of Santa Clara County; thence along the Southeasterly line of said Parcel 56962-1, North 50°18′02″ East, 24.50 feet to the most Easterly corner of said Parcel 56962-1; thence South 39°43′53″ East, 427.80 feet to the Southeasterly line of said PARCEL FOUR; thence along last said line, South 55°29′34″ West, 24.73 feet to the general Northeasterly right of way line of State Route 152, also known as Pacheco Pass Road; thence along last said line, North 39°42′52″ West, 425.56 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 3, Epoch 1991.35. Multiply the above distances by 0.9999861 to obtain ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21501

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 05-SLO-46-PM 42.2 PARCEL 11242-1; 11341, 11242-4
OWNER: Atascadero Homeowners, LLC

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**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Luis Obispo, State of California, Highway 05-SLO-46 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
5	SLO	46	42.2	0500020049

To:

R/W Condemnation & Acquisitions

From: Loy Zambo
R/W Engineering, District 5

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))
  - 11242-1(11341)
  - 11242-4

The electronic files for the above listed information have been transmitted by email and entered in 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 August 17, 2016

PROFESSIONAL LAND SURVEYOR
Loy
Zambo
Exp: 12/2016
PLS 7804
STATE OF CALIFORNIA

PARCEL 11242-1(11341) FOR FREEWAY PURPOSES

Those portions of Lot 32 of the Sheid Rancho, in the County of San Luis Obispo, recorded in Book 2, Page 53 of Maps, on September 10, 1920, in the Office of the Recorder of said County, lying southerly of the following described Courses numbered (11) and (12):

COMMENCING at station 656+08.78 on the Survey Engineer's Center Line of State Highway Route 46 as said center line is shown on the map of the Survey Engineer's Center Line between Pine Canyon and Lucy Brown Road filed in State Highway Map Book 6, Pages 20 to 29, inclusive, in the Office of the Recorder of said County;

Thence, perpendicular to said center line, North 2°23'07" West, a distance of 255.99 feet to the TRUE POINT OF BEGINNING;

THENCE (1), South 88°51'32" East, 50.89 feet to the point distant 252.86 feet and perpendicular, North 2°23'07" West, from engineer's station 656+59.57 on said survey center line;

THENCE (2), South 64°18'23" East, 100.56 feet to the point distant 205.53 feet and perpendicular, North 2°23'07" West, from engineer's station 657+48.29 on said survey center line;

THENCE (3), South 30°39'19" West, 47.70 feet to the point distant 165.54 feet and perpendicular, North 2°23'07" West, from engineer's station 657+22.28 on said survey center line;

THENCE (4), South 59°20'49" East, 91.20 feet to the point distant 115.82 feet and perpendicular, North 2°23'07" West, from engineer's station 657+98.73 on said survey center line;

THENCE (5), North 85°36'55" East, 919.59 feet to the point distant 147.90 feet and perpendicular, North 2°23'07" West, from engineer's station 667+17.76 on said survey center line;

THENCE (6), North 80°12'58" East, 133.38 feet to the point distant 165.08 feet and perpendicular, North 2°23'07" West, from engineer's station 668+50.03 on said survey center line;

THENCE (7), South 88°08'22" East, 538.83 feet to the point distant 125.18 feet and perpendicular, North 2°23'07" West, from engineer's station 673+87.38 on said survey center line;

THENCE (8), North 53°58'15" East, 99.21 feet to the point distant 180.15 feet and perpendicular, North 2°23'07" West, from engineer's station 674+69.98 on said survey center line;

THENCE (9), North 89°45'57" East, 160.67 feet to the point distant 174.12 feet and perpendicular, North 2°23'07" West, from engineer's station 676+30.54 on said survey center line;

THENCE (10), South 52°12'17" East, 83.54 feet to the point distant 120.22 feet and perpendicular, North 2°23'07" West, from engineer's station 676+94.36 on said survey center line;

THENCE (11), North 85°27'34" East, 483.05 feet to the point distant 138.39 feet and perpendicular, North 2°23'07" West, from engineer's station 681+77.06 on said survey center line;

THENCE (12), North 69°43'57" East, 199.45 feet to the point distant 199.63 feet and perpendicular, North 2°23'07" West, from engineer's station 683+66.88 on said survey center line;

THENCE (13), South 89°52'40" East, 308.42 feet to the point distant 186.14 feet and perpendicular, North 2°23'07" West, from engineer's station 686+75.00 on said survey center line;

THENCE (14), perpendicular to said center line, South 2°23'07" East, 48.91 feet to the point distant 137.23 feet from engineer's station 686+75.00 on said survey center line;

EXCEPTING THEREFROM that portion described in the Deed to the State of California, recorded in Book 893, Page 487 on May 28, 1957, in the Office of the Recorder of said County.

The bearings and distances used in this description are on the California Coordinate System of 1983(92), Zone 5. Multiply distances by 0.9999944 to convert to ground distances.

Lands abutting the freeway shall have no right or easement of access thereto.

END OF DESCRIPTION

PARCEL 11242-4 AN EASEMENT FOR TEMPORY CONSTRUCTION PURPOSES

A strip of land 40 feet wide lying within that portion of Lot 32 of the Sheid Rancho, in the County of San Luis Obispo, recorded in Book 2, Page 53 of Maps, on September 10, 1920, in the Office of the Recorder of said County, the southerly sideline of said strip is described as the following Courses numbered (11) and (12):

COMMENCING at station 676+94.36 on the Survey Engineer's Center Line of State Highway Route 46 as said center line is shown on the map of the Survey Engineer's Center Line between Pine Canyon and Lucy Brown Road filed in State Highway Map Book 6, Pages 20 to 29, inclusive, in the Office of the Recorder of said County;

Thence, perpendicular to said center line, North 2°23'07" West, 120.22 feet to the TRUE POINT OF BEGINNING;

THENCE (11), North 85°27'34" East, 483.05 feet to the point distant 138.39 feet and perpendicular, North 2°23'07" West, from engineer's station 681+77.06 on said survey center line;

THENCE (12), North 69°43'57" East, 199.45 feet to the point distant 199.63 feet and perpendicular, North 2°23'07" West, from engineer's station 683+66.88 on said survey center line;

THENCE (13), South 89°52'40" East, 308.42 feet to the point distant 186.14 feet and perpendicular, North 2°23'07" West, from engineer's station 686+75.00 on said survey center line.

The bearings and distances used in this description are on the California Coordinate System of 1983(92), Zone 5. Multiply distances by 0.9999944 to convert to ground distances.

Rights to the above described temporary easement has ceased and terminated on February 29, 2012.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21502

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 05-SLO-46-PM 42.2 PARCEL 11243-1(11342), 4, 5
OWNER: Vine Street Homes, LLC

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**

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Luis Obispo, State of California, Highway 05-SLO-46 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
5	SLO	46	42.2	0500020049

To: Esther Rivas
R/W Condemnation & Acquisitions

From: Loy Zambo
R/W Engineering, District 5

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))
  - 11243-1(11342)
  - 11243-4
  - 11243-5

The electronic files for the above listed information have been transmitted by email and entered in 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 August 17, 2016

PROFESSIONAL LAND SURVEYOR
Loy
Zambo
Exp: 12/2016
PLS 7804
STATE OF CALIFORNIA

PARCEL 11243-1 (11342) FOR FREEWAY PURPOSES

Those portions of Lot 33 of the Sheid Rancho, in the County of San Luis Obispo, recorded in Book 2, Page 53 of Maps, on September 10, 1920, in the Office of the Recorder of said County, lying southerly of the following described Courses numbered (12) and (13):

COMMENCING at station 656+08.78 on the Survey Engineer's Center Line of State Highway Route 46 as said center line is shown on the map of the Survey Engineer's Center Line between Pine Canyon and Lucy Brown Road filed in State Highway Map Book 6, Pages 20 to 29, inclusive, in the Office of the Recorder of said County;

Thence, perpendicular to said center line, North 2°23'07" West, a distance of 255.99 feet to the TRUE POINT OF BEGINNING;

THENCE (1), South 88°51'32" East, 50.89 feet to the point distant 252.86 feet and perpendicular, North 2°23'07" West, from engineer's station 656+59.57 on said survey center line;

THENCE (2), South 64°18'23" East, 100.56 feet to the point distant 205.53 feet and perpendicular, North 2°23'07" West, from engineer's station 657+48.29 on said survey center line;

THENCE (3), South 30°39'19" West, 47.70 feet to the point distant 165.54 feet and perpendicular, North 2°23'07" West, from engineer's station 657+22.28 on said survey center line;

THENCE (4), South 59°20'49" East, 91.20 feet to the point distant 115.82 feet and perpendicular, North 2°23'07" West, from engineer's station 657+98.73 on said survey center line;

THENCE (5), North 85°36'55" East, 919.59 feet to the point distant 147.90 feet and perpendicular, North 2°23'07" West, from engineer's station 667+17.76 on said survey center line;

THENCE (6), North 80°12'58" East, 133.38 feet to the point distant 165.08 feet and perpendicular, North 2°23'07" West, from engineer's station 668+50.03 on said survey center line;

THENCE (7), South 88°08'22" East, 538.83 feet to the point distant 125.18 feet and perpendicular, North 2°23'07" West, from engineer's station 673+87.38 on said survey center line;

THENCE (8), North 53°58'15" East, 99.21 feet to the point distant 180.15 feet and perpendicular, North 2°23'07" West, from engineer's station 674+69.98 on said survey center line;

THENCE (9), North 89°45'57" East, 160.67 feet to the point distant 174.12 feet and perpendicular, North 2°23'07" West, from engineer's station 676+30.54 on said survey center line;

THENCE (10), South 52°12'17" East, 83.54 feet to the point distant 120.22 feet and perpendicular, North 2°23'07" West, from engineer's station 676+94.36 on said survey center line;

THENCE (11), North 85°27'34" East, 483.05 feet to the point distant 138.39 feet and perpendicular, North 2°23'07" West, from engineer's station 681+77.06 on said survey center line;

THENCE (12), North 69°43'57" East, 199.45 feet to the point distant 199.63 feet and perpendicular, North 2°23'07" West, from engineer's station 683+66.88 on said survey center line;

THENCE (13), South 89°52'40" East, 308.42 feet to the point distant 186.14 feet and perpendicular, North 2°23'07" West, from engineer's station 686+75.00 on said survey center line;

THENCE (14), perpendicular to said center line, South 2°23'07" East, 48.91 feet to the point distant 137.23 feet from engineer's station 686+75.00 on said survey center line;

EXCEPTING THEREFROM that portion described in the Deed to the State of California, recorded in Book 893, Page 487 on May 28, 1957, in the Office of the Recorder of said County.

The bearings and distances used in this description are on the California Coordinate System of 1983(92), Zone 5. Multiply distances by 0.9999944 to convert to ground distances.

Lands abutting the freeway shall have no right or easement of access thereto.

END OF DESCRIPTION

PARCEL 11243-4 AN EASEMENT FOR TEMPORY CONSTRUCTION PURPOSES

A strip of land 40 feet wide lying within that portion of Lot 33 of the Sheid Rancho, in the County of San Luis Obispo, recorded in Book 2, Page 53 of Maps, on September 10, 1920, in the Office of the Recorder of said County, the southerly sideline of said strip is described as the following Courses numbered (12) and (13):

COMMENCING at station 676+94.36 on the Survey Engineer's Center Line of State Highway Route 46 as said center line is shown on the map of the Survey Engineer's Center Line between Pine Canyon and Lucy Brown Road filed in State Highway Map Book 6, Pages 20 to 29, inclusive, in the Office of the Recorder of said County;

Thence, perpendicular to said center line, North 2°23'07" West, 120.22 feet to the TRUE POINT OF BEGINNING;

THENCE (11), North 85°27'34" East, 483.05 feet to the point distant 138.39 feet and perpendicular, North 2°23'07" West, from engineer's station 681+77.06 on said survey center line;

THENCE (12), North 69°43'57" East, 199.45 feet to the point distant 199.63 feet and perpendicular, North 2°23'07" West, from engineer's station 683+66.88 on said survey center line;

THENCE (13), South 89°52'40" East, 308.42 feet to the point distant 186.14 feet and perpendicular, North 2°23'07" West, from engineer's station 686+75.00 on said survey center line.

The bearings and distances used in this description are on the California Coordinate System of 1983(92), Zone 5. Multiply distances by 0.9999944 to convert to ground distances.

Rights to the above described temporary easement has ceased and terminated on February 29, 2012.

END OF DESCRIPTION

PARCEL 11243-5 AN EASEEMENT FOR DRAINAGE PURPOSES

A strip of land 80 feet wide, lying within Lot 33 of the Sheid Rancho, in the County of San Luis Obispo, recorded in Book 2, Page 53 of Maps, on September 10, 1920, in the Office of the Recorder of said County, the southerly sideline of said strip is described as the following Course numbered (13).

COMMENCING at station 676+94.36 on the Survey Engineer's Center Line of State Highway Route 46 as said center line is shown on the map of the Survey Engineer's Center Line between Pine Canyon and Lucy Brown Road filed in State Highway Map Book 6, Pages 20 to 29, inclusive, in the Office of the Recorder of said County;

Thence, perpendicular to said center line, North 2°23'07" West, 120.22 feet to the TRUE POINT OF BEGINNING;

THENCE (11) North 85°27'34" East, 483.05 feet to the point distant 138.39 feet and perpendicular, North 2°23'07" West, from engineer's station 681+77.06 on said survey center line;

THENCE (12) North 69°43'57" East, 199.45 feet to the point distant 199.63 feet and perpendicular, North 2°23'07" West, from engineer's station 683+66.88 on said survey center line;

THENCE (13) South 89°52'40" East, 308.42 feet to the point distant 186.14 feet and perpendicular, North 2°23'07" West, from engineer's station 686+75.00 on said survey center line.

The bearings and distances used in this description are on the California Coordinate System of 1983(92), Zone 5. Multiply distances by 0.9999944 to convert to ground distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21503

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-10-PM 16.8 PARCELS 80633-1; 80643-1
OWNER: Olympic Avenue Venture Properties, Inc., 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 and Code of Civil Procedure Section 1240.510 in that the 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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-10 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	10	16.8

Project ID 0713000057

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 3 pages.(including this Title Sheet)

Parcels in Legal Description: <Insert parcel numbers>					
80633-1					
80643-1					

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 10/17/2016

PROFESSIONAL LAND SURVEYOR
JAMES
WHITE
PLS 6653
Exp. 12/31/2017
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

Parcel 80633-1 & 80643-1:

For freeway purposes, a temporary construction easement, over that that portion of Lots 6, 7, 8, 12, 13 and 20 in Block D of Estella Tract, in the City of Los Angeles, County of Los Angeles, State of California, as shown on Map in Book 811, pages 233 of Deeds, in the office of the Registrar-Recorder/County Clerk of said County, described as follows:

COMMENCING at the Westerly terminus of that certain line in Parcel 2 of State Parcel 907, described as "N 74°17' E, 81.07 feet" in deed, recorded January 25, 1961, in Book D1103, page 300 of Official Records; THENCE Northeasterly along said certain line on a new basis of bearing for the purpose of this description N 74°28'02" E, 74.54 feet to the POINT OF BEGINNING; THENCE N 22°38'12" E, 6.39 feet; THENCE N 74°45'13" E, 5.82 feet to the Westerly line of the 42 feet wide strip of land as described in State Parcel 907, recorded January 26, 1960, in Book D730, page 558 of Official Records; THENCE along said westerly line S 17°27'14" W, 5.95 feet to the Easterly terminus of said certain line described as "N 74°17' E, 81.07 feet" in Parcel 2 of State Parcel 907; THENCE S17°27'14" W, 164.53 feet; THENCE S 22°38'12" W, 43.30 feet to a line described as "S 89°22'50" E, 70.58 feet" in Parcel 1 of said State Parcel 907 recorded January 25, 1961 in Book D1103 page 300 of Official Records; THENCE along last described line S 89°11'48" E, 0.46 feet; THENCE S 30°25'33" W, 36.71 feet to the Southerly line of Lot 8 as shown on said Estella Tract; THENCE along said southerly line N 86°03'28" W, 33.52 feet; THENCE N 30°25'33" E, 34.60 feet to the line described as "S 89°22'50" E, 70.58 feet" in Parcel 1 of said State Parcel 907; THENCE along last said described line S 89°11'48" E, 12.50 feet; thence N 22°38'22" E, 211.14 feet to the POINT OF BEGINNING.

The above described parcel of land is to be used for temporary construction purposes and incidents thereto in connection with the construction of Route 10 freeway project designated 07-LA-10-PM 16.8 on maps in the Office of the Department of Transportation, State of California, at Los Angeles, California, and the rights to the

above described temporary easement shall cease and terminate on June 10, 2018. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21504

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-118-PM 5.68 PARCEL 80640-1
OWNER: S.K. Madan and Shobhana Madan, husband and wife as joint tenants

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

empowered;

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Los Angeles, State of California, Highway 07-LA-118 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
07	LA	118	5.68

Project ID 0712000278

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-
80640-1

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

Signature Michael D. Dean

Date Oct. 3, 2016

LICENSED LAND SURVEYOR
MICHAEL D. DEAN
Exp. 12-31-2017
No. 6604
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

80640-1

For freeway purposes, that portion of Accra Street, 42.00 feet wide, as shown on map of Tract No. 28661, in the City of Los Angeles, County of Los Angeles, State of California, recorded in Book 731, pages 82 through 86 of Maps, as conveyed by the State of California by Director's Deed DD 045646-02-03 recorded January 09, 1984, as Document No. 84-28579 of Official Records in the Office of the Registrar-Recorder/County Clerk of said county, described as follows:

Commencing at the most Northeasterly corner of Lot 140 of said Tract No. 28661; thence along the Northeasterly line of said lot for the purposes of this description, S.26°20'46 " E., 19.61 feet; thence S 22°07'53 " E., 90.53 feet to the Point of Beginning; thence S.12°19'18 " E., 22.40 feet to the beginning of a tangent curve that is concave Northwesterly and having a radius of 9.00 feet; thence Southerly and Westerly along said curve through a central angle of 90°00'00 " and an arc distance 14.14 feet; thence S.77°40'42 " W., 16.30 feet; thence S.12°19'18 " E., 6.00 feet to that certain line described as having a course of S.77°30'35 " W., 47.98 feet. in said Instrument No. 84-28579; thence along said line S.77°40'42 " W., 8.00 feet to that certain curve described in said instrument as being concave Northwesterly and having a radius of 20.00 feet; thence along said curve through that certain angle and arc distance described in said instrument as 99°48'35 " and 34.84 feet to the Southerly projection of the previously above described course having a bearing of S.22°07'53 " E.; thence along said course N.22°07'53 " W., 14.22 feet to the Point of Beginning.

The bearing and distances in the herein above described lines are based on the California Coordinate System North American Datum (NAD) 1983, Zone 5. Divide grid distance by a combination factor of 1.0000003553 to obtain ground distance.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21505

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-18-PM 110.74 PARCEL 23576-1
OWNER: Myoung Ja Kim, an unmarried woman, 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 and Code of Civil Procedure Section 1240.510 in that the 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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-18 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	SBD	18	110.74	0P390

To: Celia Calderilla
Right of Way Acquisition

From: Geoff Grounds
R/W Engineering, District 08

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 in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel(s): (1 page)
  - 23576-1

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

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 8-1-16

PROFESSIONAL LAND SURVEYOR
GEOFFREY GROUNDS
Exp: 12-31-17
PLS 8343
STATE OF CALIFORNIA

An easement for State highway purposes in and to that portion of the East half of the West half of the Northwest quarter of the Southwest quarter of Section 24, Township 5 North, Range 7 West, San Bernardino Meridian, in the County of San Bernardino, State of California, according to the Official Plat thereof, lying Northerly of the following described line:

BEGINNING at a point on the West line of the East half of the West half of the Northwest quarter of the Southwest quarter of said Section 24, distant thereon South 00°22'50" West, 48.95 feet from the Northwest corner of the East half of the West half of the Northwest quarter of the Southwest quarter of said Section 24; thence North 88°45'27" East, 996.73 feet to a point on the East line of the Northwest quarter of the Southwest quarter of said Section 24, said point being distant thereon South 00°16'58" West, 35.77 feet from the Northeast corner of the Northwest quarter of the Southwest quarter of said Section 24, being the **POINT OF TERMINATION** of this line.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.999779402 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21506

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-18-PM 106.92 PARCEL 23608-1
OWNER: Chiumei Liu, as Trustee of the Chiumei Liu Living Trust
dated 11/30/2009

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 the 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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of San Bernardino, State of California, Highway 08-SBd-18 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
08	SBD	18	106.92	0P390

To: Carolyn Fernandez
Right of Way Acquisition

From: Geoff Grounds
R/W Engineering, District 08

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 in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcel(s): (1 page)
  - 23608-1

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

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

Signature Geoff Grounds
Professional Land Surveyor

Date 9-28-16

PROFESSIONAL LAND SURVEYOR
GEOFFREY
GROUNDS
Exp: 12-31-17
PLS 8343
STATE OF CALIFORNIA

An easement for State highway purposes in and to that portion of the East half of the East half of the Southeast quarter of the Northeast quarter of Section 21, Township 5 North, Range 6 West, San Bernardino Meridian, in the County of San Bernardino, State of California, according to the Official Plat thereof, lying Southerly of the following described line:

BEGINNING at a point on the West line of the East half of the East half of the Southeast quarter of the Northeast quarter of said Section 21 distant thereon North 00°12'01" West, 52.96 feet from the Southwest corner of the East half of the East half of the Southeast quarter of the Northeast quarter of said Section 21; thence North 89°25'13" East, 328.15 feet to a point on the East line of the Northeast quarter of said Section 21, distant thereon North 00°12'24" West, 52.49 feet from the East quarter corner of said Section 21, being the **POINT OF TERMINATION** of this line.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 2007.00), Zone 5. Divide the above distances by 0.999779402 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21507

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-Sta-132-PM 32.4 PARCEL 16726-1, 2
OWNER: Paul Seng, a single 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

APPROVED AS TO FORM AND PROCEDURE	APPROVAL RECOMMENDED
Attorney, Department of Transportation	DIVISION OF RIGHT OF WAY

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

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

The real property or interests in real property, which the Department of Transportation is by this resolution authorized to acquire, is situated in the County of Stanislaus, State of California, Highway 10-Sta-132 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
10	STA	108	32.4	1012000082

To: Esther Rivas
Central Region Right of Way Acquisition

From: Derek A. Waggoner
R/W Engineering, District 10

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)
  - 16726-1, 16726-2

The electronic files for the above listed information have been transmitted by Email and 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 Sept 2, 2016

PROFESSIONAL LAND SURVEYOR
Derek A. Waggoner
Exp: 12/31/17
PLS 8824
STATE OF CALIFORNIA

PARCEL 16726-1

For State highway purposes, an easement for the right of way and incidents thereto for a public highway upon, over and across that portion of Lots 10 and 11 in Block 2 of the REVISED MAP OF THE TOWN OF RIVERBANK, said map filed October 11, 1910 in Volume 5 of Maps, Page 16, Stanislaus County Records, lying northeasterly of the following described line:

Beginning at a 1" iron pipe with yellow plug located on the easterly line of Lot said 10, Block 2 as shown on that Record of Survey filed August 18, 2006 in Book 29 of Surveys Page 88, Stanislaus County Records; thence North 43°59'40" West, 42.58 feet to a 1" iron pipe located on the northerly line of said Lot 11, Block 2, as shown on said Record of Survey, said 1" iron pipe being the point of termination.

EXCEPTING THEREFROM that easement to the State of California recorded September 9, 1999 as Document No. 1999-0086858, Stanislaus County Records.

PARCEL 16726-2

For State highway purposes, a temporary construction easement upon, over and across that portion of Lots 10 and 11 in Block 2 of the REVISED MAP OF THE TOWN OF RIVERBANK, said map filed October 11, 1910 in Volume 5 of Maps, Page 16, Stanislaus County Records, described as follows:

A strip of land 2 feet wide, the northeasterly corner of the southeasterly end of said strip being marked by a 1" iron pipe with yellow plug located on the easterly line of said Lot 10, Block 2 as shown on that Record of Survey filed August 18, 2006 in Book 29 of Surveys, Page 88, Stanislaus County Records, and the northeasterly corner of the northwesterly end of said strip being marked by a 1" iron pipe located on the northerly line of said Lot 11, Block 2, as shown on said Record of Survey.

Rights to the above described temporary easement shall cease and terminate on December 31, 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 based on the California Coordinate System of 1983, Zone 3. Divide distances by 0.9999274 to convert to ground distances.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 43

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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 $5,635,200. The State will receive a return of $5,585,200 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE:

01-04-Ala-238 PM 13.8 — Hayward
Disposal Unit #DD 032736-01-01 — 3.44 acres
Convey to: Dutra Enterprises, Inc., a California Corporation — $2,050,000 (Public sale estimate (PSE) $2,000,000)
Public sale. Selling price represents the highest bid received at the public auction. There were two bidders.

02-04-Ala-238 PM 13.5x — Hayward
Disposal Unit #DD 32747-01-01 — 1.556 acres
Convey to: Dutra Enterprises, Inc., a California Corporation — $1,500,000 (PSE $1,000,000)
Public sale. Selling price represents the highest bid received at the public auction. There were four bidders.

03-06-Fre-180 PM 65.1 — Fresno
Disposal Unit #DD 084853-01-01 — 4.475 acres
Convey to: County of Fresno — $150,000 (Appraisal $150,000)
Direct sale. Sale price represents the appraised value received from a government agency.

04-07-LA-10 PM 31.7 Baldwin Park
Disposal Unit #DD 079149-01-01 0.54 acre
Convey to: City of Baldwin Park $375,000 (Appraisal $375,000)
Direct sale. Sale price represents the appraised value received from a government agency.

05-07-LA-105 PM 10.8 Lynwood
Disposal Unit #DD 058166-01-01 1.43 acres
Convey to: City of Lynwood $1,246,000 (Appraisal $1,246,000)
Direct sale. Sale price represents the appraised value received from a government agency.

06-08-Riv-15 PM 8.3 Murrieta
Disposal Unit #DD 003733-01-01 0.024 acre
Convey to: City of Murrieta $3,700 (Appraisal $3,700)
Direct sale. Sale price represents the appraised value received from a government agency.

07-10-SJ-120 PM 5.4 Manteca
Disposal Unit #DD 001845-01-01 0.654 acre
Convey to: Crossroads Grace Community Church $48,000 (Appraisal $48,000)
Direct sale to an adjoining owner. Sale price represents the appraised value received from the only adjoining owner. Subject property is landlocked.

08-11-Imp-86 PM 11.4 Imperial County
Disposal Unit #DD 1999-01-01 3.78 acres
Convey to: City of Imperial $0 (Appraised $600,000)
Direct conveyance pursuant to Relinquishment Agreement No. 11-8398 dated March, 22, 2016 as a means to offset Department's cost to relinquish facilities. Relinquishment number R31136 will be submitted simultaneously with this conveyance request at the December 2016 Commission meeting.

09-11-Imp-86 PM R29.0 Imperial County
Disposal Unit #DK 26721-2 29,311 square feet
Convey to: Imperial Irrigation District $0 (Appraisal N/A)
A direct conveyance for no monetary consideration to quitclaim an easement for roadway and public utility purposes based on the utility owner's prior rights.

10-11-SD-76 PM 17.8 San Diego County
Disposal Unit #DD 22148-01-01 2.0 acres
Convey to: Louie J. Pappas and Voula L. Pappas as Trustees of the LVP Revocable Trust dated June 29, 1987 $181,000 (Appraisal $181,000)
Direct sale. Direct sale of a decertified parcel to the adjoining owner at the appraised value.

11-11-SD-76 PM 17.8 San Diego County
Disposal Unit #DD 22148-02-01 1.4 acres
Convey to: CPSD 100, LLC, a California Limited Liability Company and JPSD 100, a California Limited Liability Company $31,500 (Appraisal $31,500)
Direct sale. Direct sale of a decertified Department property to the adjoining owner at the appraised value.

Attachments
Attachment A - Financial summary spreadsheet
Exhibits 1A-11B - Parcel maps

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - December 7-8, 2016

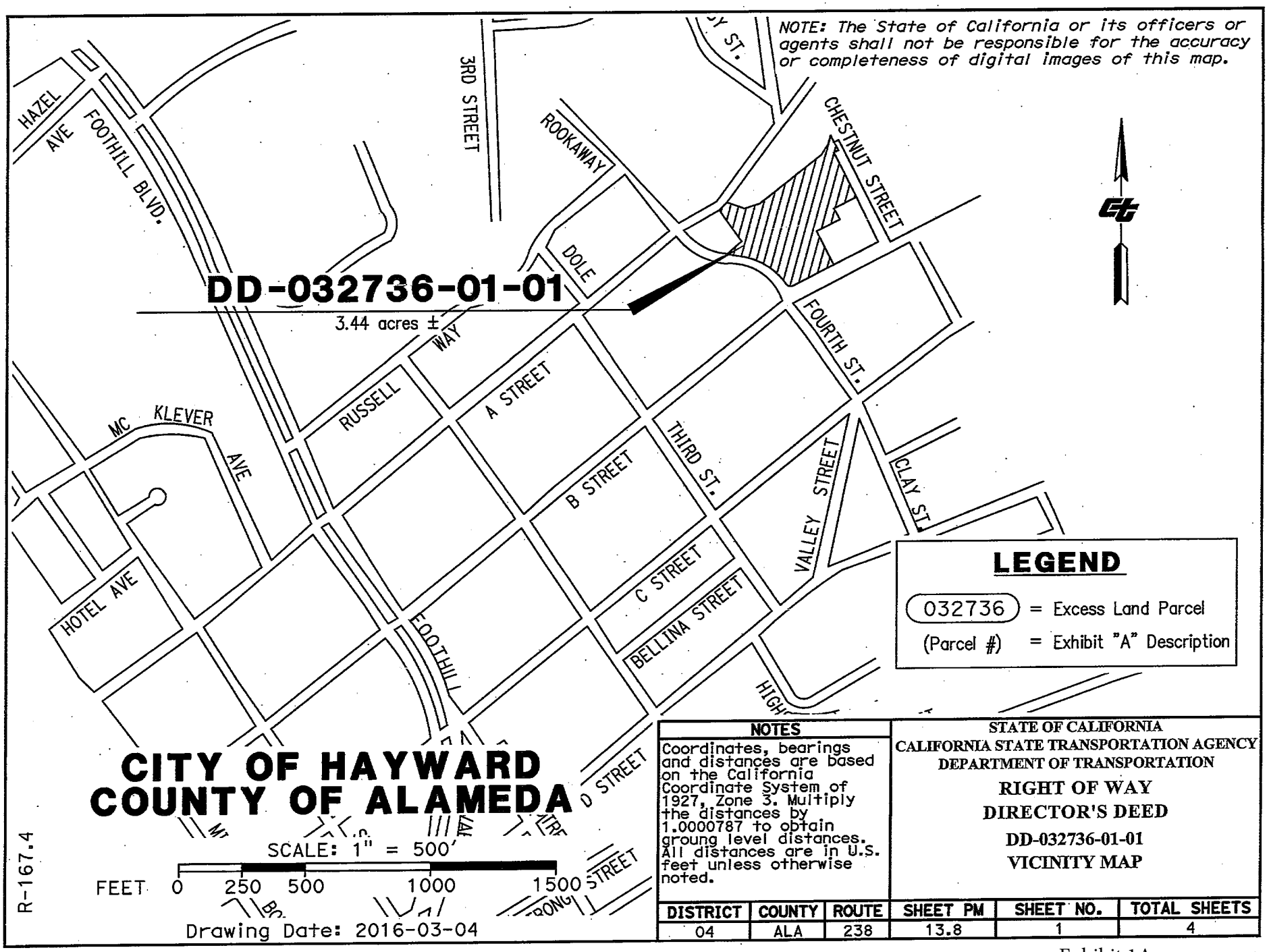
Table I - Volume by Districts

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								
02								
03								
04		2			2	$3,000,000.00	$3,550,000.00	118%
05								
06	1				1	$150,000.00	$150,000.00	100%
07	2				2	$1,621,000.00	$1,621,000.00	100%
08	1				1	$3,700.00	$3,700.00	100%
09								
10	1				1	$48,000.00	$48,000.00	100%
11	4				4	$812,500.00	$212,500.00	26%
12								
Total	**9**	**2**			**11**	**$5,635,200.00**	**$5,585,200.00**	**99%**

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	9	$2,635,200.00	$2,035,200.00	77%
Public Sales	2	$3,000,000.00	$3,550,000.00	118%
Non-Inventory				
Conveyances				
Sub-Total	11	$5,635,200.00	$5,585,200.00	99%
Other Funded				
Sales				
Total	11	$5,635,200.00	$5,585,200.00	99%

Attachment A



NOTES
Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain groung level distances. All distances are in U.S. feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-032736-01-01
VICINITY MAP

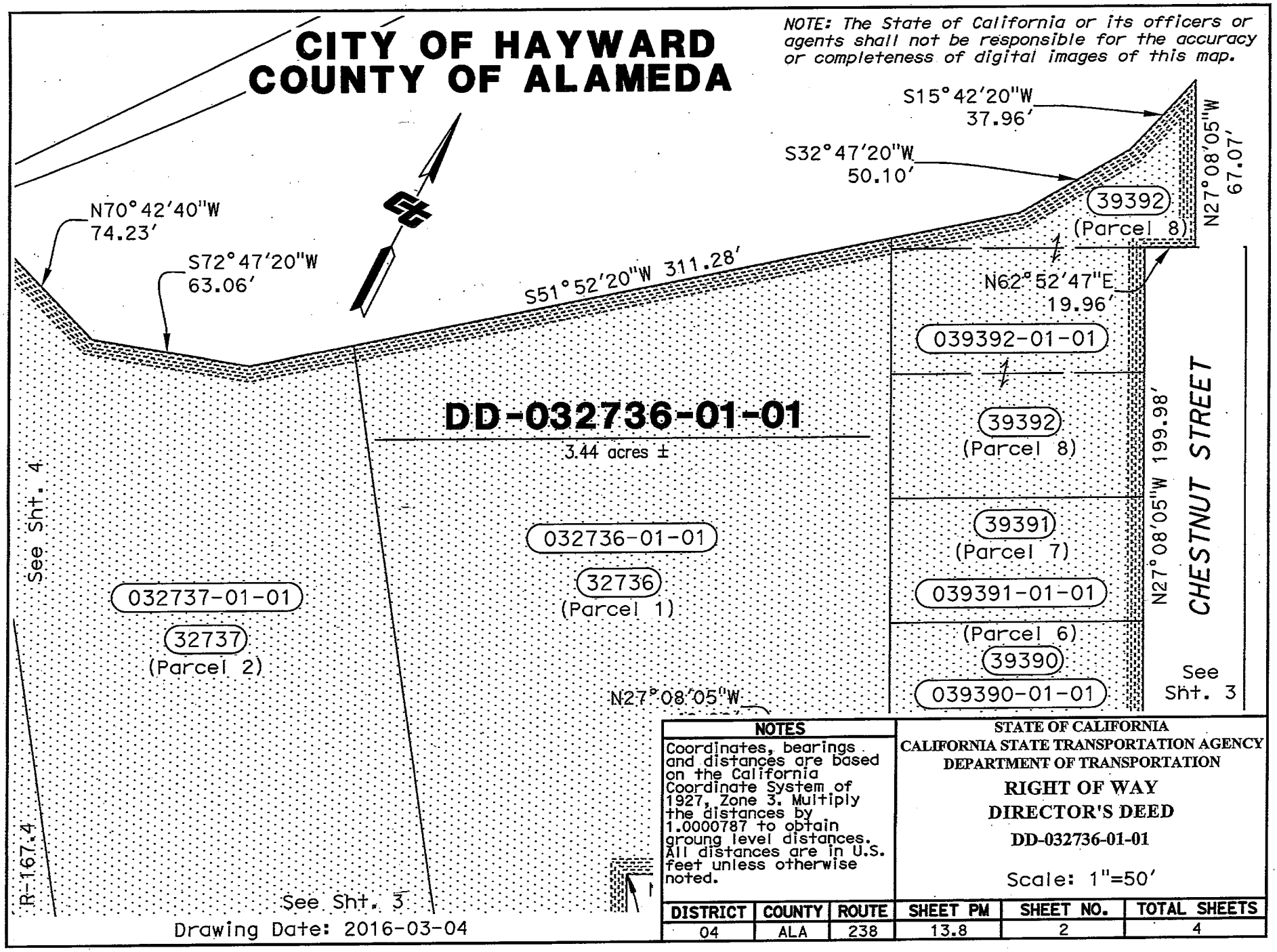
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.8	1	4

Exhibit 1A

Exhibit 1A

CITY OF HAYWARD
COUNTY OF ALAMEDA

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.

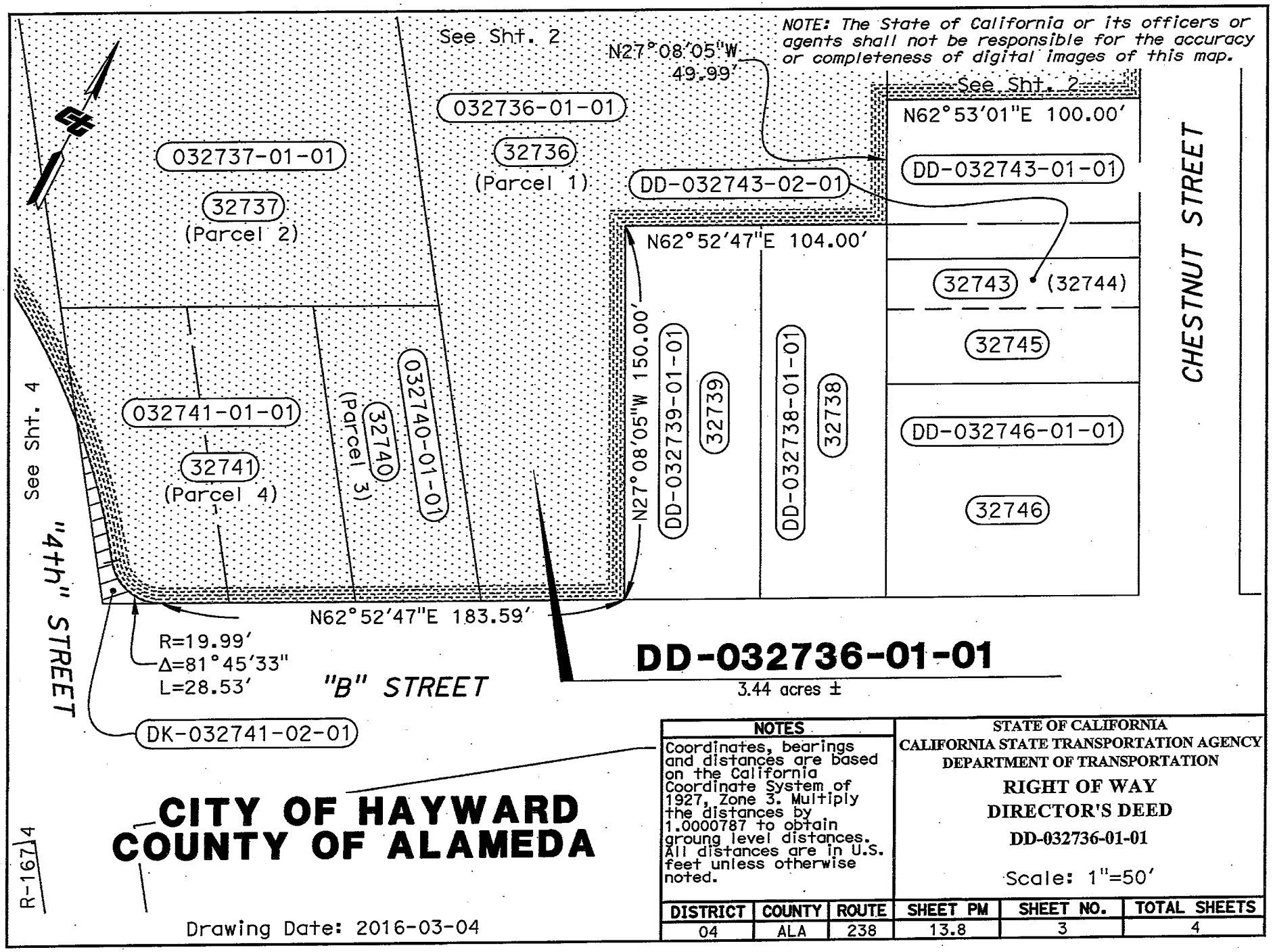


NOTES	STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED DD-032736-01-01 Scale: 1"=50'
Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain groung level distances. All distances are in U.S. feet unless otherwise noted.	

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.8	2	4

Exhibit 1B

Exhibit 1B



NOTES

Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain groung level distances. All distances are in U.S. feet unless otherwise noted.

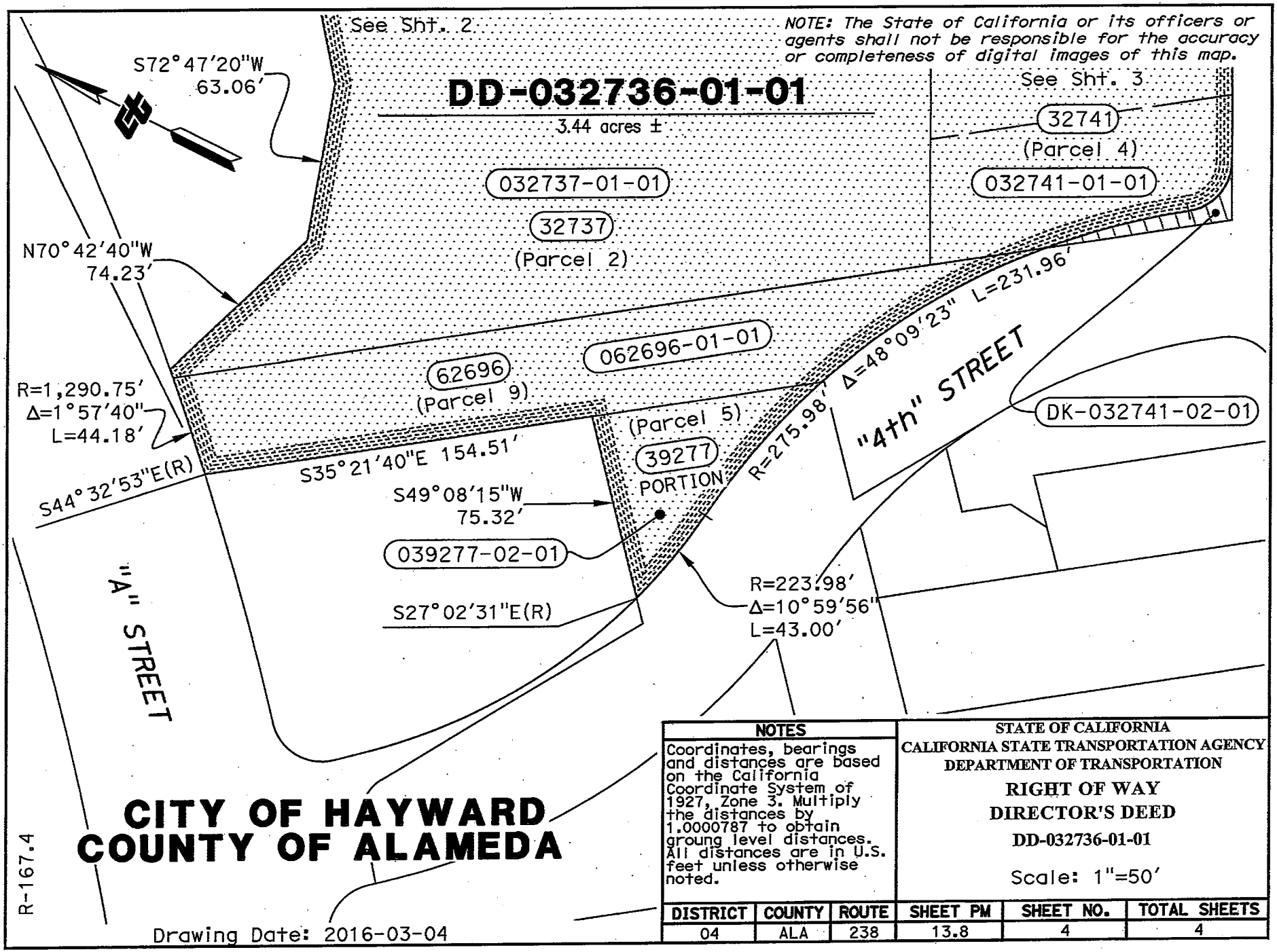
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-032736-01-01

Scale: 1"=50'

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.8	3	4

Exhibit 1C



NOTES
Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain groung level distances. All distances are in U.S. feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD-032736-01-01

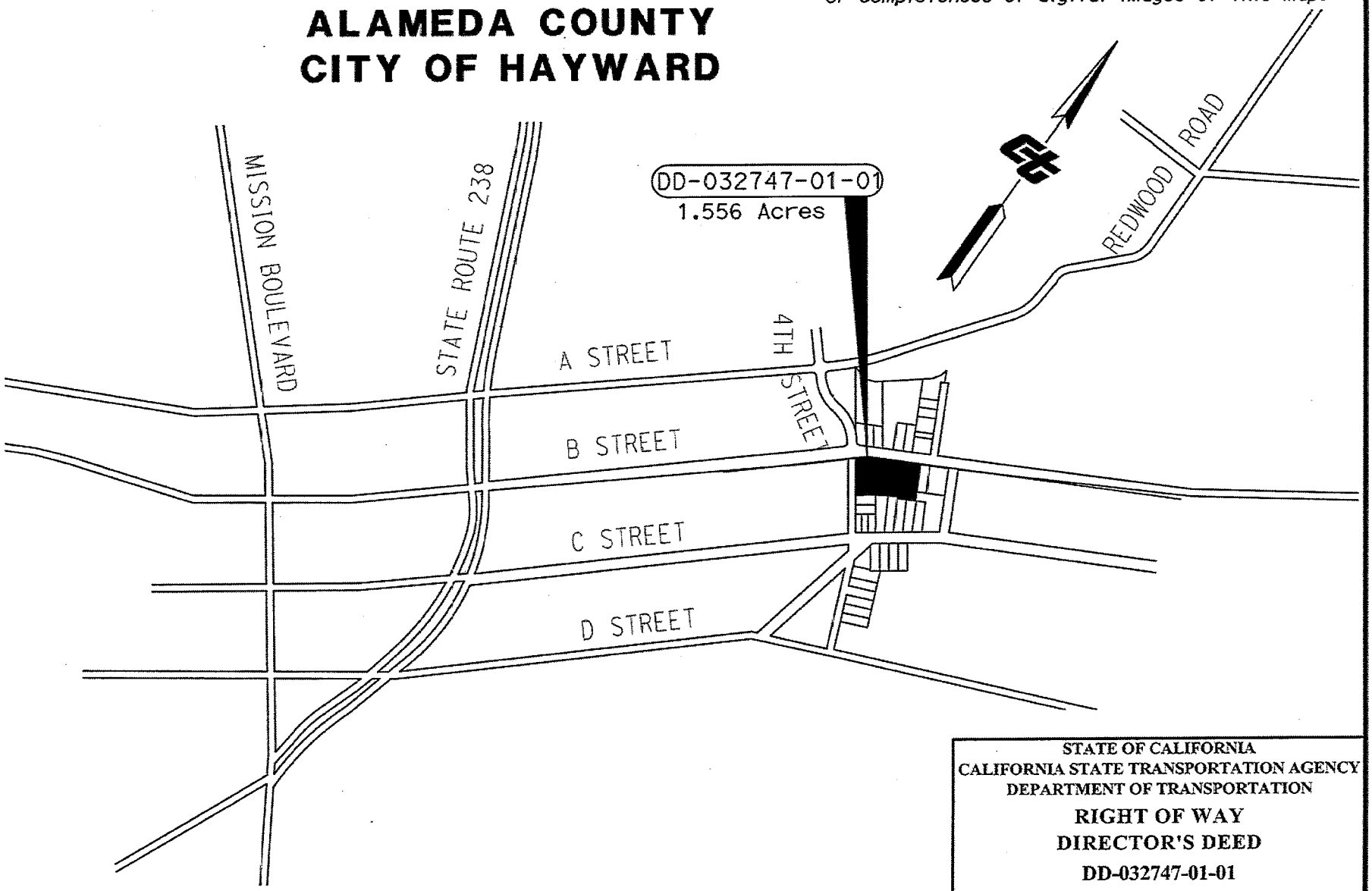
Scale: 1"=50'

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.8	4	4

Exhibit 1D

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.

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

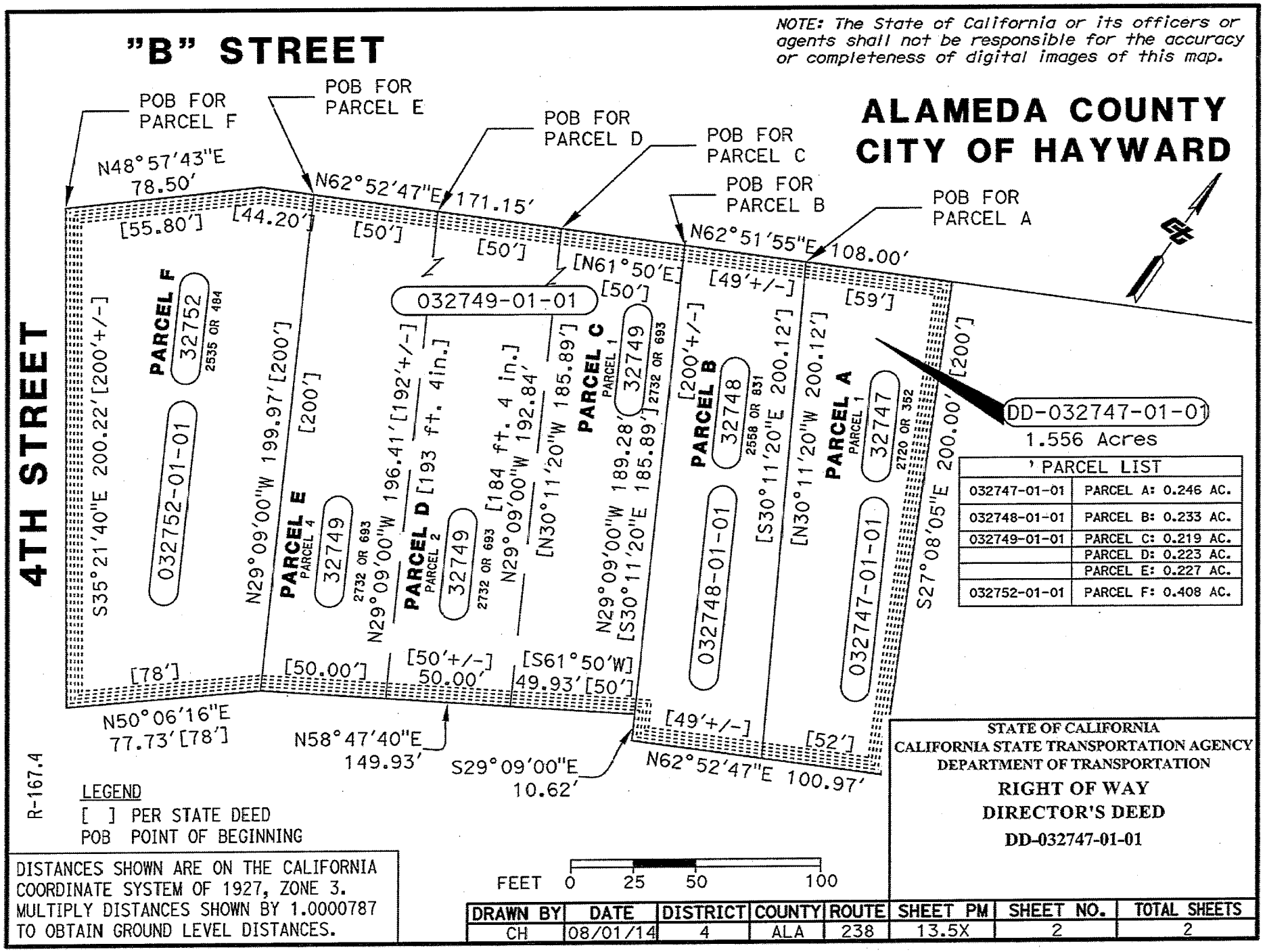
RIGHT OF WAY
DIRECTOR'S DEED
DD-032747-01-01

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CH	08/01/14	4	ALA	238	13.5X	1	2

R-167.0

Exhibit 2A

Exhibit 2A



PARCEL LIST	
032747-01-01	PARCEL A: 0.246 AC.
032748-01-01	PARCEL B: 0.233 AC.
032749-01-01	PARCEL C: 0.219 AC.
	PARCEL D: 0.223 AC.
	PARCEL E: 0.227 AC.
032752-01-01	PARCEL F: 0.408 AC.

Exhibit 2B

Exhibit 2B

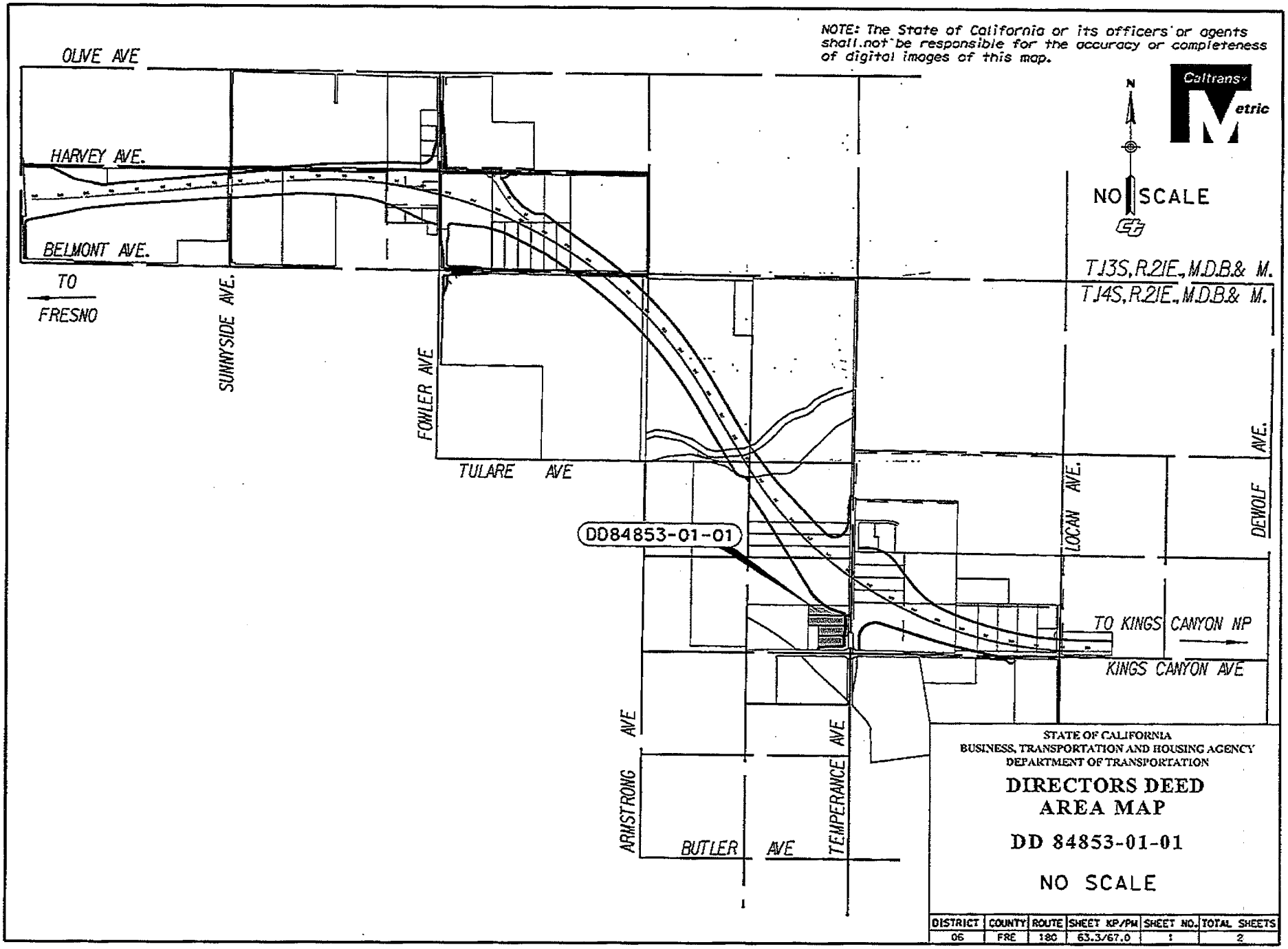
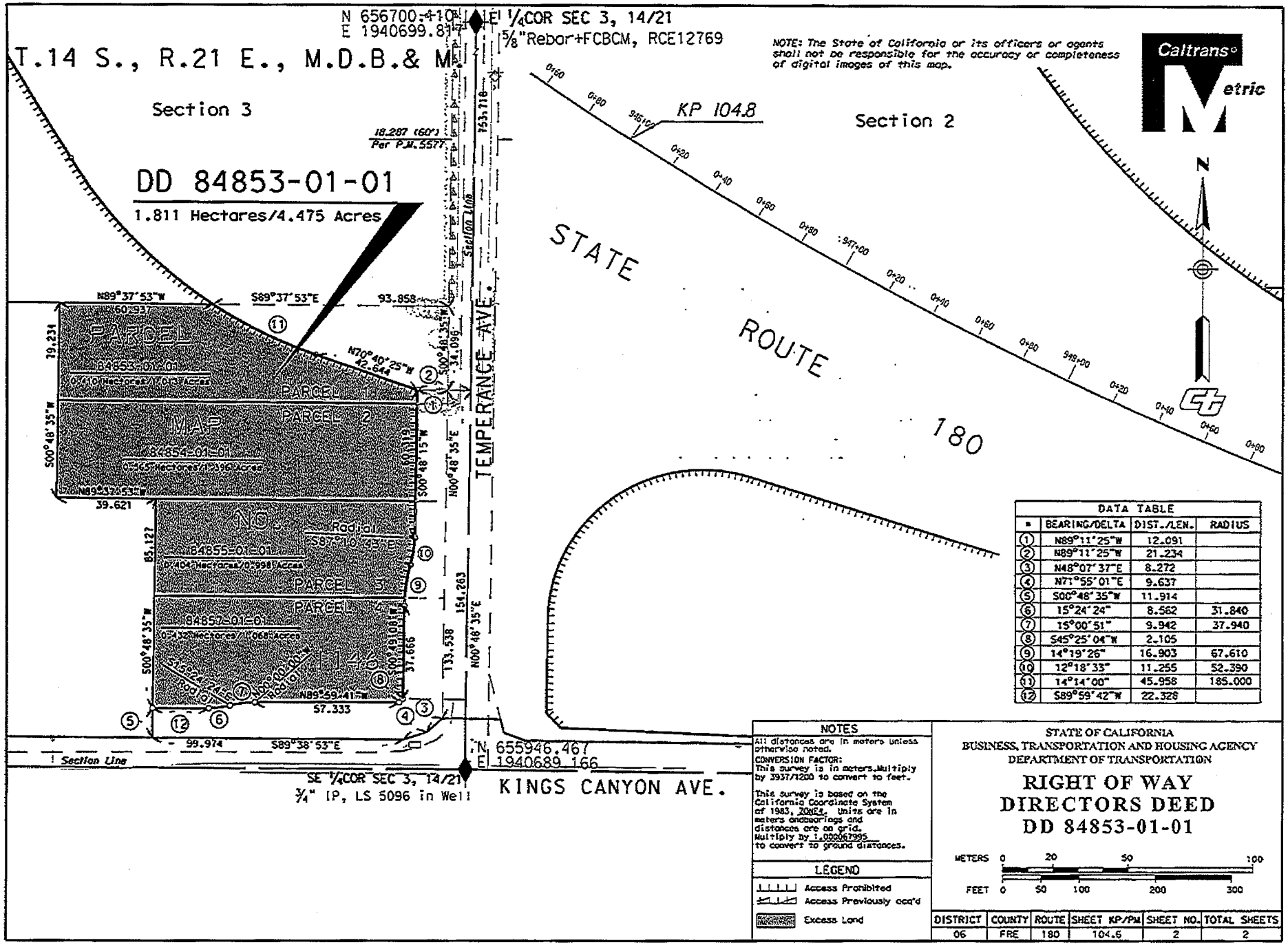


Exhibit 3A

Exhibit 3A

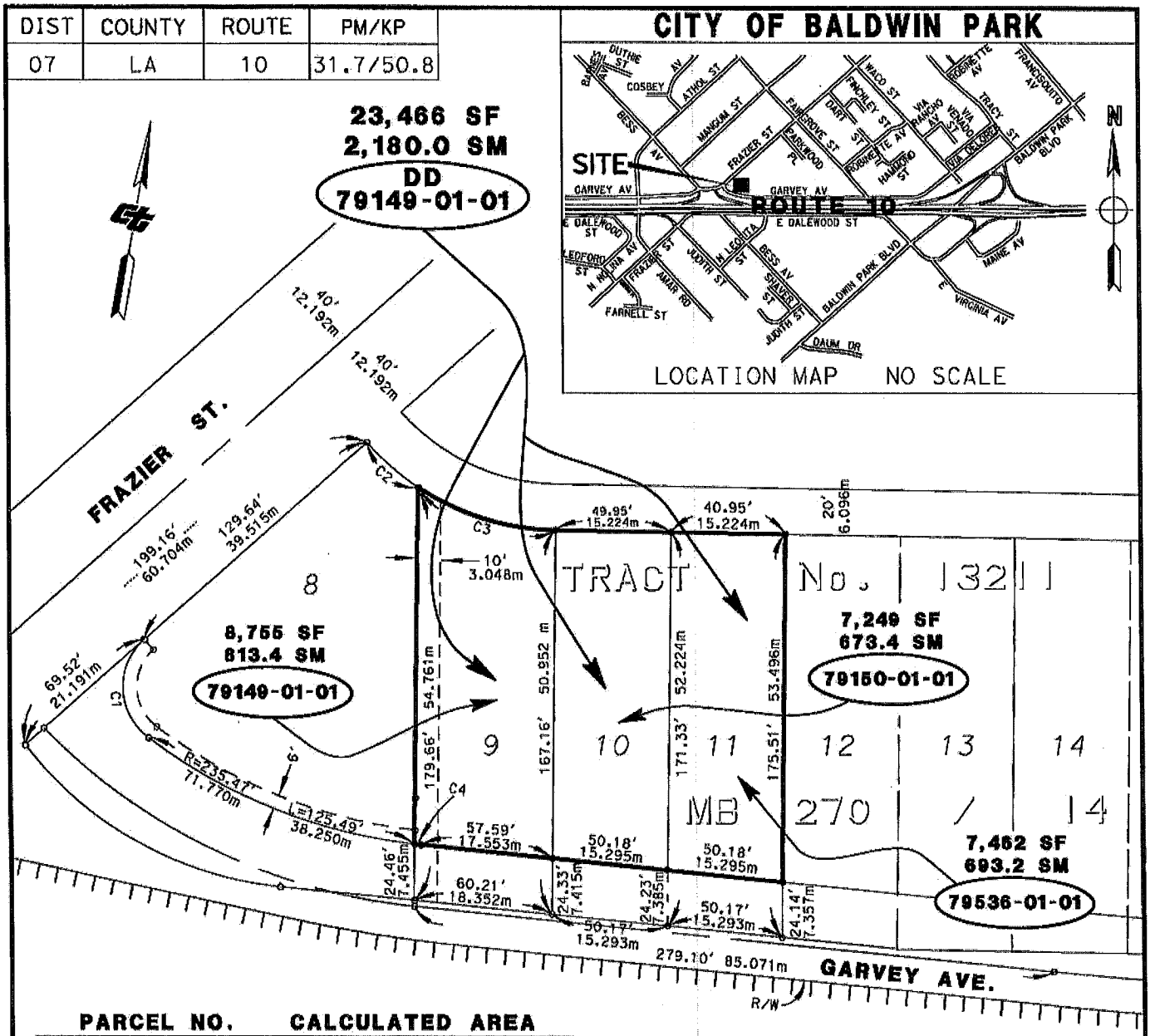


#	BEARING/DELTA	DIST./LEN.	RADIUS
1	N89°11'25"W	12.091	
2	N89°11'25"W	21.234	
3	N48°07'37"E	8.272	
4	N71°55'01"E	9.637	
5	S00°48'35"W	11.914	
6	15°24'24"	8.562	31.840
7	15°00'51"	9.942	37.940
8	S45°25'04"W	2.105	
9	14°19'26"	16.903	67.610
10	12°18'33"	11.255	52.390
11	14°14'00"	45.958	185.000
12	S89°59'42"W	22.326	

Exhibit 3B

Exhibit 3B

DIST	COUNTY	ROUTE	PM/KP
07	LA	10	31.7/50.8



PARCEL NO.	CALCULATED AREA	
79149-01-01	8,755 SF	813.4 SM
79150-01-01	7,249 SF	673.4 SM
79536-01-01	7,462 SF	693.2 SM
DD 79149-01-01	23,466 SF	2,180.0 SM

C1 R=27.64' 8.426m L=49.03' 14.943m
C2 R=111.60' 34.016m L=29.45' 8.977m
C3 R=111.60' 34.016m L=63.35' 19.308m
C4 R=235.47' 71.770m L=2.63' 0.802m

ROUTE 10 INTERSTATE

STATE RETAINS ACCESS RIGHTS CITY OF BALDWIN PARK

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 79149-01-01

REF. MAP: R/W MAP NO. F-1860-7A

SCALE: NONE

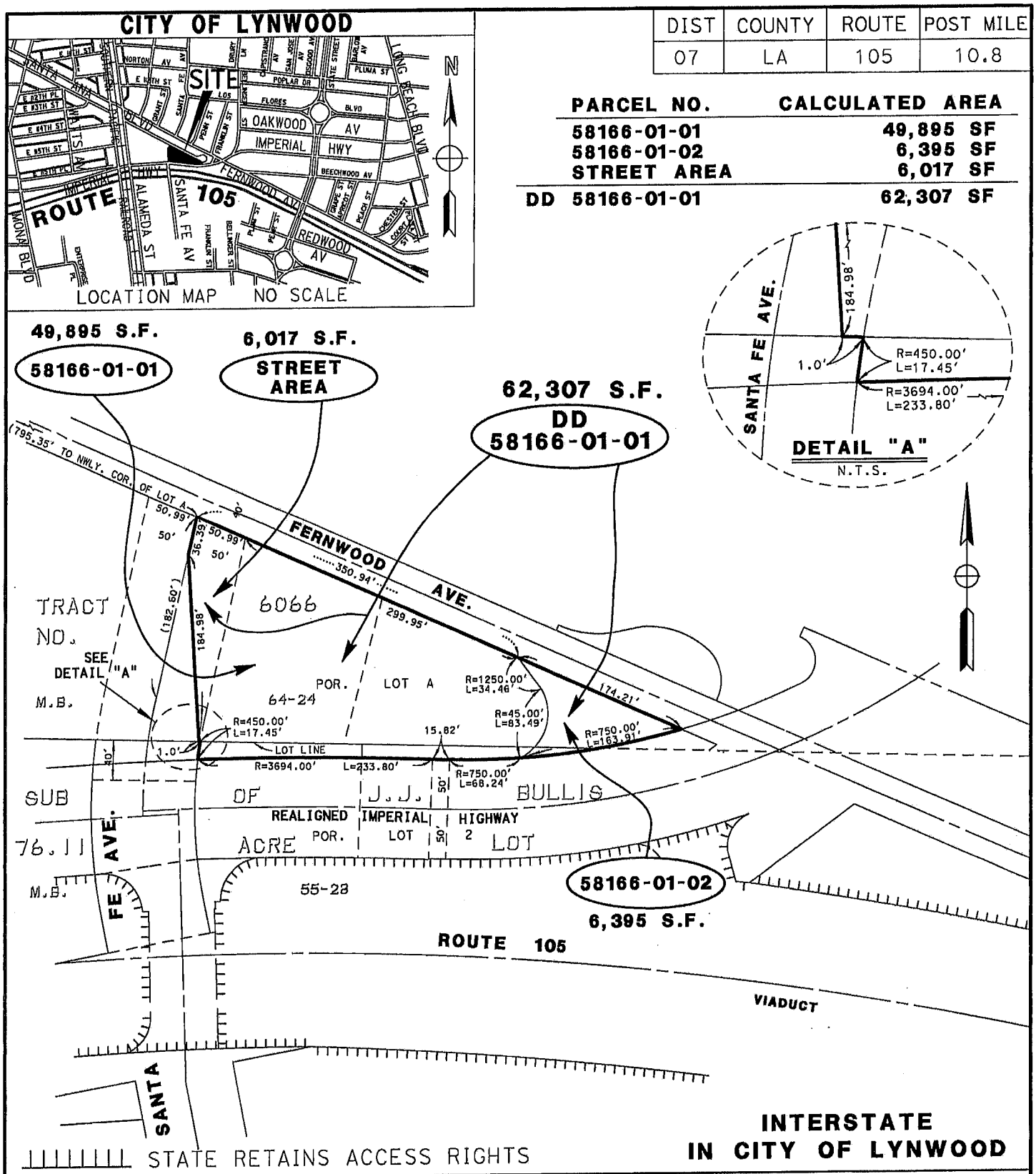
DRWN: ST CHKD: FC

DATE: 10-06-2015

Exhibit 4

DIST	COUNTY	ROUTE	POST MILE
07	LA	105	10.8

PARCEL NO.	CALCULATED AREA
58166-01-01	49,895 SF
58166-01-02	6,395 SF
STREET AREA	6,017 SF
DD 58166-01-01	62,307 SF



STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 58166-01-01

REF. MAP: R/W MAP NO. F1150-7

SCALE: NONE

DRWN: ST CHKD: FC

DATE: 01-06-2015

Exhibit 5

EXHIBIT "B"

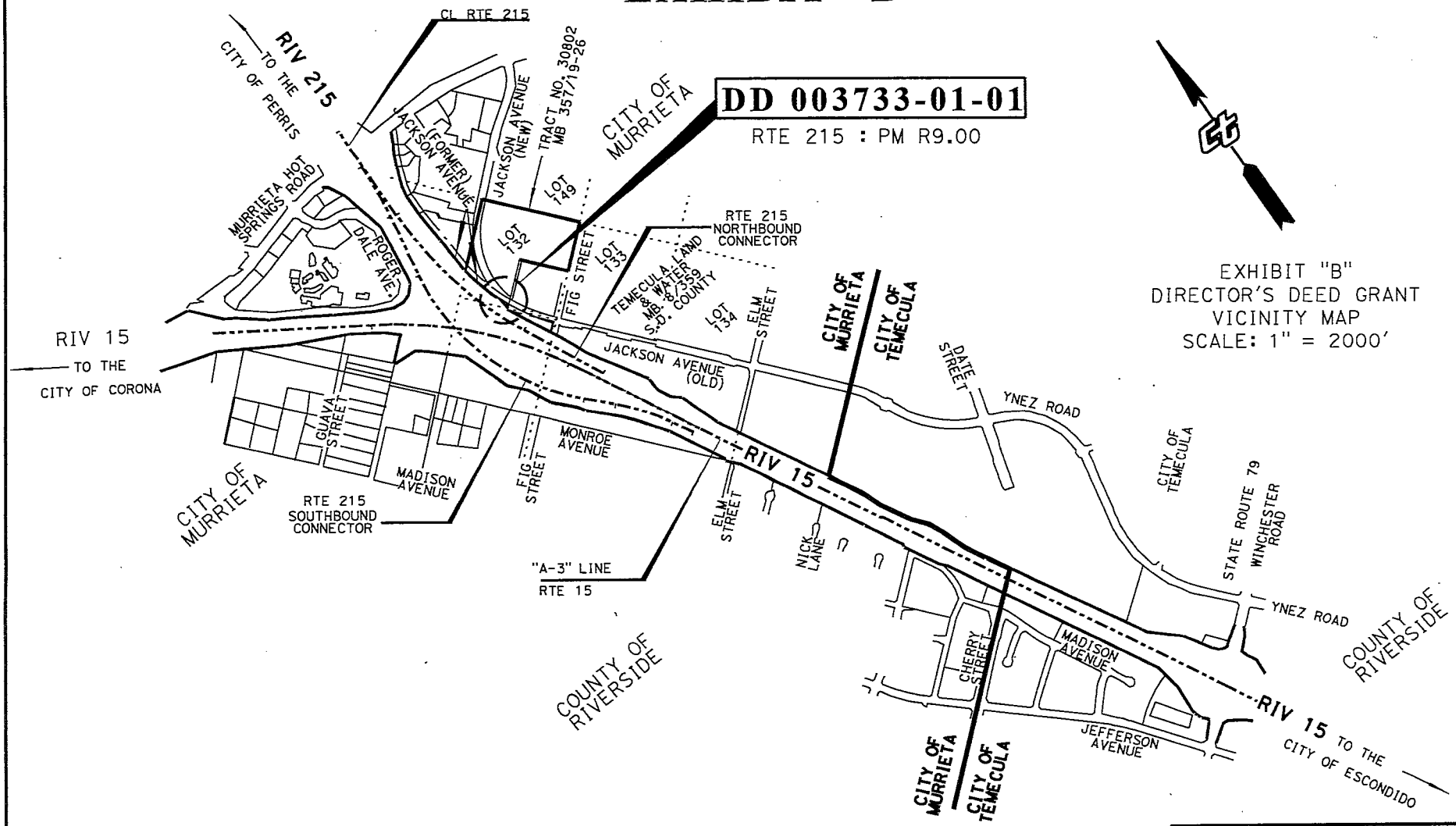


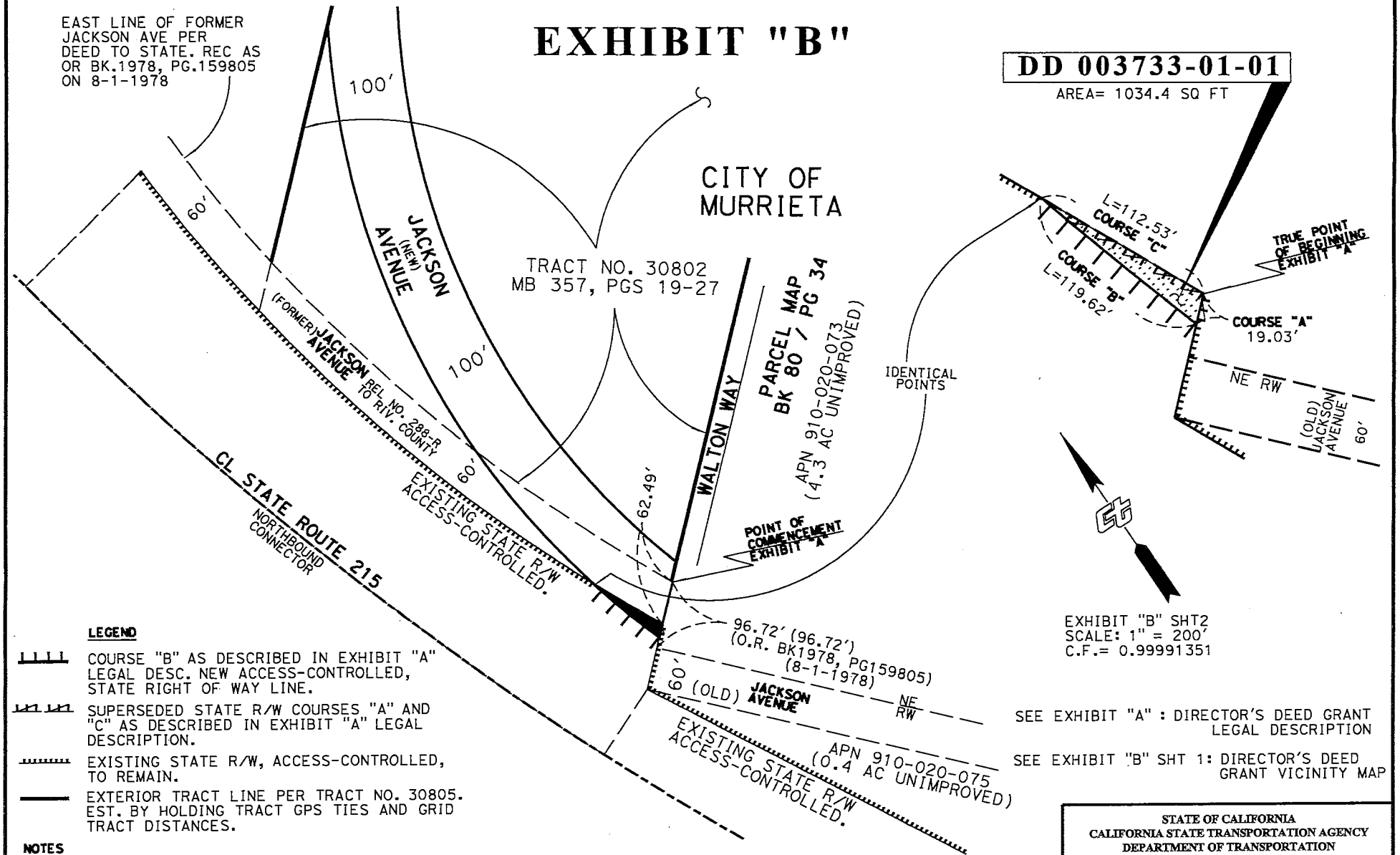
Exhibit 6A

Exhibit 6A

EXHIBIT "B"

DD 003733-01-01

AREA= 1034.4 SQ FT



LEGEND

- COURSE "B" AS DESCRIBED IN EXHIBIT "A" LEGAL DESC. NEW ACCESS-CONTROLLED, STATE RIGHT OF WAY LINE.
- SUPERSEDED STATE R/W COURSES "A" AND "C" AS DESCRIBED IN EXHIBIT "A" LEGAL DESCRIPTION.
- EXISTING STATE R/W, ACCESS-CONTROLLED, TO REMAIN.
- EXTERIOR TRACT LINE PER TRACT NO. 30805. EST. BY HOLDING TRACT GPS TIES AND GRID TRACT DISTANCES.

NOTES

FORMER JACKSON AVENUE RELINQUISHED TO RIVERSIDE COUNTY PER RELINQ. NO. 288-R. SEE DISTRICT 08 RECORDS FOR MORE INFORMATION

STATE R/W APPEARS INCORRECTLY ON THE ASSESSOR'S PLAT WHICH SHOWS STATE R/W ALONG THE CL OF FORMER JACKSON RATHER THAN ALONG THE WESTERLY 60' OF ENTIRE RELINQUISHMENT

FORMER JACKSON AVENUE CL MONUMENTS DO NOT APPEAR TO DETERMINE CT RW. USING CT GPS SURVEYS WITH RECORD CT PROJECT RW. AN APPARENT 1.5' GAP IS NOTED WHEN COMPARING TRACT NO 30802 GPS TIES.

ALL DISTANCES ARE IN GRID FEET. OBTAIN GROUND DISTANCE BY DIVIDING THE GRID DISTANCE BY THE COMBINATION FACTOR (C.F.) AS SHOWN HEREON.

SEE EXHIBIT "A" : DIRECTOR'S DEED GRANT LEGAL DESCRIPTION

SEE EXHIBIT "B" SHT 1: DIRECTOR'S DEED GRANT VICINITY MAP

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED GRANT MAP

DD 003733-01-01

EXHIBIT "B" SHT 2: SCALE 1"=200'

FEET 0 200 400

ROUTE	COUNTY	ROUTE	PM SHT 2	EXH B
08	RIV	215	R9.0	2 OF 2

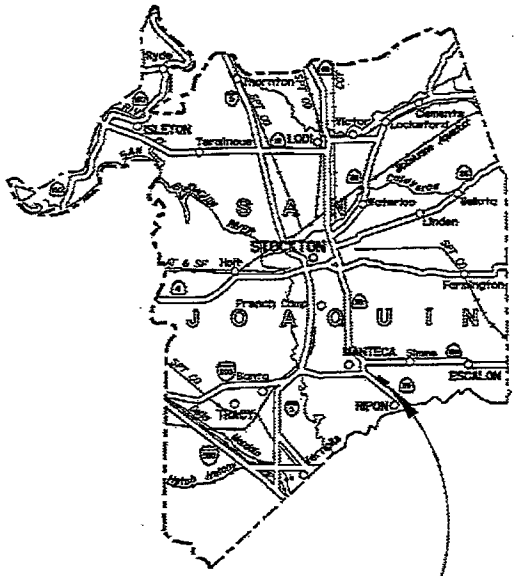
Exhibit 6B

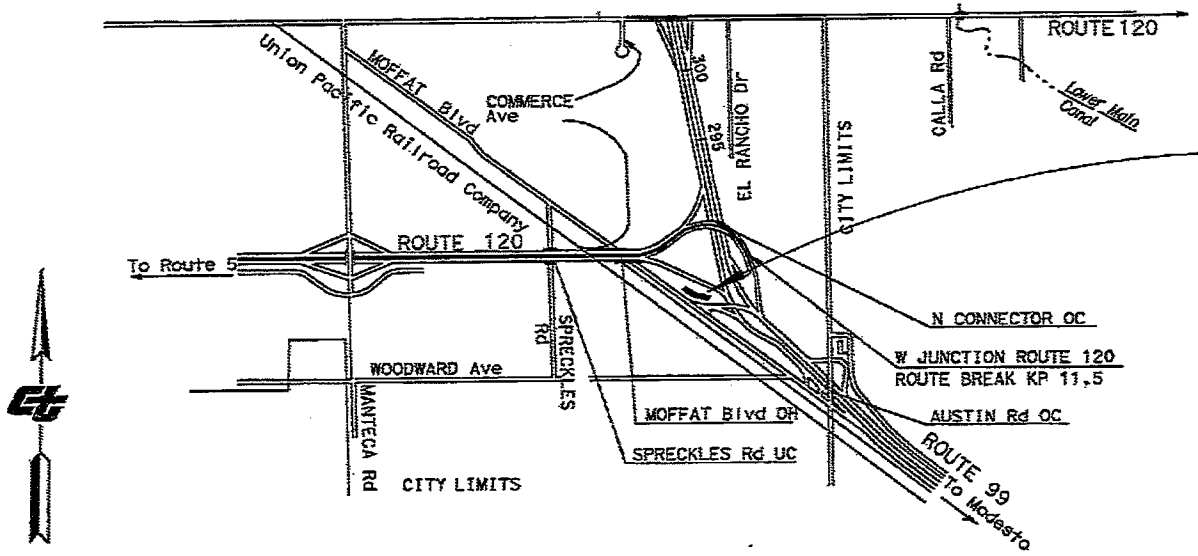
Exhibit 6B

COUNTY OF SAN JOAQUIN

T. 2 S., R. 7 E., M.D.B.&M.

SECTION 10





DD 1845-01-01

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION

DIRECTORS DEED
INDEX MAP FOR

DD 1845-01-01

COUNTY	ROUTE	POST MILE
SJ	99	5.4

Exhibit 7

Exhibit 7

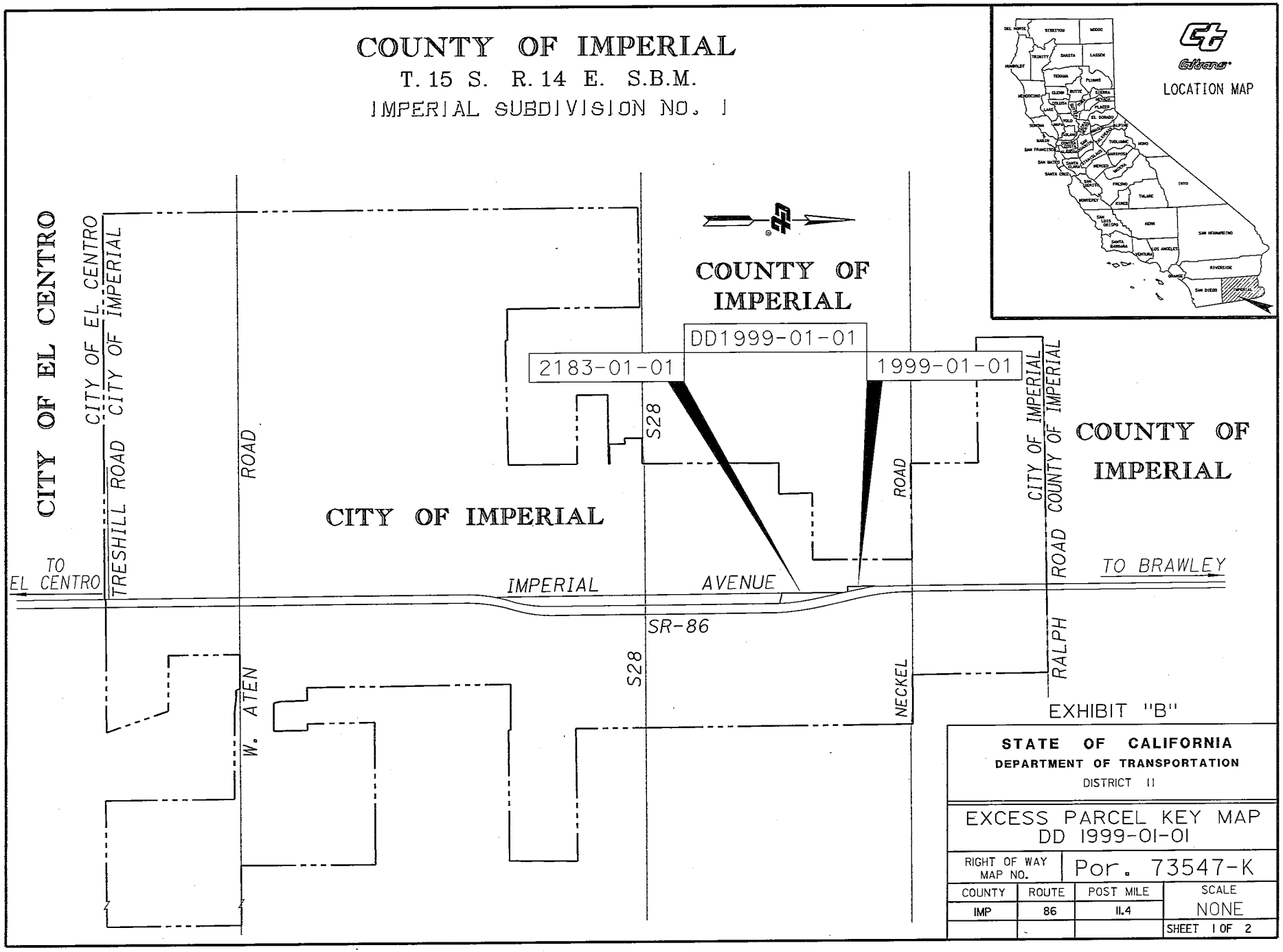


Exhibit 8A

Exhibit 8A

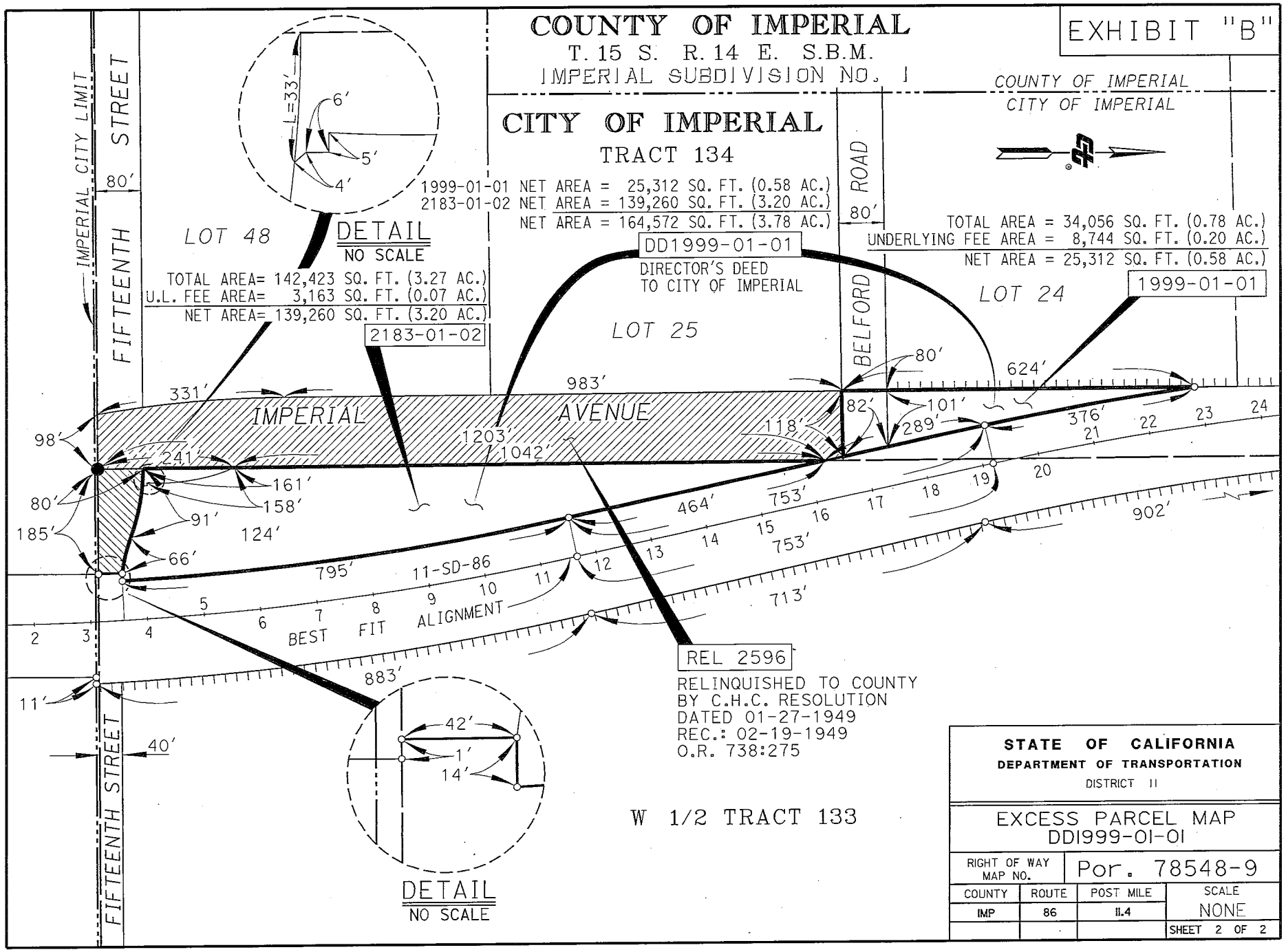


Exhibit 8B

Exhibit 8B

RELINQUISHMENT OF HIGHWAY RIGHT OF WAY IN THE
CITY OF IMPERIAL, ROAD 11-IMP-86-PM 8.8/12.3
Request No. R31136

WHEREAS, by Relinquishment Agreement, dated March 22, 2016, between the City of Imperial and the State of California, the City waived the 90-Day Notice requirement and agreed to accept title to a portion of State Route 86 lying within the city limits, referred to as RELINQUISHED FACILITIES in said agreement, upon relinquishment thereof to said City by the State of California; and

WHEREAS, by said Relinquishment Agreement the City of Imperial agreed to accept said RELINQUISHED FACILITIES in exchange for CALTRANS performing REHAB PROJECT, and conveying STATE PARCELS, determined by the California Transportation Commission (CTC) to be in the best interest of CALTRANS, as CALTRAN's only payment obligation for RELINQUISHED FACILITIES; and

WHEREAS, this Commission does hereby approve the terms and conditions of said Relinquishment Agreement; and

WHEREAS, this Commission has the authority by resolution to relinquish pursuant to Legislative enactment; and

WHEREAS, in accordance with Section 386 of the Streets and Highways Code, as amended by Chapter 523, Statutes of 2013, this Commission has found and determined, and does hereby find and determine, that it is desirable and in the public interest that said highway be relinquished to the City of Imperial for use as city streets.

NOW, THEREFORE, IT IS VOTED by the California Transportation Commission, that it relinquish and it does hereby relinquish, to the City of Imperial, effective upon the recordation of a certified copy hereof with the Recorder of Imperial County, all of the State of California's right, title and interest in and to said State highway, described as follows:

All that portion of highway right of way of State Route 11-IMP-86, designated as "Relinquishment No. R31136" on those certain relinquishment maps, filed as a State Highway Map, within SEGMENT 1, in State Highway Map Book No. 5, pages 54 and 55, as Document No. 2016022081, on October 26, 2016, in the Office of the County Recorder of Imperial County.

11-IMP-86
PM: 8.8/12.3
EA: 40301K
PID: 1114000050
District Agreement No. 11-8398

RELINQUISHMENT AGREEMENT

This Agreement, entered into effective on March 22, 2016, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "CALTRANS", and the

CITY OF IMPERIAL, a body politic and a municipal corporation of the State of California, referred to herein as "CITY".

RECITALS

1. CALTRANS and CITY together referred to as PARTIES, pursuant to Streets and Highways Code sections 73 and 386 (c) (3), are authorized to enter into a Cooperative Agreement in order to relinquish to CITY a portion of a State Highway within CITY's jurisdiction.

2. CALTRANS intends to relinquish to CITY that portion of State Route 86 (SR-86)-segment-1, consisting of roadway and appurtenances as shown in Exhibit 1., attached to and made a part of this Agreement, referred to hereinafter as "RELINQUISHED FACILITIES". This relinquishment is based on a legislative enactment and CITY is willing to accept said RELINQUISHED FACILITIES upon approval by the California Transportation Commission (CTC) of a Resolution of Relinquishment and CALTRANS' recording of said resolution in the County Recorder's Office.

3. CALTRANS and CITY agree that RELINQUISHED FACILITIES are currently in a safe and operable conditions.

4. CITY agrees to accept and assume full maintenance, ownership, responsibility, control and liability in perpetuity over the RELINQUISHED FACILITIES in its "as is" condition in exchange for CALTRANS agreeing to complete the following:

    a. CALTRANS to provide limited rehabilitation to SR-86 (Project EA 11-2M9201) between Treshill Road and Ralph Road hereinafter referred to as REHAB PROJECT prior to the relinquishment of RELINQUISHED FACILITIES.

    b. CALTRANS conveyance of, but subject to CTC approval, State excess parcels 1999-01-01 and 2183-01-02 collectively identified as State Parcel DD1999-01-01 on Exhibit 2 map attached hereto, referred to hereinafter as STATE PARCELS.

5. CALTRANS prepared a fair market appraisal for STATE PARCELS on March 10, 2014 and determined the value of STATE PARCELS to be at $619,000.

6. Instead of CALTRANS receiving the sale proceeds of $619,000 upon transfer of STATE PARCELS and thereafter paying CITY the same amount as a costs to relinquish, PARTIES agree to offset the costs to relinquish against the sale proceeds of the PARCELS.

7. The parties hereto intend to define herein the terms and conditions under which RELINQUISHED FACILITIES is to be accomplished.

SECTION I

CITY AGREES:

1. Execution of this Agreement constitutes CITY's waiver of CALTRANS' obligation to provide ninety (90) days prior notice of CALTRANS's "Intention to Relinquish" as set forth in Streets and Highways Code section 73.

2. To accept and assume full maintenance, responsibility, control and liability in perpetuity over RELINQUISHED FACILITY in exchange for CALTRANS performing REHAB PROJECT, and conveying STATE PARCELS, as a means to offset and extinguish CALTRANS costs to relinquish and transfer of liability for the RELINQUISHED FACILITIES.

3. To accept said RELINQUISHED FACILITIES upon approval by the CTC of a Resolution of Relinquishment and CALTRANS' recording of said resolution in the County Recorder's Office, subject to the terms and conditions of the agreement or at terms approved by CTC upon considering the best interest of the state of California.

4. To accept ownership, including all of CALTRANS's current obligations, rights, title and interest in RELINQUISHED FACILITIES upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office and to thereafter operate, maintain, and be liable for RELINQUISHED FACILITIES at no additional cost to CALTRANS.

5. To accept RELINQUISHED FACILITIES in their current environmental condition and setting, including, but not limited to, the presence of hazardous materials as described in the Initial Site Assessment (ISA) dated October 30, 2015. CITY has received and reviewed a copy of the above referenced ISA. Upon recordation of the CTC's Resolution of Relinquishment in the County Recorder's Office, CALTRANS will not be responsible for any present or future remediation of said hazardous materials.

6. To accept conveyance of STATE PARCELS upon CTC approval.

SECTION II

CALTRANS AGREES:

1. To complete the REHAB PROJECT prior to relinquishment of SEGMENT 1 – RELINQUISHED FACILITIES at no costs to CITY.

2. To prepare Director's Deed package for conveyance of STATE PARCELS in compliance with applicable laws, processes and procedures as outlined in Chapter 16 of Caltrans Right of Way Manual, and subject to CTC approval, obtain CITY acceptance for recordation thereof.

3. To relinquish, upon the approval of the CTC's Resolution of Relinquishment, the RELINQUISHED FACILITIES.

4. To submit the CTC Resolution of Relinquishment to the County Recorder's Office for recording.

5. Thereafter, upon CITY's specific request, to transfer to CITY within sixty (60) days of such request, copies of available CALTRANS records and files for RELINQUISHED FACILITIES, such as plans, survey data and right of way information.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of CALTRANS under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority, and the allocation of any funds by the CTC.

2. Instead of CALTRANS receiving the sale proceeds of $619,000 upon transfer of STATE PARCELS and thereafter paying CITY the same amount as a costs to relinquish, PARTIES agree to offset the costs to relinquish against the sale proceeds of the PARCELS.

3. CALTRANS reserves the right to enter, at no cost to CALTRANS, RELINQUISHED FACILITIES, to modify or add signage, drainage, and other improvements necessary for State Highway operations. CITY agrees to allow CALTRANS access to operate, maintain, add, remove, or modify CALTRANS's facilities retained in those collateral facilities.

4. RELINQUISHED FACILITIES may be recaptured by CALTRANS for future

transportation project at no cost to CALTRANS and CITY agrees to reconvey property when so requested.

5. CITY shall fully defend, indemnify and save harmless CALTRANS and all its officers and employees from all claims, suits or actions related to environmental theories or assertions of liability, including, but not limited to, claims or lawsuits related to the presence of hazardous materials as described in the ISA dated October 30, 2015, provided that the actions, events, injuries, damages, or losses giving rise to any claims, suits or actions occurred on or arise after the date of the recordation of the CTC's Resolution of Relinquishment.

6. CALTRANS shall fully defend, indemnify and save harmless CITY and all its officers and employees from all claims, suits or actions related to environmental theories or assertions of liability, including, but not limited to, claims or lawsuits related to the presence of hazardous materials as described in the ISA dated October 30, 2015, except for claims or lawsuits brought by regulatory agencies relating to present or future remediation, provided that the actions, events, injuries, damages, or losses giving rise to any claims, suits or actions occurred or arose before the date of recordation of the CTC's Resolution of Relinquishment.

7. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under or in connection with any work, authority or jurisdiction conferred upon CITY under this Agreement. It is understood and agreed that CITY, to the extent permitted by law, will defend, indemnify and save harmless CALTRANS and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CITY and/or its agents under this Agreement.

8. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority or jurisdiction conferred upon CALTRANS under this Agreement. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify and save harmless CITY and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, but not limited to, tortious, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement.

9. No alteration of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

10. This Agreement shall terminate upon recordation of the CTC's Resolution of Relinquishment for RELINQUISHED FACILITIES in the County Recorder's Office, except for those provisions which relate to indemnification, ownership, operation, and maintenance, which shall remain in effect until terminated or modified in writing by mutual agreement.

11-IMP-86
PM: 8.8/12.3
EA: 40301K
PID: 1114000050
District Agreement No. 11-8398

SIGNATURES

PARTIES declare that:

1. Each PARTY is an authorized legal entity under California state law.
2. Each PARTY has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____
LAURIE BERMAN
District Director

CITY OF IMPERIAL

By: _____
Doug Cox
Mayor

APPROVED AS TO FORM AND PROCEDURE:

_____
Attorney
Department of Transportation

APPROVED AS TO FORM AND PROCEDURE:

_____
Dennis H. Morita
Attorney/Counsel

CERTIFIRED AS TO FUNDS

_____
Marlene Davis/MA
District Budget Manager

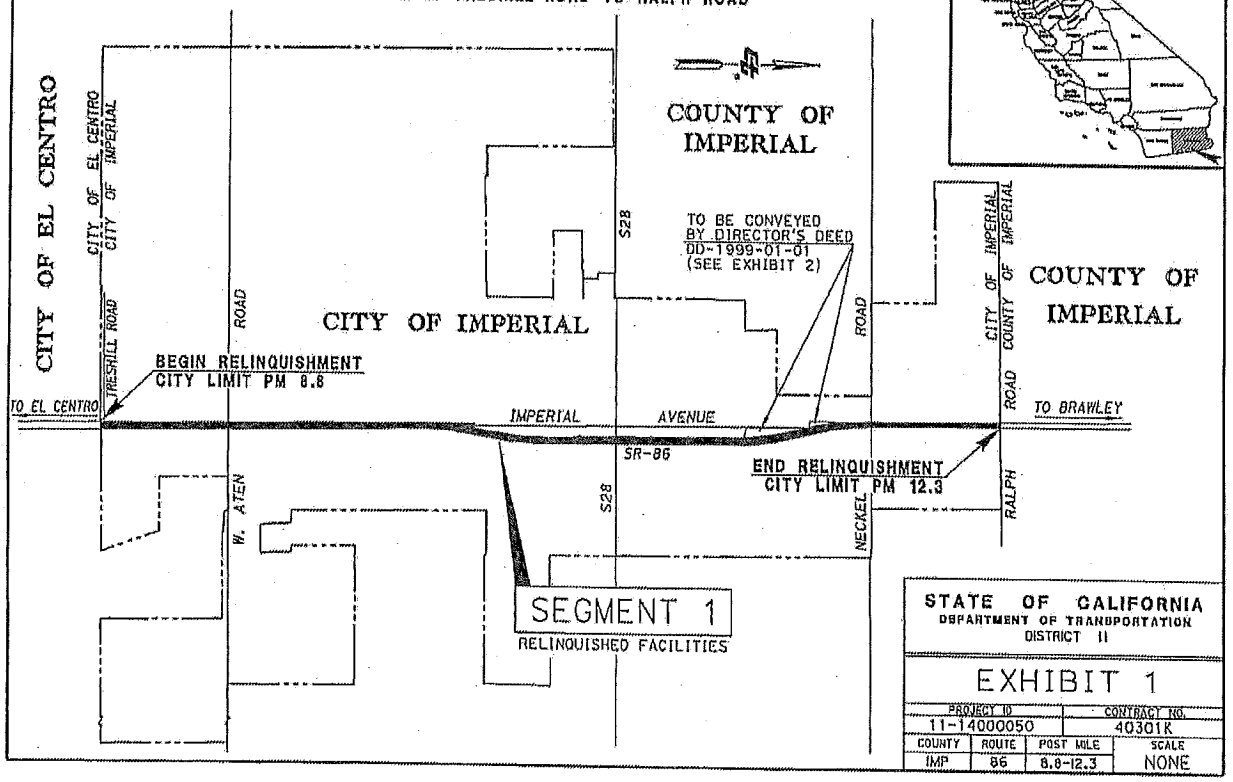
CERTIFIED AS TO FINANCIAL TERMS AND POLICIES:

for _____
Accounting Administrator

11-IMP-86
PM: 8.8/12.3
EA: 40301K
PID: 1114000050
District Agreement No. 11-8398

EXHIBIT "1" – Relinquishment Map

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT OF
STATE HIGHWAY 86
IN IMPERIAL COUNTY, CITY OF IMPERIAL
FROM TRESHILL ROAD TO RALPH ROAD



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXHIBIT 1

PROJECT ID	CONTRACT NO.
11-14000050	40301K

COUNTY	ROUTE	POST MILE	SCALE
IMP	86	8.8-12.3	NONE

COUNTY OF IMPERIAL

T. 15 S. R. 14 E. S.B.M.

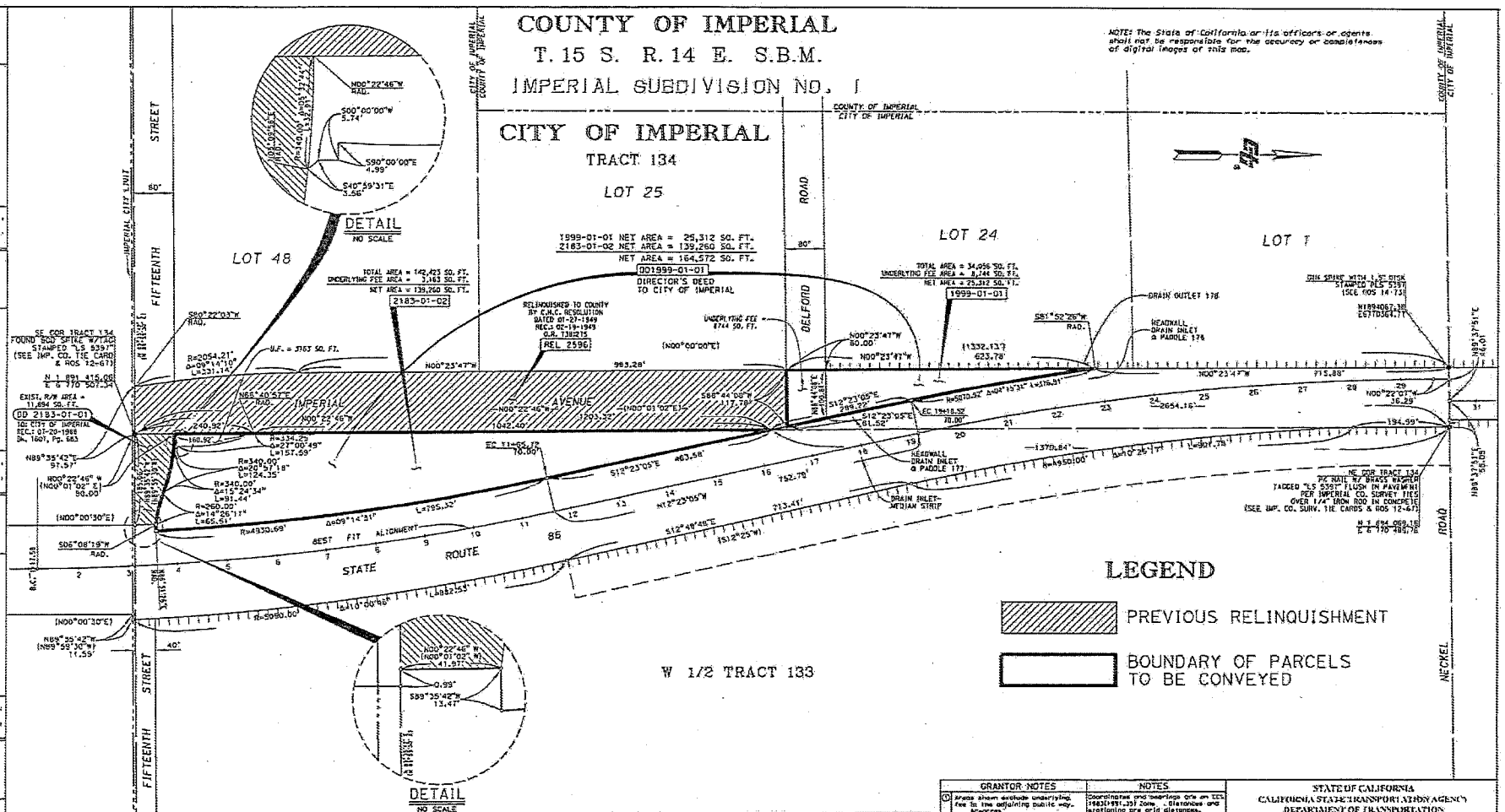
IMPERIAL SUBDIVISION NO. 1

CITY OF IMPERIAL

TRACT 134

LOT 25

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

PREVIOUS RELINQUISHMENT

BOUNDARY OF PARCELS TO BE CONVEYED

PARCEL#	TITLE CODE	GRANTOR	AREAS (square feet or as noted) TOTAL	REQUIRED	EXCESS	REMAINDER	REMARKS
1999-01-01	F	STATE OF CALIFORNIA	34055		25312 [8744]		
2183-01-02	F	STATE OF CALIFORNIA	142423		139260 [3163]		

GRANTOR NOTES

1. Areas shown exclude underlying fee to the adjoining public way, accepted.
2. Indicates Underlying Fee (UF) area
3. Indicates Indeterminate UF

TITLE CODES:
A=Access Rights Only
F=Fee
E=Easement (Fee)
TCE=Temp Construction Easement
T=Other Temp Easement (See Remarks)
O=Other (See Remarks)

NOTES

Coordinates and bearings are on CCS 1983(1991.35) Zone. Distances and bearings are grid distances. Divide by 0.9999 to obtain ground distances. All distances are in feet unless otherwise noted.

LEGEND

Access Prohibited
Access Superseded
Existing R/W Superseded
Access Opening (Private)
Indicates Radial Bearing
Indicates Found Monument as noted
Indicates calculated point. (Does not imply monument set)
Tie to State Required for Others

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY

EXHIBIT 2

FOR PREVIOUS R/W INFORMATION SEE MAP(S) 78548 & 78549

R/W MAP NO. 78548.1

TO DESIGNE 7 / EACH 35 FARS

DISTRICT	COUNTY	ROUTE	SHEET 134	SHEET NO.	TOTAL SHEETS
11	IMP	86	11.4		

R/W PROJECT SURVEYOR: REVISIONS DATE

---

386. (a) Route 86 is from:

(1) Route 111 to Route 8 near El Centro.

(2) Route 8 near El Centro to Route 10 in Indio via the vicinity of Brawley.

(b) Upon a determination by the commission that it is in the best interests of the state to do so, the commission may, upon terms and conditions approved by it, relinquish the following portions of Route 86, if the department and the applicable local agency enter into an agreement providing for that relinquishment, as follows:

(1) To the County of Imperial, the portions of Route 86 within unincorporated areas of the county from the beginning of the route at the junction of Route 111 to 0.5 mile south of Fredricks Road.

(2) To the City of El Centro, the portion of Route 86 within its city limits.

(3) To the City of Imperial, the portion of Route 86 within its city limits.

(4) To the City of Brawley, the portion of Route 86 within its city limits.

(c) The following conditions shall apply upon relinquishment:

(1) The relinquishment shall become effective on the date following the county recorder's recordation of the relinquishment resolution containing the commission's approval of the terms and conditions of the relinquishment.

(2) On and after the effective date of the relinquishment, the relinquished portions of Route 86 shall cease to be a state highway.

(3) The portions of Route 86 relinquished under this subdivision shall be ineligible for future adoption under Section 81.

(4) The Cities of Brawley, El Centro, and Imperial and the County of Imperial shall ensure the continuity of traffic flow on the relinquished portions of Route 86, including any traffic signal progression.

(5) For the portions of Route 86 that are relinquished under this subdivision, the Cities of Brawley, El Centro, and Imperial, and the County of Imperial shall install and maintain, within their respective jurisdictions, the city or county signs directing motorists to the continuation of Route 86 to the extent deemed necessary by the department.

(d) Following the relinquishments authorized in subdivision (b), the portion of Route 86 from 0.5 mile south of Fredricks Road to the north junction of Route 78 shall be redesignated as a part of Route 78.

(Amended by Stats. 2013, Ch. 523, Sec. 14. (SB 788) Effective January 1, 2014.)

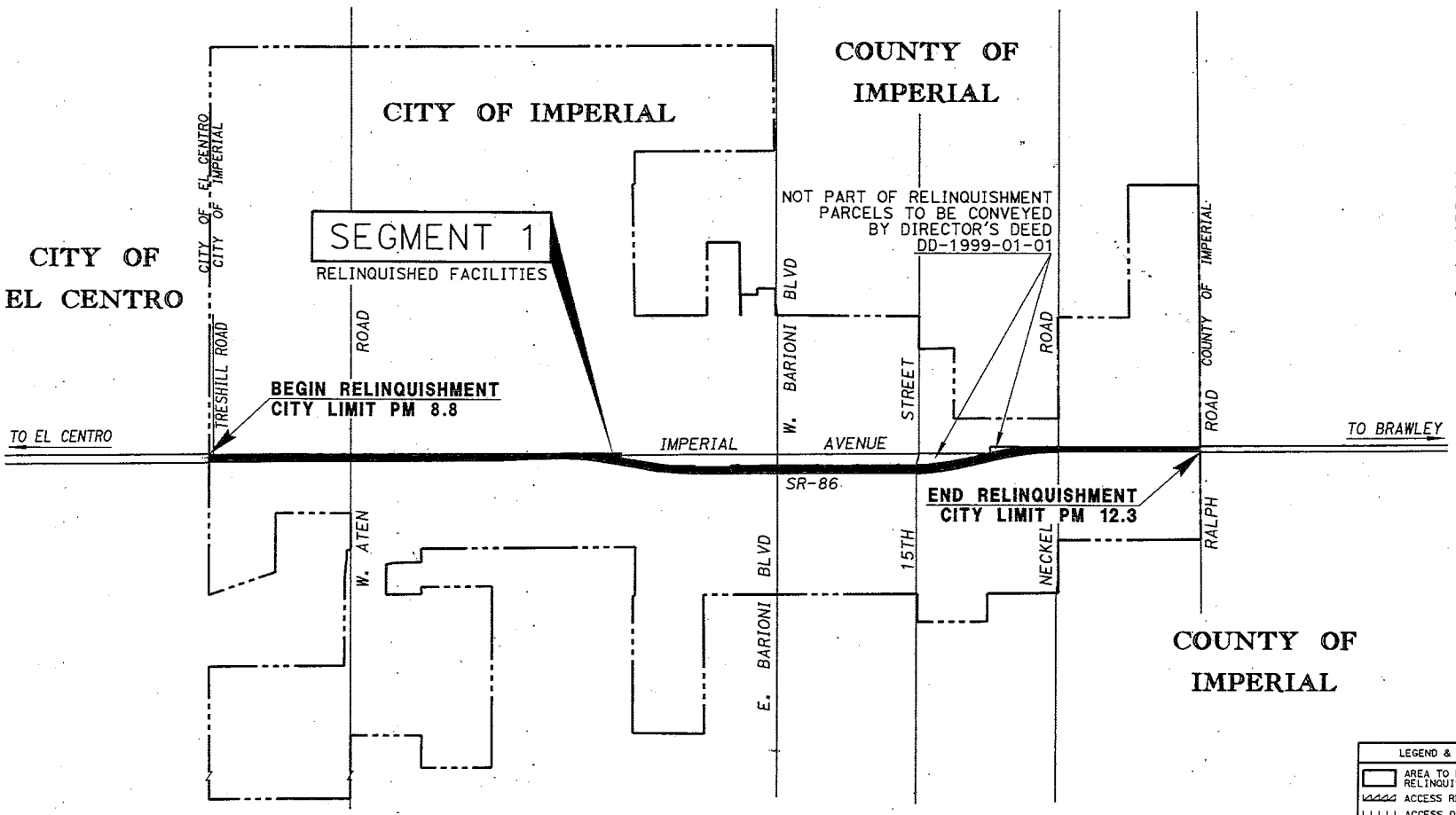
Recorded In Official Records, IMPERIAL COUNTY
Doc#: 2016022081
10/26/2016 10:37 AM

STATE HIGHWAY MAP NO.: B5 P54

DISTRICT 11 RIGHT OF WAY ENGINEER
Oct 24 2016
DATE

LICENSED PROFESSIONAL LAND SURVEYOR JAMES W. LINDSAY L.S. 8355 Exp. 12/31/2017 STATE OF CALIFORNIA

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT OF
STATE HIGHWAY 86
IN IMPERIAL COUNTY, CITY OF IMPERIAL
FROM TRESHILL ROAD TO RALPH ROAD



NOTE:
STATE'S RIGHTS ARE NOT EXTINGUISHED UNTIL RECORDATION OF RELATED CTC RESOLUTION.

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION DATE: - -
CTC NO.:

CTC RESOLUTION RECORDING DATA
REC. DATE: - -
FILE NO.:

STATE HIGHWAY MAP RECORDING DATA
BOOK 5 PAGES 54
FILE NO: 2016 022 081
FILE AT THE REQUEST OF THE CALIFORNIA STATE TRANSPORTATION AGENCY, DEPARTMENT OF TRANSPORTATION, DISTRICT 11.

THIS 26TH DAY OF OCTOBER 20 16, AT 10:37 AM

COUNTY RECORDER FEE: 0

CHUCK STOREY, COUNTY RECORDER

BY: Chuck Storey
DEPUTY COUNTY RECORDER

LEGEND & NOTES
AREA TO BE RELINQUISHED
ACCESS RELINQUISHED
ACCESS DENIED
ACCESS OPENING
P.N.: 1114000050
E.A.:

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

RELINQUISHMENT MAP

Relinquishment No. R31136

RIGHT OF WAY MAP NO.

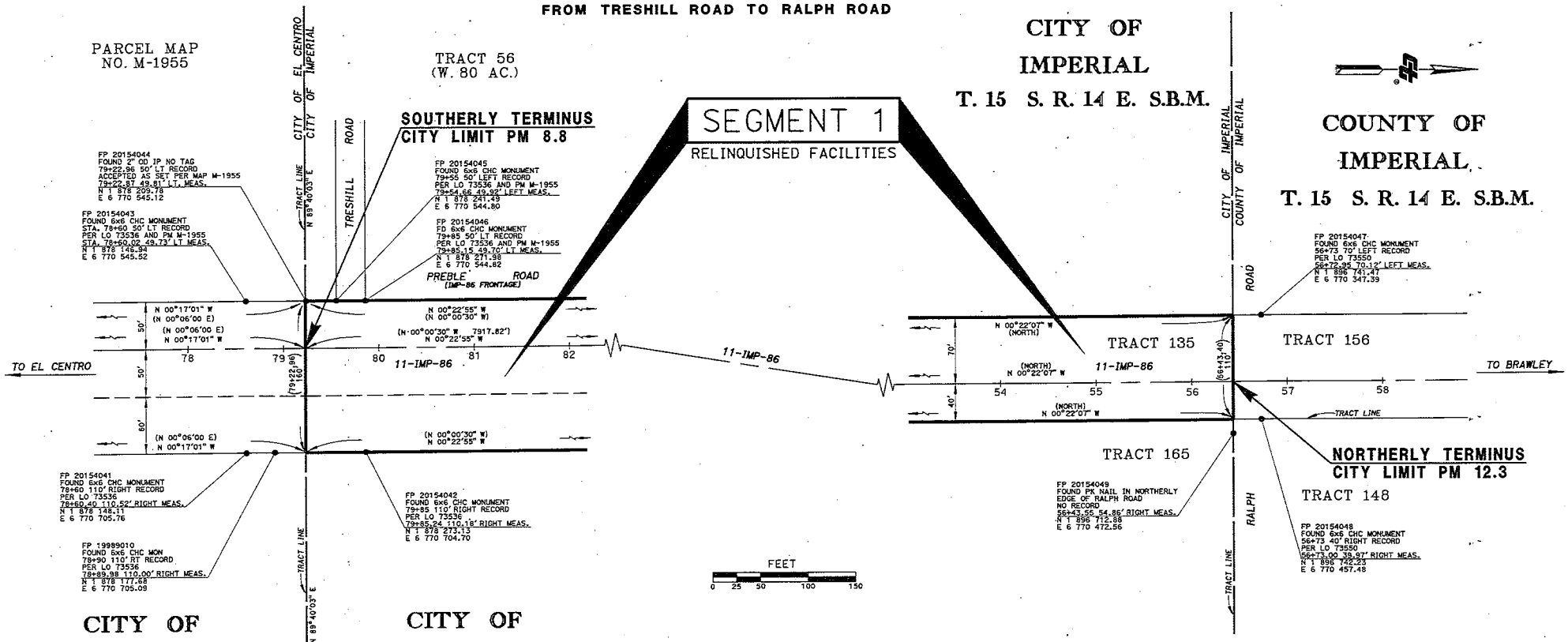
COUNTY	ROUTE	POST MILE	SCALE
IMP	86	8.8 - 12.3	1" = 1000'
			SHEET 1 OF 2

STATE HIGHWAY MAP NO.: B5 P55

Oct 24, 2016
DATE

REGISTERED PROFESSIONAL LAND SURVEYOR JAMES W. LINDSAY L.S. 8355 Exp. 12/31/2017 STATE OF CALIFORNIA

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
RELINQUISHMENT OF
STATE HIGHWAY 86
IN IMPERIAL COUNTY, CITY OF IMPERIAL
FROM TRESHILL ROAD TO RALPH ROAD



LEGEND & NOTES		
Coordinates, bearings and distances are based on the California Coordinate System of 19 , zone , DISTANCES ARE IN FEET unless otherwise noted. Multiply distances by . to obtain ground level distances.		IMPROVEMENTS EDGE OF PAVEMENT
		AREA TO BE RELINQUISHED
		ACCESS RELINQUISHED
		ACCESS DENIED
	■	ACCESS OPENING
	( )	PREVIOUS RECORD DATA
P.N.: 1114000050 E.A.		

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

RELINQUISHMENT MAP
Relinquishment No. 31136

RIGHT OF WAY MAP NO.			
COUNTY	ROUTE	POST MILE	SCALE
IMP	86	8.8 - 12.3	1" = 50'
			SHEET 2 OF 2

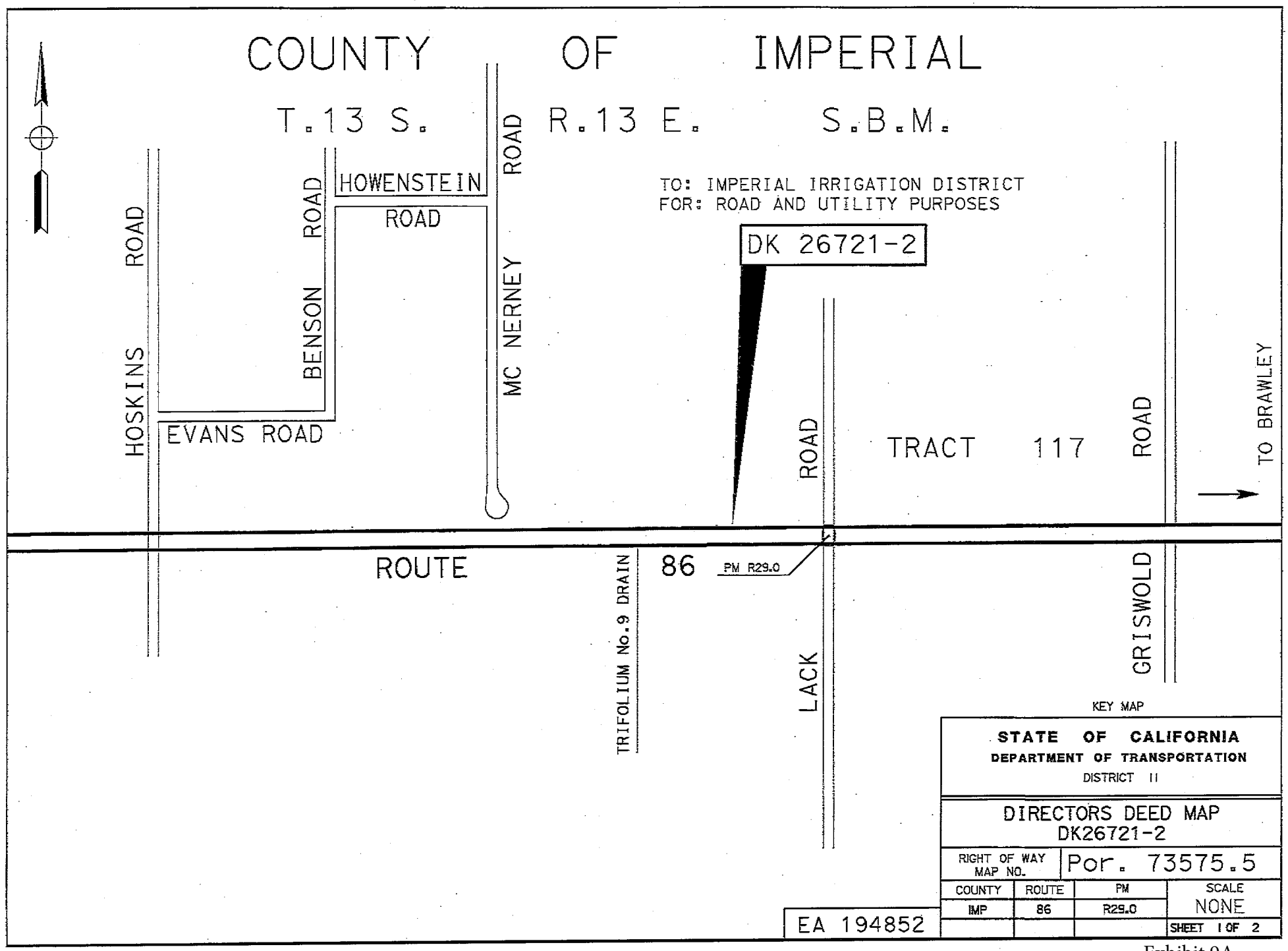


Exhibit 9A

Exhibit 9A

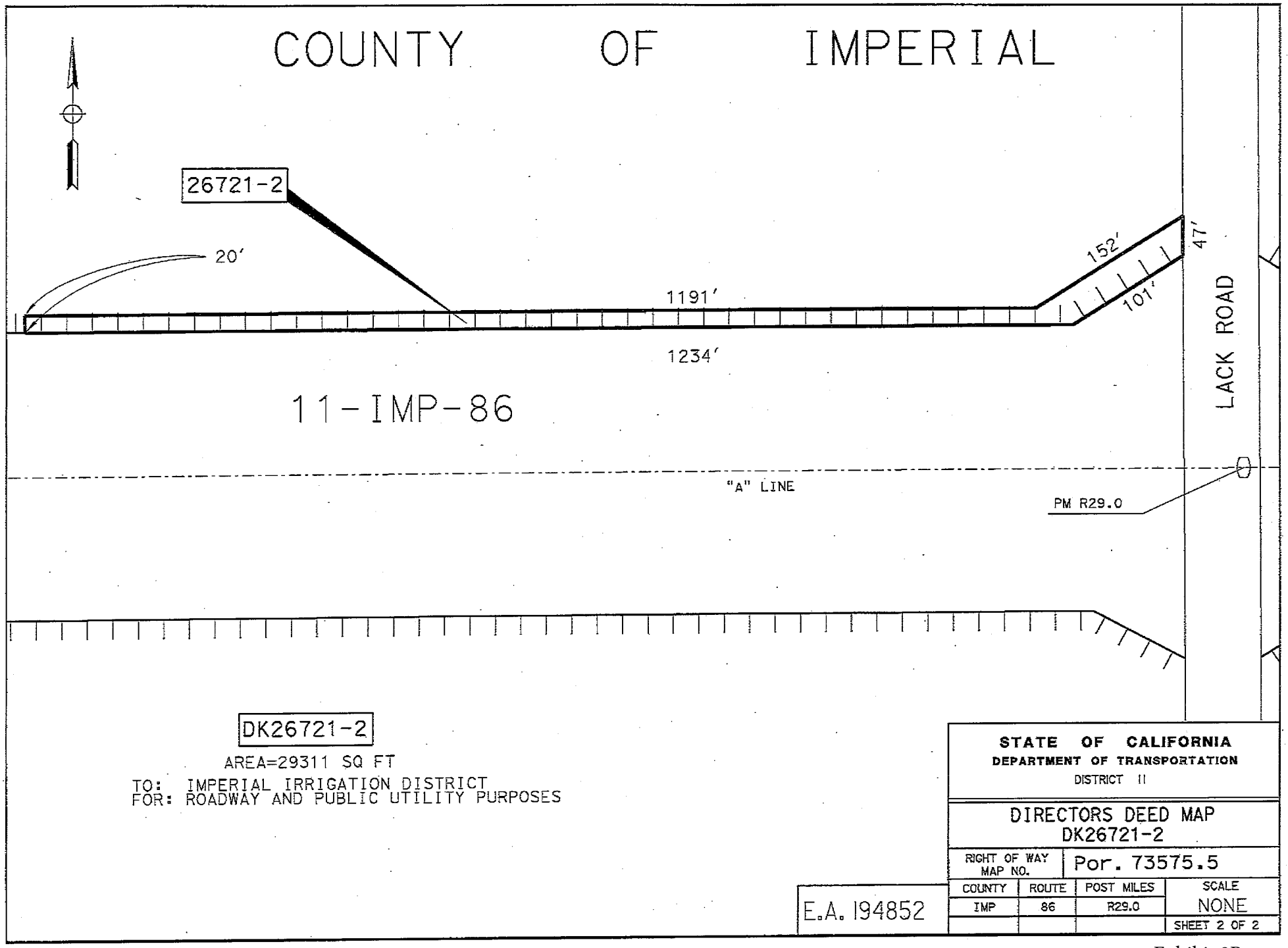
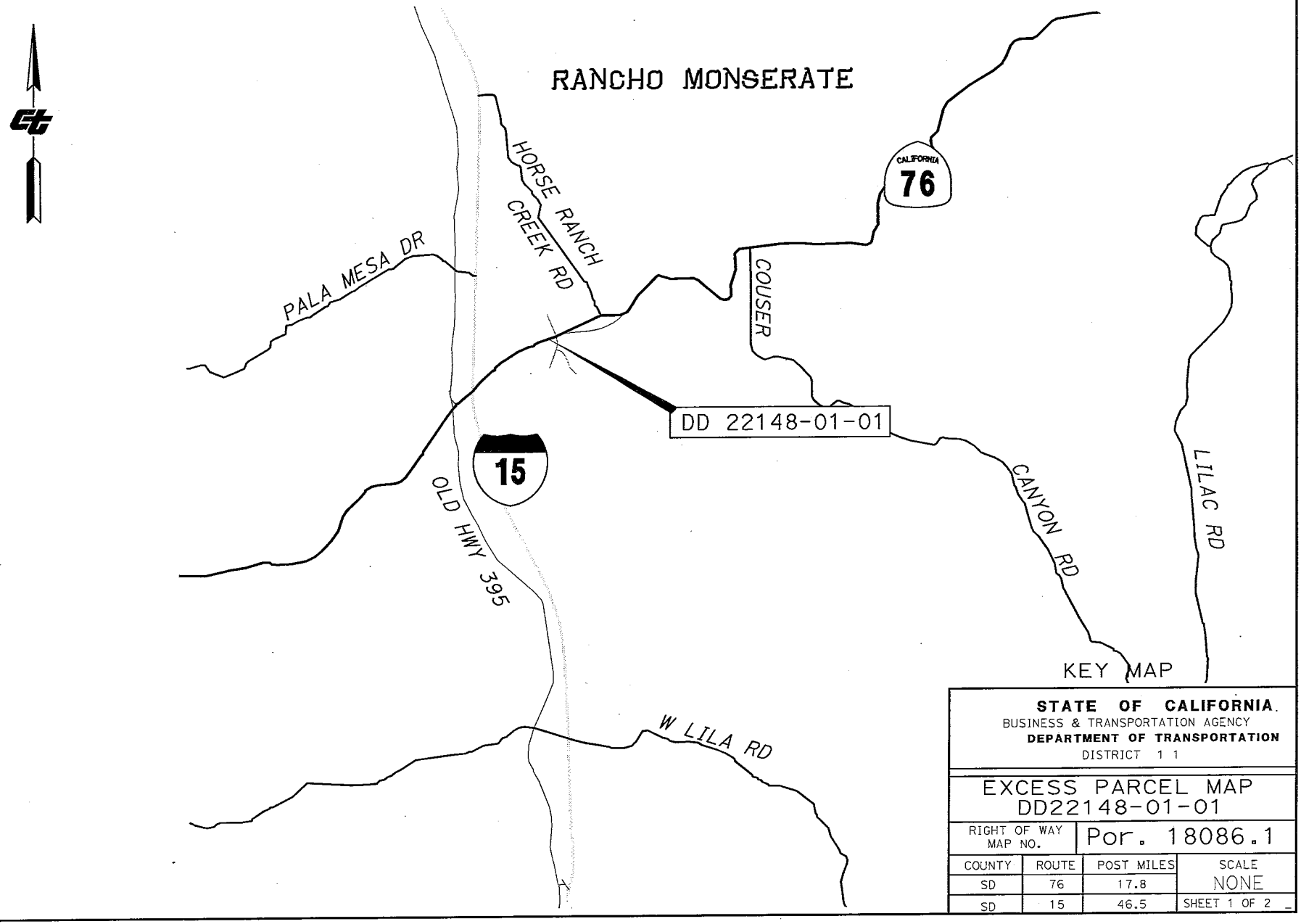


Exhibit 9B

Exhibit 9B

COUNTY OF SAN DIEGO

EXHIBIT "B"



STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD22148-01-01

RIGHT OF WAY MAP NO.	Por. 18086.1		
COUNTY	ROUTE	POST MILES	SCALE
SD	76	17.8	NONE
SD	15	46.5	SHEET 1 OF 2

Exhibit 10A

Exhibit 10A

COUNTY OF SAN DIEGO

EXHIBIT "B"

RANCHO MONSERATE

TRACT A

Ⓐ FLOWAGE EASEMENT GRANTED PER PM 13703

Ⓑ 20' EASEMENT TO RAINBOW MUNICIPAL WATER DISTRICT PER PARCEL A OF DOC. NO. 84-284007 AND 84-284008, BOTH RECORDED JULY 26, 1984

20' EASEMENT TO RAINBOW MUNICIPAL WATER DISTRICT PER DOC. NO. 165591, RECORDED SEPT. 11, 1964 AND PARCEL 1 OF DOC. NO. 229373, RECORDED DEC. 18, 1964.

PARCEL 2
PM 13703

PALA ROAD

33245

22148-1

"SR-76" LINE

"A" LINE PER C.L.O. 25500m

33245-01-01
3,183.18 S.F.
0.07 AC

DD 22148-01-01
87,205.44 S.F.
2.00 AC

22148-01-01
77,315.86 S.F.
1.77 AC

11-SD-76

106'

R=782.48'
L=75.16'

41'

45

47'

647'

654'

30'

44'

158'

UF=6,706.4 S.F.
0.15 AC

PARCEL 4
PM 13703

REL 24304-3
TO: COUNTY OF SAN DIEGO
REC.: 2-5-82
F/N: 82-033580

AREA OF RIVERBED
21,187.38 S.F.
0.48 AC

960+31.90
E.C. "76-R"

PARCEL 3
PM 13703

20' EASEMENT TO SAN LUIS REY MUNICIPAL WATER DISTRICT PER PARCEL B OF DOC. NO. 84-284007, AND 84-284008, BOTH RECORDED JULY 26, 1984

PANKEY ROAD

SHEARER CROSSING

STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD22148-01-01

RIGHT OF WAY MAP NO. Por. 18086.1

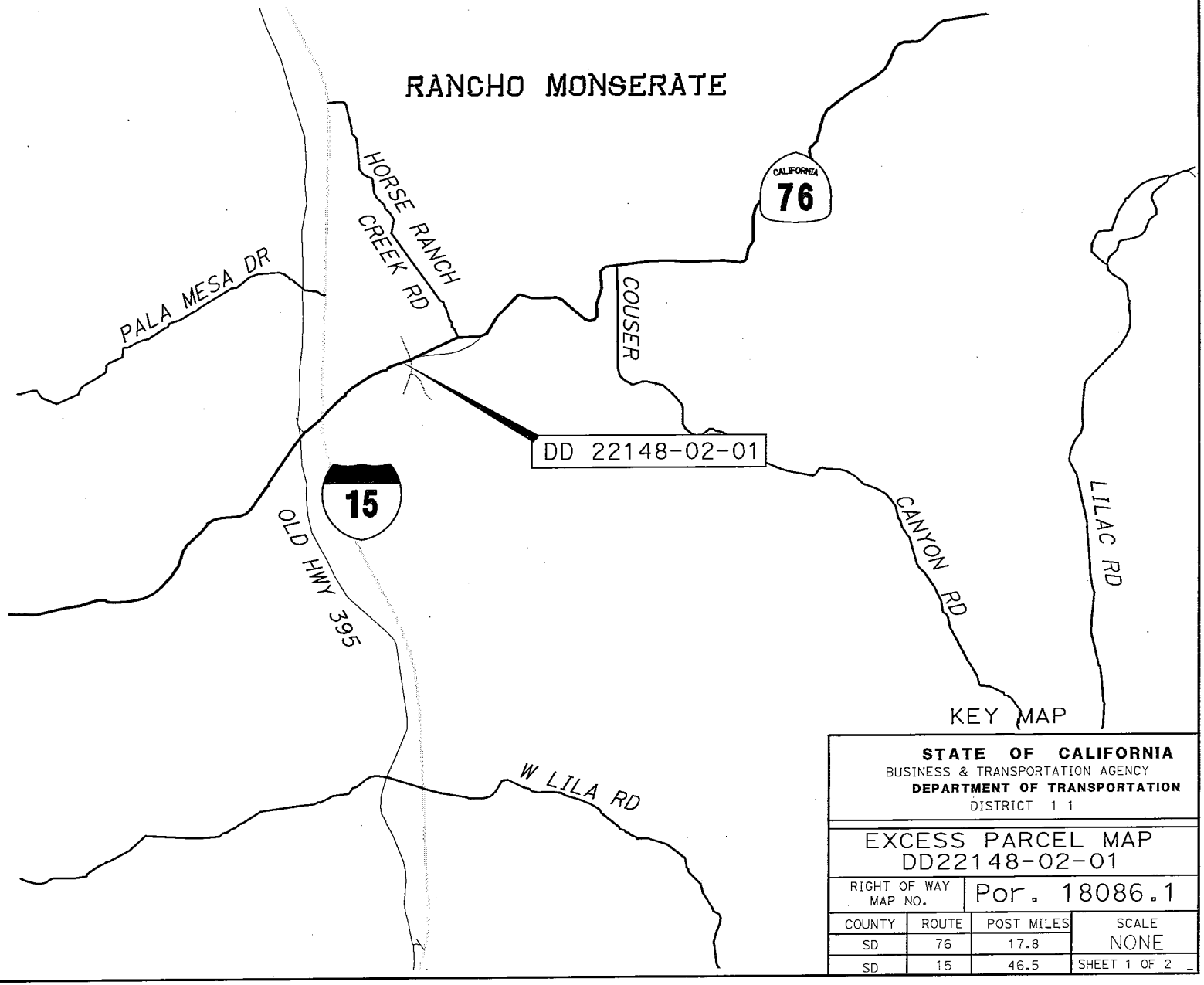
COUNTY	ROUTE	POST MILES	SCALE
SD	76	17.8	NONE
SD	15	46.5	SHEET 2 OF 2

Exhibit 10B

Exhibit 10B

COUNTY OF SAN DIEGO

EXHIBIT "B"



STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD22148-02-01

RIGHT OF WAY MAP NO.	Por. 18086.1		
COUNTY	ROUTE	POST MILES	SCALE
SD	76	17.8	NONE
SD	15	46.5	SHEET 1 OF 2

Exhibit 11A

Exhibit 11A

COUNTY OF SAN DIEGO

EXHIBIT "B"

RANCHO MONSERATE

TRACT A

Ⓐ FLOWAGE EASEMENT GRANTED PER PM 13703

20' EASEMENT TO RAINBOW MUNICIPAL WATER DISTRICT PER DOC. NO. 165591, RECORDED SEPT. 11, 1964 AND PARCEL 1 OF DOC. NO. 229373, RECORDED DEC. 18, 1964.

FOUND 3/4" IRON PIPE W\BROKEN PLUG. ACCEPTED AS MON PER ROS 9237.

FOUND 3/4" IRON PIPE W\PLASTIC PLUG STAMPED "L.S. 3145" PER ROS 9237.

REL 24304-4
TO: COUNTY OF SAN DIEGO
REC.: 2-5-82
F/N: 82-033580

DD 22148-02-01
61,083.44 S.F.
1.40 AC

AREA OF RIVERBED 16,243.04 S.F.

495' 51' 51' 376' 145' 186' 505'

PARCEL 2
PM 13703

PARCEL 3
PM 13703

PARCEL 4
PM 13703

PALA ROAD

"SR-76" LINE
"A" LINE PER C.L.O. 25500m

22148-1

11-SD-76

960+31.90 E.C. "76-R"

PANKEY ROAD

SHEARER CROSSING

STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 11

EXCESS PARCEL MAP
DD22148-02-01

RIGHT OF WAY MAP NO. Por. 18086.1

COUNTY	ROUTE	POST MILES	SCALE
SD	76	17.8	NONE
SD	15	46.5	SHEET 2 OF 2

Exhibit 11B

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 44

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.5g.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR STATE ADMINISTERED PROPOSITION 1B STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT RESOLUTION STIP1B-AA-1617-01, AMENDING RESOLUTION STIP1B-A-0809-021**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution STIP1B-A-0809-021 to de-allocate $215,980 in Proposition 1B State Transportation Improvement Program (STIP) from the North Old Stage Road Project (PPNO 02-2300) in Siskiyou County, to reflect project savings at closeout.

BACKGROUND:

At its May 2009 meeting, the Commission allocated $3,000,000 in Proposition 1B STIP funds under Resolution STIP1B-A-0809-021, for the North Old Stage Road Project (PPNO 02-2300). The project has been completed with a savings of $215,980 and final billing and close out occurred in October 2011. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $3,000,000 originally allocated under Resolution STIP1B-A-0809-021 for the North Old Stage Road Project (PPNO 02-2300), is hereby amended by $215,980, in accordance with the attached revised vote list, thereby reducing the overall allocation of the project from $3,000,000 to $2,784,020.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	EA PPNO Program/Year PA&ED PS&E CONST ENG CONST	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(3) Allocation Amendment - Proposition 1B – Locally Administered STIP Projects off the State Highway System			**Resolution STIP1B-AA-1617-01** Amending Resolution STIP1B-A-0809-021	
1 ~~$3,000,000~~ **$2,784,020** Siskiyou County Siskiyou LTC 02-Siskiyou	**North Old Stage Road Project.** Near Weed and Mount Shasta, on North Old Stage Road from Abrams Lake Road to Stewart Springs Road. Pavement Rehabilitation. Overlay. (CEQA – CE, 03/22/07) Outcome/Output: Rehabilitate approximately 9.5 miles of roadway to extend the service life of the facility by at least 10 years. **Amend Resolution STIP1B-A-0809-021 to de-allocate $215,980 Proposition 1B TFA CONST to reflect project close-out savings. There will be no share adjustments.**	456204 02-2300 RIP / 08-09 $0 $0 $0 $3,000,000	2007-08 104-6058 TFA 20.30.600.621	~~$3,000,000~~ **$2,784,020**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 45

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.6g.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **ALLOCATION AMENDMENT FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS**
RESOLUTION TIRCP-1617-04, AMENDING RESOLUTION TIRCP-1516-05

RECOMMENDATION:

The California Department of Transportation's (Department) recommends California Transportation Commission (Commission) approve request to approve the allocation amendment to Resolution TIRCP-1516-05, originally approved on March 17, 2016, amending the scope of work for a Transit and Intercity Rail Capital Program project.

BACKGROUND:

On March 17, 2016, the Commission approved Resolution TIRCP-1516-05 to allocate $6,841,000 from the Transit and Intercity Rail Capital Program (TIRCP) to the San Joaquin Regional Transit District (SJRTD) for the Bus Rapid Transit Expansion – MLK and Crosstown Miner Corridors project. At the time of allocation, the SJRTD's intentions were to acquire 12 new diesel-hybrid vehicles as proposed in the project application.

Since the original allocation, the SJRTD has determined that in order to achieve greater greenhouse emission reductions and take advantage of more renewable fuel sources, the purchase of 12 new zero emission electric vehicles would provide greater benefits to the communities this project will serve. SJRTD has made the decision to convert their fleet to all zero emission electric vehicles in order to operate a more environmentally friendly system.

The necessary changes are reflected in strikethrough and bold on the attached vote list.

FINANCIAL RESOLUTION

Be it Resolved, that the original scope for the Bus Rapid Transit Expansion – MLK and Crosstown Miner Corridors project, originally approved under Resolution TIRCP-1516-05, is hereby amended in accordance with the attached revised vote list.

Attachment

2.6 Mass Transportation 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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.(2)	**Allocation Amendment - Transit and Intercity Rail Capital Program Projects**			**Resolution TIRCP-1617-04** Amending Resolution TIRCP-1516-05
1 $6,841,000 San Joaquin Regional Transit District SJCOG 10-San Joaquin	**Bus Rapid Transit Expansion - MLK and Crosstown Miner Corridors**. Construction of high-frequency, limited-stop Bus Rapid Transit services in two new corridors. Includes the purchase of 12 new ~~diesel-hybrid~~ **electric** buses. (CEQA - CE, 1/25/2016.) Outcome/Output: Increase ridership, reduce greenhouse gas emissions, improve safety, and integrate with local, regional, and state transit systems. **Amend Resolution TIRCP-1516-05 to revise the project scope only. There is no change to the original allocation of $6,841,000.**	10-CP011 TIRCP/15-16 CONST $6,841,000 0016000238 S T348GA	2014-15 302-0042R GGRF 30.10.070.000	$6,841,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 46

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.7c.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR AERONAUTICS - ACQUISITION AND DEVELOPMENT (A&D) PROGRAM PROJECTS**
RESOLUTION FDOA-2016-02, AMENDING RESOLUTION FDOA-2014-07

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the rescission of Project 6 (Ruth Airport – Tri-7-14-1) for $432,000, originally allocated under Resolution FDOA-2014-7.

ISSUE:

At its March 2015 meeting, the Commission approved Resolution FDOA-2014-7, which allocated $880,000 for six California Aid to Airports Program (CAAP) Acquisition and Development (A&D) projects programmed in the 2014 Aeronautics Program.

Trinity County (County) has asked that the Ruth Airport – Tri-7-14-1 be withdrawn from the Aeronautics CAAP A&D program, due to insufficient local funds to cover additional project costs.

The initial allocation for this project was $432,000. At bid, project construction and support costs increased to $623,000. The Department agreed to make available a supplemental grant of $88,000 (for a $520,000 total grant) and the County agreed to cover the difference ($103,000). The Commission approved that action at the August 2016 meeting. However, in September 2016, the County requested the Department withdraw the project form the program, due to competing County funding commitments.

Therefore, Resolution FDOA-2014-07 is now amended to show the rescission of Project 6 for $432,000 and a total allocation of $448,000 for the remaining five locally administered Aeronautics projects. A separate resolution (FDOAS-2016-02), rescinding the supplemental funds of $88,000, is also on this month's commission agenda.

FINANCIAL RESOLUTION FDOA-2016-02:

Resolved, that $432,000 originally approved under Resolution FDOA-2014-7, be rescinded from Project 6 (Ruth Airport – Tri-7-14-1), as described on the attached vote list.

Attachment

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
2.7c.(1). Allocation Amendment - Aeronautics - Acquisition and Development (A&D) Program		**Resolution FDOA-2016-02,** Amending Resolution FDOA-2014-07	
1 $99,000 Butte County Butte	Chico Municipal Airport Butte County Wide Airport Land Use Compatibility Plan Including Chico Municipal Airport But-1-14-1	2014-15 602-0041 10.10.020.200	$99,000
2 $50,000 County of Calaveras Calaveras	Calaveras County Airport Upgrade Automated Weather Observing System III Cal-1-14-1	2014-15 602-0041 10.10.020.200	$50,000
3 $20,000 County of Calaveras Calaveras	Calaveras County Airport Replace Rotating Beacon Cal-1-14-2	2014-15 602-0041 10.10.020.200	$20,000
4 $135,000 Del Norte Community Development Department Del Norte	Jack McNamara Airport/Ward Field/McBeth Field Del Norte Countywide Airport Land Use Compatibility Plan including Ward Field Airport DN-1-14-1	2014-15 602-0041 10.10.020.200	$135,000
5 $144,000 City of Rio Vista Solano	Rio Vista Municipal Airport Update Airport Land Use Compatibility Plan Sol-5-14-1	2014-15 602-0041 10.10.020.200	$144,000
~~6~~ ~~$432,000~~ ~~County of Trinity~~ ~~Trinity~~	~~Ruth Airport~~ ~~Runway Overlay and Restripe Pavement~~ ~~Tri-7-14-1~~ ***PROJECT HAS BEEN RESCINDED FROM THE PROGRAM***	~~2014-15~~ ~~602-0041~~ ~~10.10.020.200~~	~~$432,000~~

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 72

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.7c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR AERONAUTICS - ACQUISITION AND DEVELOPMENT (A&D) PROGRAM PROJECTS**
RESOLUTION FDOAS-2016-02, AMENDING RESOLUTION FDOAS–2016–01

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the rescission of the Ruth Airport Runway Overlay Runway and Restripe Pavement Project (Tri-7-14-1) in Trinity County for $88,000 in supplemental funds, originally allocated under Resolution FDOAS-2016-1.

BACKGROUND:

At its August 2016 meeting, the Commission approved Resolution FDOAS–2016–01 for the Ruth Airport, Runway Overlay Runway and Restripe Pavement Project (Tri–7–14–1) which allocated an additional $88,000 in California Aid to Airports Program (CAAP) Acquisition and Development (A&D) program supplemental funds for the project.

The initial allocation for this project was $432,000. At bid, project construction and support costs increased to $623,000. The Department agreed to make available a supplemental grant of $88,000 (for a $520,000 total grant) and the County agreed to cover the difference ($103,000). The Commission approved that action at the August 2016 meeting. However, in September 2016, Trinity County (County) requested the Department withdraw the project form the program, due to competing County funding commitments. A separate resolution (FDOA-2016-02), rescinding the originally allocated funds of $432,000, is also on this month's commission agenda.

The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $88,000 originally allocated under Resolution FDOAS–2016–01 for the Ruth Airport, Runway Overlay and Restripe Pavement Project (Tri–7–14–1) in Trinity County is hereby rescinded from the program, in accordance with the attached revised vote box.

Attachment

2.7 Aeronautic Financial Matters

Project Allocation Amount Recipient County	Location Project Description Project Number	Program/Year Fund Code Program Code	Current State Amount by Fund Type	Additional State Amount by Fund Type	Revised State Amount by Fund Type
2.7c. (2). Allocation Amendment – Aeronautics California Aid to Airport Program for Acquisition and Development (A&D) Project					**Resolution FDOAS–2016–02,** Amending Resolution FDOAS–2016–01
1 ~~$88,000~~ ~~County of Trinity~~	~~Ruth Airport~~ ~~Runway Overlay and Restripe Pavement~~ ~~Tri-7-14-1~~	~~2014-15~~ ~~602-0041~~ ~~10.10.020.200~~	~~$432,000~~		~~$432,000~~
	~~Supplemental Funds needed to award the project.~~ ~~Total Revised Amount: $520,000.~~	~~2016-17~~ ~~602-0041~~ ~~10.10.020.200~~		~~$88,000~~	~~$88,000~~
	PROJECT HAS BEEN RESCINDED FROM THE PROGRAM.				

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 48

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: December 7-8, 2016

Reference No.: 2.9
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION RESOLUTION FP-16-03**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission), approve a technical correction to Resolution FP-16-03 originally approved on August 28, 2016.

ISSUE:

At its August 2016 meeting, the Commission approved Resolution FP-16-03, allocating $8,793,000 for 24 locally administered State Transportation Improvement Program – Programming, Planning and Monitoring projects. A technical correction is needed for Project 14 – Metropolitan Transportation Commission's PPM (PPNO 04-VARIOUS) project for $632,000, to revise the PPNO for San Mateo County from PPNO 2410 to PPNO 2140 in the vote box on the Book Item Attachment.

There is no change to the book item Memorandum.

The required changes are reflected in strikethrough and bold on the attached revised vote list.

Attachment

2.5 Highway Financial Matters

TECHNICALLY CORRECTED
December 2016 meeting
Project 14

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-16-03**
1 $44,000 Del Norte Local Transportation Commission DNLTC 01-Del Norte	Planning, Programming and Monitoring (SB 184 effective July 1, 2016)	01-1032 RIP/16-17 CONST $44,000 0116000172	2006-07 601-3093 TDIF 20.30.600.670	$44,000
2 $68,000 Lake County/City Area Planning Council Lake CCAPC 01-Lake	Planning, Programming and Monitoring (SB 184 effective July 1, 2016)	01-3002P RIP/16-17 CONST $68,000 0116000182	2006-07 601-3093 TDIF 20.30.600.670	$68,000
3 $145,000 Mendocino Council of Governments MCOG 01-Mendocino	Planning, Programming and Monitoring (SB 184 effective July 1, 2016)	01-4002P RIP/16-17 CONST $145,000 0116000183	2006-07 601-3093 TDIF 20.30.600.670	$145,000
4 $77,000 Plumas County Transportation Commission PCTC 02-Plumas	Planning, Programming and Monitoring	02-2057 RIP/16-17 CONST $77,000 0216000082	2006-07 601-3093 TDIF 20.30.600.670	$77,000
5 $202,000 Butte County Association of Governments BCAG 03-Butte	Planning, Programming and Monitoring SB 184 effective July 1, 2016.	03-0L16 RIP/16-17 CONST $202,000 0316000279	2006-07 601-3093 TDIF 20.30.600.670	$202,000
6 $107,000 Nevada County Transportation Commission NCTC 03-Nevada	Planning, Programming and Monitoring SB 184 effective July 1, 2016	03-0L83 RIP/16-17 CONST $107,000 0316000275	2006-07 601-3093 TDIF 20.30.600.670	$107,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-16-03**
7 $1,114,000 Sacramento Area Council of Governments SACOG 03-Sacramento	Planning, Programming and Monitoring This allocation combines 4 projects programmed in the 2016 STIP: PPNO 0L30 (Sacramento) for $822,000, PPNO 1L53 (Sutter) for $76,000, PPNO 0L37 (Yolo) for $158,000, and PPNO 0L41 (Yuba) for $58,000. SB 184 effective July 1, 2016.	03-VARIOUS RIP/16-17 CONST $1,114,000 0316000273	2006-07 601-3093 TDIF 20.30.600.670	$1,114,000
8 $886,000 Alameda County Transportation Commission MTC 04-Alameda	Planning, Programming and Monitoring (SB 184 effective July 1, 2016)	04-2179 RIP/16-17 CONST $886,000 0416000466	2006-07 601-3093 TDIF 20.30.600.670	$886,000
9 $609,000 Contra Costa CountyTransportation Authority MTC 04-Contra Costa	Planning, Programming and Monitoring (SB 184 effective date of July 1, 2016)	04-2011O RIP/16-17 CONST $609,000 0416000468	2006-07 601-3093 TDIF 20.30.600.670	$609,000
10 $206,000 Transportation Authority of Marin MTC 04-Marin	Planning, Programming and Monitoring SB 184 effective July 1, 2016.	04-2127C RIP/16-17 CONST $206,000 0416000475	2006-07 601-3093 TDIF 20.30.600.670	$206,000
11 $110,000 Napa County Transportation Planning Agency MTC 04-Napa	Planning, Programming and Monitoring SB 184 effective July 1, 2016.	04-1003E RIP/16-17 CONST $110,000 0416000474	2006-07 601-3093 TDIF 20.30.600.670	$110,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-16-03**
12 $1,053,000 Santa Clara Valley Transportation Authority MTC 04-Santa Clara	Planning, Programming and Monitoring (SB 184 effective July 1, 2016)	04-2255 RIP/16-17 CONST $1,053,000 0416000469	2006-07 601-3093 TDIF 20.30.600.670	$1,053,000
13 $447,000 San Francisco County Transportation Authority MTC 04-San Francisco	Planning, Programming and Monitoring SB 184 effective July 1, 2016.	04-2007 RIP/16-17 CONST $447,000 0416000473	2006-07 601-3093 TDIF 20.30.600.670	$447,000
14 $632,000 Metropolitan Transportation Commission MTC 04-San Francisco	Planning, Programming and Monitoring This request combines 9 projects programmed in the 2016 STIP: PPNO 2100 (Alameda) for $131,000, PPNO 2118 (Contra Costa) for $85,000, PPNO 2127 (Marin) for 24,000, PPNO 2130 (Napa) for $15,000, PPNO 2131 (San Francisco) for $67,000, ~~PPNO 2410 (San Mateo) for $69,000,~~ **PPNO 2140 (San Mateo) for $69,000,** PPNO 2144 (Santa Clara) for $153,000, PPNO 2152 (Solano) for $40,000, and PPNO 2156 (Sonoma) for $48,000. SB 184 effective July 1, 2016. **Revision to the PPNO for San Mateo County made via a technical correction request at the Commission's December 7-8, 2016 meeting.**	04-VARIOUS RIP/16-17 CONST $632,000 0416000476	2006-07 601-3093 TDIF 20.30.600.670	$632,000
15 $462,000 San Mateo City/County Association of Governments MTC 04-San Mateo	Planning, Programming and Monitoring (SB 184 effective July 1, 2016)	04-2140A RIP/16-17 CONST $462,000 0416000467	2006-07 601-3093 TDIF 20.30.600.670	$462,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-16-03**
16 $274,000 Solano Transportation Authority MTC 04-Solano	Planning, Programming and Monitoring (SB 184 effective July 1, 2016)	04-2263 RIP/16-17 CONST $274,000 0416000470	2006-07 601-3093 TDIF 20.30.600.670	$274,000
17 $343,000 Sonoma County Transportation Authority MTC 04-Sonoma	Planning, Programming and Monitoring (SB 184 effective July 1, 2016)	04-0770E RIP/16-17 CONST $343,000 0416000471	2006-07 601-3093 TDIF 20.30.600.670	$343,000
18 $413,000 Ventura County Transportation Commission VCTC 07-Ventura	Planning, Programming and Monitoring	07-9002 RIP/16-17 CONST $413,000 0716000377	2006-07 601-3093 TDIF 20.30.600.670	$413,000
19 $200,000 Inyo County LTC ICLTC 09-Inyo	Planning, Programming and Monitoring **Revision to the Project ID was made via a technical correction request at the Commission's October 19-20, 2016 Meeting.**	09-1010 RIP/16-17 CONST $200,000 ~~0914000059~~ **0916000042**	2006-07 601-3093 TDIF 20.30.600.670	$200,000
20 $135,000 Mono County Local Transportation Commission MCLTC 09-Mono	Planning, Programming and Monitoring	09-2003 RIP/16-17 CONST $135,000 0915000043	2006-07 601-3093 TDIF 20.30.600.670	$135,000
21 $19,000 Alpine County Local Transportation Commission ACLTC 10-Alpine	Planning, Programming and Monitoring	10-A1950 RIP/16-17 CONST $19,000 1016000228	2006-07 601-3093 TDIF 20.30.600.670	$19,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-16-03**
22 $53,000 Calaveras Council of Governments CCOG 10-Calaveras	Planning, Programming and Monitoring	10-C1950 RIP/16-17 CONST $53,000 1016000003	2006-07 601-3093 TDIF 20.30.600.670	$53,000
23 $89,000 Tulommne County Transportation Council TuolumneCTC 10-Tuolumne	Planning, Programming and Monitoring SB 184 effective July 1, 2016.	10-0452 RIP/16-17 CONST $89,000 1016000229	2006-07 601-3093 TDIF 20.30.600.670	$89,000
24 $1,105,000 SANDAG SANDAG 11-San Diego	Planning, Programming and Monitoring SB 184 effective July 1, 2016.	11-7402 RIP/16-17 CONST $1,105,000 1116000167	2006-07 601-3093 TDIF 20.30.600.670	$1,105,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 49

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: December 7-8, 2016

Reference No.: 2.2c.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katrina C. Pierce, Chief
Division of
Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING**
03-Pla-80, PM 1.9/6.1, 03-Pla-65, PM R4.8/R7.3
RESOLUTION E-16-92

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-16-92.

ISSUE:

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- Interstate 80 (I-80) and State Route 65 (SR 65) in Placer County. Construct improvements to an existing interchange on I-80 at SR 65 in the cities of Roseville and Rocklin. (PPNOs 6913A and 5108)

This project in Placer County will construct improvements to the I-80/SR 65 Interchange in the cities of Roseville and Rocklin. The overall project will be constructed in four phases.

Phase 1 of this project will construct a northbound auxiliary lane from State Route 80 to Galleria Boulevard/Stanford Ranch Road and install a ramp meter on Route 65. Phase 1 is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount for Phase 1 is $26,650,000 for capital and support. Construction is estimated to begin in Fiscal Year 2017-18. The scope, as described in the Purpose and Need of the environmental document, is consistent with the project scope programmed by the Commission in the 2016 State Highway Operation and Protection Program.

Phases 2 through 4 are not fully funded. The total estimated cost for the overall project is $348,000,000 for capital and support.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include: aesthetics/visual, biological resources, cultural resources, water quality, geology and soils, and traffic and transportation.

Potential impacts associated with the project can all be mitigated to below significance with the exception of visual/aesthetics. As a result, an FEIR and a Statement of Overriding Considerations was prepared for the project.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Pla-80, PM 1.9/6.1, 03-Pla-65, PM R4.8/R7.3
Resolution E-16-92

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Interstate 80 (I-80) and State Route 65 (SR 65) in Placer County. Construct improvements to an existing interchange on I-80 at SR 65 in the cities of Roseville and Rocklin. (PPNOs 6913A and 5108)

1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report 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 Final Environmental Impact Report.

1.4 **WHEREAS,** the project will have a significant effect on the environment.

1.5 **WHEREAS,** A Statement of Overriding Considerations was made pursuant to CEQA Guidelines.

1.6 **WHEREAS,** Findings were made pursuant to the State CEQA Guidelines.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

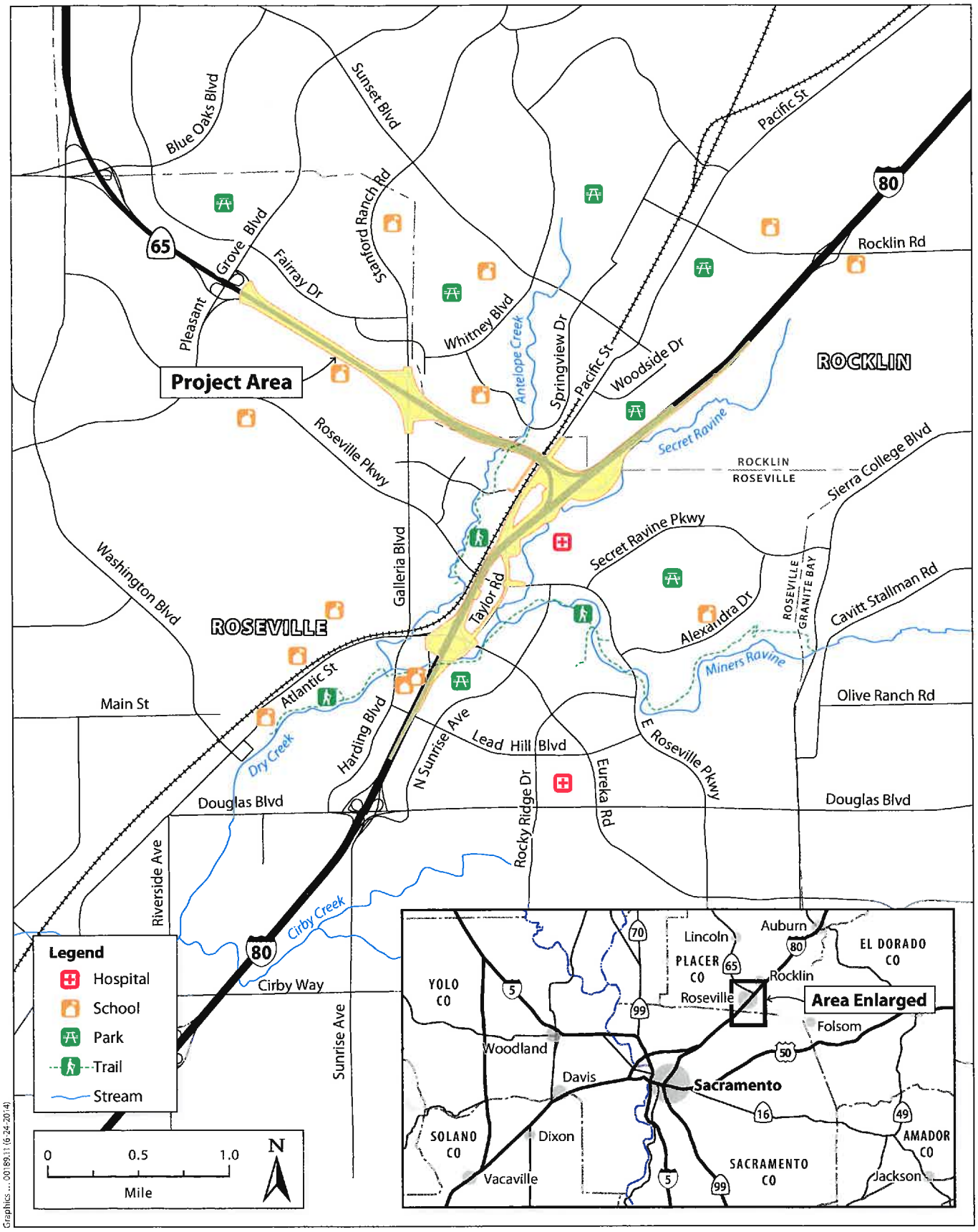


Figure 1-1
Project Location

STATEMENT OF OVERRIDING CONSIDERATIONS

CALIFORNIA DEPARTMENT OF TRANSPORTATION STATEMENT OF OVERRIDING CONSIDERATIONS FOR I-80/SR 65 INTERCHANGE IMPROVEMENTS PROJECT TO IMPROVE THE I-80/SR 65 INTERCHANGE ON I-80 FROM THE DOUGLAS BOULEVARD INTERCHANGE TO THE ROCKLIN ROAD INTERCHANGE (PM 1.9–6.1) AND ON SR 65 FROM THE I-80 SEPARATION TO THE PLEASANT GROVE BOULEVARD INTERCHANGE (PM R4.8–R7.3) IN PLACER COUNTY

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15903), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (Final EIR) for the project, which is the basic source for the information.

The following impacts have been identified as significant and not fully mitigable:

- Aesthetics- the project would substantially degrade the existing visual character and quality of the project site and its surroundings and create a new source of substantial light and glare that would adversely affect daytime and nighttime views in the area. Refer to the Final EIR for a full description of the impacts.

Overriding considerations that support approval of this recommended project are as follows:

The purpose and objectives of the project are to upgrade the I-80/SR 65 interchange and adjacent transportation facilities to reduce no-build traffic congestion and comply with current Caltrans and local agency design standards for safer and more efficient traffic operations while maintaining and, if feasible, improving the current level of community access.

The project is needed because recurring morning and evening peak-period demand exceeds the current design capacity of the I-80/SR 65 interchange and adjacent transportation facilities, creating traffic operations and safety issues. The interchange design features do not comply with current Caltrans design standards for safe and efficient traffic operations and limit the existing community access to nearby land uses. Furthermore, travel choices are limited in the project area because the transportation network does not include facilities for all modes and users consistent with the complete streets policies of Caltrans and local agencies.

The project will reduce no-build traffic congestion and improve network performance compared to no-build conditions. A.m. and p.m. vehicle travel times will be better than existing conditions. Fewer freeway ramps would minimize freeway congestion.

The project will comply with current Caltrans and local agency design standards for safer and more efficient traffic operations while maintaining the current level of community access. The expected number of rear-end collisions would be reduced.

The project will provide increased capacity at the I-80/SR 65 interchange and on Eureka Road/Atlantic Street, Taylor Road, East Roseville Parkway, and Galleria

Boulevard/Stanford Ranch Road in the project area in order to reduce forecasted congestion.

The project will separate the Eureka Road/Atlantic Street and Taylor Road weaving movements from the I-80 freeway, while still maintaining the existing access to Taylor Road.

The project will provide a higher speed from eastbound I-80 to the northbound SR 65 connection and will improve operations at the connector and minimize queuing on eastbound I-80.

To minimize bicycle conflicts with the Taylor Road loop off-ramp traffic, per City of Roseville design standards, a bicycle lane will be located between the second and third northbound lanes. Curb, gutter, and sidewalk will be constructed along the south side of Taylor Road, benefiting pedestrians and filling a gap in the pedestrian network. These elements support the complete streets policies of Caltrans and local agencies.

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR I-80/SR 65 INTERCHANGE IMPROVEMENTS PROJECT TO IMPROVE THE I-80/SR 65 INTERCHANGE ON I-80 FROM THE DOUGLAS BOULEVARD INTERCHANGE TO THE ROCKLIN ROAD INTERCHANGE (PM 1.9–6.1) AND ON SR 65 FROM THE I-80 SEPARATION TO THE PLEASANT GROVE BOULEVARD INTERCHANGE (PM R4.8–R7.3) IN PLACER COUNTY

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

AESTHETICS

Visual Character and Visual Quality

Adverse Environmental Effects:

The project would result in permanent changes to the existing visual character and visual quality of the four visual assessment units analyzed in the Final EIR: I-80 Corridor, SR 65 Corridor, Open Space, Residential, and Commercial/Institutional. Impacts would primarily result from the prominence of the I-80/SR 65 connectors, widened viaduct, and removal of vegetation. The adverse impacts vary by assessment unit as described in the Final EIR.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Statement of Facts:

The build alternatives considered for the project would result in the same level of effect on the existing visual character and visual quality of the area; therefore, selection of a different build alternative would not reduce the effect. The no-build alternative would avoid the impact, but fails to meet key project objectives. The following measures will be adopted to avoid, minimize and mitigate project impacts on the existing visual character and visual quality. However, permanent impacts would remain significant and

unavoidable after implementation of the measures. The full text of each of the following measures is included in the Final EIR.

- Use Native Grass and Wildflower Species in Erosion Control Grassland Seed Mix
- Implement Interchange and Slope Landscaping and Visual Buffers
- Implement Project Design Aesthetics
- Minimize Fugitive Light from Portable Sources Used for Construction
- Apply Minimum Lighting Standards
- Install Visual Barriers between Construction Work Areas and Sensitive Receptors

Light and Glare

Adverse Environmental Effects:

Nighttime views of and from the project would be affected as a result of the use of bright lights during evening or nighttime construction activities and the relocation of existing lights and/or addition of new lights. Daytime glare would increase as a result of more pavement and introduction of vertical surfaces. These changes would result in significant impacts to the four visual assessment units analyzed in the Final EIR: I-80 Corridor, SR 65 Corridor, Open Space, Residential, and Commercial/Institutional.

Adverse impacts to the Residential Visual Assessment Unit from light and glare would be similar to those for the other units. However, adverse impacts would be greater on the residences within this unit including the Hearthstone and Placer West apartment complexes that are in close proximity to the viaduct. Because of their close proximity, they could experience high-intensity nighttime lighting associated with construction activities from higher elevations and increased shading during different times of day.

The reconfigured East Roseville Viaduct structure comes within 20 feet of the Hearthstone and Placer West apartment complexes and may increase shading of these complexes during different times of day, which varies seasonally. This effect may be perceived as a negative visual change, and no mitigation is available to reduce shading impacts.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Statement of Facts:

The build alternatives considered for the project would result in the same level of light and glare impact; therefore, selection of a different build alternative would not reduce the effect. The no-build alternative would avoid the impact, but fails to meet key project objectives. The following measures will be adopted to avoid, minimize and mitigate project impacts on new sources of light and glare. However, permanent impacts would

remain significant and unavoidable after implementation of the measures. The full text of each of the following measures is included in the Final EIR.

- Minimize Fugitive Light from Portable Sources Used for Construction
- Apply Minimum Lighting Standards
- Install Visual Barriers between Construction Work Areas and Sensitive Receptors

BIOLOGICAL RESOURCES

Special-Status Species

Adverse Environmental Effects:

Direct and indirect impacts from the project could occur to the following federally-listed species:

- Valley elderberry longhorn beetle: 2 elderberry shrubs directly affected and 3 elderberry shrubs indirectly affected.
- Vernal pool fairy shrimp and vernal pool tadpole shrimp: 0.043 acres of vernal pools directly affected and 0.351 acres of vernal pools indirectly affected.
- Central valley steelhead: 0.0036 acres of substrate habitat temporarily affected, 315 cubic feet of water column habitat temporarily affected, 0.0018 acres of substrate habitat permanently affected, 158 cubic feet of water column habitat permanently affected, 225 linear feet of shaded riverine aquatic cover directly affected, and 786 linear feet of shaded riverine aquatic cover indirectly affected.

Direct and indirect impacts from the project could occur to the following state-listed species:

- Swainson's hawk: 2.343 acres of nesting habitat temporarily affected, 5.298 acres of nesting habitat permanently affected, 2.399 acres of foraging habitat temporarily affected, and 0.085 acres of foraging habitat permanently affected.
- Tricolored blackbird: 0.375 acres of nesting habitat temporarily affected, 0.120 acres of nesting habitat permanently affected, 2.399 acres of foraging habitat temporarily affected, and 0.085 acres of foraging habitat permanently affected.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

The following measures will be adopted to avoid, minimize and fully mitigate project impacts on special-status species. The full text of each measure is included in the Final EIR.

- Compensate for Temporary and Permanent Loss of Non-Wetland Riparian Forest (including SRA Cover)
- Compensate for Direct Effects on Valley Elderberry Longhorn Beetle Habitat

- Compensate for Direct and Indirect Impacts on Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp Habitat
- Compensate for Temporary and Permanent Impacts on Wetlands
- Compensate for Placement of Permanent Fill in Waters of the United States/Waters of the State

Natural Communities

Adverse Environmental Effects:

The project would result in permanent and temporary impacts on vegetation communities that would qualify as natural communities of special concern, including, non-wetland riparian forest and oak woodland. Native trees are present within these community types and would also be affected. The areas of impact are shown in the table below.

Habitat	Temporary Impact	Permanent Impact
Non-wetland riparian forest	1.039 acres	0.461 acre
Oak woodland	0 acre	6.141 acres

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Fact:

The following measures will be adopted to avoid, minimize and fully mitigate project impacts on natural communities. The full text of each measure is included in the Final EIR.

- Compensate for the Temporary and Permanent Loss of Non-Wetland Riparian Forest (including shaded riverine aquatic cover)
- Compensate for the Permanent Loss of Oak Woodland

Wetlands and Other Waters

Adverse Environmental Effects:

The project would result in permanent and temporary impacts to wetlands and other waters of the United States and State, including riparian forest/scrub wetland, emergent wetland, seasonal wetland, vernal pool, perennial stream, intermittent stream, and ephemeral drainage. The acres of temporary and permanent impacts are shown in the table below.

Wetland Type	Temporary (acres)	Permanent (acres)
Riparian forest/scrub wetland	0.181	0.004
Emergent wetland	0.194	0.116
Seasonal wetland	0.066	0.115
Vernal pool	0.000	0.043
Perennial stream	0.000	0.004
Intermittent stream	0.000	0.003
Ephemeral drainage	0.000	0.000

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Fact:

The following measures will be adopted to avoid, minimize and fully mitigate project impacts on wetlands and other waters. The full text of each measure is included in the Final EIR.

- Compensate for Temporary and Permanent Impacts on Wetlands
- Compensate for Placement of Permanent Fill in Waters of the United States/Waters of the State

CULTURAL RESOURCES

Archaeological Resources

Adverse Environmental Effects:

One archaeological resource was determined to be located within the Area of Potential Effects. The Phase II effort identified a rich, intact prehistoric deposit at site P-31-1443. The State Historic Preservation Officer concurred that the site is eligible for listing on the National Register of Historical Places. As part of the proposed widening of the East Roseville Viaduct, four piles will be installed within or directly adjacent to the known boundaries of site P-31-1443. Project engineers have indicated that installing the piles outside of the site boundaries to avoid impacting the site is not a viable option. It is also possible that previously unknown archaeological resources could be uncovered during ground-disturbing construction activities.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Fact:

The following measures will be adopted to avoid, minimize and fully mitigate project impacts on archaeological resources. The full text of each measure is included in the Final EIR.

- Implement Avoidance and Notification Procedures for Cultural Resources
- Conduct Phase III Data Recover on P-31-1443

Human Remains

Adverse Environmental Effects:

No burial sites or human remains were identified within or adjacent to the Area of Potential Effects. The existence of known archaeological sites and historic activities in the area make the project area moderately sensitive for archaeological resources. As a result, it is possible that human remains could be uncovered during ground-disturbing construction activities for the project.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Fact:

The following measure will be adopted to avoid, minimize and fully mitigate project impacts on human remains. The full text of the measure is included in the Final EIR.

- Implement Avoidance and Notification Procedures for Cultural Resources

GEOLOGY AND SOILS

Paleontological Resources

Adverse Environmental Effects:

Several geologic units that underlie the project site have a high sensitivity for paleontological resources; and therefore, fossils could be present. Earth-disturbing activities (i.e., excavation and grading) during construction of the project could damage fossils present in the project area. Substantial damage to or destruction of significant paleontological resources as defined by the Society of Vertebrate Paleontology would be a significant impact.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Fact:

The following measures will be adopted to avoid, minimize and fully mitigate project impacts on paleontological resources. The full text of each measure is included in the Final EIR.

- Educate Construction Personnel in Recognizing Fossil Material
- Stop Work if Substantial Fossil Remains Are Encountered during Construction
- Resource Stewardship Measures

TRAFFIC AND TRANSPORTATION

Conflict with Measures of Effectiveness

Adverse Environmental Effects:

The Final EIR describes the acceptable traffic operating conditions by jurisdiction within the project area. Final EIR tables 2.5-9 through 2.5-20 compare the freeway and intersection traffic operations under the No Build Alternative to the project in both construction year (2020) and design year (2040) conditions. At specific intersections and roadway segments, the project would result in worsening of intersection and freeway operations that would be below the acceptable traffic operating conditions of the local jurisdictions. The specific impacts are shown by grey shaded cells in Final EIR tables 2.5-9 through 2.5-20.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Statement of Fact:

The following measures will be adopted to avoid, minimize and fully mitigate project impacts on traffic and transportation. The full text of each measure is included in the Final EIR.

- Improve Taylor Road at Stonehouse Court
- Regional Coordination for Transportation Improvements

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attention: Jose Oseguera
1120 N Street, Suite 2230
Sacramento, CA 95814
(916) 653-7121

Project Title: I-80/SR 65 Interchange Improvements Project

2013012003	Adele Pommerenck	(530) 741-4215
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): Interstate 80 in Nevada County.

Project Description: Install a new water supply line to an existing CHP Inspection Facility on I-80 in the city of Truckee.

This is to advise that the California Transportation Commission has approved the above described project
(_ Lead Agency / **X** Responsible Agency)
on December 7-8, 2016, and has made the following determinations regarding the above described project:

1. The project (_**X**_will /__will not) have a significant effect on the environment.
2. _**X**_ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   __A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_**X**_were / __were not) made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan (_**X**_was / __was not) made a condition of the approval of the project.
5. A Statement of Overriding Considerations (_X__was /__was not) adopted for this project.
6. Findings (_**X**_were / _were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 3, 703 B St., Marysville CA 95901

Susan Bransen		Executive Director
Signature (Public Agency)	Date	Title

CALIFORNIA TRANSPORTATION COMMISSION

Date received for filing at OPR:

DRAFT

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 2.2c.(5)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING - FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT (RESOLUTION E-16-93)**

ISSUE:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Final Environmental Impact Report (FEIR) for the Peninsula Corridor Electrification (Project) in Santa Clara/San Francisco Counties for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR and approve the Project for future consideration of funding.

BACKGROUND:

The Peninsula Corridor Joint Powers Board (PCJPB) is the California Environmental Quality Act (CEQA) lead agency for the Project. The proposed Project involves the electrification of the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to approximately the Tamien Caltrain Station.

On January 8, 2015 the PCJPB adopted the FEIR for the Peninsula Corridor Electrification Project under CEQA. The FEIR determined that impacts related to construction and operations would be significant and unavoidable.

The PCJPB found that there were several benefits that outweighed the unavoidable adverse environmental effects of the Project. These benefits include overriding economic, legal, social and technological considerations that outweighed the identified significant effects on the environment. The PCJPB cited the following benefits to support its determination:

a) The superior performance of electric trains when compared to diesel locomotives;
b) The addition of more service stops to increase ridership, promote transit connectivity between San Francisco and San Jose;

c) The reduction of air pollutants (i.e., ozone precursors and carbon monoxide) along the Caltrain Corridor;
d) The reduction of operating fuel costs;
e) The reduction of greenhouse gas emissions to support national and global efforts; and
f) The reduction of vehicle miles traveled to comply with SB 375 requirements.

A white paper prepared in 2012 by the Bay Area Council Economic Institute, titled *The Economic Impact of Caltrain Modernization*, concluded that there would be considerable short-term and long-term economic benefits to the state and region. There would be new construction jobs, California's gross state product would increase, state and local tax collections would grow, and property values near Caltrain could increase to $1 billion.

On October 12, 2016, the PCJPB confirmed that the FEIR remains valid and that there are no new identified impacts requiring mitigation since adoption. The PCJPB also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of the work programmed by the Commission.

The Project is estimated to cost $1,980,250,000 and is fully funded through construction with Transit Intercity Rail Capital Program (TIRCP) Funds ($20,000,000), Caltrain Low Carbon Transportation Operation Funds ($9,000,000), Proposition 1B Funds ($8,000,000), Proposition 1A Funds ($600,000,000), State High Speed Rail Cap and Trade Funds ($113,000,000), Joint Powers Board Member Agency Funds ($189,170,000), Carl Moyer Program Funds ($20,000,000), Metropolitan Transportation Commission Bridge Tolls ($39,400,000), Federal Transit Administration Formula Funds ($334,680,000), and Federal Transit Administration Section 5309 Funds ($647,000,000).

Construction is estimated to begin in Fiscal Year 2016/17.

Attachments:
- Resolution E-16-93
- Notice of Determination
- Project Location Map
- Statement of Overriding Consideration

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
4– Santa Clara/San Francisco Counties
Resolution E-16-93

1.1 **WHEREAS,** the Peninsula Corridor Joint Powers Board (PCJPB) has completed a Final Environmental Impact Report (FEIR) pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project (Project):

- Peninsula Corridor Electrification Project

1.2 **WHEREAS,** the PCJPB has certified that the FEIR was completed pursuant to CEQA and the CEQA Guidelines; and

1.3 **WHEREAS,** the Project involves the electrification of the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to approximately the Tamien Caltrain Station; and

1.4 **WHEREAS,** the Project is located on the 51-mile Caltrain corridor from the current northern terminus station in San Francisco to the Tamien Station in San Jose; and

1.5 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.6 **WHEREAS,** the PCJPB on January 8, 2015, adopted the FEIR and on October 12, 2016, confirmed that the FEIR remains valid with no new identified impacts; and

1.7 **WHEREAS,** the PCJPB determined that impacts related to construction and operations would be significant and unavoidable; and

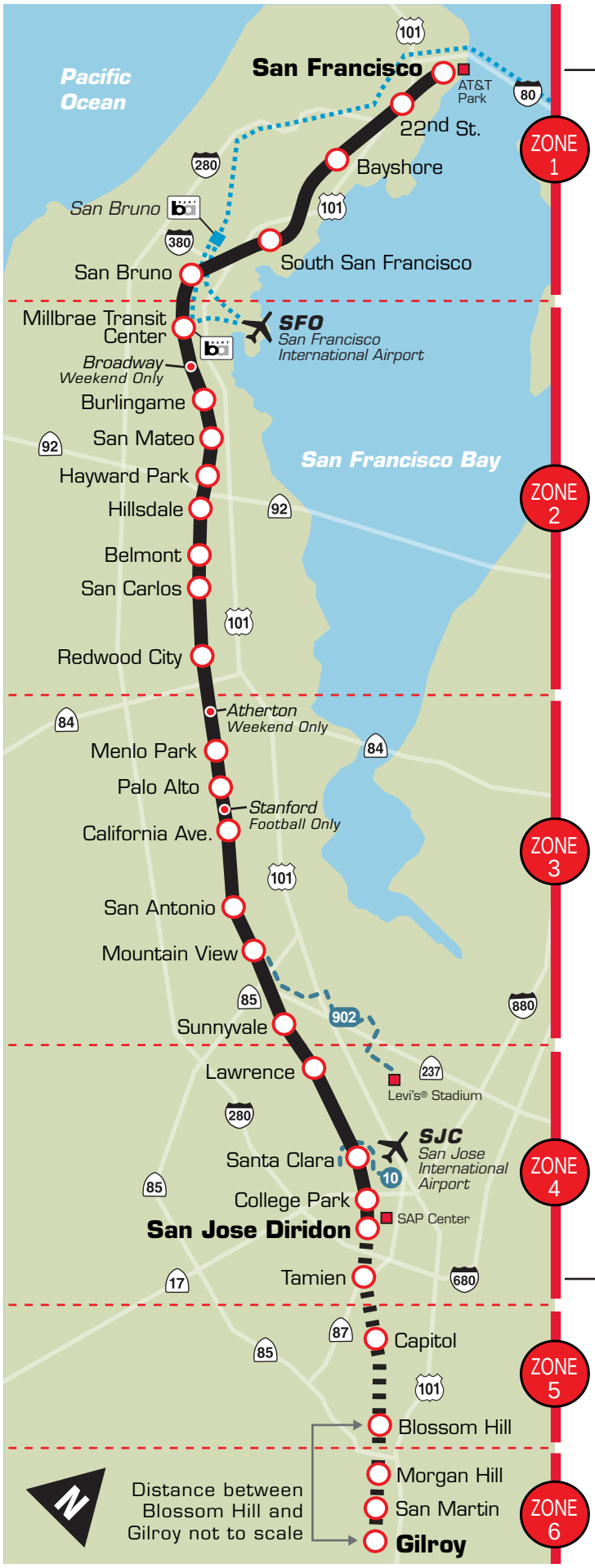
1.8 **WHEREAS,** the PCJPB adopted a Statement of Overriding Considerations for the Project finding that the Project benefits outweigh the unavoidable adverse environmental effects; and

1.9 **WHEREAS,** the PCJPB adopted a Mitigation Monitoring and Reporting Program for the Project; and

1.10 **WHEREAS,** the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations; and

2.1 **NOW, THEREFORE, BE IT RESOLVED,** that the California Transportation Commission does hereby accept the Final Environmental Impact Report and Statement of Overriding Considerations and approves the above referenced Project to allow for future consideration of funding.

CALTRAIN SYSTEM MAP



Electrification Project Limits

51 miles

Visit www.caltrain.com/stations for detailed station information and location.

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Peninsula Corridor Electrification Project
Project Title

2013012079	Stacie Cocke	(650) 508- 6207
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): The project is located on the 51-mile Caltrain corridor from the current northern terminus station in San Francisco to the Tamien Station in San Jose.

Project Description: The proposed project involves the electrification of the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to approximately the Tamien Caltrain Station.

This is to advise that the California Transportation Commission has approved the above described project on
(Lead Agency/ **X** Responsible Agency)
December 7-8, 2016 and has made the following determinations regarding the above described project:

1. The project (**X** will/ ____ will not) have a significant effect on the environment.
2. **X** An Environmental Impact Report and Addendum was prepared for this project pursuant to the provisions of CEQA.
   ____ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (**X** were/ ____ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (**X** was / ____ was not) adopted for this project.
5. A Statement of Overriding Considerations (**X** was / ____ was not) adopted for this project.
6. Findings (**X** were/ _____ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: 1250 San Carlos Avenue, San Carlos, CA 94070

SUSAN BRANSEN		Executive Director California Transportation Commission
Signature (Public Agency)	*Date*	*Title*

Date received for filing at OPR:

DRAFT

Findings of Fact and Statement of Overriding Considerations

Peninsula Corridor Electrification Project

Prepared for:

Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070
Contact: Stacy Cocke
650.508.6207

Prepared by:

ICF International
620 Folsom Street, Suite 200
San Francisco, CA 94107
Contact: Rich Walter
415.677.7167

January 2015

ICF International. 2015. Findings of Fact and Statement of Overriding Considerations for the Peninsula Corridor Electrification Project. January. (ICF 00359.14.). Prepared for the Peninsula Corridor Joint Powers Board.

Introduction

Introduction

The Peninsula Corridor Joint Powers Board (JPB) has certified a Final EIR for the Caltrain Peninsula Corridor Electrification Project (Proposed Project or PCEP[1]). The JPB decided to prepare the new EIR for the corridor electrification due to the changes in existing conditions[2] that have occurred along the corridor since prior EIR analyses were conducted, to update the environmental analysis, and to update the cumulative analysis of Blended Service and other developments along the corridor that affect the cumulative scenario. The EIR also allowed public agencies, stakeholders, the public and decision-makers the opportunity to review and comment on the PCEP's environmental effects in light of current information and analyses.

The PCEP will modernize Caltrain service and includes the following basic components. Corridor electrification is the only component that is being environmentally cleared with the FEIR, as explained below. For a detailed description of the PCEP, see Chapter 2, *Project Description*, of the FEIR.

Corridor Electrification: The PCEP will install facility improvements, including overhead catenary wires, support poles, traction power facilities, and other appurtenances necessary to convert service from the existing diesel-locomotive driven trains to Electric Multiple Units (EMUs). EMUs are self-propelled electric trains that do not have a separate locomotive. EMUs can accelerate and decelerate at faster rates than diesel-powered trains, even with longer trains. With EMUs, Caltrain could run longer trains without degrading speeds, thus increasing peak-period capacity. This will provide for operation of up to 6 Caltrain trains per peak hour per direction (an increase from 5 trains per peak hour per direction at present). Electrification of the rail line is scheduled to be operational by 2020/2021[3]. The PCEP includes operating 114 trains per day between San Jose and San Francisco and six trains per day between Gilroy and San Jose. Future proposed actions to expand service beyond 114 trains per day may require additional environmental review.

The PCEP would include the installation of 130 to 140 single-track miles of overhead contact system (OCS) for the distribution of electrical power to the new electric rolling stock. The OCS would be powered from a 25 kilovolt (kV), 60 Hertz (Hz), single-phase, alternating current (AC) traction power

[1] Capitalized terms in this document have the same meaning as in the FEIR.
[2] For example, there have been changes in existing development adjacent to the Caltrain right of way and stations, in levels of traffic, and in adopted land use plans around stations.
[3] The first year of project operation would be 2020/2021 depending on the timing of construction completion. For the sake of simplicity and in recognition that the first year of operations could be in 2020, this document refers to the operational year as 2020.

system consisting of two traction power substations (TPSs), one switching station and seven paralleling stations.

The Proposed Project can be analyzed as a separate project under the California Environmental Quality Act (CEQA) because it has independent utility (providing Caltrain electrified service – see Section 1.5.1.2 of the FEIR) and logical termini (station end points). The PCEP is not dependent upon either of the other components (CBOSS PTC or Blended Service) for operation.

- **Advanced Signal System (commonly referred to as CBOSS PTC or CBOSS):** This component will increase the operating performance of the current signal system, improve the efficiency of at-grade crossing warning functions, and automatically stop a train when there is violation of safe operating parameters. This component, which includes implementation of safety improvements mandated by federal law and a new fiber optic backbone, has been previously approved and is currently being installed. It is scheduled to be operational by 2015 as mandated by the Federal Railroad Administration (FRA).
- **Blended Service:** The JPB, California High Speed Rail Authority (CHSRA), and the Memorandum of Agreement (MOU) partners have agreed on shared use of the Caltrain corridor for the use of up to six Caltrain trains per peak hour per direction and up to four high-speed rail (HSR) trains per peak hour per direction.[4] The operational feasibility of Blended Service has been studied but is presently only at the conceptual planning phase. The potential addition of HSR service to this corridor will be the subject of a separate environmental review process that will be undertaken by CHSRA as the lead agency subsequent to the environmental process for the PCEP. Based on the current *2014 Business Plan* (CHSRA 2014), Blended Service along the Corridor is scheduled to commence sometime between 2026 and 2029. Blended Service would connect with the Downtown Extension (DTX) near the Fourth and King Station in San Francisco, providing Caltrain and HSR service to downtown San Francisco at the Transbay Terminal Center (TTC).

Section 1 of this document provides a summary of the environmental review process. Section 2 describes the alternatives considered in the 2014 FEIR. Section 3 contains the JPB's findings for each significant environmental effect of the Project identified in the FEIR, as required by CEQA. Section 3 also describes the reasons why the project alternatives ultimately have been rejected. Section 4 consists of a statement of overriding considerations, as required by State CEQA Guidelines Section 15093, stating the specific circumstances that support the JPB's determination that the unavoidable significant environmental effects of the PCEP are acceptable because specific benefits of the PCEP outweigh those effects.

CEQA Process

The JPB analyzed the PCEP on the basis of the California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000, et seq.). The FEIR prepared by the JPB determined that the PCEP could have potentially significant effects on the environment, including significant effects that cannot be avoided.

[4] The CHSRA 2014 Business Plan (CHSRA 2014) presumes Phase 1 Blended Service would have up to four trains per peak hour and up to four trains per off-peak hour. As explained in Chapter 4, Section 4.1 *Cumulative Impacts,* of the EIR, the EIR presumes up to 40 to 53 daily round-trip high-speed trains in 2040 based on the CHSRA 2012 Business Plan, *Estimating High-Speed Train Operating and Maintenance Cost for the CHSRA 2012 Business Plan* (CHSRA 2012c), which presumed 40 HSR daily round-trips per day and, the Draft 2014 Business Plan *Service Planning Methodology* document (CHSRA 2014) which includes an assumption of 53 daily round trip trains starting in 2029 and continuing beyond 2040. The 2014 Business Plan does not make an explicit statement about the level of service on the Caltrain corridor. Thus, the exact amount of daily HSR service is unknown. The later CHSRA project-level environmental evaluation will address proposed high-speed train service levels along the San Francisco Peninsula.

Consistent with CEQA's requirements, the Draft EIR was circulated for a public comment period beginning on February 28, 2014 and ending on April 29, 2014. All written comments received during the public comment period and during the public meetings held during the public comment period to receive comments on the Draft EIR were responded to in Volume II of the FEIR.

Prior to approving the PCEP, the JPB must certify that it has considered the FEIR, that the FEIR adequately meets the requirements of CEQA, and that the FEIR reflects the independent judgment of the JPB.

Upon approving the PCEP, the JPB must adopt the following findings of fact regarding the significant effects identified in the FEIR, the alternatives identified in the FEIR, and statement of overriding considerations explaining the benefits that outweigh the significant unavoidable effects identified in the FEIR.

Pursuant to Public Resources Code (PRC) Section 21081.6, the JPB is also adopting a mitigation monitoring and reporting program (MMRP) for the mitigation measures that are the JPB's responsibility to implement. The MMRP establishes a program to ensure that the adopted mitigation measures identified in the FEIR will be implemented.

Alternatives Considered

Introduction

The JPB conducted a comprehensive alternative identification and screening process to identify which alternatives to analyze in the PCEP EIR. During the scoping process, the JPB solicited input from the public, agencies, and stakeholders about potential alternatives for consideration. The JPB also reviewed the impacts of the Proposed Project and identified several additional potential alternatives for consideration as well. As discussed in Section 5.4, Alternative Screening Process in the FEIR, the JPB initially considered a wide range of 52 alternatives to the project (other than the No Project Alternative) and then conducted a three-part screening evaluation to select the potentially feasible alternatives to be analyzed in the EIR. Forty-one alternatives were determined to be technically, logistically or financially infeasible, to not avoid or substantially reduce one or more significant impacts of the Proposed Project, or to not meet all or most of the project's purpose and need and were dismissed from further analysis. Of the remaining eleven (11) alternatives, seven (7) were incorporated into the project or mitigation, leaving four (4) action alternatives.

The FEIR examined five alternatives to the PCEP: the No Project Alternative, a Diesel Multiple Unit (DMU) Alternative, a Dual-Mode Multiple Unit Alternative, a Tier 4 Diesel Locomotive Alternative, and an Electrification with Overhead Contact System (OCS) Installation by Factory Train Alternative. Each of these alternatives is ultimately rejected as infeasible[5] for the reasons described in Section 3 below.

No-Project Alternative

State CEQA Guidelines Section 15126.6(e)(2) states that the "no project analysis shall discuss the existing conditions at the time the notice of preparation is published as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."

Under the No-Project Alternative, there would be no electrification of the Caltrain right of way between San Jose and San Francisco, no purchase of EMUs, and no increase in train service. The current train service is assumed to continue unchanged to 2020 and 2040. This service consists of five trains per peak hour, 92 trains per day, through use of diesel engine–hauled locomotive trains. Locomotives and passenger carriages would be replaced when they reach the end of their service life, meaning that approximately 75 percent of the existing fleet would be replaced by 2020. As new equipment is purchased, the new locomotives would meet the U.S. Environmental Protection Agency (USEPA) Tier 4 emissions standards.

[5] See section below on "Findings Regarding the Alternatives" for discussion of the definition of "infeasible" used in these findings.

While this alternative would not increase the frequency of train service, ridership would still be expected to increase, based on the increase in ridership in recent years. This means that trains would have a higher average occupancy in the future than at present.

DMU Alternative

DMUs are self-propelled diesel-mechanical vehicles with engines located below the passenger compartment. The key DMU characteristic related to desired service improvements is the reduction of running times due to faster acceleration than traditional diesel locomotive push-pull service. DMUs require less time to accelerate up to full speed from stations stops and slow areas (compared to existing single-head diesel locomotive trains). This reduces overall travel times, particularly on a corridor featuring frequent stops.

For the purposes of the EIR, this alternative assumed the following:

- An eight-car single-level DMU train, with a capacity of 78 passengers per car (624 passengers per train) was analyzed in order to analyze an alternative that would roughly match the approximate number of seats ridership per train capacity of the PCEP. Only a single-level DMU is being evaluated because the currently available double-deck DMU designs would not fit through the Caltrain system tunnels and because there are a number of other constraints to a double-deck design including that there is no existing market for double-deck DMUs.
- The Caltrain service schedule for the DMU Alternative would be the same as the PCEP, although ridership would likely be less due to inferior performance. DMUs do not accelerate or decelerate as fast as EMUs and thus the number of station stops would likely have to be reduced to maintain the same trip time as the PCEP EMUs. Otherwise, travel times would be unacceptably longer.
- The eight-car single-level DMU train length of 680 feet would exceed the length of Caltrain platforms at most Caltrain stations and would require platform extension construction.
- The DMU Alternative is assumed to terminate at the Fourth and King Station in San Francisco. It would not proceed to the TTC because the DTX tunnel and the TTC are designed only for electric trains. In the long-run, this would also result in less ridership than the Proposed Project.

Dual-Mode Multiple Unit Alternative

Dual-mode MUs are self-propelled vehicles that can operate in both a diesel mode and in an electrified mode. While there are dual-mode locomotives in operation on the East Coast, there are no known dual-mode MUs presently in operation in the United States. However, there are dual-mode MUs in operation in Europe and others under construction that can operate in both a diesel mode in non-electrified territory and in an electrified mode using an overhead 25 kVA OCS.

For the purposes of this alternative analysis, existing European train designs were used to derive alternative assumptions:

- A 10-car single-level dual-mode MU train, consisting of two, coupled, five-car trainsets with an approximate capacity of 600 passenger seats per train was analyzed in order to provide an alternative that would roughly match the per-train capacity of the PCEP.

- The 10-car single-level dual-mode MU train length would be 600 feet which would require lengthening at some of the Caltrain platforms including the platforms at 22nd Street, Broadway, California Street, Sunnyvale, and Santa Clara.
- Caltrain's service schedule for the Dual-Mode MU Alternative would be the same as the PCEP, but likely lower ridership due to inferior performance compared to EMUs. Dual-mode MUs do not accelerate or decelerate as fast as EMUs and thus the number of station stops would likely have to be reduced to maintain the same trip time as the PCEP EMUs. Otherwise, travel times would be unacceptably longer.
- This alternative does not include electrification between San Jose and the Fourth and King Station in San Francisco. However, this alternative would need to include traction power facilities to link the electrified lines in the DTX to power from PG&E. This electrification would involve connecting overhead or underground transmission wires from PG&E to a new traction power substation, and connecting transmission lines from the new traction power substation to the Overhead Contact System (OCS) for the DTX.
- This Alternative is assumed to operate in a diesel mode from San Jose to San Francisco and then either terminate at the San Francisco Fourth and King Station or proceed in an electric mode to the TTC. In 2020, this alternative, like the Proposed Project, would terminate at the Fourth and King Station. In 2040, this alternative is presumed to operate with split service with 4 trains terminating at the Fourth and King Station and two trains proceeding to TTC.

Tier 4 Diesel Locomotive (T4DL) Alternative

This alternative would substitute Tier 4 diesel locomotives for EMUs. This alternative includes two variants: 1) a single-head (SH) scenario where the train is operated with only one locomotive; and 2) a double-head (DH) scenario in which trains are operated with two locomotives in order to match the PCEP schedule.[6]

The following assumptions were made for this alternative in the EIR:

- The train would be the same as today with a single or double locomotive hauling 5 bi-level passenger coaches with a nominal capacity of 600 passenger seats per train order. The alternative would roughly match the ridership per train capacity of the PCEP.
- It was assumed that the Caltrain service levels (6 trains per peak hour, 114 trains/weekday) would be the same as the PCEP.
- For 2040, the T4DL Alternative is assumed to terminate at the San Francisco Fourth and King Station and would not proceed to the TTC because the DTX and the TTC are designed only for electric trains.

[6] In order to provide an "apples to apples" comparison, the Tier 4 Diesel Locomotive Alternative presumes replacement of approximately 75 percent of the existing diesel locomotives in 2020 with Tier 4 diesel locomotives and the use of the other remnant Caltrain diesel locomotives until they reach the end of their service life, which is the same assumption made about the use of EMUs for the PCEP.

Electrification with OCS Installation by Factory Train Alternative

This alternative consists of the same operational elements as the PCEP (i.e., electrified service with EMUs), but with a different method for construction of the OCS. The alternative method of installing the OCS would be through the use of a so-called "Factory Train" (also called an "Electrification Train" and a "High Output Plant System" or the HOPS train), which is a moveable assembly line system, mounted on rails. One of the prime advantages of a Factory Train is the faster rate of progress in OCS installation compared to the PCEP. Rates of progress up to one (1) mile/night have been reported, and the system can reportedly be used while allowing for adjacent rail lines to be used by existing trains although there may be speed restrictions for the use of adjacent lines.

This is a construction methodology alternative to conventional construction of the OCS. Thus, analysis in the EIR is limited to differences between the PCEP and this alternative relative to OCS construction. Under this alternative, about 80 percent of the OCS is presumed to be installed using a Factory Train with the remaining 20 percent assumed to be installed using conventional construction.

Findings

CEQA Requirements

CEQA requires the lead agency to make written findings about the disposition of the project's effects whenever it decides to approve a project for which an EIR has been certified (PRC Section 21081). Regarding these findings, Section 15091 of the State CEQA Guidelines states, in part:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

The "changes or alterations" referred to in the State CEQA Guidelines may be mitigation measures, alternatives to the project, or changes to the project by the project proponent. The FEIR for the PCEP identifies mitigation measures that will reduce significant effects of the PCEP or mitigate other potential effects that may not be, strictly speaking, environmental effects under CEQA. These mitigation measures will be incorporated into the design of the Project. An MMRP will also be adopted by the JPB to ensure that the mitigation measures identified in the FEIR and these findings will be implemented.

The documents and other materials that constitute the record upon which the JPB's decision and these findings are based can be reviewed in person at the following location:

Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070
Contact: Stacy Cocke

Findings Regarding Independent Review and Judgment

Each member of the JPB was provided a complete copy of the FEIR for the PCEP in advance of the hearing on the project. The JPB hereby finds that the FEIR reflects its independent judgment. The JPB also finds that it has independently reviewed and analyzed the FEIR prior to taking final action with respect to the PCEP.

Findings Regarding the PCEP

Findings Regarding Significant and Unavoidable Effects

The JPB determines that the following significant effects cannot be avoided. Feasible mitigation measures included in the FEIR will lessen the effects, but will not result in complete mitigation of the effects to a less-than-significant level. The following identifies the pertinent mitigation measures by number and summary title. The full text of each of the mitigation measures cited below is found in the FEIR and that text is hereby incorporated by reference.

Note that the next section identifies those effects for which mitigation measures have been adopted and that are thereby reduced below the level of significance. The titles/numbers of the effects are the same as those in the FEIR.

Aesthetics

Significant Effect: AES-2 - Substantially degrade the existing visual character or quality of the site and its surroundings (certain operations).

Findings: The JPB hereby makes findings (a)1 and (a)(3) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The PCEP would change local visual character through addition of the OCS, TPFs and tree removal along the existing Caltrain right of way. The effect of the OCS and the TPFs can be mitigated to a less-than-significant level with the measures identified in the FEIR as discussed in the discussion below on *Findings Regarding Significant Effects Mitigated to a less than Significant Level*.

However, the change in aesthetics resulting from the tree removal necessary to operations is considered a significant and unavoidable impact. The following measures mitigate this impact to the extent feasible, but not to a less than significant level.

- AES-2b: Aesthetic treatments for OCS poles, TPFs in sensitive visual locations, and Overbridge Protection Barriers.
- BIO-5: Tree Avoidance, Minimization, and Replacement Plan.
- CUL-1d: Implement design commitments at historic railroad station.

While Mitigation Measure BIO-5 would require the use of alternative pole designs (such as center poles, two-track cantilevers, side poles with offset insulators, and portals) to reduce the removal and pruning of trees where consistent with construction, maintenance, operations and safety concerns, in some locations along the project corridor there is insufficient ROW width or track spacing to both place electrification infrastructure and completely avoid tree removal. For example, center poles can only be used when there is adequate spacing between tracks to allow for adequate separation of the electrified lines, which does not exist in all areas. Even with alternative designs, there will remain a need to provide for electrical safety of the electrified overhead wires from contact with vegetation. Where trees must be removed, Mitigation Measure BIO-5 requires them to be replanted within areas to help offset the aesthetic effects of the tree removal. But in some locations, trees may not be able to be replanted directly in the same line of sight as trees removed, which could change localized visual character. Thus, adopted mitigation would reduce this impact as much as possible, but is not guaranteed to avoid localized significant effects to visual character.

Four of the five alternatives analyzed in the FEIR would avoid tree removal impacts of the Proposed Project because they do not include electrical infrastructure between San Jose and San Francisco (the fifth alternative involving the installation of the OCS using a factory train would not). The reasons for rejecting the four alternatives analyzed in the FEIR are presented later in the section below *Findings Regarding the Alternatives*. Other alternatives that would avoid this impact, such as third-rail technology, were also considered and screened out of the range of potentially feasible alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

Significant Effect: CUMUL-1-AES – Cumulative impacts on visual aesthetics (operations).

Findings: The JPB hereby makes findings (a)1 and (a)(3) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Blended service with more than two high-speed trains would require a set of passing tracks. Depending on location, this may result in a significant change in local visual character in combination with the PCEP's impacts related to tree removal and OCS installation. Because the PCEP would result in changes in visual character at some locations due to tree removal where tree replacement is not possible on-site, the PCEP may contribute considerably to localized changes in visual character along with blended service passing tracks.

The following measures mitigate the PCEP's contribution to this impact, but not to a less than considerable (i.e., less than significant) level.

- AES-2b: Aesthetic treatments for OCS poles, TPFs in sensitive visual locations, and Overbridge Protection Barriers.
- BIO-5: Tree Avoidance, Minimization, and Replacement Plan.
- CUL-1d: Implement design commitments at historic railroad station.
- AES-4b: Minimize light spillover at TPFs.

There is no feasible alternative that would avoid this impact. See *Findings Regarding the Alternatives* for an explanation of why none of the five alternatives analyzed in the FEIR were adopted. Other alternatives that would avoid this impact, such as third-rail technology, were considered and screened out of the range of alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

Cultural Resources

Significant Effect: CUL-1 - Cause a substantial adverse change in the significance of historic built resources pursuant to Section 15064.5 (certain locations)

Findings: The JPB hereby makes findings (a)(1) and (a)(3) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Construction of the Proposed Project's OCS has the potential to affect certain historic resources, specifically the Caltrain San Francisco Railroad Tunnels 1 through 4, historic Caltrain stations, certain bridges and underpasses, and several other potential historic resources. Required mitigation measures would avoid significant effects on historical resources, with the exception of Railroad Tunnel 4 in San Francisco. Tunnel 4 modifications necessary to provide sufficient height clearances for Caltrain and freight rail cars, particularly the removal of the decorative stone portal, may result in significant and unavoidable impacts.

To create safety clearance for the OCS, trees would be potentially pruned or removed from potentially historic residential properties at 45 and 51 Mount Vernon Lane in Atherton. Because these two properties are 50 years old or more and were not visually accessible, for the purpose of this Project they are assumed to be historic resources eligible for listing due to their architectural significance. At this time, it is unknown whether the properties are historic resources, whether the PCEP would have a significant impact on their historic character due to tree removal and whether Mitigation Measure CUL-1e would avoid significant impacts. Therefore, it is presumed that this impact is potentially significant and unavoidable.

The following measures mitigate this impact, but not to a less than significant level.

- CUL-1a: Evaluate and minimize impacts on structural integrity of historic tunnels
- CUL-1b: Minimize impacts on historic decorative tunnel material
- CUL-1c: Install project facilities in a way that minimizes impacts on historic tunnel interiors
- CUL-1d: Implement design commitments at historic railroad stations.
- CUL-1e: Implement specific tree mitigation considerations at two potentially historic properties and landscape recordation, as necessary.
- CUL-1f: Implement historic bridge and underpass design requirements.
- BIO-5: Implement Tree Avoidance, Minimization, and Replacement Plan.

At San Francisco Tunnel 4 a combination of tunnel notching and track lowering is proposed to provide necessary vertical clearances. Due to track alignment issues north and south of the tunnel, it is not feasible to lower the track sufficiently to avoid the need for notching. Mitigation Measure CUL-1b would lower the impact on the decorative tunnel portal but may not be able to fully avoid visual alteration of the portal decorative material.

Mitigation Measure BIO-5 would require the use of alternative poles to minimize tree removal including on the two potentially historic residential properties. A preliminary analysis conducted for the FEIR for Atherton showed that the use of center poles, if ultimately feasible, could avoid encroachment on private properties in Atherton including the two potentially historic residential properties, in which case this significant impact could be avoided. However, this cannot be determined until final design.

Four of the five alternatives analyzed in the FEIR would avoid tree removal impacts to the two potentially historic residential properties and tunnel modification to San Francisco Tunnel 4 because they do not include electrical infrastructure between San Jose and San Francisco (the fifth alternative involving the installation of the OCS using a factory train would not). The reasons for rejecting the four alternatives analyzed in the FEIR are presented later in the section below *Findings Regarding the Alternatives*. Other alternatives were considered and screened out of the range of potentially feasible alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

Hydrology and Water Quality

Effect: HYD-7 - Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of sea level rise.

Findings: The JPB hereby makes findings (a)(1), (a)(2) and (a)(3) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings:
Sea level rise (SLR) is a concern for the future, particularly in combination with future storm events and coastal flooding. A scenario with 100-year flood flows coincident with high tides taking into account SLR over a 50-year or 100-year horizon would dramatically increase the risk of flooding in the vicinity of the project area. The PCEP, the tracks, and associated facilities, are minimal in size relative to their surrounding areas and would not divert or increase flood risks relative to other adjacent areas associated with these events.

However, future SLR may result in worsened coastal flooding events that could affect new project facilities (i.e., traction power substations, switching station, and paralleling stations), existing facilities (tracks and stations), and service and riders on Caltrain. The concern is the impact of SLR on the PCEP (and existing facilities) as opposed to the impact of the PCEP on SLR (the project would help to reduce GHG emissions which would help to reduce the potential amount of SLR in combination with other global efforts to reduce such emissions). Given recent court rulings (including *Ballona Wetlands*) and the pending review of this issue by the California Supreme Court, it is uncertain whether analysis of such "impacts of the environment on the project" are or are not required by CEQA. Caltrain is providing this analysis as if such analysis is required under CEQA as a conservative approach and for the purpose of full public disclosure.

The PCEP would not change the potential localized impacts of flooding associated with SLR when they would occur. However, the PCEP would introduce electrical infrastructure at risk of flooding impact and electrical safety risks associated with water contact. The OCS wires and energized elements would be at least 15 feet above the ground surface and, thus, would not be at risk of flooding, even with projected SLR ranges in the higher part of the range for 2100 (+ 5.5 feet). However, the TPFs would be at ground surface and thus those TPFs in areas subject to future coastal flooding may be exposed to mid-century (2050) and/or end-of-century (2100) SLR projections.

Portions of the Caltrain right of way and some of the new project facilities are at risk of future coastal flooding due to the projected SLR associated with climate change. Existing trackbed elevations along the alignment were compared to the future state projections of sea level rise elevations for 2050 and 2100(CO-CAT 2013).

The following measures mitigate this impact, but not to a less than significant level.

- HYD-4: Minimize floodplain impacts by minimizing new impervious areas for new TPFs or relocating these facilities
- HYD-5: Provide for electrical safety for all new TPFs subject to periodic or potential flooding
- HYD-7: Implement a sea level rise vulnerability assessment and adaptation plan

Given that effective coastal flooding mitigation requires the involvement of multiple parties beyond Caltrain, at this time it cannot be concluded that future flooding impacts on the Caltrain system would be fully avoided. Potential adaptation solutions could include flood levees, seawalls, elevated tracks, and/or minor track realignment. In most locations, new levees or seawalls would be optimally placed closer to the Bay or along tidal channels rather than directly along the Caltrain alignment given the need to protect other development subject to flooding between the Caltrain alignment and the Bay. At this time, the feasibility of implementing all measures necessary to avoid future inundation associated with 100-year floods influenced by SLR is not known given that assessment of such solutions will be an ongoing, long-term, and multi-agency process.

Four of the five alternatives analyzed in the FEIR would avoid placing new electrical infrastructure of the between San Jose and San Francisco (the fifth alternative involving the installation of the OCS using a factory train would not) which would avoid placing such new facilities at potential risk of future flooding with SLR. The reasons for rejecting the four alternatives analyzed in the FEIR are presented later in the section below *Findings Regarding the Alternatives*. Other alternatives were considered and screened out of the range of potentially feasible alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

Significant Effect: CUMUL-9-HYD - Cumulative impacts related to hydrology and water quality (regarding flooding due to sea level rise).

Finding: The JPB hereby makes findings (a)(1), (a)(2) and (a)(3) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: For future coastal flooding resultant from increased SLR, additional portions of the Caltrain right of way could be affected by flooding. Mitigation Measure HYD-7 requires Caltrain to adopt and implement a sea level rise vulnerability assessment and adaptation plan and work with other local partners to identify and implement adaptation measures to protect people and structures. However, as noted in Section 3.9, *Hydrology and Water Quality*, at this time the feasibility of implementing all measures necessary to avoid future inundation associated with 100-year floods influenced by SLR is not known given that assessment of such solutions will be an ongoing, long-term, and multi-agency process. Consequently, because the PCEP would place additional people and structures in areas that could be affected by coastal flooding influenced by SLR and the determination of definitive mitigation to protect all parts of the Caltrain right of way and facilities is infeasible at this time, the PCEP's contribution to potential cumulative risks of flooding would be considerable.

The following measures mitigate this impact, but not to a less than significant level.

- HYD-4: Minimize floodplain impacts by minimizing new impervious areas for new TPFs or relocating these facilities
- HYD-5: Provide for electrical safety for all new TPFs subject to periodic or potential flooding
- HYD-7: Implement a sea level rise vulnerability assessment and adaptation plan

Given that effective coastal flooding mitigation requires the involvement of multiple parties beyond Caltrain, at this time it cannot be concluded that future flooding impacts on the Caltrain system would be fully avoided. Potential adaptation solutions could include flood levees, seawalls, elevated tracks, and/or minor track realignment. In most locations, new levees or seawalls would be optimally placed closer to the Bay or along tidal channels rather than directly along the Caltrain alignment given the need to protect other development subject to flooding between the Caltrain alignment and the Bay. At this time, the feasibility of implementing all measures necessary to avoid future inundation associated with 100-year floods influenced by SLR is not known given that assessment of such solutions will be an ongoing, long-term, and multi-agency process.

Four of the five alternatives analyzed in the FEIR would avoid placing new electrical infrastructure of the between San Jose and San Francisco (the fifth alternative involving the installation of the OCS using a factory train would not) which would avoid placing such new facilities at potential risk of future flooding with SLR. The reasons for rejecting the four alternatives analyzed in the FEIR are presented later in the section below *Findings Regarding the Alternatives*. Other alternatives were considered and screened out of the range of alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

Noise and Vibration

Significant Effect: NOI-1a - Expose sensitive receptors to substantial increase in noise levels (construction).

Findings: The JPB hereby makes findings (a)(1) and (a)(3) (described in Section 3.1 above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Construction would be required during the day and night in order to maintain Caltrain passenger service during construction. Although the measures specified in Mitigation Measure NOI-1a would generally reduce the construction noise levels, the measures would not necessarily guarantee that all sensitive residential receptors would not be exposed to noise levels exceeding the 80 dBA limit during the day or the 70 dBA limit at night. Specifically, given that construction must work around the operations of this active railroad line, it is probable that construction near some residential areas will have to be conducted at night to avoid disruption of passenger rail operations and to complete the project on schedule. Furthermore, at TPFs, a temporary sound wall may be effective, but in many cases (such as OCS pole installation) the nature of the construction work makes use of such sound walls infeasible.

The following measure mitigates this impact, but not to a less than significant level.

- NOI-1a: Implement Construction Noise Control Plan

Four of the five alternatives analyzed in the FEIR would avoid placing new electrical infrastructure at risk of future flooding with SLR. The fifth alternative involving the installation of the OCS using a factory train would not avoid placing such new facilities at potential risk of future flooding with SLR. The reasons for rejecting the four alternatives analyzed in the FEIR are presented later in the section below *Findings Regarding the Alternatives*. Other alternatives were considered and screened out of the range of alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

Significant Effect: CUMUL-11-NOI - Cumulative increase in noise or vibration (operational noise)

Finding: The JPB hereby makes finding (a)(2) and (a)(3) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Mitigation Measure NOI-1a would require development and implementation of a noise control plan to reduce potential construction noise impacts, but would not necessarily reduce all noise impacts at all times during construction to a less than significant level, particularly with the likelihood of substantial night-time construction expected with the PCEP. Because there will be other projects in construction adjacent to the Caltrain right of way at the same time, the PCEP could result in a cumulatively considerable contribution to cumulative construction noise impacts. Even with mitigation measures identified below, these cumulative impacts could be significant and unavoidable.

Cumulative operational noise impacts were evaluated for both 2020 and 2040 scenarios with the combined effect of the Proposed Project, HSR trains (2040 scenario only), increases in freight service, and increases in other tenant passenger rail services (ACE, Capitol Corridor, AMTRAK, and Dumbarton Rail Corridor). Cumulative noise increases were found to increase noise levels in excess of FTA noise thresholds in 2020 at approximately one quarter of study locations and in 2040 at nearly all study locations if all rail increases come to fruition. With full Caltrain electrification (e.g. all EMUs between San Jose and San Francisco), then the Proposed Project would not contribute to cumulative increases in noise above existing levels. However, with continued operation of 25% remnant diesels, the Proposed Project would contribute to cumulatively significant noise increases above existing levels at a discrete number of locations (three in 2020 and four in 2040), but the amount of Caltrain's contribution is only 8 to 13 percent in 2020 and 3 percent in 2040, respectively.

Cumulative noise mitigation is proposed to consider a long-term program of noise reductions including multiple approaches such as building sound insulation, quiet zones and grade separations. Caltrain is responsible to pay for its fair-share portion of the mitigation for cumulative noise increase due to the Proposed Project per the mitigation in the EIR. Quiet zones may be adopted only by local jurisdictions (i.e., cities and counties), not by rail operators like Caltrain. As discussed in Section 4.1, *Cumulative Impacts*, in the Final EIR, this mitigation strategy would only apply where a local jurisdiction is willing to approve a quiet zone and where feasible at-grade crossing improvements are identified that meet the FRA requirements for quiet zones. Other mitigation options include grade separations and building insulation. As discussed in the FEIR, on its own, it is financially infeasible for Caltrain to implement grade separations as noise mitigation. Given the relatively small percent contribution, on its own the project's fair-share contributions are infeasible to fully mitigate the cumulative impacts to a less than significant level, and the mitigation will require the fair-share participation in costs of the other contributors to cumulative noise increases.

The following measures mitigate this impact, but not to a less than significant level.

- NOI-1a: Implement Construction Noise Control Plan
- NOI-1b: Conduct site-specific acoustical analysis of ancillary facilities based on the final mechanical equipment and site design and implement noise control treatments where required
- NOI-CUMUL-1: Implement a phased program to reduce cumulative train noise along the Caltrain corridor, as necessary to address future cumulative noise increases over FTA thresholds.

As to secondary environmental impacts of Mitigation Measure NOI-CUMUL-1, grade separations may nevertheless have substantial environmental impacts depending on their design and location, and their construction can be highly disruptive. Therefore, as a conservative assumption, their secondary environmental impacts such as traffic delays are assumed to be significant and unavoidable.

None of the five alternatives analyzed in the FEIR would avoid significant cumulative noise impacts. As shown in Table 4-11 in the FEIR, the No Project Alternative would have higher noise levels than the Proposed Project in both 2020 and 2040. The DMU Alternative would also have higher noise levels than the Proposed Project as shown in Table 5-9 and as discussed in Chapter 5, Alternatives in the FEIR. The Dual-Mode MU Alternative would have similar noise levels as the DMU Alternative when in diesel mode. The Tier 4 Diesel Locomotive Alternative would also have higher noise levels than the Proposed Project as shown in Table 5-10 and as discussed in Chapter 5, Alternatives in the FEIR. The Factory Train Alternative would have the same noise levels as the Proposed Project. Thus, all the action alternatives would also require cumulative noise mitigation and result in potentially significant secondary environmental impacts. Other alternatives were considered and screened out of the range of potentially feasible alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

Transportation and Traffic

Significant Effect: TRA-1c - Conflicts or creates inconsistencies with local traffic plans or substantially disrupts future local traffic operations from Proposed Project operation in 2020

Finding: The JPB hereby makes finding (a)(3) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Although the PCEP would reduce regional vehicle miles travelled which will help levels of service on arterials, highways and freeways, and city by city overall vehicle miles travelled (VMT), the PCEP would also affect local traffic operations along the Caltrain corridor in several ways. First, the number of trains would increase, increasing the number of gate down occurrences in comparison to the No Project scenario which would affect traffic at intersections near grade crossings. Second, the increased train service and added train capacity would increase ridership which would result in potential increases in traffic near Caltrain stations from the increased number of riders accessing the stations via vehicles.

The following measures mitigate this impact, but not to a less than significant level.

- TRA-1c: Implement signal optimization and roadway geometry improvements at impacted intersections for the 2020 Project Condition.

As discussed in Section 3.14 in the Final EIR, it is financially infeasible for Caltrain, on its own, to implement grade separations or major roadway reconfigurations to address localized traffic impacts at locations where the EIR mitigation would not reduce project impacts to a less than significant level as there is inadequate funding likely available to Caltrain for the project and inadequate funding available otherwise to Caltrain as a subsidized public railroad. Caltrain will continue to work with local, state, and federal partners in implementing grade separations over time (as it has done in the past) to find funding and to implement separation projects, but this will take many decades to implement and cannot be guaranteed at this time.

The No Project Alternative would have less localized traffic impacts due to lower ridership at the expense of worse conditions on arterials and regional roadways and overall higher VMT. The DMU Alternative, Dual Mode MU Alternative, and the Tier 4 Diesel Locomotive Alternative would likely have somewhat lower ridership due to inferior performance and/or inability to reach the TTC in the long-run which would mean less localized traffic also at the expense of worse conditions on arterial and regional roadways and overall higher VMT. This is a tradeoff of traffic impacts that JPB finds overriding considerations in favor of overall city by city VMT reduction and overall regional VMT reduction. The fifth alternative involving the installation of the OCS using a factory train would not) would have the same traffic impacts as the Proposed Project. The reasons for rejecting the five alternatives analyzed in the FEIR are presented later in the section below *Findings Regarding the Alternatives*. Other alternatives were considered and screened out of the range of alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

Significant Effect: CUMUL-14-TRA - Cumulative effects to transportation and traffic (localized traffic and freight service during operation)

Finding: The JPB hereby makes finding (a)(3) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The Draft EIR studied cumulative impacts with and without the PCEP at a total of 92 intersections along the Caltrain corridor. Of those intersections, there would be 39 locations where the PCEP would contribute considerably to significant localized cumulative traffic impacts. Cumulative mitigation includes signalization a minor roadway improvements. Proposed mitigation would reduce the PCEP's cumulative contribution to less than significant at all but 17 intersections. While grade separations are a technically feasible mitigation, as noted above it is financially infeasible for Caltrain to adopt a comprehensive program of grade separations as mitigation. However, in the long-term where funding becomes available and it is acceptable to local jurisdictions, Caltrain would support grade separations in the long run.

As to roadway major widenings or grade separations, the design and feasibility of such potential future mitigations are unknown and unstudied at this time, and, thus, the specific environmental impacts cannot be identified. Such major improvements will need to have their own environmental review as appropriate, as they can have substantial environmental impacts depending on their design and location and their construction can be highly disruptive and, thus, as a conservative assumption, their secondary environmental impacts are considered significant and unavoidable.

The PCEP could result in potential localized traffic and related noise impacts if freight diversion to trucks occurs. The actual potential for diversion of freight is considered low and the low levels of existing and future freight can likely be accommodated even with the changes in heights due to the PCEP OCS. Even if limited diversion of freight from trains occurs, it is not likely to result in significant secondary regional traffic, air quality or greenhouse gas emissions impacts because of the positive effects of the PCEP.
However, there is the potential for localized noise and traffic effects as a result of diverting some future increases in freight carried by rail to trucks because of changes in the lowered vertical height due to the OCS.

The following measures reduce these contributions, but not to a less than considerable level.

For Localized Traffic Operation

TRA-CUMUL-1: Implement a phased program to provide traffic improvements to reduce traffic delays near at-grade crossings and Caltrain stations

For Freight Service Operation
TRA-CUMUL-3: As warranted, Caltrain and freight operators will partner to provide Plate H clearance as the Lafayette Pedestrian Overpass location

Mitigation Measure TRA-CUMUL-3 would be limited to track lowering at the Lafayette Pedestrian Overpass (MP 43.65) to allow Plate H clearance to be able to access the Butterhouse Spur. The residual cumulative impact would be a future constraint on train equipment to existing freight heights from the Butterhouse Spur to Bayshore to Plate F+ (18.92') instead of the current possible Plate H (20.25') clearance. While it is not likely that freight will be diverted to truck modes due to this change, given that existing Plate H equipment is not used on this portion of the corridor, it is possible there might be a mode shift for some of the future freight growth. As discussed in Section 4, *Other CEQA – Required Analysis* of the FEIR, this would not be a significant regional traffic, air quality or GHG emissions cumulative impact, but might result in some localized noise or traffic impacts, depending on location of truck haul routes, timing, and intensity. This is considered a significant and unavoidable impact, primarily due to the effect on the San Francisquito Bridge. Due to the cost and environmental impact associated with replacement of the San Francisquito Bridge, it is considered infeasible for Caltrain to fully mitigate this minor lowering of vertical clearance heights.

The No Project Alternative would have less localized traffic impacts due to lower ridership at the expense of worse conditions on arterials and regional roadways and overall higher VMT. The DMU Alternative, Dual Mode MU Alternative, and the Tier 4 Diesel Locomotive Alternative would likely have somewhat lower ridership due to inferior performance and/or inability to reach the TTC in the long-run which would mean less localized traffic also at the expense of worse conditions on arterial and regional roadways and overall higher VMT. . The fifth alternative involving the installation of the OCS using a factory train would not) would have the same traffic impacts as the Proposed Project.

Four of the five alternatives analyzed in detail in the FEIR would avoid impacts associated with lowering vertical height clearances for freight trains (the Factory Train Alternative would have the same impact as the Proposed Project on vertical height clearances).

The reasons for rejecting the five alternatives analyzed in the FEIR are presented later in the section below *Findings Regarding the Alternatives*. Other alternatives were considered and screened out of the range of alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

Findings Regarding Significant Effects Mitigated to Less-Than-Significant Levels

The JPB has determined that, for the following effects, mitigation measures included in the FEIR will mitigate the effects of the PCEP to a less-than-significant level. The following identifies the pertinent mitigation measures by number and summary title. The full text of each of the mitigation measures cited below is found in the FEIR and that text is hereby incorporated by reference.

Aesthetics

Significant Effect: AES-2a - Substantially degrade the existing visual character or quality of the site and its surroundings (construction, the OCS, TPFs, and overbridge protection).[7]

Finding: The JPB hereby makes finding (a)(1) (described in Section 3.1 above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Installation of OCS poles and wires and vegetation clearance outside the right of way on industrial or commercial land would be consistent with the existing visual character. Installation of OCS poles and wires and vegetation clearance outside the right of way also would occur in residential areas and parks where visual quality can be moderate to high, depending on their individual setting. Construction activity in residential and park areas would be anomalous, and the visual character of such areas would be partially degraded during construction. The duration of OCS construction at any one location would be limited to the time necessary to install pole foundations and then later to install poles and string wires. The change in visual character would only occur for a limited period and the perception of the visual quality of such areas would not be altered once construction is complete.

The following measure mitigates this impact to a less than significant level.

- AES-2a: Minimize OCS construction activity on residential and park areas outside the Caltrain ROW

Mitigation Measure AES-2a would ensure that the duration of construction disruption and activities in areas of greater visual sensitivity would be limited by avoiding the use of such areas for access or staging areas and removing all construction equipment and materials immediately following completion of construction on such sites.

Significant Effect: AES-2b - Substantially degrade the existing visual character or quality of the site and its surroundings during Proposed Project operation

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Permanent impacts of the PCEP on visual character would result from 1) introduction of the new Traction Power Facilities (TPFs) inside and outside the Caltrain right of way, 2) OCS poles and wires, and 3) overbridge protection structures. (See separate discussion of tree removal impacts on visual aesthetics above).

The existing ROW is a long-standing active transportation corridor. The ROW is not a natural landscape feature; it contains train rails, warning signs and lights, overhead signal bridges, spur tracks, and the frequent presence of passenger trains and freight trains with their attendant visual features, engine noise, and horn noise at grade crossings. In some areas, the ROW includes elevated embankments and grade separations that can be substantial structures. In certain areas, such as Mountain View and Millbrae, other transit facilities such as VTA light rail and BART are adjacent to the JPB ROW. In certain areas, including in South San Francisco, in Redwood City, in Santa Clara and San Jose, there are extensive freight tracks and freight train movements. In many locations, there is existing overbridge fencing protection and fencing along the ROW. The Caltrain corridor is an active transportation corridor with

[7] Note: See discussion above concerning the significant and unavoidable impact associated with tree removal on visual character.

intense activity and infrastructure that can be different from adjacent residential and commercial areas. The ROW has been an active transportation corridor for approximately 150 years and has operated as Caltrain commuter rail for decades. As a result, an intensity of transportation-related infrastructure and operations is the expected aesthetic character of the ROW. The addition of OCS poles and wires along the ROW will introduce a new linear visual feature, but not one that is out of character with an active transportation character.

Utility wires are a normal part of the ROW and the adjacent landscape and do not inherently compromise the visual character of adjacent areas. The addition of new poles and wires for the OCS along the Caltrain ROW would not be an unprecedented visual feature in areas with existing overhead poles and wires. As shown in the new visual simulations in the EIR along Alma Street in Palo Alto (Figure 3.1-9b) and along Ravenswood (Figure 3.1-19a) and Glenwood (Figure 3.1-19b) Avenues in Menlo Park, the addition of OCS poles and wires would not substantially change the visual character of views along these roadways toward the Caltrain ROW. The addition of new poles and wires for the OCS along the Caltrain ROW would not be an unprecedented visual feature in areas with existing overhead poles and wires. As shown in the new visual simulations in the EIR along Alma Street in Palo Alto and along Ravenswood and Glenwood Avenues in Menlo Park, the addition of OCS poles and wires would not substantially change the visual character of views along these roadways toward the Caltrain ROW. The poles and wires can be observed at grade crossings and when looking directly at the ROW, but then when shifting view laterally, the poles and wires are usually obscured from view by existing vegetation outside the ROW and/or other existing development.

The ROW is not readily observable from ground-level areas that are not directly adjacent to the ROW itself. The view of a long line of poles and wires shown in the visual simulations looking down the ROW, such as at Churchill Avenue in Palo Alto or Oak Grove in Burlingame is only available when crossing the ROW itself or at Caltrain stations and rarely from any other locations due to intervening vegetation and structures. From other viewpoints directly along the ROW, such as at residences with a clear view of the ROW, several poles and the immediately adjacent wires will be observable when looking at the ROW, but residences are usually setback somewhat from the ROW and intervening vegetation, fences or structures often obscure the view down the ROW except when standing right at the ROW fence itself. From streets that are not directly parallel to the ROW, it is difficult to see the ROW and will be difficult to readily observe the poles and wires due to intervening structures and vegetation. When considering the visual character of a city or a neighborhood, one must consider the full range of views available throughout daily activities and whether a new visual feature does or does not become a dominant feature that actually defines the character of an area. While the new OCS poles and wires will become part of the visual character of the Caltrain ROW itself (consistent with its current transportation intense character), and will affect certain immediate views from directly adjacent residential, commercial and park areas, the new OCS poles and wires will, over time become more of a background condition to the visual character, like the existing utility poles and wires shown in the new simulations in Menlo Park and Palo Alto.

While poles and wires themselves would not inherently result in a significant change in visual character of an existing transportation corridor for the reasons noted above, depending on design of the poles in particular, they might become more readily observable instead of blend into the background. For example, if the OCS poles were to have a shiny steel finish, this would make the poles stand-out due to sun glare on the finish, which would make them abnormally obvious and would not more readily become part of the long-range background.

Thus, although the OCS poles and wires alone would not necessarily result in a significant aesthetic impact, unusually vivid OCS pole designs or colors could result in more overtly obvious changes in visual

character that would not help the system to fade into the background as one moves away from the Caltrain ROW and that would be considered a significant effect on visual character.

The following measures mitigate this impact to a less than significant level.

- AES-2b: Aesthetic treatments for OCS poles, TPFs in sensitive visual locations, and Overbridge Protection Barriers
- CUL-1d: Implement design commitments at historic railroad stations

Mitigation Measure AES-2b contains specific provisions for OCS pole design, TPFs, and overbridge protection structures to ensure that infrastructure will be designed in a manner that allows these features to blend with the surrounding built and natural environments as much as possible. Mitigation Measures CUL-1d, which requires specific design commitments by station and ensures that OCS poles recede into the visual landscape as much as feasible, would avoid potential impacts on historic rail stations.

Significant Effect: AES-4a - Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area during construction

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Some of project construction would be accomplished at night. Artificial lighting onto the worksite could result in "spill over" light or glare in adjacent residential areas.

The following measure mitigates this impact to a less than significant level.

- AES-4a: Minimize spill over light during nighttime construction.

Under Mitigation Measure AES-4a, the JPB will require the project contractor to ensure that construction crews working at night to minimize spill over light or glare in adjacent residential areas.

Significant Effect: AES-4b - Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area during operations

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The TPFs and OCS facilities have the potential to cause minor increases in glare. While not substantial in most instances, this glare would reinforce the industrial character of the electrical infrastructure and would have a significant impact on sensitive receptors at residences or parks along the Caltrain right of way. Installation of new nighttime lighting may be required for new TPFs for security purposes and could result in significant visual impacts if this lighting spilled outside of the site boundaries, creating a new source of nuisance lighting or glare to adjacent sensitive viewers.

The following measures mitigate these impacts to a less than significant level.

- AES-2b: Aesthetic treatments for OCS poles, TPFs in sensitive visual locations, and Overbridge Protection Barriers.
- AES-4b: Minimize light spillover at TPFs.

Mitigation Measure AES-2b would reduce glare associated with TPFs and OCS facilities to a less-than-significant level by requiring paint color treatment to reduce glare and the visual obviousness of new facilities. Mitigation Measure AES-4b mandates specific lighting design features that will minimize light spillover.

Significant Effect: CUMUL-1-AES – Cumulative impact on visual aesthetics during construction.

Finding: The JPB hereby makes finding (a)(1) (described in above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: As described in Section 3.1, *Aesthetics*, of the FEIR, the character of the areas adjacent to the Caltrain corridor vary from residential to commercial to industrial and includes a number of park areas as well. Cumulative construction would be most out of character in residential and park areas and less out of character in commercial and industrial areas or in transportation corridors. Where construction activities are present for an extended period of time in or directly adjacent to residential or park areas, there could be a temporarily significant aesthetic impact.

Installation of new nighttime lighting may be required for new TPFs for security purposes and could result in significant visual impacts if this lighting spilled outside of the site boundaries, creating a new source of nuisance lighting or glare to adjacent sensitive viewers.

The following measures mitigate these impacts to a less than significant level.

- AES-2a: Minimize OCS construction activity on residential and park areas outside the Caltrain ROW.
- AES-4a: Minimize spill over light during nighttime construction.

Mitigation Measure AES-2a will minimize the PCEP's temporary impacts on residential and park areas outside the Caltrain right of way. Although other cumulative projects may also result in a temporary change of visual character of areas adjacent to the Caltrain right of way during construction, with the recommended mitigation measure, the PCEP's contribution to cumulative temporary changes in visual character would be less than considerable.

Mitigation Measure AES-4a mandates specific lighting design features that will minimize light spillover and thereby avoid a cumulatively considerable contribution.

Air Quality

Significant Effect: AQ-2a - Violate any air quality standard or contribute substantially to an existing or projected air quality violation during Proposed Project construction.

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: PCEP construction has the potential to create air quality impacts through the use of heavy-duty construction equipment, construction worker vehicle trips, and truck hauling trips. Maximum daily NO_X emissions generated in 2017 and 2018 would exceed the Bay Area Air Quality Management District's (BAAQMD's) significance threshold. Emissions would result primarily from offroad equipment and haul truck trips. In addition, fugitive dust emissions would result from grading associated with the traction power substations and the switching and paralleling stations.

The following measures mitigate these impacts to a less than significant level.

- AQ-2a: Implement BAAQMD basic and additional construction mitigation measures to reduce construction-related dust
- AQ-2b: Implement BAAQMD basic and additional construction mitigation measures to control construction-related ROG and NO_X emissions
- AQ-2c: Utilize clean diesel-powered equipment during construction to control construction-related ROG and NO_X emissions

Mitigation Measures AQ-2a and AQ-2b outline the BAAQMD's basic and advanced construction mitigation measures for exhaust and fugitive dust emissions. As demonstrated by the modeling undertaken for the FEIR, Mitigation Measure AQ-2c will reduce NO_X emissions and requires offroad equipment to be rated Tier 3 or higher (FEIR, Chapter 3.2, *Air Quality*, Impact AQ-2a).

Significant Effect: AQ-3 - Cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The BAAQMD has identified project-level thresholds to evaluate criteria pollutant impacts (see Table 3.2-4 of the FEIR). In developing these thresholds, BAAQMD considered levels at which project emissions would be cumulatively considerable. The criteria pollutant thresholds presented in Table 3.2-4 of the FEIR therefore represent the maximum emissions the Proposed Project may generate before contributing to a cumulative impact on regional air quality.

The following measures mitigate these impacts to a less than cumulatively considerable level.

- AQ-2a: Implement BAAQMD basic and additional construction mitigation measures to reduce construction-related dust
- AQ-2b: Implement BAAQMD basic and additional construction mitigation measures to control construction-related ROG and NO_X emissions
- AQ-2c: Utilize clean diesel-powered equipment during construction to control construction-related ROG and NO_X emissions

As discussed under Impact AQ-2a, construction emissions associated with the PCEP would be reduced to below thresholds BAAQMD's by Mitigation Measures AQ-2a, AQ-2b, and AQ-2c. Therefore, they would avoid a cumulatively considerable contribution.

Significant Effect: CUMUL-2-AQ – Cumulative effects on air quality.

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: During construction of the cumulative projects listed in Table 4-3 and the overall growth shown in Table 4-1 of the FEIR, criteria pollutants that could impact air quality in the San Francisco air basin would be emitted. Construction of the cumulative projects may emit criteria pollutants singularly that could exceed the allowable threshold for criteria pollutants in the basin or could exceed these thresholds for the combined effect of cumulative construction that occurs at the same time.

Therefore, the cumulative projects would have a significant cumulative impact on air quality due to construction.

From an operational perspective, the PCEP would substantially improve both local and regional air quality. Reductions in Caltrain system criteria pollutant emissions compared with existing (2013) conditions would range from 66 to 86 percent in 2020 and more for 2040 with full electrification. Toxic air contaminant health risks along the Caltrain corridor between San Jose and San Francisco due to train emissions would be reduced by 87 percent in 2020 and by 100 percent in 2040 with full electrification compared to existing conditions.

The following measures mitigate these impacts to a less than significant level.

- AQ-2a: Implement BAAQMD basic and additional construction mitigation measures to reduce construction-related dust
- AQ-2b: Implement BAAQMD basic and additional construction mitigation measures to control construction-related ROG and NO_X emissions
- AQ-2c: Utilize clean diesel-powered equipment during construction to control construction-related ROG and NO_X emissions

In the Bay Area, all discretionary projects evaluate their construction air quality emissions and usually compare them to the BAAQMD's construction daily or annual thresholds for criteria pollutants. The BAAQMD's thresholds are designed so that if all projects meet those thresholds, then regionally construction would not have a significant effect on regional air quality. The PCEP will not exceed any BAAQMD thresholds, therefore it will make a less than considerable contribution for construction. For operations, the PCEP will reduce criteria pollutants relative to existing and No Project conditions and thus would have a beneficial contribution.

Biological Resources

Significant Effect: BIO-1a: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service during Proposed Project construction.

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The Caltrain right of way is primarily a disturbed urban rail corridor with only limited biological resources. For the most part, the PCEP would disturb areas of a ruderal and previously disturbed character with limited potential for special-status species. The overall scale of potential disturbance would be limited because the PCEP construction within the Caltrain right of way would primarily consist of installing OCS poles with a limited permanent footprint for pole foundations (the OCS poles would be 1 to 2 feet in diameter). For the TPFs within the right of way, the overall footprint would be only 0.8 acres and most of the TPFs in the ROW are in areas that are previously disturbed. For the two TPSs outside the right of way, the overall footprint would be only 1.4 acres and both traction power substations would be in highly urbanized areas with limited habitat value. Special-status plant species have the potential to occur in undeveloped areas with suitable habitat, namely areas that support natural land cover. As noted in Appendix G of the Draft EIR, such areas are only found in limited portions of the Caltrain right of way, which is dominated by disturbed and ruderal conditions.

Where suitable habitat occurs, project construction would have the potential to result in direct take of special-status plant species through crushing and indirect take of special-status plant species through habitat modification or loss, if they are actually present.

Project construction would not directly affect streams and thus would not directly affect aquatic species. However, the PCEP does have the potential to release pollutants into storm drain systems and directly into the drainages themselves. These pollutants would degrade the physical conditions of the water features and could result in direct or indirect mortality of Central California steelhead, other aquatic and partially aquatic species (i.e., San Francisco garter snake, western pond turtle, California tiger salamander, and California red-legged frog,), and species that depend on aquatic prey (i.e., great blue heron and snowy egret). Releases of pollutants could also result in habitat loss. Releases of contaminants from construction equipment and supplies could affect the creeks passing under the project corridor; however, implementation of the Storm Water Pollution Prevention Plan (SWPPP) for the PCEP and the mitigation measures specified below would avoid and reduce the amount of runoff into the creeks during construction as required by the CWA Section 401 Permit that would need to be obtained prior to Project initiation. Implementation of the PCEP's SWPPP is expected to avoid impacts on aquatic habitat in the drainages crossed by the Proposed Project and consequently, on central coast steelhead. Details of the Proposed Project's SWPPP are further explained in Section 3.9, *Hydrology and Water Quality,* of the FEIR.

Although the potential to encounter special-status species is low, construction activities and related effects would still have potential to disturb habitat and individual San Francisco garter snake, western pond turtle, California tiger salamander, California red-legged frog, pallid bat, hoary bat, fringed myotis, western burrowing owl, northern harrier, white-tailed kite, American peregrine falcon, saltmarsh common yellow throat, purple martin, and other nesting birds.

The following measures mitigate these impacts to a less than significant level.

- BIO-1a: Implement general biological impact avoidance measures
- BIO-1b: Implement special-status plant species avoidance and revegetation measures
- BIO-1c: Implement California red-legged frog and San Francisco garter snake avoidance measures
- BIO-1d: Implement western pond turtle avoidance measures
- BIO-1e: Implement Townsend's big-eared bat, pallid bat, hoary bat, and fringed myotis avoidance measures
- BIO-1f: Implement western burrowing owl avoidance measures
- BIO-1g: Implement northern harrier, white-tailed kite, American peregrine falcon, saltmarsh common yellowthroat, purple martin, and other nesting bird avoidance measures
- BIO-1h: Conduct biological resource survey of future contractor-determined staging areas
- BIO-1i: Minimize impacts on Monarch butterfly overwintering sites
- BIO-1j: Avoid nesting birds and bats during vegetation maintenance

Under Mitigation Measures BIO-1a and BIO-1h, all sensitive habitat and wetland areas would be identified for avoidance during project design where feasible. Mitigation Measure BIO-1b would ensure that impacts on the species of special status plants that may be found on the site are minimized through surveys, avoidance where feasible, and specific performance standards for revegetation if necessary.

Mitigation Measures BIO-1c through BIO-1g include species-specific requirements and performance standards to ensure that the project will not adversely affect those species with the potential to be on site. No known Monarch butterfly overwintering sites are found within the project area. Implementation of Mitigation Measure BIO-1i would avoid disrupting overwintering sites should any be found prior to construction.

Significant Effect: BIO-1b: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service during Proposed Project operation.

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: With the OCS, there would be a need for vegetation maintenance to ensure safe clearances are provided between vegetation and energized elements of the OCS in the ESZ. Vegetation clearance activities occur today under existing conditions to maintain a clear accessway for trains, but the level of vegetation clearance in the future would be larger given the OCS clearance needs. Thus, there would be an increased potential to disturb nesting birds and bats due to annual vegetation maintenance.

The following measure mitigates this impact to a less than significant level.

- BIO-1j: Avoid nesting birds and bats during vegetation maintenance

Mitigation Measure Bio-1j would ensure that impacts on nesting birds and bats would be less than significant by prescribing specific requirements to avoid impacts.

Significant Effect: BIO-2a: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations during Proposed Project construction

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The Caltrain right of way is primarily a disturbed urban rail corridor with only limited biological resources. The PCEP would impact areas of riparian vegetation, wetlands and sensitive natural communities during construction but routine project mitigation would reduce these impacts to a less-than-significant level.

The following measures mitigate these impacts to a less than significant level.

BIO-1a: Implement general biological impact avoidance measures
BIO-1b: Implement special-status plant species avoidance and revegetation measures
BIO-1h: Conduct biological resource survey of future contractor-determined staging areas
BIO-2: Implement serpentine bunchgrass avoidance and revegetation measures
BIO-5: Implement Tree Avoidance, Minimization, and Replacement Plan

No project features would be constructed within any stream or riparian areas. However, construction of the PCEP could result in removal of some riparian trees and other riparian vegetation where necessary for electrical safety clearances. The implementation of Mitigation Measure BIO-1a would further identify

sensitive habitat during Project design and require avoiding such sensitive habitats during construction as feasible. However, removal of riparian vegetation may still be necessary in order to provide electrical safety clearances. Mitigation Measure BIO-5: Implement Tree Avoidance, Minimization, and Replacement Plan (see discussion below) would require replacement of removed trees or other riparian vegetation as close to the source of impact as possible, which would result in replacement of riparian trees/vegetation along any areas of disturbed riparian habitat. With these measures, impacts on riparian trees and vegetation would be less than significant.

There is a small area (0.2 mile) of the project alignment in San Jose south of the proposed location of PS7 at Communications Hill that the *Santa Clara Valley Habitat Plan* maps as serpentine bunchgrass grassland. Serpentine bunchgrass grassland is a sensitive natural community designated by CDFW because the community often supports rare plant and wildlife species. In this area, the only proposed PCEP activities would be installation of OCS poles and wires adjacent to the existing tracks. It is unknown whether or not there is actual serpentine bunchgrass grassland in the area adjacent to the existing tracks.. Mitigation Measures BIO-1a and BIO-1b would apply to this area and would require minimization, avoidance, and revegetation if special-status plants are identified in this area, which would address rare plants that may occur within this vegetation community. Implementation of Mitigation Measures BIO-2 and BIO-1h would ensure that impacts to serpentine bunchgrass grassland would be less than significant.

Significant Effect: BIO-3: Have a substantial adverse effect on federally protected waters or wetlands as defined by Section 404 of the Clean Water Act or state waters or wetlands through direct removal, filling, hydrological interruption, or other means

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: A few potentially jurisdictional state and federal waters and wetlands occur within the project corridor. If construction were to take place within those areas, construction could disturb or result in the loss of waters or wetlands.

The following measures mitigate these impacts to a less than significant level.

- BIO-1a: Implement general biological impact avoidance measures
- BIO-1h: Conduct biological resource survey of future contractor-determined staging areas
- BIO-3: Avoid or compensate for impacts on wetlands and waters
- HYD-1: Implement construction dewatering treatment

Mitigation Measures BIO-1a and BIO-1h would require JPB to identify wetlands and waters during Project design and avoid such sensitive habitats during construction, where feasible. It should be feasible to avoid all waters and wetlands along the entire Caltrain right of way for OCS pole installation, but if permanent loss any waters/wetlands is necessary, then Mitigation Measure BIO-3 would apply.

For potential construction staging areas within the right of way, potential wetlands or waters were identified at nine different potential staging areas. Potential construction staging areas outside the right of way have not yet been identified but may contain waters or wetlands. Mitigation Measures BIO-1a, BIO-1h, and BIO-3 would apply to all staging areas containing waters or wetlands. With the implementation of Mitigation Measures BIO-1a, BIO-1h, and BIO-3, direct impacts on waters and wetlands would be less than significant overall.

Regarding indirect effects, the JPB will develop and implement the required SWPPP, as described in Section 3.9, *Hydrology and Water Quality* of the FEIR. In addition, Mitigation Measure HYD-1 will address any indirect water quality impacts on wetlands related to dewatering that may occur during construction.

Significant Effect: BIO-5a: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance during Proposed Project construction.

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Trees that are located along or within 10 feet of the energized elements of OCS alignment would need to be removed or pruned in order to provide adequate safety clearance from the energized elements of the OCS. It is ordinary JPB maintenance practice to comply with California Public Utility Commission requirements by pruning trees and other mature vegetation from adjacent properties that lean into or hang over the Caltrain right of way and pose a potential hazard to safe train operations. The tree maintenance program would need to be expanded to provide the new clearance around the OCS.

The majority of the trees and vegetation that would require removal or pruning are eucalyptus, oleander, and other windrow species; some coast live oaks and other native and horticultural species would also need to be removed or pruned. Table 3.3-4 of the FEIR provides a profile of the estimated trees to be removed, by city. As discussed in Appendix F, *Tree Inventory and Canopy Assessment*, of the EIR, some of the trees to be removed or pruned are designated heritage trees in local tree ordinances. PCEP construction would likely require removal of approximately 1,000 trees and pruning of an additional 3,200 trees for the OCS alignment and electrical safety zone (and up to 2,200 trees removed and 3,600 trees pruned under worst-case assumptions). Project mitigation would require tree avoidance, minimization, and/or replacement.

The following measures mitigate these impacts to a less than significant level.

- BIO-5: Implement Tree Avoidance, Minimization, and Replacement Plan

Mitigation Measure BIO-5 contains specific requirements for final tree surveys, avoidance, protective fencing of trees that are not to be removed, tree and root pruning, tree replacement, and maintenance and monitoring of all replanted trees to assure their survival and/or remedial replanting in case they do not survive. Pursuant to that mitigation measure, JPB will avoid and/or minimize impacts on trees along the right of way by locating OCS poles and alignment to minimize tree removal and pruning where consistent with safety, operations, and maintenance requirements. Options to reduce impact include removing trees only as necessary to provide adequate safety clearance; locating OCS poles and alignment to minimize tree removals; and use of center poles, two-track cantilever poles, portals, or offset insulator poles, and where consistent with operational and safety requirements. Where tree removal is unavoidable after implementation of avoidance and minimization measures, then the JPB will replace trees in accordance with the performance standards in Mitigation Measure BIO-5.

Significant Effect: BIO-6a: Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: There are no adopted habitat conservation plans (HCPs) or natural community conservation plans (NCCPs) for the project area in San Francisco or San Mateo Counties. There is an adopted HCP/NCCP in Santa Clara County (the *Santa Clara Valley Habitat Plan* or SCVHCP) that covers a portion of the project area from just south of the Santa Clara Station to the southern end of the project area several miles south of Tamien Station. The PCEP is not specifically a covered activity in the SCVHCP; thus, the SCVHCP requirements may not apply to the PCEP.

Within the SCVHCP plan area, the only project facilities would be the OCS, TPS2, and PS7. The SCVHCP has a fee payment system to compensate for impacts on covered species habitat. All three TPS2 options and PS7 would be in areas mapped by the SCVHCP as urban land cover and, thus, development of these sites would be consistent with the SCVHCP and require no land cover fee payment. The TPS2 Option 1 site consists of a ruderal grass field surrounded by industrial development but is within the burrowing owl survey and fee zone of the SCVHCP. The TPS2 Options 2 and 3 sites are both in developed areas and would not be subject to any fee or compliance with the SCVHCP. A small portion (0.2 mile) of the project alignment south of PS7 is mapped as serpentine bunchgrass grassland and is within Landcover Fee Zone A and the Serpentine Fee zone. Another small portion (0.4 mile) immediately south of the grassland area is mapped as urban park land, although there is no park within the Caltrain right of way, and is within Land Cover Fee Zone B. The OCS poles would be placed along the railroad alignment, which is mostly previously disturbed and thus OCS pole construction would have very limited impacts on covered species habitat. It is unclear if the PCEP would or would not be subject to fees if the SCVHCP is determined to cover the Proposed Project.

The following measure mitigates these impacts to a less than significant level.

- BIO-6: Pay *Santa Clara Valley Habitat Plan* land cover fee (if necessary)

At this time, it is unknown whether or not the Proposed Project is covered by the SCVHCP and thus whether JPB could obtain Endangered Species Act (ESA) coverage for the portions of the PCEP within the SCVHCP area. If not covered by the SCVHCP, JPB would obtain a separate authorization under the federal and state ESAs from the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) as necessary to address any potential take of federally or state-protected species and thus would mitigate for those effects separately from the SCVHCP.

Incidental take authorization from either USFWS or CDFW is a discretionary action granted at the end of an intensive permitting process involving site-specific study, collaborative development of conservation plans, and implementation of the specific requirements set out in those plans. The JPB cannot undertake any activity that would result in the “take” of a species protected under the federal or state ESA without prior approval of an incidental take permit from the USFWS or CDFW, or both, depending upon the affected species. The provisions of the incidental take permit would be enforced on JPB by the USFWS and/or CDFW.

If separate authorization under the ESAs is necessary, then Mitigation Measure BIO-6 would not be required. If it is determined that JPB could address impacts within the SCVHCP area through the Plan, then Mitigation Measure BIO-6 would be required and would impose SCVHCP requirements on the PCEP.

Significant Effect: CUMUL-3-BIO: Cumulative effects on biological resources

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: As described in Section 3.3, *Biological Resources* of the FEIR, the PCEP could have significant impacts to special-status species, riparian habitats or other sensitive natural communities, protected wetlands or waters and to trees along the Caltrain right of way during construction, unless mitigated.

While increased train traffic would occur with HSR operations and the PCEP, operational conditions are not expected to be significantly different from pre-project conditions relative to biological resources. Routine tree maintenance would be conducted along the Caltrain right of way for all areas where OCS clearance is required, but these activities would be similar to existing maintenance practices albeit they would be conducted in more expansive areas and more frequently than at present. Where development occurs on existing vacant sites, there could be increases in the stormwater runoff which could degrade water quality in surface waters downstream of the Caltrain right of way corridor and affect aquatic species. However, current water quality regulations implemented through the countywide stormwater NPDES permits requires treatment of stormwater runoff for substantial new projects precisely to manage the cumulative impact on water quality of new development in the corridor.

- BIO-1a: Implement general biological impact avoidance measures
- BIO-1b: Implement special-status plant species avoidance and revegetation measures
- BIO-1c: Implement California red-legged frog and San Francisco garter snake avoidance measures
- BIO-1d: Implement western pond turtle avoidance measures
- BIO-1e: Implement Townsend's big-eared bat, pallid bat, hoary bat, and fringed myotis avoidance measures
- BIO-1f: Implement western burrowing owl avoidance measures
- BIO-1g: Implement northern harrier, white-tailed kite, American peregrine falcon, saltmarsh common yellowthroat, purple martin, and other nesting bird avoidance measures
- BIO-1h: Conduct biological resource survey of future contractor-determined staging areas
- BIO-1i: Minimize impacts on Monarch butterfly overwintering sites
- BIO-1j: Avoid nesting birds and bats during vegetation maintenance
- BIO-2: Implement serpentine bunchgrass avoidance and revegetation measures
- BIO-3: Avoid or compensate for impacts on wetlands and waters
- HYD-1: Implement construction dewatering treatment
- BIO-5: Implement Tree Avoidance, Minimization, and Replacement Plan
- BIO-6: Pay *Santa Clara Valley Habitat Plan* land cover fee (if necessary)

With implementation of Mitigation Measures BIO-1a through BIO-1h (special-status species), BIO-2 (sensitive natural communities), BIO-3 (wetlands and waters), BIO-5 (tree avoidance, minimization, and replacement) and BIO-6, the PCEP's project-level impacts on biological resources due to construction would be reduced to a less-than-significant level. The PCEP construction would not occur in pristine areas, but, rather, in a developed rail corridor; thus, impacts would be to remnant biological resources within that context. Given that context, with mitigation, the PCEP's residual construction impacts would

be limited in scale and extent. Consequently, PCEP construction, with mitigation, would make a less than considerable contribution to any potential cumulative impacts on biological resources.

As described in Section 3.3, *Biological Resources* of the FEIR, the PCEP could have significant impacts to nesting bird or bat species during tree maintenance along the Caltrain right of way if not mitigated. However, with implementation of Mitigation Measure BIO-1j, impacts due to disruption of bird nesting or bat roosting would be reduced to a less-than-significant level. Therefore, the PCEP would not contribute to cumulative operational impacts.

Cultural Resources

Significant Effect: CUL-1 - Cause a substantial adverse change in the significance of historic built resources pursuant to Section 15064.5

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: There is the potential that the PCEP could result in a change to the significance of archaeological and historic built resources (considered "historical resources," as defined under CEQA). The known historic built resources in the Historical Study Area, which includes the Caltrain right of way, one parcel on either side of the traction power facility sites and areas along the right of way needed for OCS poles and/or vegetation clearance for electrical safety, are listed in Table 3.4-2 of the FEIR. The PCEP would result in potentially significant impacts to some of the identified historic properties unless mitigated.

The PCEP has four different potential impacts on Railroad Tunnels 1 through 4 in San Francisco: notching of the interiors of the tunnels to provide clearance for the OCS infrastructure above freight and passenger trains; removal of a portion of the decorative stone portals outside the tunnels when notching; installation of OCS infrastructure in the tunnel lining; and track lowering for vertical clearance. All potentially significant impacts on the tunnels could be mitigated to a less-than-significant level, with the exception of the impact on the decorative portal of Railroad Tunnel 4.

The Proposed Project would install OCS poles and wires adjacent to seven of eight historically significant railroad stations. Due to the location of poles and OCS in relation to seven of eight stations, impacts would be less than significant. At the eighth station, Diridon Station, the OCS would be placed on the passenger platforms and extend through the existing umbrella sheds used as passenger shelters. Because these shelters are a contributing feature of this NRHP-listed station, impacts at this location would be significant, but can be mitigated through mitigation identified below.

The following measures mitigate these impacts to a less than significant level.

- CUL-1a: Evaluate and minimize impacts on structural integrity of historic tunnels
- CUL-1b: Minimize impacts on historic decorative tunnel material
- CUL 1c: Install project facilities in a way that minimizes impacts on historic tunnel interiors
- CUL-1d: Implement design commitments at historic railroad stations
- CUL-1f: Implement historic bridge and underpass design requirements
- BIO-5: Implement Tree Avoidance, Minimization, and Replacement Plan

Mitigation Measures CUL-1a through CUL-1c would mitigate impacts on the historic Railroad Tunnels in San Francisco by requiring design features that will minimize the changes to the tunnels such they are not adverse. Mitigation Measure CUL-1d contains station-specific design standards for pole installation that will mitigate potential impacts at the Millbrae, Burlingame, Atherton, Menlo Park, Palo Alto, Santa Clara (station and tower), and Diridon stations. Mitigation Measure CUL-1f contains specific design standards to mitigate the potential impacts to nine historic bridges/underpasses by ensuring that the power system supports are not attached to the historic fabric of these bridges/underpasses, thereby avoiding adverse impacts on their historic integrity and visual appearance. Mitigation Measure BIO-5 will avoid a significant impact to "El Palo Alto" tree from minor pruning necessary to keep tree branches out of the San Francisquito Bridge truss. The measure stipulates that a Tree Avoidance, Minimization, and Replacement Plan (including specific attention to minimization of effects on El Palo Alto) will be developed by a certified arborist in consultation with the City of Palo Alto Urban Forester. Mitigation Measure BIO-5 also includes measures to require replanting with eucalyptus for any necessary replantings associated with the historic Burlingame Francard Grove.

Significant Effect: CUL-2 - Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Table 3.4-1 of the FEIR presented the 21 identified archaeological resources— 19 prehistoric, one multi-component, and one historic-era archaeological— in or potentially in the PCEP's Archaeological Study Area. Additionally, documentary research identified three archaeologically sensitive zones: the area between Easton Creek and the east bank of San Mateo Creek identified as the "Hamilton shell mound sensitive zone"; the vicinity of the Third Mission Santa Clara [CA-SCL-30/H]; and the Native American burial ground at Tamien Station [CA-SCL-690]. Because all areas of potential ground disturbance have not been surveyed for cultural resources, some portions of the Archaeological Study Area, as well as some areas outside of the Archaeological Study Area where OCS poles and wires would be placed partially outside the existing Caltrain right of way, and where vegetation maintenance would be required within 10 feet of the OCS pole alignment for electrical safety, are sensitive for archaeological resources. Therefore, there is a potential to encounter heretofore unidentified buried cultural resources and potential ground disturbance from construction

The following measures mitigate these impacts to a less than significant level.

- CUL-2a: Conduct an archaeological resource survey and/or monitoring of the removal of pavement or other obstructions to determine if historical resources under CEQA or unique archaeological resources under PRC 21083.2 are present
- CUL-2b: Conduct exploratory trenching or coring of areas where subsurface project disturbance is planned in those areas with "high" or "very high" potential for buried site
- CUL-2c: Conduct limited subsurface testing before performing ground-disturbing work within 50 meters of a known archaeological site
- CUL-2d: Conduct exploratory trenching or coring of areas within the three zones of special sensitivity where subsurface project disturbance is planned
- CUL-2e: Stop work if cultural resources are encountered during ground-disturbing activities

- CUL-2f: Conduct archaeological monitoring of ground-disturbing activities in areas as determined by JPB and SHPO

If specific prehistoric, ethnographic, and/or historic archaeological resources are identified within the proposed disturbance areas as a result of Mitigation Measures CUL-2a through CUL-2d, then the evaluation and treatment of such resources will be conducted according to the measures set forth in Mitigation Measure CUL-2e. Under Mitigation Measure CUL-2e, if the find is determined to be potentially significant, the archaeologist, in consultation with the Native American representative, shall develop a treatment plan that could include site avoidance, capping, or data recovery. Mitigation Measure CUL-2f provides for the additional monitoring of project operations within recorded site boundaries to ensure that previously undiscovered resources are properly assessed and treated. Implementing these measures would reduce this impact to a less-than-significant level.

Significant Effect: CUL-3: Disturb any human remains, including those interred outside of formal cemeteries

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: There is the potential that the PCEP could disturb human remains, including those interred outside of formal cemeteries. There are two known archaeological resources that are known to contain human remains: the vicinity of the Third Mission Santa Clara [CA-SCL-30/H], and the Native American burial ground at Tamien Station [CA-SCL-690]). Previous investigations indicate that CA-SCL-30/H has been determined eligible to the NRHP, and CA-SCL-690 has been recommended eligible; however, neither has been listed. Some portions of the Archaeological Study Area, and within those areas outside of the Archaeological Study Area established for OCS pole placement and vegetation maintenance, are sensitive for archaeological resources, including human remains; and since there is a potential to encounter heretofore unidentified buried cultural resources, including human remains, potential ground disturbance from construction could result in a significant impact on such resources.

The following measures mitigate these impacts to a less than significant level.

- CUL-3: Comply with state and county procedures for the treatment of human remains discoveries

Implementing Mitigation Measure CUL-3 would reduce this impact to a less-than-significant level by requiring that any human remains and related items discovered shall be treated in accordance with the requirements of Section 7050.5(b) of the California Health and Safety Code and, if determined to be of Native American origin, pursuant to the provisions of Section 5097.98(a)-(d) of the California Public Resources Code.

Significant Effect: CUMUL-4-CUL: Cumulative effects on cultural resources

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings:
The following measures mitigate these impacts to a less than significant level.

- CUL-1a: Evaluate and minimize impacts on structural integrity of historic tunnels
- CUL-1b: Minimize impacts on historic decorative tunnel material

- CUL-1c: Install project facilities in a way that minimizes impacts on historic tunnel interiors
- CUL-1d: Implement design commitments at historic railroad stations
- CUL-1e: Implement specific tree mitigation considerations at two potentially historic properties and landscape recordation, as necessary
- CUL-1f: Implement historic bridge and underpass design requirements
- BIO-5: Implement Tree Avoidance, Minimization, and Replacement Plan
- CUL-2a: Conduct an archaeological resource survey and/or monitoring of the removal of pavement or other obstructions to determine if historical resources under CEQA or unique archaeological resources under PRC 21083.2 are present
- CUL-2b: Conduct exploratory trenching or coring of areas where subsurface project disturbance is planned in those areas with "high" or "very high" potential for buried site
- CUL-2c: Conduct limited subsurface testing before performing ground-disturbing work within 50 meters of a known archaeological site
- CUL-2d: Conduct exploratory trenching or coring of areas within the three zones of special sensitivity where subsurface project disturbance is planned
- CUL-2e: Stop work if cultural resources are encountered during ground-disturbing activities
- CUL-2f: Conduct archaeological monitoring of ground-disturbing activities in areas as determined by JPB and SHPO
- CUL-3: Comply with state and county procedures for the treatment of human remains discoveries

As discussed in Section 3.4, *Cultural Resources* of the FEIR, the implementation of Mitigation Measures CUL-1a through CUL-1f would reduce the PCEP's effects on historic tunnels, stations, and underpasses along the Caltrain right of way below the level of significance, with the exception of San Francisco Tunnel 4. Mitigation Measure BIO-5 would reduce the PCEP's effects on the historic El Palo Alto tree and the historic Francard Grove. While other cumulative projects may have significant impacts on the same historic resources affected by the PCEP and their impact may or may not be mitigable, the PCEP's residual impacts on these resources after PCEP mitigation would be minimal, except at Tunnel 4 where the PCEP would result in an individual impact. Therefore, the PCEP's potential contribution to cumulative impacts on historical resources due to construction would be less than considerable.

As discussed in Section 3.4, *Cultural Resources*, the implementation of Mitigation Measures CUL-2a, CUL-2b, CUL-2c, CUL-2d, CUL-2e, and CUL-2f would reduce the PCEP's effects on archaeological resources along the Caltrain right of way to a less-than-significant level. While other cumulative projects may have significant impacts on the same archaeological resources affected by the PCEP, the PCEP's residual impacts on these resources after PCEP mitigation would be minimal. Therefore, the PCEP's potential contribution to cumulative impacts on archaeological resources due to construction would be less than considerable. As discussed in Section 3.4, *Cultural Resources*, the PCEP would have no impact on cultural resources during operations. Therefore, there would be no cumulative cultural resource impacts resulting from PCEP operation, and the PCEP would make no contribution to any impact.

Electromagnetic Fields and Electromagnetic Interference

Significant Effect: EMF-2 - Substantially increase electromagnetic interference along the Corridor

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The main sources, or generators, of transient EMI disturbances from electrification would be switching currents produced by switching loads, relays, power controllers, and switch mode power supplies associated with operation of the OCS or the TPFs. High-current electronic switches and controls are capable of producing transient signals that can be transmitted along the power supply network to other electronic systems. Magnetic fields would also be generated by paralleling and switching stations, as well as traction power substations. These fields could affect the signal systems of the freight rail, BART, SCVTA and/or affect highly sensitive electronic equipment, such as certain medical imaging equipment.

The following measure mitigates this impact to a less than significant level.

- EMF-2: Minimize EMI effects during final design, Monitor EMI effects during testing, commission and operations, and remediate substantial disruption of sensitive electrical equipment

Mitigation Measure EMF-2 will require that EMI be further assessed on a site-specific basis during final project design to ensure avoidance of significant EMI effects above baseline conditions. As explained in Chapter 3.5, *Electromagnetic Fields and Electromagnetic Interference*, of the FEIR under Impact EMF-2, there is ample evidence that electrified trains can operate harmoniously with freight trains on the same line without adversely affecting the signal systems of the freight rail or other users. Existing technical solutions, such as those employed for electromagnetic compatibility along the Northeast Corridor in the United States or in Europe, are available to be employed for this project.

In addition to the mitigation measure, the PCEP includes mitigating features in its design. As described in FEIR Chapter 2, *Project Description*, the PCEP will protect the existing railroad signal system, the grade crossing system, and the Positive Train Control system from electromagnetic interference created by the 25kv AC system by:

- designing the catenary system using proven solutions that minimize the effect of EMI;
- providing sufficient shielding for electronic equipment;
- installing specialized components, such as filters, capacitors, and inductors; and
- ensuring that the electric vehicles are designed with a frequency that does not interfere with the frequency of the grade crossing warning system.

Significant Effect: CUMUL-5-EMF - Cumulative increase in electromagnetic fields or electromagnetic interference

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The concern with EMFs is potential health risks to receptors along the Caltrain right of way. As described in Section 3.5, *Electromagnetic Fields and Electromagnetic Interference*, the PCEP's EMF levels along the Caltrain right of way were estimated at up to 41 milliGauss (mG). With full electrification, EMF levels for Caltrain electrified service could increase by perhaps 25 percent. The EMF levels along the fenceline for Blended Service should be well below the threshold used in the PCEP FEIR of 833 mG. Thus, the PCEP would make a less than considerable contribution to potential health risks associated with EMFs.

The concern with EMI is potential interference with sensitive electrical equipment along the Caltrain right of way due to increased EMF levels. As explained above, before mitigation, the PCEP could result in EMI to adjacent freight and transit system signal systems and perhaps to some adjacent sensitive equipment in other settings.

The following measure mitigates this impact to a less than significant level.

- EMF-2: Minimize EMI effects during final design, Monitor EMI effects during testing, commission and operations, and remediate substantial disruption of sensitive electrical equipment

Mitigation Measure EMF-2 and elements of the PCEP design eliminate any potential significant effects associated EMI interference. As a result, the project would not contribute to any cumulative interference.

Geology and Soils

Significant Effect: GEO-1 - Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides.

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Strong ground shaking would be experienced along the PCEP line during an earthquake. During an earthquake, TPFs and OCS poles could be subject to liquefaction effects (such as foundation failure or settlement), if they are constructed on liquefiable soils and not properly designed for such soils.

The following measure mitigates this impact to a less than significant level.

- GEO-1: Perform a site-specific geotechnical study for traction power facilities

The PCEP would be located in a seismically active area and must, therefore, be constructed in accordance with the California Building Code. The California Building Code establishes standards intended to permit structures to withstand seismic hazards. To this end, the Code sets standards for excavation, grading, earthwork construction, fill embankments, expansive soils, foundation investigations, liquefaction potential, and soil strength loss. Additionally, Mitigation Measure GEO-1 would require the JPB to conduct site-specific geotechnical investigations for TPFs, the results of which will be used in the design specifications for the proposed TPF structures. Adherence to applicable building code requirements and implementation of Mitigation Measure GEO-1 would minimize potential construction and operational impacts of the proposed Project due to seismic ground shaking, seismic-related ground failure (including liquefaction), and landslides.

Significant Effect: GEO-3 - Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse.

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Underlying soils at the various TPF locations are prone to geologic hazards such as liquefaction and subsidence. Where construction of proposed TPFs and OCS poles is planned within areas with compressible and collapsible soils (as mentioned above), the structures would be susceptible to damage due to ground settlement from the weight of the structures or the addition of water in the form of irrigation or concentrated runoff.

The following measure mitigates this impact to a less than significant level.

- GEO-1: Perform a site-specific geotechnical study for traction power facilities

The PCEP must be constructed in conformance with the California Building Code. The Code sets standards for excavation, grading, earthwork construction, fill embankments, expansive soils, foundation investigations, liquefaction potential, and soil strength loss. Additionally, Mitigation Measure GEO-1 would require the JPB to conduct site-specific geotechnical investigations for TPFs, the results of which will be used in the design specifications for the proposed TPF structures. Adherence to applicable building code requirements and implementation of Mitigation Measure GEO-1 would minimize potential construction and operational impacts of the proposed Project due to unstable soils.

Significant Effect: GEO-4 - Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Expansive soils are typically composed of clays and can undergo a volume change with changes in moisture content. They have tendencies to expand and soften when wet and to harden when dry. If not properly considered prior to the construction of structures, this expansive behavior can damage foundations and other building components.

The following measure mitigates this impact to a less than significant level.

- GEO-4a: Identification of expansive soils
- GEO-4b: Mitigation of expansive soils

Mitigation Measures GEO-4a and GEO-4b would be implemented where construction of proposed TPFs and OCS poles are planned atop soils composed of clay or silty clays, which are expansive soils with high shrink-swell potential. The mitigation measures would ensure that soils are tested by a qualified geotechnical engineer and engineering geologist, and requisite actions are taken such as removing and replacing any expansive soils, or incorporating design features into foundations, in order to avoid this impact.

Significant Effect: CUMUL-6-GEO - Cumulative exposure of people or structures to geologic or seismic hazards or destruction of unique paleontological/geologic resources

Finding: The JPB hereby makes finding (a)(1) (described in Section 3.1 above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: New transportation, residential, commercial and other facilities and services could increase exposure of people or structures to geologic, seismic and soil hazards could result in a significant cumulative impact. The project area is likely to experience a strong seismic activity and

geologic instability (e.g., soil liquefaction or collapse) that could damage structures or expose people to greater risks of loss of life and injury. In addition, there could be cumulative exposure due to construction in areas of expansive soils.

The following measure mitigates this impact to a less than significant level.

- GEO-1: Perform a site-specific geotechnical study for traction power facilities
- GEO-4a: Identification of expansive soils
- GEO-4b: Mitigation of expansive soils

Implementation of Mitigation Measures GEO-1, 4a, and 4b would eliminate the PCEP's exposure to unacceptable risks of geologic, seismic and soil hazards. Therefore, the PCEP's contribution to the increase of exposure to these hazards would be less than considerable.

Hazards and Hazardous Materials

Significant Effect: HAZ-2 - Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Typical construction-related hazardous materials would be used during construction of the proposed Project, including gasoline, diesel, oil, other vehicle-related fluids, paints, solvents, and metals. It is possible that any of these substances could be released during construction activities. The proposed Project TPF locations lie within areas that are highly industrialized and commercial in nature. Contaminants of concern along the Caltrain right of way include arsenic, lead, and total petroleum hydrocarbons. Consequently, construction activities, including dewatering operations, could encounter soil and/or groundwater contamination. Operational activities would generate hazardous material waste due to the use of lubricants, solvents, and other materials.

The following measures mitigate this impact to a less than significant level.

- HAZ-2a: Conduct a Phase II Environmental Site Assessment prior to construction
- HAZ-2b: Implement engineering controls and best management practices during construction

Mitigation Measures HAZ-2a and HAZ-2b require that, prior to construction, the potential presence of contaminants in soil and groundwater will be investigated using conventional drilling, sampling, and chemical testing methods. Based on the chemical test results, a mitigation plan will be developed to establish guidelines for the disposal of contaminated soil and discharge of contaminated dewatering effluent, and to generate data to address human health and safety issues that may arise as a result of contact with contaminated soil or groundwater during construction. JPB will be required to provide a copy of this plan to the Department of Toxic Substances Control for review and approval prior to starting work on the PCEP. These measures, along with standard requirements for construction and operation, as discussed in Section 3.8, *Hazards and Hazardous Materials* and Section 3.9, *Hydrology and Water Quality* (discussion of SWPPP) of the FEIR will avoid the potential for significant effect.

Hazardous waste generated by PCEP operations would be managed according to all applicable regulatory requirements, which would minimize the exposure risk to all Caltrain personnel and the surrounding environment. Additionally, proposed PCEP infrastructure will be constructed with engineering controls to limit and contain releases and spills, thus further minimizing the potential for operational impacts.

Significant Effect: HAZ-4 - Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Due to the extent of the project corridor, construction of some of the TPFs and portions of the OCS would be surrounded by numerous sites found in various environmental databases.

The following measures mitigate this impact to a less than significant level.

- HAZ-2a: Conduct a Phase II Environmental Site Assessment prior to construction
- HAZ-2b: Implement engineering controls and best management practices during construction

Industrial, commercial and agricultural facilities that deal with storage, use, and disposal of hazardous materials within all proposed construction areas are required to comply with all appropriate federal, state and local regulations, such as the regulations discussed Section 3.8.1.1, *Regulatory Setting*, of the FEIR to ensure safety of the surrounding public and environment. Additionally, implementation of Mitigation Measures HAZ-2a and HAZ-2b, would further minimize potential impacts from sites included in hazardous materials databases by undertaking the study necessary to characterize the hazard and the engineering controls and management practices necessary to avoid the hazard.

Significant Effect: HAZ-6 - Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Construction activities at grade crossings could potentially interfere with an adopted emergency response plan or emergency evacuation plan by increasing traffic congestion and vehicle wait time. As discussed in Section 3.14, *Transportation and Traffic*, of the FEIR the PCEP would result in significant increases in traffic delays at a number of at-grade crossings along the Peninsula corridor due to increased gate-down time during peak hours, as well as impacts on traffic near some of the Caltrain stations.

The following measure mitigates this impact to a less than significant level.

- TRA-1a: Implement construction road Traffic Control Plan

During project construction, implementation of a Traffic Control Plan (Mitigation Measure TRA-1a) discussed in Section 3.14, *Transportation and Traffic*, would minimize obstructions at crossings, which would help to ensure continued emergency access to the various TPF project sites and nearby properties.

The traffic plans would include construction truck marshaling to prevent construction traffic congestion to and from the project sites.

Emergency response times are a function of the conditions between the responder base location and the incident location overall, not only a function of conditions at any one point along the response path. As discussed in Section 3.14, *Transportation and Traffic*, if the FEIR the PCEP would substantially reduce overall vehicle miles traveled in the Peninsula corridor, which would improve congestion on a broad general basis. Most of the vehicle miles traveled reductions would be during peak hours, which is especially important in reducing congestion. This broad-based congestion improvement (approximately 235,000 miles per day in 2020 and 619,000 miles per day in 2040, compared with No Project Conditions) is expected to more than offset the localized effects on at-grade crossings and near Caltrain stations and result in a net improvement (compared with No Project Conditions) in the emergency response times and in the ability to evacuate constrained areas by vehicle.

Significant Effect: CUMUL-8-HAZ - Cumulative effects related to hazards and hazardous materials

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: During construction of cumulative projects, people could be exposed to a risk to human health and spillage of hazardous materials such as gasoline, oil paint and solvents could. Water quality contamination could occur from accidental spillage of hazardous materials and mixture of contaminated water with non-contaminated water. Excavation activities could expose construction crew members to hazardous materials that could pose a risk to health and safety.

During cumulative project construction, there may be temporary obstruction of access and egress from construction sites and on adjacent roads due to construction. Such obstruction would affect the ability of emergency responders to timely reach their destinations and impede the ability to evacuate constrained areas in the event of an emergency. Where one or more cumulative projects would be in construction at the same time in the same area, there could be cumulative impacts on emergency response or evacuation capacity.

Release of and exposure to hazardous materials during operation of cumulative projects could result in a cumulative significant impact. Because both HSR service and the PCEP would involve electrically powered trains, spills of diesel petroleum products would not occur during operation. However, operation of HSR service and the PCEP would involve handling of hazardous materials including batteries in EMUs, fluids in transformers and other electrical equipment, and maintenance materials and cleaning fluids.

Operation of the other cumulative projects would also involve the use and handlings of petroleum and other hazardous materials including during maintenance.

The following measures mitigate this impact to a less than significant level.

- HAZ-2a: Conduct a Phase II Environmental Site Assessment prior to construction
- HAZ-2b: Implement engineering controls and best management practices during construction
- TRA-1a: Implement construction road Traffic Control Plan

Compliance with local, state and federal regulations for handling of materials and implementation of the mandatory Stormwater Pollution prevention Plan will address impacts associated with construction handling of petroleum and other materials. For encountered contamination, the PCEP would require implementation of Mitigation Measures HAZ-2a and HAZ-2b, which require preconstruction investigation of potentially contaminated areas and appropriate containment, handling and disposal of any encountered contaminated soil and groundwater. Thus, the PCEP's contribution to any potential cumulative impact related to hazardous materials during construction would be reduced to a less-than-considerable level.

As discussed in Section 3.8, *Hazards and Hazardous Materials*, of the FEIR the PCEP could have such effects if an emergency occurs at the time when the PCEP construction limits access to the Caltrain right of way or at at-grade crossings. As described in Section 3.14, *Transportation and Traffic*, of the FEIR Mitigation Measure TRA-1a will require the preparation of a traffic control plan to help ensure continued emergency access to Caltrain right of way, at-grade crossings, and all nearby properties. Caltrain would coordinate with local public works departments, local emergency providers, and Caltrans in the development of the traffic control plan to specifically address emergency response concerns. Potential issues associated with multiple projects in construction at the same time may be addressed through development of the traffic control plan. Thus, with mitigation, the PCEP's contribution to a potential cumulative impact related to emergency response or evacuation would be less than considerable.

The operational use and handling of hazardous materials is highly regulated by local, state, and federal requirements that are applicable universally. Therefore, routine operation and maintenance of the cumulative projects is not likely to have a significant cumulative impact from the release of or exposure to hazardous materials. There is always the possibility of an unforeseen accident involving petroleum or other hazardous materials, but local, state, and federal regulations also specify operating procedures to minimize the potential for such accidents and remedial response necessary in the event of such accidents or spills to contain and cleanup hazardous material releases.

Hydrology and Water Quality

Significant Effect: HYD-1a - Violate any water quality standards or WDRs, or otherwise substantially degrade water quality

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Construction grading and utility excavations at proposed TPF sites could result in a short-term increase in the sediment load in stormwater during rainfall events. Installation of OCS poles would require soil excavation, which would potentially result in substantial soil disturbance, and could also increase sediment loads into nearby waterways. Additional sediment sources created during construction include soil stockpiles and soil tracked across construction areas, debris resulting from the installation of OCS pole foundations, erosion in areas where vegetation is cleared for OCS pole and catenary system placement, and soil transported by wind (from dry, exposed excavated areas). Although sediment from erosion is the pollutant most frequently associated with construction activity, other pollutants of concern are toxic chemicals from heavy equipment or construction-related materials.

The following measure mitigates this impact to a less than significant level.

- HYD-1: Implement construction dewatering treatment, if necessary

Because the PCEP would disturb more than 1 acre of land, a SWPPP would be required as part of compliance with the NPDES Construction General Permit. The purpose of a SWPPP is to reduce the amount of construction-related pollutants that are transported by stormwater runoff to surface waters. The SWPPP would emphasize standard temporary erosion control measures to reduce sedimentation and turbidity of surface runoff from disturbed areas with the project area and other best management practices to prevent and minimize the potential for other pollutants of concern to enter waterways. As discussed in Section 3.9, *Hydrology and Water Quality* of the FEIR, use of non-potable water (i.e., from wastewater reclamation facilities and permitted groundwater wells) for dust control would not present a health or safety hazard if used in accordance with applicable State Department of Health, State Water Resources Control Board, Regional Water Quality Control Board, and City Departments of Health and Public Works orders, standards and regulations.

Construction dewatering in areas of shallow groundwater could be required during excavation required to install OCS poles and possibly during utility relocations and installation. In the event groundwater is encountered during construction, dewatering would be conducted according to methods and performance standard described in Mitigation Measure HYD-1. Coverage under the Construction General Permit typically includes dewatering activities as authorized non-stormwater discharges provided that dischargers prove the quality of water to be sufficient and not affect beneficial uses. However, the San Francisco Bay Regional Water Quality Control Board will need to be notified if dewatering will occur and the contractor may be subject to dewatering requirements in addition to what's outlined in the Construction General Permit, including discharge sampling and reporting.

Significant Effect: HYD-2 - Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: As the OCS poles would have foundations 15 to 20 feet below ground surface (bgs), groundwater would be encountered in areas where the groundwater table is less than 15 feet bgs. In addition, utility relocation and installation may also encounter shallow groundwater. Shallow groundwater may be encountered in the vicinity of San Francisco Bay in San Francisco, San Mateo, and Santa Clara Counties. Impacts on groundwater would be limited to areas with high groundwater tables where construction-related dewatering would occur on a temporary, short-term (during construction) basis. There would also be potential to encounter groundwater during excavation in areas where depth to groundwater is unknown. In the event groundwater is encountered during construction, temporary dewatering would be conducted locally.

The following measure mitigates this impact to a less than significant level.

- HYD-1: Implement construction dewatering treatment, if necessary

Given the limited area of construction activity associated with the OCS foundation augering and potential utility relocations/installations, potential groundwater dewatering volumes would be limited and, thus, the PCEP would not substantially deplete groundwater supplies. In addition, groundwater within the project area is not a large source of water supply, one reason which is that much of it is saline due to the proximity to the San Francisco Bay. The PCEP would comply with the Construction General Permit and other related requirements, and, if dewatering is necessary, would also implement the methods and performance standard described Mitigation Measure HYD-1. Provided that the water is of sufficient

quality or can be treated on-site, this measure will require water to be discharged to the storm drain system or other water bodies and thereby kept within the local groundwater basin.

Significant Effect: HYD-4 - Place housing within a 100-year flood hazard area, or place structures that would impede or redirect flood flows within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or FIRM or other flood hazard delineation map

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Overall, potential significant impacts are only expected at the TPFs located within 100-year floodplains.

As discussed in Section 3.9, *Hydrology and Water Quality* of the FEIR, PS3 Option 1 is located in a part of Burlingame subject to flooding, likely because of backwater effects from Mills Creek and/or Easton Creek which are located north of PS3 Option 1. PS3 Option 1 would be located about 1,000 feet south of Easton Creek and 2,500 feet south of Mills Creek. Easton Creek is deficient in capacity and results in flooding of residential and industrial areas during a moderate rainstorm and medium to high tides. Mills Creek experiences frequent flooding during moderate rain storms due to undersized box culverts under Rollins Road and U.S. Highway 101. In addition, the low elevation of the Mills Creek embankment causes overtopping of the creek during moderate rain storm events. The PS3 area is within the southern edge of the inundation area along the Caltrain right of way due to these two creeks and thus would not redirect flood flows. PS3 Option 1 would be approximately 40 feet by 80 feet (3,200 square feet, or <0.1 acre) and would be located in a previously cleared and graded area. As a result, the amount of infiltration at PS3 Option 1 is likely minimal. Given the small size of PS3 Option 1, and its location on the edge of the inundation zone on a previously graded area with limited existing infiltration, it is considered unlikely that PS3 Option 1 would contribute significantly to flooding.

PS6 (both options) is located in an area shown as within the current 100-year floodplain. The area of flooding is shown as an elongated area of flooding along the Caltrain right of way itself. PS6 (Option 2) is located in an existing paved area; placement at this location would have no impact on flooding. PS6 (Option 1) is located in an unpaved area and thus, as discussed above for PS3, the addition of a small amount of impervious space is unlikely to contribute significantly to flooding, but Mitigation Measure HYD-4 would apply to the PS6 (Option 2) location to minimize the potential to contribute to flooding.

TPS2, Option 3 would be located at CEMOF in an area that is partially a parking lot and partially a graded dirt lot that is surrounded entirely by developed buildings and pavement. Flooding in this area appears to be local flooding, possibly due to a lack of adequate drainage to the Guadalupe River or issues with the Howard Street outfall (the river is approximately 1,500 feet to the east of the potential TPS2 location). TPS2, Option 3 would be approximately 150 feet by 200 feet (30,000 square feet, or 0.7 acre) and would be located in a previously cleared and graded and partially paved area. As a result, the amount of infiltration at this potential location for TPS2 is likely minimal. In addition, as a backwater area, TPS2 would not redirect or block flood flows. Nevertheless, the increase in impervious space could contribute to expanded localized flooding. Mitigation Measure HYD-4 would apply to this location in order to minimize the potential to contribute to flooding potential.

The following measure mitigates this impact to a less than significant level.

- HYD-4: Minimize floodplain impacts by minimizing new impervious areas for new TPFs or relocating these facilities

Mitigation Measure HYD-4 contains site-specific performance standards that would reduce impacts at these locations to a less-than-significant level by further reducing the potential of these TPFs to contribute to localized flooding. Mitigation Measure HYD-4 is also recommended at TPFs not located within 100-year floodplains to minimize downstream flooding impacts, but is not required due to less- than-significant impacts relative to impacts on downstream flooding for these locations.

Significant Effect: HYD-5: Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Several of the new TPFs are proposed within 100-year floodplains. Given the electrical equipment contained in new paralleling stations and traction power substations, flooding would pose electrical safety risks to these facilities and to any people near the facilities if flooding were to contact energized equipment.

Numerous levees are located along the San Francisco Bay shoreline and along certain creeks to protect various residential, commercial and industrial areas from coastal and riverine flooding. Levees can fail due to earthquakes or storm events, if not properly maintained or reinforced to withstand potential stresses. In the event of levee failure, there could be flooding of several areas of the existing Caltrain alignment beyond those included in the current 100-year floodplain. This existing flooding potential due to levee failure would not be changed by the Proposed Project; however, the PCEP would introduce new electrical facilities that could be damaged or result in electrical safety risks in the event of flooding.

In the event of dam failure, portions of the existing Caltrain right of way could be inundated. This existing flooding potential due to dam failure would not be changed by the PCEP; however, the PCEP would introduce new facilities that could be damaged or result in electrical safety risks in the event of flooding.

The following measure mitigates this impact to a less than significant level.

- HYD-5: Provide for electrical safety for all new TPFs subject to periodic or potential flooding

If these facilities are not relocated outside of the 100-year floodplain or at previously paved areas pursuant to options in Mitigation Measures HYD-4, then Mitigation Measure HYD-5 will provide for the safety of these new facilities by requiring Caltrain to place all new electrical equipment on elevated pads above expected flood depths and/or protect such equipment with flood barriers. If equipment cannot be designed so that flood waters cannot contact the equipment, then sealed or capped moisture-resistant components are required. In addition, Caltrain shall develop emergency response procedures to provide electrical safety including system shutdown during projected flood events.

Significant Effect: CUMUL-9-HYD: Cumulative impacts related to hydrology and water quality (excluding flooding related to sea level rise).

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to construction hydrology and water quality effects, and flooding aspects other than those related to sea level rise.

Facts in Support of Findings: The PCEP could have construction effects on water quality due to construction runoff or dewatering that could combine with cumulative projects in construction at the same time that could affect downstream cumulative water quality. Application of all state and federal

requirements for stormwater control would help to control cumulative construction effects. The PCEP also includes some TPFs located within the 100 year floodplain which, in combination with cumulative developments could affect floods and flows in watersheds affected by cumulative projects.

The following measure mitigates the PCEP's contribution to these effects to a less than considerable level.

- HYD-1: Implement construction dewatering treatment, if necessary
- HYD-4: Minimize floodplain impacts by minimizing new impervious areas for new TPFs or relocating these facilities
- HYD-5: Provide for electrical safety for all new TPFs subject to periodic or potential flooding

Mitigation Measure HYD-1, in addition to Construction NPDES requirements would limit PCEP contributions to construction period water quality effects to a less than considerable levels. Mitigation Measures HYD-4 and HYD-5 would limit PCEP contributions to cumulative flooding impacts by limiting the amount of new impervious space and by providing for facility protection for TPS subject to flooding.

Land Use and Recreation

Significant Effect: LUR-4: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: A number of parks and open spaces are located adjacent to the Caltrain right of way. Under the PCEP, vegetation clearance for safety purposes may be necessary at four park locations where the electrical safety zone would extend outside the current Caltrain right of way and one location where the park is partially on the Caltrain right of way. This vegetation removal could have an effect on park uses, park lands and park aesthetics.

Operationally, the PCEP would only potentially adversely affect adjacent parks in relation to aesthetics and vegetation maintenance. PS7 would be adjacent to Kurte Park in San Jose. At this location, the prevailing views northward from the park are of the grasslands on Communications Hill, a few scattered trees and the railroad right of way. Although the PS7 facility would be small (40 by 80 feet), it would be an anomalous industrial facility in a view largely dominated by grassland features As discussed in Section 3.1, *Aesthetics* of the FEIR this is considered a significant aesthetic impact.

As discussed above, vegetation maintenance inside the Caltrain right of way is an existing activity. While the area of vegetation maintenance would move outward to the edge of the right of way, after initial vegetation removal for construction, the maintenance activity should be roughly similar to existing vegetation maintenance. Thus, temporary noise of vegetation maintenance inside the Caltrain right of way would have less-than-significant impacts on adjacent or nearby parks. Where vegetation maintenance is required within the electrical safety zone in the four parks described above, it would be more intrusive than vegetation maintenance than on the Caltrain right of way itself. Because the areas of maintenance would be outside the areas of active park use and maintenance would occur for a limited period of time in any one year, vegetation maintenance would have a less-than-significant impact on park lands and park uses.

The following measure mitigates this impact to a less than significant level.

- BIO-5: Implement Tree Avoidance, Minimization, and Replacement Plan
- AES-2b: Aesthetic treatments for OCS poles, TPFs in sensitive visual locations, and Overbridge Protection Barriers

Mitigation Measure BIO-5 would require replacement of any removed trees, and it is feasible to replace the visual screening function of trees that exists today in a way that is compatible with PCEP design. Thus, with mitigation, the loss of park vegetation would be a less-than-significant impact.

Mitigation Measure AES-2b would require planting of trees between the park and PS7 to visually screen the lower portions of the new paralleling station and require aesthetic treatment to help the facility blend in with surroundings. With this mitigation, aesthetic impacts at this location would be less than significant. With Project Variant 1, PS7 would be located farther north than its current proposed location and would not be visible from Kurte Park and there are no other parks in the close vicinity to the PS7 variant locations.

Significant Effect: CUMUL-10-LUR - Cumulative effects related to land use and recreation

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Cumulative construction impact analysis focused on temporary impacts on existing land uses and recreation. Operational impact analysis addressed potential division of communities, land use policy/plan consistency, and direct/indirect changes in recreational facilities.

The following measures mitigate this impact to a less than significant level.

- BIO-5: Implement Tree Avoidance, Minimization, and Replacement Plan
- AES-2b: Aesthetic treatments for OCS poles, TPFs in sensitive visual locations, and Overbridge Protection Barriers

The PCEP would be constructed within the Caltrain right of way, with the exception of the two TPSs (except for TPS2, Option 3 which is in the right of way) and potentially for the PS7 Variant locations, limited areas where the OCS alignment would be outside the Caltrain right of way, and areas where the electrical safety zone would extend outside the Caltrain right of way and require vegetation clearance. Construction within the Caltrain right of way would not displace other land uses outside the right of way.

As discussed in Section 3.10, *Land Use and Recreation*, the TPS location options, with the exception of TPS2 Option 2 and TPS2 Option 3, are vacant parcels surrounded by industrial or commercial areas. TPS2 Option 2 would displace existing industrial use and parking currently on the site; however, there are numerous alternative locations for industrial use in the vicinity. TPS3 Option 3 would be in a parking lot/open area at the CEMOF that is used for parking and as a laydown area. The construction of the OCS poles would primarily occur within the Caltrain right of way; however, in some locations the OCS poles would be erected on adjacent commercial, industrial and residential land. Some tree removal or pruning may be necessary on areas outside the Caltrain right of way, which could disrupt existing land uses. Temporary staging and access could also result in use of vacant lots inside and outside of the Caltrain right of way, but would not result in new land uses that might be inconsistent with adjacent land uses. PS7 Variant A and B would be partially or entirely located on Caltrans-owned land, but not in any area used for active support of SR 87.

As discussed in Section 3.1, *Aesthetics* of the FEIR construction activity in residential and park areas would be anomalous, and the visual character of such areas would be partially degraded during construction. The duration of OCS construction at any one location would be limited to the time necessary to install pole foundations and then later to install poles and string wires. The change in visual character would only occur for a limited period and the perception of the visual quality of such areas would not be altered once construction is complete. To ensure that the duration of construction disruption and activities are limited in areas of greater visual sensitivity, Mitigation Measure AES-2a would be implemented to avoid using residential or park areas for access or staging areas, to minimize the duration of construction activity in such areas (to the extent feasible) and to remove all construction equipment and materials immediately following completion of construction on such sites. Because the disruption of existing land uses during construction would be temporary, would not ultimately result in a conversion of land use (except at TPS2 Option 2, for which there are ample industrial sites for the displaced use and TPS3 Option 3 for which alternative sites can be identified for parking and laydown areas within the Caltrain right of way) and because Mitigation Measure AES-2a would ensure that disruption to individual residential areas or park areas is minimal, the contribution of PCEP's construction to the cumulative significant impact on land use and recreation would be less than considerable.

As described in Section 3.10, *Land Use and Recreation* of the FEIR the PCEP would not physically divide existing communities. The OCS poles and wires would add additional infrastructure in the Caltrain right of way but would not physically impede access across the Caltrain right of way. There may be increased delays at some at-grade crossings, but the delays would be temporary and would not physically divide communities on either side of the Caltrain right of way. Thus, the contribution of the PCEP's operation to any potential cumulative impacts related to physically dividing a community would be less than considerable.

As described in Section 3.10, *Land Use and Recreation* the majority of the PCEP, including OCS poles and wires, the paralleling stations, and the switching station would be located within the existing Caltrain right of way and would, therefore, not impact adjacent land use plans. The PCEP would result in several inconsistencies with local plans and policies, specifically, at the location of TPS1 Option 2, and at locations where the OCS alignment and electrical safety zone would be outside rail or road right of way. However, the PCEP would not displace existing or potential future development (except the existing industrial/warehouse use, which can be readily absorbed at other San Jose industrial sites, at the TPS2 Option 2 site) and, thus, would not result in significant secondary environmental impacts as a result of the inconsistencies with local land use plans and policies.

At TPS1, Option 3 there is a pending hotel application under evaluation by the City of South San Francisco for which an EIR will be released in 2015. If approved and constructed, then construction of TPS1 at this location may be in conflict with the hotel, depending on the remaining developable land at the site. As described in Section 3.11, *Noise* of the FEIR there are noise impacts of locating a TPS at this site adjacent to an existing hotel but mitigation would lower the potential noise impact to less than significant. Similarly, if the new hotel is built and there were still remaining land at the site for a TPS, then the noise mitigation would still apply. If the hotel is built, the costs of land acquisition would increase, and may be a consideration for Caltrain in deciding on which potential site to locate the TPS. An additional option, Option 4 was added by Caltrain at the request of the City of South San Francisco in order to increase the options for Caltrain as Option 3 may be more conflicted in the future than in 2013 at the start of the CEQA process.

PS4, Options 1 and 2 would be located within an area envisioned for Transit Oriented Development and a Transit Center and associated improvements as part of the Hillsdale Station Area Plan. As concluded in

Section 3.10, *Land Use and Recreation* these two options would require minor reconfiguration of the plan, but would not hinder the ability to develop transit oriented development overall, provide a Transit Center, or relocate the Caltrain Hillsdale Station and thus development would not be displaced from the site. PS4, Option 3 would not require the minor reconfiguration.

SWS Option 1 would be located adjacent to, but not in an area proposed for mixed residential/commercial/light industrial use in the Redwood Triangle portion of the North Fair Oaks Community Plan. Because SWS, Option 1 is outside of the plan area, it would not displace any potential other land uses in the plan area. The mixed-use development can be fully realized within the plan area. Thus, contribution of the PCEP operation to any potential cumulative impacts related to land use policy or plan conflicts (and resultant secondary physical impacts on the environment) would be less than considerable.

Where Blended Service passing tracks are proposed outside the Caltrain right of way, they could affect park or open space directly adjacent the Caltrain right of way. Based on Table 3.10-2 in Section 3.10, *Land Use and Recreation* of the FEIR all of the five preliminarily identified passing track locations would be adjacent to parks. The design of passing tracks is unknown and, thus, no definitive conclusion can be made about whether any parks would actually be affected or not. However, pursuant to the mandatory requirements of Section 4(f) of the Department of Transportation Act of 1966, CHSRA will first consider options for avoiding park impacts in design of any passing tracks. If park impacts cannot be avoided, then Section 4(f) requires mitigation to provide additional park space so that no overall loss of park space and recreational opportunities results.

As described in Section 3.10, *Land Use and Recreation* of the FEIR the PCEP may require tree removal at Broadway-Arguello Park (Redwood City), Holbrook-Palmer Park (Atherton) and at Peers Park (Palo Alto). Mitigation Measure BIO-5 requires replacement of removed trees and, as discussed in Section 3.10, *Land Use and Recreation*, it is feasible to replace trees removed at parks at the parks themselves to maintain their visual screening function from the Caltrain right of way without loss of substantial portions of the parks. Given that Blended Service improvements or other cumulative transportation projects would be required to avoid and/or mitigate for park impacts per the Section 4(f) requirements, other cumulative projects are unlikely to affect parks, and the PCEP's park impacts would be mitigated, cumulative impacts are likely to be mitigable to a less than significant level. Given the project-level mitigation described above, the PCEP's contribution to any potential cumulative impacts would be less than considerable with mitigation.

Noise and Vibration

Significant Effect: NOI-1b: Expose sensitive receptors to substantial increase in noise during operation

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Operational train noise impacts would include both a decrease in train noise, because EMUs are quieter than corresponding diesel locomotives, and an increase in train noise, primarily during peak hours due to the Proposed Project's increase in Caltrain service.

In addition to the noise generated by the proposed Caltrain passenger rail operations, the electrical traction power substations and ancillary facilities would generate stationary noise. Operational noise levels were calculated in order to predict the total PCEP noise levels with the ambient noise at the

receptors, accounting for both changes resulting from EMU train operations (where TPFs are located near the Caltrain right of way) and the new ancillary facility stationary noise sources.

Before mitigation, the noise analysis results indicate that the operation of TPS1 Option 3 and PS5, Option 2 would result in an increase in ambient noise levels exceeding FTA moderate impact criteria at noise sensitive receptors.

The following measure mitigates this impact to a less than significant level.

- NOI-1b: Conduct site-specific acoustical analysis of ancillary facilities based on the final mechanical equipment and site design and implement noise control treatments where required

Operational train noise impacts would include both a decrease in train noise, because EMUs are quieter than corresponding diesel locomotives, and an increase in train noise, primarily during peak hours due to the PCEP's increase in Caltrain service. As shown in Table 3.11-15 of the FEIR, there are no study locations where noise increase would exceed the FTA moderate impact or severe impact level. Therefore, PCEP operations would have a less-than-significant impact along the Caltrain corridor.

Implementation of Mitigation Measure NOI-1b, would reduce the impacts related to one TPF facility (TPS1, Option 3) and one PS facility (PS5, Option 2) to a less-than-significant level through compliance with specific performance criteria, site design treatments, and or equipment reconfiguration/relocation that would reduce noise below thresholds levels.

Significant Effect: NOI-2a: Expose sensitive receptors to substantial increase in ground-borne vibration levels from proposed operations

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Given that the closest structures are less than 25 feet from the Caltrain right of way, it is possible that construction activities involving vibratory hammer or vibratory compactor/roller operations occurring at the edge of or slightly outside of the current right of way could result in vibration damage. If vibratory pile piling is conducted less than 25 feet from buildings or vibratory rolling/compacting conducted less than 15 feet from buildings, then damage from construction vibration may occur which would be a significant impact. A particular area of concern would be pile driving near historic station structures along the Caltrain right of way.

The following measure mitigates this impact to a less than significant level.

- NOI-2a: Implement Construction Vibration Control Plan

With implementation of Mitigation Measure NOI-2a, vibration impacts would be avoided or minimized. If building damage does occur due to construction, then repairs would be made or compensation provided.

Residents and other sensitive receptors located within the annoyance distances identified in Table 3.11-17 of the FEIR could be significantly annoyed due to construction vibration. The effect would be more acute with equipment with high vibration potential, such as vibratory hammers or vibratory compactor/rollers. Mitigation Measure NOI-2a would result in the use of alternative construction techniques or timing when in proximity to residences and other sensitive receptors, thereby avoiding this impact.

Significant Effect: CUMUL-11-NOI - Cumulative increase in noise or vibration

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Cumulative vibration impacts from construction would primarily result from simultaneous construction of different projects in the same location at the same time; however where construction occurs in quick succession in the same area, there could also be a cumulative impact due to the extended duration of construction disruption. Cumulative operational vibration effects would occur due to the increase in the number or vibration events along the project corridor due to the combined increases in passenger and freight rail transit through the corridor.

The following measures mitigate this impact to a less than considerable level.

Construction

- NOI-2a: Implement Construction Vibration Control Plan

Operation

- NOI-CUMUL-2: Conduct project-level vibration analysis for Blended System operations and implement vibration reduction measures as necessary and appropriate for the Caltrain corridor

Mitigation Measure NOI-2a will avoid substantial vibration impacts from the PCEP during construction. Given this mitigation and the fact that vibration levels due not accumulate (like noise levels can) the PCEP would not contribute considerably to cumulative construction vibration impacts.

Mitigation Measure NOI-CUMUL-2 includes a range of feasible options, including any pertinent measures identified in Table 4-14 in the FEIR, to reduce the cumulative vibration impacts from cumulative operations. Thus, Mitigation Measure NOI-CUMUL-2 would reduce the PCEP's contribution to a less-than-significant level.

Public Services and Utilities

Significant Effect: PSU-2 - Exceed wastewater treatment requirements of the applicable Regional Water Board

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The PCEP would potentially generate substantial amounts of wastewater during dewatering activities during sub-grade excavation for OCS pole installation and excavation for electrical ductbank installation or utility relocations.

The following measure mitigates this impact to a less than significant level.

- HYD-1: Implement construction dewatering treatment, if necessary

Mitigation Measure HYD-1 requires treatment to receiving water quality standards, including those of any receiving wastewater system. This will reduce the impact to a less-than-significant level.

Significant Effect: PSU-8 - Construction activities would result in a substantial disruption to utility service systems

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Known existing utilities within the Caltrain right of way and around TPFs are identified in Tables 3.13-2 and 3.13-3 of the FEIR. Constructing OCS pole foundations, overhead facilities, TPSs, the switching station, and paralleling stations would have the potential to encroach upon existing overhead utilities and utilities that run underground longitudinally within or along the right of way.

The following measures mitigate this impact to a less than significant level.

- PSU-8a: Provide continuous coordination with all utility providers
- PSU-8b: Adjust OCS pole foundation locations
- PSU-8c: Schedule and notify users about potential service interruptions

The JPB would coordinate with all utility providers and local jurisdictions during the design phase of the PCEP to confirm the location of all subsurface and overhead utilities so that effective design treatments and construction procedures can be developed to avoid adverse impacts on existing utilities and prevent disruptions in service.

There is low to moderate potential for the PCEP facilities to affect underground utilities that cross the Caltrain right of way, and pole placement can generally be modified to avoid them. Underground utilities would be relocated if required to accommodate the installation of OCS and TPS equipment and facilities. Underground utilities and longitudinally running utilities would be avoided to the extent possible by design modifications.

Overhead utility conflicts would be avoided by raising the existing utility wires over OCS wires or relocating them under the tracks pursuant to federal, state and local code requirements. If relocation of overhead wires were required, a taller pole would be installed. Pursuant to CPUC General Order 95 and other CPUC requirements, adequate separation and clearance would be provided between the new OCS facilities and other overhead electrical overhead transmission facilities where overhead utilities can be accommodated. Some overhead utility crossings will have to be relocated underground. If relocation underground is required, the overhead wires will be removed once the underground service is established. In most cases, the JPB has reserved the right to have utilities relocated if they interfere or conflict with planned railroad facilities. In the event that a longitudinal or transverse utility line is in conflict with a proposed electrification facility, the utility owner would be requested to relocate it. If the responsibility for utility relocations lies with the JPB, then the utility relocation would be included as part of PCEP construction.

The JPB will give each utility owner advance warning of the PCEP to provide time to plan for relocation to minimize disruptions. No interference with existing utility service is anticipated during installation of connections to existing high-voltage power transmission facilities because the utility would put customer loads on alternate feeders during the connection activity.

In addition to the above PCEP provisions, Mitigation Measure PSU-8a would require that the JPB continuously coordinate with utility providers from preliminary engineering through final construction to

ensure that potential conflicts are identified and disruption is minimized. As prescribed in Mitigation Measure PSU-8b, if unanticipated underground utilities are discovered, OCS pole foundations will be adjusted to avoid them. Additionally, Mitigation Measure PSU-8c would require that any short-term, limited service interruptions would be scheduled well in advance and appropriate notification provided to users.

Significant Effect: PSU-9 - Construction activities would result in the construction of new utility facilities or expansion of existing utility facilities, the construction of which could cause significant environmental effects

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Certain utilities crossing the right of way at the locations of the two TPSs, along the ductbank connections from the TPSs to the Caltrain right of way or along the route of electrical connections between the PG&E substations and the TPSs may need to be relocated. There would also be potential impacts due to the installation of transmission lines from PG&E to the TPSs. In addition, increased electrical demand of the PCEP could require PG&E to install additional facilities.

The following measure mitigates this impact to a less than significant level.

- PSU-9: Require application of relevant construction mitigation measures to utility relocation and transmission line construction by others

Mitigation for utility line relocations is available to reduce construction period impacts to a less-than-significant level. Where the JPB is responsible for the utility relocation, relocation is considered part of the PCEP and all mitigation applicable to the PCEP would apply to JPB-initiated utility relocations. Utility owners will in most cases be the responsible party for completing the utility relocation. In those instances and pursuant to Mitigation Measure PSU-9, the JPB will require the same construction mitigation measures identified in the FEIR for OCS construction to be applied to utility relocation efforts by the utility owner within the Caltrain right of way or on Caltrain owned property. Outside the right of way, the JPB would recommend the mitigation measures to the relevant city or county jurisdiction in their permitting for the relocation effort.

Relocation of existing underground utilities is a low-order probability, but may occur. For any underground utility relocations that may be necessary, the construction activity would involve excavation and removal of the existing underground facility and placement of the utility in an alternative alignment compatible with PCEP features. Temporary construction impacts would be associated with air quality, noise, soil disturbance, potential dewatering, and traffic and can also be addresses through the construction mitigation measures identified in the PCEP's FEIR and pursuant to Mitigation Measure PSU-9, the JPB will require their application within the Caltrain right of way (and recommend them for use outside the right of way).

PG&E will be requested to provide power connections from its existing substations to the two proposed TPSs. All the potential TPS sites are located relatively close to their source PG&E substation. Construction impacts for new overhead lines would be similar to the construction impacts described throughout the PCEP's FEIR for OCS installation and would include temporary air quality, noise, soil disturbance, and traffic effects, but the effects would be limited to the area of the overhead line itself. Temporary construction impacts for underground ductbank installation would be associated with air quality, noise, soil disturbance, potential dewatering, and traffic. In both cases, construction impacts will be addresses through the construction mitigation measures identified in the PCEP's FEIR, and, pursuant

to Mitigation Measure PSU-9, the JPB will require their application for construction within the Caltrain right of way and recommend them for use by PG&E outside the right of way.

Under the PCEP, use of EMUs for approximately 75 percent of Caltrain's fleet for service between San Francisco and San Jose would increase electricity demand. As described in FEIR Section 2.3.7.3, *Energy Consumption*, Section 4.5, *Energy*, and Impact PSU-9 in Section 3.13, there does not appear to be any need for additional PG&E transmission line facilities upstream of the PG&E substations that would connect to the TPSs.

Significant Effect: CUMUL-13-PSU - Cumulative impacts related to public services and utilities

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: During construction, cumulative projects could disrupt utility service systems in a planned or unplanned manner. Standard construction practices and regulations require construction contractors to identify and avoid unplanned disruptions to utilities and to work with utility owners to coordinate construction to avoid damage and utility outages. However, there would remain a small potential for multiple utility disruptions due to construction activities resultant from cumulative projects that occur at the same time.

Construction of the cumulative projects would generate solid waste. Construction waste would include soils from grading and excavating activities, construction and demolition material, and other solid waste. Cumulative growth in the region will also result in increased solid waste generation.

Operation of cumulative projects could increase demands for additional utility infrastructure including water supply, electrical supply and natural gas supply. New transportation projects, including Blended Service, BART Silicon Valley extension, and extension of light-rail systems would increase cumulative demand for electricity. Land use projects and general regional growth will increase water, electricity, and natural gas demands. The cumulative demands for utility service could result in the need for additional utility infrastructure including electricity generation plants and transmission facilities, development of additional water supplies and distribution infrastructure as well as additional natural gas supply and transmission. Depending on where the new infrastructure is required, this could result in significant impacts on the environment during construction of such new facilities.

The following measure mitigates this impact to a less than significant level.

- PSU-8a: Provide continuous coordination with all utility providers
- PSU-8b: Adjust OCS pole foundation locations
- PSU-8c: Schedule and notify users about potential service interruptions
- PSU-9: Require application of relevant construction mitigation measures to utility relocation and transmission line construction by other

As discussed in Section 3.13, *Public Services and Utilities* of the FEIR earth moving activities for the installation of the OCS poles, and TPFs could temporarily disrupt utility service systems. However, with the implementation of Mitigation Measures PSU-8a, PSU-8b, and PSU-8c, which require JPB coordination with all utility providers, adjustment of OCS pole locations (as necessary to minimize utility conflicts), and scheduling and notification requirements, the PCEP would minimize potential disruptions

to utilities and thus would make a less than considerable contribution to any potential cumulative impacts during construction.

As described in Section 3.13, *Public Service and Utilities* of the FEIR the only solid waste expected to result from project construction would be soil resulting from grading and excavation associated with construction of TPFs and OCS foundations as well as general packaging and other materials associated with construction materials and construction workers. Any uncontaminated soil that is not reused onsite would be recycled in accordance with the various state and local ordinances governing recycling. Contaminated soil would be disposed at facilities approved to receive such soil, as discussed in Section 3.8, *Hazards and Hazardous Materials* of the FEIR. While there are long-term concerns for landfill capacity by 2040, as explained in the EIR for *Plan Bay Area*, 12 of the current 17 major landfills in the Bay Area will still be open through 2020, including the Guadalupe Sanitary landfill and Kirby Canyon Landfill (both in Santa Clara County). Other construction waste is expected to minimal and readily handled by existing landfill facilities in the region, which have ample remaining capacity for such material in the aggregate. Thus, while long-term growth in the region will require the construction of additional landfill by 2040 to accommodate future solid waste, the Proposed Project's contribution to any cumulative impacts on landfill capacity would be less than considerable.

As discussed in Section 3.13, *Public Services and Utilities* of the FEIR the PCEP will require the relocation of some existing utilities crossing the Caltrain right of way or along the location of the ductbanks connecting the TPSs to the Caltrain right of way and will also require construction of electrical transmission connections from PG&E substations to the two TPSs. The relocation of these utilities or the construction of electrical transmission connections could result in secondary environmental impacts. Thus, the PCEP could contribute to cumulative demands for new utility infrastructure relative to the local utility relocations and the local transmission facility extensions. Under Mitigation Measure PSU-9, the JPB will work with utility owners and local jurisdictions to apply the relevant applicable mitigation identified for construction in the PCEP FEIR when conducting local utility relocations or local transmission line extensions made necessary by the PCEP. With this mitigation, the PCEP would make a less-than-considerable contribution to any potential cumulatively significant utility infrastructure demands.

As discussed in Section 3.13, *Public Services and Utilities* of the FEIR the PCEP is not expected to result in increased demand for police, fire, school, or other public facilities compared with existing conditions because the PCEP would not result in population growth and would not fundamentally change conditions of the Caltrain right of way in a way that increases demand for public services. For these reasons, the contribution of the PCEP to any potential cumulatively significant on public service demands that might result in the need for construction of additional public service facilities would be less than considerable.
As discussed in Section 3.13, *Public Services and Utilities* of the FEIR, with the PCEP, normal EMU operations would not result in substantial new generation of solid waste above that associated with the servicing of diesel locomotives today. Similarly, maintenance of the OCS and TPFs would not involve the generation of large amounts of solid waste. There would be a minor increase in solid waste production associated with the Proposed Project from increased ridership (e.g., disposable coffee cups, newspaper), but the volumes of waste would not be substantial relative to landfill capacity. Therefore, PCEP operations would result in a less-than-significant solid waste generation and would make a less-than-considerable contribution to any potential cumulatively impacts on landfill capacity.

Transportation and Traffic

Significant Effect: TRA-1a: Substantially disrupts existing or future traffic operations during construction

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The following construction activities could require temporary closures of travel lanes or road segments, which would reduce the vehicle capacity of the roadway segments, disrupt the traffic flow, and potentially increase vehicle delays on the roadway segments:

- Installation of OCS wires may require lane or road closures at at-grade crossing when the wires are installed across the roads.
- Installation of overbridge protection barriers may require one-lane closures on the side of the road the barriers are installed.
- Installation of the transmission line or underground conduit between the PG&E substations and the TPS and between the TPS and the Caltrain ROW or utility relocations may require lane or road closures when the work is conducted across public roadways.

The following measure mitigates this impact to a less than significant level.

- TRA-1a: Implement construction Road Traffic Control Plan

Implementation of Mitigation Measure TRA-1a would reduce the temporary construction impact on roadway traffic to a less-than-significant level by requiring preparation and implementation of a road traffic control plan that will include specific measures to minimize impacts on transit service, roadway operations, emergency responses, pedestrian and bicycle facilities, and public safety.

Significant Effect: TRA-2a - Disrupts existing or planned transit services or facilities during construction

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: During the construction, installation of OCS poles and wires would require the use of on-track equipment in many locations. The majority of the work could be accomplished during the nighttime using single-track access; however, some portions of the work would require some multiple track shutdowns and could only be installed by using complete weekend outages, requiring suspension of passenger service, to increase working efficiency and reduce public safety risks. Although most of the on-track work would be conducted during nighttime hours with occasional service shutdowns occurring during weekends, the construction impact on Caltrain passengers (or ACE, Capitol Corridor, or Amtrak trains between Santa Clara and San Jose) that take trains at night or on the weekend is considered significant.

In addition, construction strategies to improve construction efficiency with minimizing construction impacts are included in the PCEP as shown in Chapter 2, *Project Description*, Table 2-5, of the FEIR. Strategies that could potentially disrupt Caltrain service and affect Caltrain passengers and the connecting transit services include revising the Caltrain schedule, reducing the span of Caltrain's service day, reducing the number of trains, shutting down service for specific weekends, and closing a station temporarily during construction. Although specific strategies have yet been determined, any of the strategies, if selected, would result in temporary significant impacts on Caltrain passengers and the connecting transit services.

The following measures mitigate this impact to a less than significant level.

- TRA-1a: Implement construction road Traffic Control Plan
- TRA-2a: Implement railway disruption control plan

Implementation of Mitigation Measure TRA-2a would reduce the temporary construction impact on rail passenger and freight service disruption to a less-than-significant level by minimizing the duration of potential disruption to service during construction. This measure requires Caltrain, among other things, to:

- Limit number of simultaneous track closures within each immediate vicinity, with closure time frame limited as much as feasible for each closure, unless bypass tracks are available.
- Provide safety measures for rail services to transit through construction zones safely.
- Require contractors to coordinate with rail dispatch to minimize disruption of rail service in the corridor.
- Where feasible, limit closure of any tracks for construction activities to off-peak periods and weekends, when service is less frequent or late night, when no passenger service is scheduled.
- Where feasible, maintain acceptable service access for passenger and freight service.
- Where one open track cannot be maintained for passenger or freight use, limit multi-track closures to one location at a time, as much as feasible
- Where multi-track closures result in temporary elimination of transit rail service, work with local and regional transit providers to provide alternative transit service around the closure area including increased bus and shuttle service.
- Where multi-track closures result in temporary elimination of freight rail service, work with Union Pacific and freight users to schedule alternative freight service timing to minimize disruption to freight customers.
- Provide advance notice of all construction-related track closures to all affected parties. Provide advance notice to transit riders of any temporary disruption in transit service.
- Where temporary cessation of freight rail service is necessary due to multi-track closures and would result in substantial diversion to truck modes, Caltrain or its construction contractor shall coordinate with local jurisdictions and freight operations to determine preferred truck routes to minimize the effect on local traffic conditions.
- Construction in and adjacent to BART facilities will be coordinated in advance and during construction with BART including any necessary BART safety monitors. If construction would result in any potential service disruption, Caltrain or its construction contractor shall coordinate with BART to avoid the disruption and/or minimize the extent and duration of disruption and provide information to commuters on alternative transit options during the disruption.
- Caltrain and/or its construction contractor shall coordinate with Union Pacific in advance and during any potential disruption to freight operations and/or Union Pacific facilities. Union Pacific's emergency access will be maintained throughout construction.

Construction impact on roadway transit services could be potentially significant when temporary lane or road closures are required on roadway segments, bridges, and at-grade crossings that are used by transit services. Implementation of Mitigation Measure TRA-1a would reduce the temporary construction impact on roadway transit services to a less-than-significant level by ensuring access through the work zones.

Significant Effect: TRA-3a - Disrupts existing or planned pedestrian facilities during construction

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Construction impact on pedestrian facilities related to closure of at-grade crossings when installing OCS infrastructure or when relocating utilities could be significant when temporary sidewalk or walking path closure is required.

The following measure mitigates this impact to a less than significant level.

- TRA-1a: Implement construction road Traffic Control Plan

Mitigation Measure TRA-1a would reduce the temporary construction impact to a less-than-significant level through the following requirements:

- Provide advance notice of all construction-related street closures, durations, and detours to local jurisdictions, emergency service providers, and motorists.
- Provide safety measures for vehicles, bicyclists and pedestrians to transit through construction zones safely.
- Limit sidewalk, bicycle, and pedestrian walkway closures to one location within each vicinity at a time, with a closure time frame limited as much as feasible for each closure unless alternative routings for pedestrian and bicycle transit are available.

Significant Effect: TRA-3b - Disrupts existing pedestrian facilities, interferes with planned pedestrian facilities, or conflicts or creates inconsistencies with adopted pedestrian system plans, guidelines, policies, or standards from Proposed Project operations

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Increased ridership under the PCEP would cause increased pedestrian volumes at pedestrian facilities surrounding Caltrain stations. The existing facilities are capable of accommodating increased pedestrian volumes at all stations with the exception of the Fourth and King Station in San Francisco. The PCEP would contribute to increased pedestrian activity from 2020 until DTX/TTC infrastructure is completed and trains are routed through the Fourth and King Station.

The following measure mitigates this impact to a less than significant level.

- TRA-3b: In cooperation with the City and County of San Francisco, implement surface pedestrian facility improvements to address the Proposed Project's additional pedestrian movements at and immediately adjacent to the San Francisco 4th and King Station

Pedestrian facility flow and safety improvements will be implemented pursuant to Mitigation Measure TR-3b to allow the orderly movement of pedestrians, bicyclists, private vehicles, buses, and shuttles around the Fourth and King Station. This measure will commit the JPB to cooperating with the City and County of San Francisco in preparing a pedestrian access study for the station and the JPB to implementing its fair share of pedestrian improvements as recommended by the study. In addition, the measure identifies the following potential surface improvements to pedestrian facilities:

- Widened curb waiting areas and added pedestrian bulbouts where high levels of demand cannot be accommodated by existing facilities.
- A pedestrian "scramble" at the intersection of 4th and Townsend Streets. A pedestrian scramble is an intersection that is striped and designed to allow pedestrians to cross diagonally in all directions during an all-way red signal at which all motor vehicles are stopped.
- Signalization improvements for both 4th and Townsend and 4th and King intersections. While a pedestrian scramble is not likely to be feasible at the intersection of 4th Street and King Street due intersection size, traffic volumes, and SMFTA at-grade transit operations, all-way pedestrian signals at existing crosswalks are potentially feasible.
- Widened crosswalks to increase pedestrian volumes and improve pedestrian sidewalk widths on the immediate approaches to the intersections of 4th and Townsend and 4th and King Streets, as appropriate and feasible.
- Pedestrian safety countermeasures, such as pedestrian barriers and improved signage, as necessary to address safety issues that are directly related to increased pedestrian volumes at station access points.

Significant Effect: TRA-4a - Substantially disrupts existing bicycle facilities or interferes with planned bicycle facilities during construction

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Construction impact would be significant on bicycle facilities when temporary shoulder or road closures are required on roadway segments, bridges, and at-grade crossings with bicycle lanes or high bicycle traffic.

The following measure mitigates this impact to a less than significant level.

- TRA-1a: Implement construction road Traffic Control Plan

Implementation of Mitigation Measure TRA-1a would reduce the temporary construction impact to a less-than-significant level through the following requirements:

- Limit number of simultaneous street closures and consequent detours of transit and vehicular traffic within each immediate vicinity, with closure time frame limited as much as feasible for each closure, unless alternative traffic routings are available.
- Provide advance notice of all construction-related street closures, durations, and detours to local jurisdictions, emergency service providers, and motorists.
- Provide safety measures for vehicles, bicyclists and pedestrians to transit through construction zones safely.
- Limit sidewalk, bicycle, and pedestrian walkway closures to one location within each vicinity at a time, with a closure time frame limited as much as feasible for each closure unless alternative routings for pedestrian and bicycle transit are available.

Significant Effect: TRA-4b - Substantially disrupts existing bicycle facilities or interferes with planned bicycle facilities; or conflicts or creates substantial inconsistencies with adopted bicycle system plans from Proposed Project operations

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The PCEP may increase future demand for bicycle facilities however, most plans in the study area account for increased bicycle volumes through added bicycle infrastructure.

The following measure mitigates this impact to a less than significant level.

- TRA-4b: Continue to improve bicycle facilities at Caltrain stations and partner with bike share programs where available, using the guidance in the Caltrain's Bicycle Access and Parking Plan

Mitigation Measure TRA-4b would require Caltrain to continue implementation of its current planning improve bicycle facilities at Caltrain stations using the guidance provided in Caltrain's *Bicycle Access and Parking Plan.* Over time, Caltrain will use these guidelines to meet potential increased demand for such facilities.

Significant Effect: TRA-5a - Results in inadequate emergency vehicle circulation and/or access

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: The PCEP could have a temporary impact on emergency vehicle access if an emergency occurs at the time when project construction requires temporary access or egress limitations.

The following measure mitigates this impact to a less than significant level.

- TRA-1a: Implement construction road Traffic Control Plan

Mitigation Measure TRA-1a will require the preparation of a traffic control plan to help ensure continued emergency access to Caltrain right of way, at-grade crossings, and all nearby properties. Caltrain will coordinate with local public works department, local emergency providers, and Caltrans in the development of the traffic control plan to specifically address emergency response concerns.

Significant Effect: TRA-7a - Results in a change in freight rail service such that resultant diversions to truck or other freight modes would result in significant secondary impacts during construction

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings: Installation of OCS poles and wires would require the use of on-track equipment in many locations. Work could be accomplished during the nighttime using single-track access in many cases. However, some portions of the work would likely require some multiple track shutdowns at night which could result in temporary suspension of freight service in constrained areas.

The following measure mitigates this impact to a less than significant level.

- TRA-2a: Implement railway disruption control plan

Mitigation Measure TRA-2a would reduce the temporary construction impact on freight service disruption to a less-than-significant level by minimizing the duration of potential disruption. The measure includes the following specific provisions to minimize freight service disruption:

- Limit number of simultaneous track closures within each immediate vicinity, with closure time frame limited as much as feasible for each closure, unless bypass tracks are available.
- Provide safety measures for rail services to transit through construction zones safely.
- Require contractors to coordinate with rail dispatch to minimize disruption of rail service in the corridor.
- Where feasible, limit closure of any tracks for construction activities to off-peak periods and weekends, when service is less frequent or late night, when no passenger service is scheduled.
- Where feasible, maintain acceptable service access for passenger and freight service.
- Where multi-track closures result in temporary elimination of freight rail service, work with Union Pacific and freight users to schedule alternative freight service timing to minimize disruption to freight customers.
- Provide advance notice of all construction-related track closures to all affected parties. Provide advance notice to transit riders of any temporary disruption in transit service.
- Where temporary cessation of freight rail service is necessary due to multi-track closures and would result in substantial diversion to truck modes, Caltrain or its construction contractor shall coordinate with local jurisdictions and freight operations to determine preferred truck routes to minimize the effect on local traffic conditions.
- Caltrain and/or its construction contractor shall coordinate with Union Pacific in advance and during any potential disruption to freight operations and/or Union Pacific facilities. Union Pacific's emergency access will be maintained throughout construction.

Significant Effect: CUMUL-14-TRA - Cumulative effects to transportation and traffic

Finding: The JPB hereby makes finding (a)(1) (described above), as required by PRC 21081 and stated in State CEQA Guidelines Section 15091, with respect to the above identified effect.

Facts in Support of Findings:

The FEIR determines that the following aspects of project impacts would contribute to cumulative transportation impacts before mitigation, each of which are discussed in turn below:

- Construction disruption of traffic, transit, or freight
    - As discussed in Section 3.14, Transportation and Traffic of the FEIR, installation of the OCS poles and construction of the TPFs would not generally disrupt existing transportation systems or transit operations except in limited circumstances. However, construction at the at-grade crossings to install OCS infrastructure and to update grade crossing warning devices would result in temporary roadway closures (as well as bike and pedestrian crossings where present).
    - Where OCS infrastructure needs to be installed at the Millbrae Station shared by Caltrain and BART or in San Francisco at 16th Street where Muni plans to install Muni OCS infrastructure for the re-routing of the 22-Fillmore Trolley Bus, there is the potential for temporary

disruption of other transit systems. There is also the potential to disrupt freight service operations during construction.

  - The PCEP could temporarily obstruct access and egress from construction sites and on adjacent roads due to construction. Such obstruction would affect the ability of emergency responders to timely reach their response destinations and/or impede the ability to evacuate constrained areas if the emergency occurs at the time when PCEP construction is temporarily limiting access to or egress from the Caltrain right of way or at at-grade crossings along the Caltrain right of way (e.g., when changing grade-crossing warning devices).

- Transit System Operations (concerning the Muni 22 Fillmore Trolley)
  - SFMTA is proposing to re-route the 22-Fillmore electric trolley bus from its current route crossing over the Caltrain right of way at 18th Street to an at-grade crossing at 16th Street. The installation of the direct current 600-volt OCS for the electric trolley bus at 16th Street creates a conflict with the proposed installation of the 25 kVA alternative current OCS as part of the PCEP.
- Pedestrian and Bicycle Facilities during operations
  - Cumulative projects could also affect pedestrian walkways and bike paths that cross the Caltrain right of way or are directly adjacent to the Caltrain right of way. Blended Service improvements would have the greatest potential to affect such facilities if passing tracks are proposed outside the Caltrain right of way. The PCEP, in combination with other cumulative projects may also increase future demand for bicycle facilities however, most plans in the project area account for increased bicycle volumes through added bicycle infrastructure.
  - However, at the San Francisco 4th and King station, the PCEP in combination with the central Subway and other transit expansion could result in exceedance of pedestrian capacity on surface accessways to the station.

The following measures mitigate these impacts to a less than considerable level.

Construction

- TRA-1a: Implement construction road Traffic Control Plan
- TRA-2a: Implement railway disruption control plan

Transit Systems

- TRA-CUMUL-2: Implement technical solution to allow electric trolley bus transit across 16th Street without OCS conflicts in cooperation with SFMTA

Pedestrian and Bicycle Facilities

- TRA-1c: Implement signal optimization and roadway geometry improvements at impacted intersections for the 2020 Project Condition
- TRA-3b: In cooperation with the City and County of San Francisco, implement surface pedestrian facility improvements to address the Proposed Project's additional pedestrian movements at and immediately adjacent to the San Francisco 4th and King Station
- TRA-4b: Continue to improve bicycle facilities at Caltrain stations and partner with bike share programs where available, using the guidance in the Caltrain's Bicycle Access and Parking Plan

Caltrain will coordinate with all affected transit operations to avoid and minimize the duration and extent of any potential disruption. With the implementation of mitigation measures identified in Section 3.14, *Transportation and Traffic* and listed above, the PCEP would minimize potential disruptions to transportation facilities and transit services. Thus, with mitigation, PCEP construction would make a less-than-considerable contribution to any potential cumulative impacts on transportation facilities and systems.

Mitigation Measure TRA-1a will require the preparation of a traffic control plan to help ensure continued emergency access to Caltrain right of way, at-grade crossings, and all nearby properties during construction. Caltrain will coordinate with local public works department, local emergency providers, and Caltrans in the development of the traffic control plan to specifically address emergency response concerns. Any potential issues associated with multiple projects in construction at the same time can be addressed in the traffic control plan. Thus, with mitigation, the PCEP's contribution to a potential cumulative impact related to emergency response or evacuation would be less than considerable.

In order to manage the conflict to allow the SFMTA project and the PCEP to both go forward, Mitigation Measure TRA-CUMUL-2 is proposed. With implementation of this mitigation, both projects would be able to proceed and provide their improved transit benefits and the PCEP would not make a considerable contribution to any conflict with SFMTA plans.

The PCEP would add increased pedestrian volume to existing pedestrian facilities due to increased ridership. The existing pedestrian facilities have been evaluated and are capable of accommodating an increase in pedestrian traffic with the exception of pedestrian facilities around the San Francisco Fourth and King Station. Future planned pedestrian facilities are designed around the PCEP's existing alignment. Planned pedestrian facilities will be constructed to accommodate Caltrain's existing alignment. Therefore the PCEP would not contribute to cumulative impacts on pedestrian facilities at locations other than the Fourth and King Station.

As discussed in Section 3.14, *Transportation and Traffic* of the FEIR, the PCEP would only contribute to this impact between when the PCEP begins operations in 2020 and when DTX/TTC becomes operational. At that point, with ridership shifting to TTC, the PCEP would no longer have a considerable contribution to pedestrian usage because the PCEP's contribution would be less than under No Project conditions. Mitigation Measure TRA-3b (discussed in Section 3.14, *Transportation and Traffic*) would require the JPB and the City and County to plan for and implement necessary pedestrian facility improvements to the Fourth and King Station and adjacent pedestrian facilities in City street rights-of-way. Implementation of this mitigation measure would reduce the PCEP's contribution to this cumulative impact to a less than significant level.

Mitigation Measure TRA-4b, in Section 3.14, *Transportation and Traffic* of the FEIR would require Caltrain to continue implementation of its current planning to improve bicycle facilities at Caltrain stations over time to meet potential increased demand for such facilities. Thus, with mitigation, the PCEP would not contribute considerably to any significant cumulative impacts on bicycle facilities.

Findings Regarding the Alternatives

As required by CEQA, a discussion of possible alternatives to the PCEP, including the No-Project Alternative, was included in the FEIR. With adoption of the PCEP, the JPB makes the following findings to support its rejection of the five alternatives. Other alternatives were considered and screened out of the

range of alternatives analyzed in the EIR for the reasons discussed in Section 5.4.3 of the FEIR, which is hereby incorporated by reference.

As noted above, Section 15091 (a)(3) of the State CEQA Guidelines describes that one of the findings that a lead agency can make concerning significant project impacts is that specific economic, legal, social, technological, or other considerations, make infeasible the project alternatives identified in the Final EIR. In the Final EIR, Chapter 5, Alternatives, the alternatives were screened for technical, logistical, and financial feasibility, but the alternatives were not evaluated for all economic, legal, social or other considerations that make up the broader definition of "feasibility" in Section 15091 (a)(3). Thus, the use of the term "infeasible" in the findings below concerning the alternatives is more expansive than reference to "feasible" in Chapter 5 of the Final EIR, which was limited to technical, logistical and financial feasibility. An alternative may have been determined to be technically, logistically, and financially "feasible" in the Final EIR and still ultimately be concluded by the JPB to meet the definition of "infeasibility" per Section 15091 (a)(3) when all considerations are taken into account. The term "infeasible" in the findings below uses the broader definition in Section 15091 (a)(3), which is consistent with case law interpreting this provision of CEQA. The determination of infeasibility "involves a balancing of various 'economic, environmental, social, and technological factors.'" (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417). Where there are competing and conflicting interests to be resolved, the determination of infeasibility "is not a case of straightforward questions of legal or economic feasibility," but rather, based on policy considerations. (*Cal. Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001-02). "[A]n alternative that is impractical or undesirable from a policy standpoint may be rejected as infeasible." (*Id*. at p. 1002, citing 2 Kostka & Zischke, Practice Under the Cal. Environmental Quality Act, (Cont.Ed.Bar 2010) section 17.29, p. 824).

No-Project Alternative

Findings: The JPB hereby finds that this alternative is ultimately rejected as infeasible for the following reasons.

Facts in Support of Findings:

The No-Project Alternative would not substantially improve increase ridership and increase service levels. This does not achieve the PCEP's objective to that effect.

The No-Project Alternative would not meet the project's objective to reduce train engine noise. The No-Project Alternative would increase noise levels at up to 41 out 49 study locations compared to the Proposed Project (FEIR, pg. 5-10). Four locations would have lower noise than existing (2013) levels but only due to completion of unrelated grade separations. In contrast, the Proposed Project would lower noise levels at 36 out of 49 study locations compared to existing conditions.

The No-Project Alternative would not meet the project's objective to improve regional air quality and reduce GHG emissions. The No-Project Alternative impedes the improvement of Bay Area air quality by continuing the use of diesel locomotives. Although the eventual replacement of existing diesels with Tier 4 diesel locomotives will reduce criteria air pollutant emissions in the future under the No-Project Alternative, they will not avoid emissions to the extent provided by the PCEP (FEIR, page 5-6). Continued efforts to expand transit ridership are baseline assumptions of the State Implementation Plan (SIP) relative to improving air quality to meet federal and state standards (Bay Area Air Quality Management District, *Bay Area Ozone Attainment Plan*, October 24, 2001). The No-Project Alternative

would fail to provide increased transit opportunities and will thereby impede the SIP's ability to meet air quality improvement goals.

Caltrain electrification is identified as a project to be funded as part of the *Plan Bay Area* (*Plan Bay Area*, page 90) adopted by the Metropolitan Transportation Commission (MTC). This plan includes the Bay Area's "Sustainable Communities Strategy" for actions needed to meet the greenhouse gas (GHG) emissions reduction target set by the California Air Resources Board under Senate Bill 375 of 2008. Because the new Tier 4 diesel locomotives are more powerful than the existing diesel locomotives, they would consume more fuel than the existing diesels they are replacing and thus GHG emissions would increase compared to existing conditions (FEIR, page 5-9). Also, the No-Project Alternative would not result in the substantial reductions in regional vehicle miles travelled (VMT) forecast to result from the Project (FEIR, page 11). The No Project Alternative would therefore obstruct attainment of GHG reductions and would be inconsistent with the Sustainable Communities Strategy.

The No-Project Alternative would be in conflict with the DTX and TTC projects because it would only provide for continued diesel train operations rather than the electrified operations anticipated by those projects. Diesel trains could not traverse the San Francisco tunnels that are a part of those projects. This would make infeasible full service connections between Caltrain, the San Francisco transit system, and the BART system that will be provided by the TTC. This conflicts with MTC's adopted *Plan Bay Area* (*Plan Bay Area* - Table 19: MTC Resolution 3434 Project Status, Page 79; Key Transit and Road Improvements, page 90).

The No-Project Alternative would require the JPB to forgo $705 million in state financing authorized by SB 1029 (Ch. 152, Stats. of 2012). The 2012 Budget Act provides these funds as part of the "blended service" portion of the high speed rail system for electrification of the Caltrain line for its future co-use by high speed rail. This would conflict with JPB policy, as reflected in the JPB's Capital Improvements Program that anticipates electrification of the line and in the Memorandum of Understanding entered into with the California High Speed Rail Authority and jurisdictions on the San Francisco Peninsula (FEIR, Section 1.2, *Project History*).

The No-Project Alternative would also not provide electrical infrastructure compatible with high speed rail operations. This conflicts with an objective of the project.

For all of the foregoing reasons, and any of them individually, the No-Project Alternative is determined to be infeasible.

DMU Alternative

Findings: The JPB hereby finds that this alternative is determined to be infeasible for the following reasons.

Facts in Support of Findings:

The DMU Alternative would increase ridership and service but not as well as the Proposed Project due to inferior acceleration performance as well as an inability to reach TTC via the DTX and thus would only partially meet the project objective to increase ridership and service (FEIR, page 5-15).

The DMU Alternative would meet the objective of increasing revenue (but not as well as the PCEP due to lower ridership) but not the objective of reducing operating fuel costs. Although the increased train

service under this alternative would increase revenue, this alternative would also increase diesel fuel consumption compared with No Project conditions[8] as shown in the FEIR Table 5-2, which would increase operating fuel costs.

The DMU Alternative would increase noise levels at up to 44 out 49 study locations compared to the No Project Conditions (FEIR, pg. 5-10) and at 40 locations compared to existing conditions (FEIR, Volume III, Appendix C) compared to the Proposed Project which would lower noise levels at 36 out of 49 study locations compared to existing conditions. Therefore, this alternative would conflict with the project objective of reducing noise emanating from trains.

The DMU Alternative would improve air quality conditions relative to existing conditions (FEIR, Table 5-6). The DMU Alternative would have lower criteria pollutant emissions of ROG, CO, and PM10 than No Project conditions, but higher NOx emissions (FEIR, Table 5-6). Compared to the Proposed Project, the DMU Alternative would have substantially higher NOx emissions as well (FEIR, Table 5-6). The DMU Alternative would have lower GHG emissions than existing conditions and No Project conditions, but substantially higher GHG emissions than the Proposed Project (FEIR, Table 5-8). Thus, the DMU Alternative would not meet the objective of improving regional air quality *and* GHG emissions as well as the Proposed Project.

The DMU Alternative would increase noise levels at up to 44 out 49 study locations compared to the No Project Conditions (FEIR, pg. 5-10) and at 40 locations compared to existing conditions (FEIR, Volume III, Appendix C) compared to the Proposed Project which would lower noise levels at 36 out of 49 study locations compared to existing conditions. Therefore, this alternative would conflict with the project objective of reducing noise emanating from trains.

The DMU Alternative would be in conflict with the DTX and TTC projects because it would not provide for the electrified train operations anticipated by those projects. Diesel trains could not traverse the San Francisco tunnels that are a part of those projects. This would make infeasible full service connections between Caltrain, the San Francisco transit system, and the BART system that will be provided by the TTC. This conflicts with MTC's adopted *Plan Bay Area* (*Plan Bay Area* - Table 19: MTC Resolution 3434 Project Status, Page 79; Key Transit and Road Improvements, page 90).

The DMU Alternative would require the JPB to forgo $705 million in state financing authorized by SB 1029 (Ch. 152, Stats. of 2012). The 2012 Budget Act provides these funds as part of the "blended service" portion of the high speed rail system for electrification of the Caltrain line for its future co-use by high speed rail. This would conflict with JPB policy, as reflected in the JPB's Capital Improvements Program that anticipates electrification of the line.

The DMU Alternative would also not meet the project's objective to provide electrical infrastructure compatible with high-speed rail. No such infrastructure would be built under this alternative.

For all of the foregoing reasons, and any of them individually, the DMU Alternative is determined to be infeasible.

[8] In general, DMUs are more fuel efficient than diesel locomotives for consists of five cars or fewer but less fuel efficient for consists longer than five cars. The PCEP includes six-car consists to accommodate approximately 600 passenger seats per train to meet ridership demands. Thus, an eight-car DMU was assumed to accommodate a similar level of passengers. Among many other considerations described in Chapter 5, *Alternatives*, train length and fuel efficiency are two reasons that a DMU option is not as favorable for the Caltrain service as EMUs would be.

Dual-Mode Multiple Unit Alternative

Findings: The JPB hereby finds that this alternative is ultimately rejected as infeasible for the following reasons.

Facts in Support of Findings:

While the Dual-Mode Multiple Unit Alternative would increase ridership and revenue, it would not reduce operating fuel cost (FEIR, Table 5-4). Although the increased train service under this alternative would increase revenue, this alternative would also increase diesel fuel consumption compared with existing conditions which would increase operating costs.

Presuming the Dual Mode MU Alternative would have similar train noise as the DMU Alternative, it would increase noise levels at up to 44 out 49 study locations compared to the No Project Conditions and at 40 locations compared to existing conditions compared to the Proposed Project which would lower noise levels at 36 out of 49 study locations compared to existing conditions. Therefore, this alternative would conflict with the project objective of reducing noise emanating from trains.

Presuming the Dual-Mode MU Alternative in diesel mode would have similar emissions to the DMU Alternative, it would improve air quality conditions relative to existing conditions, have lower criteria pollutant emissions of ROG, CO, and PM10 but higher NOx emissions than No Project conditions. Compared to the Proposed Project, the Dual Mode MU Alternative would have substantially higher NOx emissions as well. The Dual-Mode Alternative would have lower GHG emissions than existing conditions and No Project conditions, but substantially higher GHG emissions than the Proposed Project. Thus, the Dual Mode MU Alternative would not meet the objective of improving regional air quality *and* GHG emissions as well as the Proposed Project.

The Dual-Mode Multiple Unit Alternative would electrify only portions of the Caltrain line. This would conflict with MTC's adopted *Plan Bay Area* (*Plan Bay Area* - Table 19: MTC Resolution 3434 Project Status, Page 79; Key Transit and Road Improvements, page 90) which anticipates electrification of the entire line and connection to the TTC and DTX.

The Dual-Mode Multiple Unit Alternative would require the JPB to forgo $705 million in state financing authorized by SB 1029 (Ch. 152, Stats. of 2012). The 2012 Budget Act provides these funds as part of the "blended service" portion of the high speed rail system for electrification of the Caltrain line for its future co-use by high speed rail. This would conflict with JPB policy, as reflected in the JPB's Capital Improvements Program that anticipates electrification of the line.

The Dual-Mode Multiple Unit Alternative would not meet the project's objective to provide electrical infrastructure compatible with high-speed rail. OCP would be installed only in areas adjoining stations and for access to the TTC and DTX. Most of the line would remain without electrification.

For all of the foregoing reasons, and any of them individually, the Dual-Mode Multiple Unit Alternative is determined to be infeasible.

Tier 4 Diesel Locomotive (T4DL) Alternative

Findings: The JPB hereby finds that this alternative is ultimately rejected for the following reasons.

Facts in Support of Findings:

The T4DL Alternative would support increased ridership which would increase operating revenue but would not reduce operating fuel cost. This Alternative would likely have lower ridership due to inferior acceleration performance which could affect the number of stops and/or overall transit times. In the long run, ridership would be lower than the PCEP because this alternative could not reach the TTC through the DTX. Although the increase in train service under this alternative would increase revenue, this alternative would also increase diesel fuel consumption compared with existing conditions which would increase operating costs (FEIR, Table 5-4 and page 5-40). This alternative would not meet the project objective to reduce operating fuel costs.

This alternative would have greater engine noise compared to existing conditions and the No Project Alternative (FEIR, page 5-45). Compared to existing conditions, this alternative would increase noise levels at 38 out of 49 study locations, while lowering noise levels at 9 locations (FEIR, Table 5-10). In contrast, the Proposed Project would lower noise levels at 36 locations, while increasing noise levels at only 4 locations compared to existing conditions. Therefore, this alternative would conflict with the objective of reducing noise emanating from trains.

While the T4DL Alternative would improve air quality conditions relative to existing conditions (FEIR, Table 5-6). In 2020 and 2040, the T4DL single-head alternative would have lower criteria pollutant emissions than the No Project conditions. In 2020, the T4DL double-head alternative would have lower ROG, CO, and PM10 but higher NOx emissions than No Project conditions while in 2040 it would have lower criteria pollutant emissions than the Proposed Project (FEIR, Table 5-6). Compared to the Proposed Project, in 2020 and 2040 the T4DL Alternative would have substantially higher NOx emissions (FEIR, Table 5-6). In 2020 and 2040, the T4DL Alternative, single head variant would have lower GHG emissions than existing conditions and No Project conditions, but substantially higher GHG emissions than the Proposed Project (FEIR, Table 5-8). In 2020, the T4DL Alternative, double head variant would have higher GHG emissions than existing conditions but lower than No Project conditions, but substantially higher GHG emissions than the Proposed Project (FEIR, Table 5-8). Thus, the DMU Alternative would not meet the objective of improving regional air quality *and* GHG emissions as well as the Proposed Project.

The T4DL Alternative would be in conflict with the DTX and TTC projects because it would not provide for the electrified train operations anticipated by those projects. Diesel trains could not traverse the San Francisco tunnels that are a part of those projects. This would make infeasible full service connections between Caltrain, the San Francisco transit system, and the BART system that will be provided by the TTC. This conflicts with MTC's adopted *Plan Bay Area* (*Plan Bay Area* - Table 19: MTC Resolution 3434 Project Status, Page 79; Key Transit and Road Improvements, page 90), which anticipates full electrification of the line and connections to the TTC and DTX.

The T4DL Alternative would require the JPB to forgo $705 million in state financing authorized by SB 1029 (Ch. 152, Stats. of 2012). The 2012 Budget Act provides these funds as part of the "blended" portion of the high speed rail system for electrification of the Caltrain line for its future co-use by high speed rail. This would conflict with JPB policy, as reflected in the JPB's Capital Improvements Program that anticipates electrification of the line.

The T4DL Alternative would not meet the project's objective of providing electrical infrastructure compatible with high-speed rail.

For all of the foregoing reasons, and any of them individually, the T4DL Alternative is determined to be infeasible.

Electrification with OCS Installation by Factory Train Alternative

Findings: The JPB hereby finds that this alternative is not adopted for the following reasons.

Facts in Support of Findings:

The Factory Train is a new construction method being used for OCS installation for the first time in the United Kingdom in 2014. While it has the potential to lower construction time and cost, it could increase the intensity of construction disruption at night while shortening the duration of OCS construction. This alternative would not avoid any significant impacts of the Proposed Project, including any of the significant unavoidable impacts of the Proposed Project. As such, there is no requirement to adopt the Factory Train alternative in order to reduce significant unavoidable impacts of the Proposed Project.

Overriding Considerations

Introduction

CEQA requires decision-makers to balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable (State CEQA Guidelines 15093). In this case, the lead agency must state in writing the specific reasons to support its action. This "statement of overriding considerations" shall be supported by substantial evidence in the record, shall be included in the record of the project approval, and should be mentioned in the notice of determination. Pursuant to Section 15093 of the CEQA Guidelines, a Statement of Overriding Considerations has been prepared for the project.

Significant Unavoidable Impact Summary

The FEIR identifies a number of significant, unavoidable impacts that would result from implementation of the PCEP as summarized below

- *Construction*
  - Cultural Resources – As described in the FEIR, Section 3.2, *Cultural Resources*, due to tunnel modifications necessary to provide heights for Caltrain and existing freight rail cars, the modifications to historic San Francisco Tunnel 4 may be significant and unavoidable even with mitigation.
  - Noise—As described in the FEIR, Section 3.11*, Noise and Vibration*, although project mitigation would reduce noise in many locations, given nighttime construction it may not always be possible to reduce construction noise to a less-than-significant level.
- *Operations*
  - Aesthetics—As described in the FEIR, Section 3.1*, Aesthetics,* although project mitigation would reduce tree removal/trimming effects in many locations, it may not always be possible to replace trees in locations that would avoid significant changes in localized visual character at individual parcels affected by tree removal/pruning. As described in Section 4.1, *Cumulative Impacts*, the Proposed Project would also contribute considerably to cumulative effects on local visual character, relative to tree removals/pruning.
  - Hydrology and Water Quality - As described in the FEIR, Section 3.9, *Hydrology and Water Quality*, the Caltrain ROW, including new Proposed Project facilities may be subject to future

flooding associated with sea level rise. Although project mitigation may be able to reduce the potential impacts of future flooding on the Proposed Project, given that effective coastal flooding mitigation requires the involvement of multiple parties beyond Caltrain, at this time it cannot be concluded that future flooding impacts to the Caltrain system will be fully avoided. As described in the FEIR, Section 4.1, *Cumulative Impacts*, this would also be considered a potential considerable contribution to a significant cumulative impact. As described in the FEIR, Section 3.9, *Hydrology and Water Quality,* given the *Ballona Wetlands* decision, it is unknown whether or not the impacts of sea level rise on a project are properly considered significant impacts under CEQA and thus this EIR discloses this impact for disclosure purposes in case they are.

- Noise—As described in the FEIR, Section 4.1, *Cumulative Impacts*, with cumulative passenger (HSR, ACE, CCJPA, DRC, Amtrak) and freight rail increases along the Caltrain corridor there would be significant noise increases affecting sensitive receptors. Where mitigation is not feasible to reduce the Proposed Project's noise contribution, the Proposed Project would also contribute to cumulative noise impacts at a number of locations.
- Transportation and Traffic: As described in the FEIR, Section 3.14, *Transportation and Traffic*, although project mitigation would reduce localized traffic impacts at a number of affected locations, it would not be feasible to reduce all localized traffic impacts with mitigation. As described in the FEIR, Section 4.1, *Cumulative Impacts*, the Proposed Project would also have a considerable contribution to a significant cumulative impact on localized traffic conditions, even with mitigation, and a potentially significant cumulative impact related to localized traffic and noise resulting from the diversion of limited amounts of freight from rail to truck modes (although diversion of freight to trucks is an unlikely impact).

Statements of Fact in Support of Overriding Considerations

The JPB hereby finds that the following social, legal, environmental and economic benefits of the Proposed Project outweigh the significant unavoidable impacts for the following reasons. These benefits, viewed both individually and collectively, outweigh the significant unavoidable adverse effects of implementing the PCEP:

- The PCEP would have far superior performance compared to existing diesel locomotives and compared to the other action alternatives (FEIR Table 5-1 and Figure 5-1). EMU's superior performance would maximize Caltrain's ability to increase service stops and/or travel times to support increased projected ridership demand. The increased peak hour and daily service allows Caltrain to serve more riders to meet growing ridership demand better than under existing conditions and better than achievable with any of the action alternatives. Increased ridership would also help to increase Caltrain's operating revenue.
- Increasing and modernizing Caltrain service will better serve growth in employment and housing projected in San Francisco, in the San Francisco Peninsula cities between San Francisco and San Jose, and in San Jose.
- The PCEP would lower operating fuel costs compared to both existing conditions and all the action alternatives analyzed in the FEIR (FEIR Table 5-4).
- The PCEP would reduce the generation of criteria air pollutants along the Caltrain Corridor and in the San Francisco Bay Area, including ozone precursors (ROG and NOx), carbon monoxide, and fine

particulates, which would improve public health for the community and help the Bay Area to achieve air quality goals for attainment. The PCEP would have substantially lower criteria pollutant emissions than any of the action alternatives analyzed in the FEIR (FEIR Table 5-6).

- The State has adopted AB-32, the Global Warming Solutions Act of 2006, which seeks to make a first step in reducing GHG. The long-term effects of climate change, if unchecked, could have substantial adverse effects on the economy, health, welfare and natural heritage of the San Francisco Peninsula and elsewhere. The JPB, in adopting the PCEP, desires to modernize the Caltrain system in a way that contributes most substantially to reducing greenhouse gas emissions to support California, national, and global efforts. The PCEP would have substantially lower GHG emissions than under existing conditions and compared to all of the action alternatives analyzed in the EIR (FEIR Table 5-8).
- The PCEP would reduce noise levels at most locations along the project route compared to existing conditions thus benefiting residences and other sensitive receptors affected by current train noise. The PCEP would have lower overall noise levels than the non-electrification alternatives analyzed in the EIR (FEIR Table 5-9 and 5-10).
- The State has adopted SB 375 and MTC adopted Plan Bay Area in 2013 in accordance with SB 375 which seek to lower vehicle miles travelled and associated greenhouse gas emissions among other goals. The PCEP supports SB 375 and Plan Bay Area both in terms of lowering VMT and associated emissions, but also in terms of supporting the plans of the communities along the Caltrain Corridor in promoting transit-oriented development.
- The benefit of lowered vehicle miles traveled along the entire San Francisco Peninsula and in every city along the project route overall (FEIR Table 3.14-15 and Table 4-16) outweighs the adverse effects of localized traffic increases at certain locations near grade crossings and Caltrain stations. Caltrain will continue to work with local, regional, state and federal partners to promote grade separations along the Caltrain Corridor as funding become available over time.
- The PCEP would be consistent with and supportive of the Downtown Extension (DTX)/Transbay Transit Center (TTC) project allowing better integration of transit services at the TTC between MUNI, BART, Caltrain, and other transit providers.
- The PCEP would be consistent with JPB policy, as reflected in the JPB's current and past strategic plans that anticipate and prioritize electrification of the line.
- While the PCEP does not include high-speed rail service, the PCEP would include electrical infrastructure compatible with future high-speed rail service proposed to connect Southern California and Northern California via a route that includes the Caltrain Corridor. The PCEP would be consistent with state financing authorized by SB 1029 (Ch. 152, Stats. of 2012). The 2012 Budget Act provides these funds as part of the "blended" portion of the high speed rail system for electrification of the Caltrain line for its future co-use by high speed rail.
- In June 2012, the Bay Area Council Economic Institute prepared a white paper called, *The Economic Impact of Caltrain Modernization*[9]. This white paper concluded that there would be considerable short-term and long-term economic benefits for the state and the region related to Caltrain electrification. There would be new construction jobs, California's gross state project would increase, state and local tax collections would increase, and property values near Caltrain could increase by $1

[9] Bay Area Council Economic Institute. 2012. The Economic Impact of Caltrain Modernization. Available: http://documents.bayareacouncil.org/caltrainecon.pdf.

billion. The City of Palo Alto also retained Economic & Planning Systems, Inc. (EPS) in June 2011[10] to evaluate the economic and property value impacts of Caltrain Electrification. This study also found that there would be a positive economic impact associated increased property values.

[10] Economic & Planning Systems. 2011. The Economic Impacts of Caltrain Electrification in Palo Alto. EPS #20119. June 7. Available (as part of City Council Agenda packet for June 23, 2011): http://www.cityofpaloalto.org/civicax/filebank/documents/27665.

Memorandum

Tab 51

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 4.17
Action

From: SUSAN BRANSEN
Executive Director

Subject: **AMENDMENT TO THE FY 2016-17 STATE TRANSPORTATION IMPROVEMENT PROGRAM POLICY ON ADVANCE PROJECT ALLOCATIONS (RESOLUTION G-16-33)**

ISSUE:

Should the California Transportation Commission (Commission) amend the Fiscal Year (FY) 2016-17 State Transportation Improvement Program (STIP) Policy on Advance Project Allocation to include all transit and rail projects programmed in the 2016 STIP if sufficient capacity is available?

RECOMMENDATION:

Staff recommends the Commission approve the amended resolution G-16-33, to include all transit and rail projects for advance allocation programmed in the 2016 STIP if sufficient capacity is available. All other terms and conditions of the original resolution shall remain.

On May 18, 2016, the Commission adopted the $1.9 billion 2016 STIP which deleted $754 million and delayed another $755 million in projects. Based on updated STIP right-of-way needs following the adoption of the 2016 STIP, staff estimates that there is the capacity to advance a small percentage of previously delayed projects. There is no capacity to add new projects to the STIP.

On August 17, 2016, the Commission approved Resolution G-16-28, the FY 2016-17 State Transportation Improvement Program Policy on Advance Project Allocations. The Policy states that only projects delayed from FY 2016-17 to outer years in the 2016 STIP are eligible for advance allocation. Staff review of the program identified only one transit and rail project programmed in FY 2016-17 was delayed to FY 2017-18. As there is sufficient capacity in the Public Transportation Account to allocate all projects programmed in FY 2016-17 as well as advance allocate the one project that was delayed, more projects programmed in outer years can be advanced if ready to do so.

BACKGROUND:

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 FY 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, at the October 2015 Commission meeting, staff estimated that

approximately $154 million in STIP projects programmed for FY 2015-16 could not be allocated. In December 2015, the Commission approved an allocation plan to limit FY 2015-16 STIP allocations, and requested that the California Department of Transportation (Department) provide an amended 2016 STIP Fund Estimate.

The Department 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 was over programmed in the first three years of the STIP period (FYs 2016-17 through 2018-19) by $1.5 billion, and there was 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 needed to be deleted and an additional $755 million needed to be delayed to the last two years of the 2016 STIP period (FYs 2019-20 and 2020-21). In May 2016, the Commission adopted the 2016 STIP which deleted $754 million and delayed another $755 million in projects.

Attachments

- Attachment A: 2016-17 State Transportation Improvement Program Policy on Advance Project Allocations (Resolution No. G-16-33)

ATTACHMENT A

CALIFORNIA TRANSPORTATION COMMISSION

2016-17 State Transportation Improvement Program Policy on Advance Project Allocations

Resolution No. G-16-33
Amending Resolution No. G-16-28

1.1 **WHEREAS,** the California Transportation Commission (Commission) adopted the amended 2016 State Transportation Improvement Program (STIP) Fund Estimate on January 21, 2016, and

1.2 **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) needed to be deleted, and an additional $755 million for projects programmed in the first three years of the STIP period needed to be delayed to the last two years of the five-year STIP period (fiscal years 2019-20 and 2020-21), and

1.3 **WHEREAS**, on May 18, 2016, the Commission adopted the 2016 STIP which deleted $754 million and delayed another $755 million in projects, and

1.4 **WHEREAS**, based on updated STIP right-of-way needs following the adoption of the 2016 STIP, staff estimates that there is the capacity to advance a small percentage of previously delayed projects; and

2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the below policy on advance project allocations during fiscal year 2016-17.

The Commission will advance allocate to STIP projects during fiscal year (FY) 2016-17 up to the estimated amount available on a first come, first served basis, to projects that meet the following criteria:

1. The project was **a highway or local road project** programmed for construction in fiscal year 2016-17 in the 2014 STIP and was delayed in the 2016 STIP;

2. The project is a transit or intercity rail project programmed in any year of the STIP.

~~2~~ **3.** The project is Ready-to-List (all necessary permits and agreements have been executed and all contract documents are complete);

~~3~~ **4.** The project has a Right of Way certification 1 (all property has been acquired) or 2 (all property has been acquired and/or the implementing agency has the right to occupy or use the property); and

~~4~~ **5.** The Commission, as a Responsible Agency under the California Environmental Quality Act, has approved, or will be concurrently approving, the project for future consideration for funding.

Tab 52

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 4.19
Action

From: SUSAN BRANSEN
Executive Director

Subject: **AMENDMENT TO THE FY 2016-2017 ACTIVE TRANSPORTATION PROGRAM POLICY ON PROJECT AMENDMENTS AND ADVANCE PROJECT ALLOCATIONS**

ISSUE:

Should the California Transportation Commission (Commission) amend the Active Transportation Program (ATP) Policy on Project Amendments and Advance Project Allocations, adopted on August 18, 2016, to allow advance project allocations for projects programmed in future years for all project phases?

RECOMMENDATION:

On August 18, 2016, the Commission adopted the ATP Policy on Project Amendments and Advance Project Allocations. The policy stated that, beginning in October, the Commission would advance project allocations on a first come, first served basis for only the construction phase. At that time, the Commission directed staff to revisit this aspect of the policy and allow for advance project allocations for other project phases at the Commission meeting in January 2017 in the event there were few advance construction allocations requested. Because there have been no advance construction allocation requests since this policy adoption in August, staff recommends the Commission amend the ATP Policy on Project Amendments and Advance Project Allocations as follows:

Advance Project Allocation

Section VI of the guidelines states: "In order to ensure the timely use of all program funds, the Commission will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first served basis."

Staff recommends the Commission approve the following policy on the advance allocation of projects programmed in future years as follows:

> Beginning in ~~October~~ **December**, the Commission will advance project allocations ~~for construction~~ on a first come, first served basis, up to the amount of allocation extension

requests approved during the previous year. **For** projects requesting the advance allocation of construction funding ~~must meet~~ the following criteria **must also be met**:

1. The project is Ready-to-List (all necessary permits and agreements have been executed and all contract documents are complete); and
2. The project has a Right of Way certification 1 (all property has been acquired) or 2 (all property has been acquired and/or the implementing agency has the right to occupy or use the property).

BACKGROUND:

The ATP was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The Commission's ATP Guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the ATP. Projects in the ATP are selected through a statewide competition based on project selection criteria and weighting, minimum project size, and match requirement as described in the guidelines. A Metropolitan Planning Organization (MPO), with Commission approval, may use a different project selection criteria or weighting, minimum project size, match requirement, and/or definition of disadvantaged communities for its competitive selection process.

The Commission adopted the Statewide and Small Urban and Rural components of the 2014 Active Transportation Program on August 20, 2014, and the MPO components on November 12, 2014 and December 10, 2014. In fiscal year 2014-15, 41 projects received allocation extensions for components totaling $27 million. In fiscal year 2015-16, 92 projects received allocation extensions for components totaling $171 million.

Attachments:

- Attachment A: Active Transportation Program Amended Policy on Project Amendments and Advance Project Allocations Resolution No. G-16-35; Amending Resolution No. G-16-29

ATTACHMENT A

CALIFORNIA TRANSPORTATION COMMISSION

Active Transportation Program Amended Policy on Project Amendments and Advance Project Allocations Resolution No. G-16-35; Amending Resolution No. G-16-29

1.1 **WHEREAS,** the California Transportation Commission (Commission) adopted the Statewide and Small Urban and Rural components of the 2014 Active Transportation Program on August 20, 2014, and the Metropolitan Planning Organization components on November 12, 2014 and December 10, 2014; and

1.2 **WHEREAS**, on March 17, 2016, the Commission adopted the 2017 Active Transportation Program Guidelines; and

1.3 **WHEREAS,** of the projects programmed in the 2014 Active Transportation Program, 92 projects received in fiscal year 2015-16 allocation extensions for components totaling $171 million; and

1.4 **WHEREAS**, the number of projects receiving allocation extensions creates the opportunity to advance project allocations; and

1.5 **WHEREAS**, the process for the Commission's approval of project scope amendments requires clarification; and

1.6 **WHEREAS**, on August 18, 2016, the Commission adopted the Active Transportation Policy on Project Amendments and Project Allocations; and

1.7 **WHEREAS**, there is sufficient allocation capacity to advance project allocations for any project phase; and

2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the amendments below to the policy on scope amendments and advance project allocations.

Advance Project Allocation

The Commission will advance project allocations ~~for construction~~ on a first come, first served basis, up to the amount of allocation extension requests approved the previous year. **For** projects requesting the advance allocation of construction funding ~~must meet~~ the following criteria **must also be met**:

1. The project is Ready-to-List (all necessary permits and agreements have been executed and all contract documents are complete); and
2. The project has a Right of Way certification 1 (all property has been acquired) or 2 (all property has been acquired and/or the implementing agency has the right to occupy or use the property).

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 53

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 4.9
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM PROJECT SCOPE CHANGE REQUEST RESOLUTION ATP-A-16-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) consider this project scope change for the Cycle 1 Active Transportation Program (ATP) Town of Paradise – Pearson Road SRTS Connection project (PPNO 1018). This project was adopted on December 20, 2014 and programmed for $1,388,000.

ISSUE:

The Town of Paradise (Town) submitted a scope change request for the Pearson Road SRTS Connection project. The project intends to construct sidewalks, curbs and gutters on both sides of the street connecting three public schools to a five-mile multi-use Class I trail. Due to project cost increases, the Town proposes to construct the original project scope in two phases. Phase One will construct sidewalks, curbs and gutters along the south side of Pearson Road between Skyway and Academy Drive; completing 60 percent of the original sidewalk construction using the ATP funding. The remaining 40 percent will be funded with committed Congestion Mitigation and Air Quality funds to complete the project under Phase Two. In addition to constructing the project scope in two phases, the proposed scope change will also alter the roadway geometrics to avoid the need for constructing retaining walls to accommodate the new sidewalks. These proposed changes will reduced the travel-lane widths from 12 feet to 11 feet and the sidewalk widths from 5 feet to 4 feet.

The proposal was considered a significant change to the project's funding structure; however, the Department's analysis deemed the Town's overall proposal as a minor scope change due to the full scope of the project being constructed in two phases. Based on the analysis of the proposed scope change, the Department recommends approving the request.

BACKGROUND:

Resolution G-16-29 amended the ATP Guidelines to stipulate that any agency implementing an ATP project present scope changes to the Department for consideration prior to allocation. The Department will make a recommendation to the Commission for final approval.

4.10

ATP AMENDMENT FOR THE LA PAZ SIDEWALK WIDENINGPROJECT

MEETING MATERIALS FOR THIS ITEM
WILL BE MADE AVAILABLE PRIOR TO THE DECEMBER 7-8, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 4.18
Action

From: SUSAN BRANSEN
Executive Director

Subject: **AMENDMENT OF THE 2015 ACTIVE TRANSPORTATION PROGRAM METROPOLITAN PLANNING ORGANIZATION COMPETITIVE COMPONENT FOR THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (RESOLUTION G-16-34, AMENDING RESOLUTION G-16-06)**

ISSUE:

In accordance with the 2015 Active Transportation Program (ATP) Guidelines, projects were programmed for the 2015 ATP Metropolitan Planning Organization (MPO) component for the Southern California Association of Governments (SCAG) at the January 2016 California Transportation Commission (Commission) meeting. At that time, the Commission programmed ATP funds totaling $76,296,000 to 49 projects for the SCAG program component. Prior to programming, a SCAG recommended project, the City of Santa Ana, Pedestrian and Bicyclist Count Program, was found to be ineligible for the ATP and was not recommended for inclusion in the program. SCAG concurred with this finding and chose to leave $225,000 of their regional share unprogrammed until they could work with their county transportation commissions to determine the project(s) to program the available funds. At this time SCAG is requesting that their unprogrammed balance of $225,000 in 2015 ATP funds be programmed to the Orange County Loop Coyote Creek Project. This project, programmed for $646,000 in the 2015 ATP program, was not awarded the full amount originally requested due to lack of ATP funding.

Should the Commission amend SCAG's 2015 Active Transportation Program MPO competitive component to allow for the programming of an additional $225,000 in ATP funds for the Project Approval and Environmental Document (PA&ED) phase of the Orange County Loop Coyote Creek project in Orange County?

RECOMMENDATION:

Commission staff recommends that the Commission program an additional $225,000 in ATP funds for the PA&ED phase of the Orange County Loop Coyote Creek project (PPNO 1005) in Orange County.

BACKGROUND:

The ATP was created by Senate Bill 99 and Assembly Bill 101 to encourage increased use of active modes of transportation, such as biking and walking. State and federal law segregates the ATP into multiple, overlapping components. Forty percent of ATP funds are distributed to MPOs in urban areas

with populations greater than 200,000. The projects programmed through the ATP MPO component must be selected through a competitive process by the MPOs in accordance with the ATP Guidelines. MPOs may elect to have a contingency list of projects to be amended into the program in the event a programmed project is delivered for less or fails. SCAG has confirmed that the projects recommended for programming in this action have been selected through a competitive process and placed on a contingency list for programming if funds become available. Commission approval must be obtained for any amendment to add projects from the MPO contingency list.

Attachments:

- Program Amendment to the 2015 Active Transportation Program (ATP) Metropolitan Planning Organization (MPO) Competitive Component for the Southern California Association of Governments (SCAG) Resolution No. G-16-34; Amending Resolution No. G-16-06
- SCAG Resolution: 2015 Regional Active Transportation Program (ATP) Update
- 2015 Active Transportation Program Amendment – MPO Component – SCAG

CALIFORNIA TRANSPORTATION COMMISSION

Program Amendment to the 2015 Active Transportation Program (ATP)
Metropolitan Planning Organization (MPO) Competitive Component for the
Southern California Association of Governments (SCAG)
Resolution No. G-16-34; Amending Resolution No. G-16-06

1.1 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2015 Active Transportation Program (ATP) MPO Component for the Southern California Association of Governments (SCAG) under Resolution No. ATP-16-06 on January 21, 2016; and

1.2 **WHEREAS**, the SCAG program of projects adopted under Resolution No. ATP-16-06 consisted of 49 projects totaling $76,071,000 of ATP funds; and

1.3 **WHEREAS**, SCAG left $225,000 of their regional program funds unprogrammed until such time as they could consult with their county commissions; and

1.4 **WHEREAS,** SCAG has subsequently determined that the Orange County Loop Coyote Creek project in Orange County should be awarded the unprogrammed balance; and

1.5 **WHEREAS**, Commission staff, in consultation with staff from SCAG, identified that the program amendment set forth in the attachment to this resolution is consistent with the 2015 ATP Guidelines.

2.1 **NOW THEREFORE BE IT RESOLVED**, that the California Transportation Commission approves the program amendment as shown in strikethrough and bold on the attachment to this resolution; and

2.2 **BE IT FURTHER RESOLVED**, that Resolution ATP-16-06 is hereby amended.

2015 Active Transportation Program Amendment - MPO Component - Southern California Association of Governments

Resolution G-16-34, Amending G-16-06

($1,000s)

MPO	Co	Agency	Project Title	Total Project Cost	Total Fund Request	SOF	16-17	17-18	18-19	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI
SCAG	IMP	City of El Centro	Establishment of SR2S Program & Bicycle Route Improvements	524	524	SOF	277	247			462	-	62	524			
SCAG	IMP	Imperial County	Pedestrian Master Plan	100	100	SOF	100				100			100			
SCAG	LA	City of Downey	South Downey SRTS	469	238	SOF		37	201		201	5	32	238			
SCAG	LA	City of Downey	Downey Bike Share and Safety Education	294	180	SOF	180				180	-	-	180			
SCAG	LA	City of Cudahy	Wilcox Avenue Complete Street and SRTS Project	1,371	1,344		143	1,201			1,201	11	132	1,344		1,344	
SCAG	LA	City of La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	18,712	1,552		1,552				1,152		400	310			
SCAG	LA	City of Huntington Park	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1,793	1,757		172	1,585			1,571	14	172	1,757			
SCAG	LA	Port of Long Beach	South Water Front/Pier j Bike and Pedestrian Path	3,563	2,000		2,000				2,000			400			
SCAG	LA	City of Torrance	Downtown Torrance Active Transportation Improvement Project	2,533	2,027		340	1,687			1,687		340				
SCAG	LA	City of Lynwood	Community Linkages to Civic Center and Long Beach Blvd. Metro Station	2,891	2,319			2,319			2,319			2,319			
SCAG	LA	Port of Long Beach	Coastal Bike Trail Connector-Ocean Blvd, Long Beach	6,660	4,000			4,000			4,000			400			
SCAG	LA	City of Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4-6th Streets	7,690	6,862		1,200	5,662			5,662	120	1,080	6,862			
SCAG	LA	LA County MTA	Metro Rail to Rail Active Transportation Corridor Segment A-1	20,278	8,326			8,326			8,326			8,326			
SCAG	LA	City of Los Angeles	Colorado Bl Pedestrian and Bicycle Active Transportation Improvements	9,843	9,743		1,438		8,305		8,305	1,438		9,743			
SCAG	LA	City of Bellflower	Bellflower and Paramount Joint Active Transportation Plan	125	100	SOF	100				100			100			
SCAG	LA	City of Irwindale	Citywide Non Motorized Design Guidelines and Active Transportation Action Plan	154	154	SOF	154				154			154	154		
SCAG	LA	City of Santa Clarita	Junior High and High School SRTS Plan	200	160	SOF	160				160			160		160	
SCAG	LA	City of Downey	Pedestrian Plan	300	300	SOF		150	150		300			300	300		
~~SCAG~~	~~ORA~~	~~City of Santa Ana~~	~~Pedestrian and Bicyclist Count Program~~	~~-225~~	~~-225~~	~~SOF~~	~~-225~~				~~-225~~			~~225~~		~~225~~	
SCAG	ORA	City of Santa Ana	SRTS Enhancements for Sepulveda Elementary	310	310	SOF	20	35	255		255	20	35	310		310	
SCAG	ORA	City of La Habra	Guadalupe Park Reconstruction Project	400	340	SOF	340					50	290	340	340		
SCAG	ORA	City of La Habra	Union Pacific Rail Reconstruction Project	527	466	SOF	466			466				466			
SCAG	ORA	City of Brea	The Tracks at Brea Segment 6	1,603	652		652				652						
SCAG	**ORA**	**OC Parks Orange County**	**OC Loop Coyote Creek**	**3,230**	**871**		-		**871**			**871**					
SCAG	ORA	City of San Clemente	Shorecliffs Middle School SRTS Ped Improvements	878	869	SOF	100	769			769		100	434		869	
SCAG	ORA	City of San Clemente	Concordia Elementary SRTS Pedestrian & Bicycle Lane Improvement	987	986	SOF	986				986					986	
SCAG	ORA	City of Santa Ana	Lincoln Pedestrian Pathway Connectivity	1,230	1,230	SOF	80	120	1,030		1,030	80	120	1,230			
SCAG	ORA	City of Garden Grove	"First Mile" Bicycle & Ped Trail Expansion on PE ROW & Education/Encouragement Activities	1,941	1,891		399	20	1,472	20	1,546	175	150	1,891			
SCAG	ORA	City of Anaheim	West Street and Citron Street Sidewalk Gap Closure	2,056	2,056		419	1,637		56	1,652	35	313	2,056		2,056	
SCAG	ORA	City of Westminister	Garden Grove Boulevard Complete Street Project	3,139	2,758		330	2,428			2,428	30	300	3,139			
SCAG	ORA	Orange Co Transp Authority	Active Transportation Plan	350	280	SOF	280				280			280	280		
SCAG	ORA	City of Santa Ana	Citywide SRTS Plan	615	615	SOF	615				615			615	615		
SCAG	RIV	City of San Jacinto	San Jacinto Valley Connect	656	646	SOF	100	546			546	10	90	646			
SCAG	RIV	Riverside Co TD	Thousand Palms Sidewalk Safety Improvements	1,085	775	SOF	148	627			627	40	108	775		868	
SCAG	RIV	Riverside Co TD	Mecca Sidewalk and Roadway Safety Improvements	945	851	SOF	140	711			711	45	95	851		851	
SCAG	RIV	Riverside Co TD	Camino Aventura Sidewalk Safety Improvements	1,002	902	SOF	156	746			746	46	110	902		902	
SCAG	RIV	City of Riverside	Citywide Bicycle and Pedestrian Improvements	1,249	1,042	SOF	100	942			942	100		1,042			
SCAG	RIV	City of Banning	Bicycle and SRTS Improvements	1,082	1,082	SOF	120	962			962	20	100	1,082		1,082	
SCAG	RIV	City of Wildomar	Grand Avenue Multi-Use Trail Improvement Project	1,541	1,223	SOF	1,223				1,223			1,223		1,223	
SCAG	RIV	City of Jurupa Valley	Jurupa Valley High School SRTS	1,467	1,252	SOF	177	230	845	230	845	4	173			1,252	
SCAG	RIV	City of Moreno Valley	Segment of the Juan Bautista De Anza Multi-Use Trail	1,431	1,431		115	138	1,178	138	1,125	115	53	1,431		1,431	
SCAG	SBD	City of Needles	In-fill Sidewalks, Curbs & Gutters Improvement Project	484	252	SOF	252				189	12	51			484	
SCAG	SBD	City of Hesperia	Bear Valley Road Bicycle Bypass Phase II	376	301	SOF	301				301			301			
SCAG	SBD	City of Ontario	SRTS Infrastructure Improvement Project-El Camino Elementary	400	368	SOF	46	322		13	322	5	28	368		368	
SCAG	SBD	City of Victorville	Mohave Riverwalk Shared-Use Bicycle Facility	4,700	3,760		325	3,435			3,435		325				
SCAG	SBD	San Bernardino Co	Santa Ana River Trail Phase IV, Reaches B and C	9,750	3,801		1,381	2,420		614	2,420	307	460	3,800		3,800	
SCAG	SBD	City of Grand Terrace	ATP Planning	295	295	SOF	295				295			295	295	295	
SCAG	VEN	Ventura County	Rio Real Elementary School-Pedestrian and Street Improvements Project	462	462	SOF	30	432			462					462	
SCAG	VEN	City of Oxnard	New Traffic Signal	567	510	SOF	15	495			495		15	510		510	
SCAG	VEN	City of Ojai	Pedestrian and Bike Safety Improvements: Ojai Avenue and Maricopa HWY	2,833	2,333		230		2,103		2,103		230	2,333		2,333	
			Totals*	**125,091**	**76,296**		**17,657**	**42,229**	**16,410**	**1,537**	**65,842**	**3,553**	**5,364**	**59,537**	**1,984**	**21,586**	**-**

*** Totals exclude City of Santa Ana, *Pedestrian and Bicyclist Count Program* project**

SOF: State-Only Funding
RW: Right-of-Way Phase
CON: Construction Phase
PAED: Project Approval/Environmental Document Phase
PSE: Plans, Specifications & Estimate Phase
DAC: Benefit to Disadvantaged Communities
Plan: Active Transportation Plan
SRTS: Safe Routes to School
NI: Non-Infrastructure

REPORT

AGENDA ITEM NO. 2

DATE: November 3, 2016

TO: Transportation Committee (TC)

FROM: Stephen Patchan, Senior Planner, Active Transportation and Special Programs, patchan@scag.ca.gov, (213) 236-1923

SUBJECT: 2015 Regional Active Transportation Program (ATP) Update

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:
Receive and File.

EXECUTIVE SUMMARY:
Based on a request by the Orange County Transportation Authority (OCTA) and approval by SCAG's ATP Subcommittee, the 2015 Regional ATP has been updated to reprogram $225,000 originally allocated to the Santa Ana Pedestrian County Project to the OC Parks OC Loop Coyote Creek Project. This change was recommended by OCTA in response to the California Transportation Commissions (CTC) determination that the Santa Ana Pedestrian County Project is ineligible for ATP funding. The reallocation is consistent with the 2015 ATP Regional Program Guidelines and Programming Framework.

STRATEGIC PLAN:
This item supports SCAG Regional Goal 1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, c) Provide practical solutions for moving new ideas forward

BACKGROUND:
On January 7, 2016, the Executive/Administration Committee acting on behalf of the Regional Council approved the 2015 Regional ATP recommending to the CTC a total of $76.296 million be awarded to projects across Southern California with the region's allocation of Cycle 2 ATP funds. Projects included in the approved 2015 Regional ATP were selected by SCAG in collaboration with the county transportation commissions based on the guidelines and process established in the 2015 ATP Regional Program Guidelines and Programming Framework. The Regional Guidelines and Programming Framework included provisions for deleting and replacing projects awarded ATP should a recommended project not be able to move forward. These provisions were included to maximize the resources allocated to the region and ensure any surplus funds would be reprogrammed locally, rather than be returned to the state.

On January 20, 2016, the California Transportation Commission approved SCAG's recommended 2015 ATP projects and project contingency list. During the review process, CTC staff determined that the Santa Ana Pedestrian County Project was ineligible for ATP funding and recommended that an alternative project be included in its place. Based on the provisions in the Programming Framework,

OCTA recommended $225,000 be reprogrammed from the Santa Ana Pedestrian Count Project to the OC Parks OC Loop Coyote Creek Project. The ATP Subcommittee, which includes representatives from each of the county transportation commissions and Caltrans, reviewed OCTA's recommendation and approved the change. Per the 2015 Regional ATP Guidelines, any changes to the Regional ATP are to be included in an annual report to the Transportation Committee.

The California Transportation Commission is prepared to approve SCAG's revised program list and approve allocation for the OC Loop Coyote Creek Project at its next meeting. The updated 2015 Regional ATP reflecting the proposed changes is attached.

SCAG staff will continue to keep the Transportation Committee apprised of any updates or changes to the 2015 Regional ATP as they arise. A full report on the program is scheduled to be brought before the Committee in March 2017.

FISCAL IMPACT:
Funding to administer the Regional ATP is included in the FY 2016-2017 OWP 050-SCG00169.06.

ATTACHMENT:
2015 Regional ATP (Updated November 3, 2016)

2015 Active Transportation Program
Regional Program

IMPLEMENTATION PROJECTS

	Co	Applicant	Project Title	Total Project Cost (in 1,000s)	Total Fund Request (in 1,000s)	15-16	16-17	17-18	18-19
1	IMP	City of El Centro	Establishment of SR2S Program & Bicycle Route Improvements	524	524		277	247	
2	LA	City of Downey	South Downey SRTS	469	238		-	238	
3	LA	City of Downey	Downey Bike Share and Safety Education	294	180		180	0	0
4	LA	City of Cudahy	Wilcox Avenue Complete Streets and SRTS Project	1371	1344		11	132	1201
5	LA	City of La Verne	La Verne Regional Commuter Bicycle Gap Closure Project	18712	1552		400	1152	0
6	LA	City of Huntington Park	Uncontrolled Crosswalk Pedestrian Safety Enhancement Project	1793	1757		172	1585	0
7	LA	Port of Long Beach	South Water Front/Pier j Bike and Pedestrian Path	3563	2000		2000	0	0
8	LA	City of Torrance	Downtown Torrance Active Transportation Improvement Project	2533	2027		340	1687	
9	LA	City of Lynwood	Community Linkages to Civic Center and Long Beach blvd Metro Station	2891	2319		0	2319	0
10	LA	Port of Long Beach	Coastal Bike Trail Connector-Ocean Blvd, Long Beach	6660	4000		0	4000	0
11	LA	City of Los Angeles	Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets	7690	6862		120	1080	5662
12	LA	Los Angeles County MTA	Metro Rail to Rail Active Transportation Corridor Segment A-1	20278	8326		0	8326	0
13	LA	City of Los Angeles	Colorado Bl Pedestrian and Bicycle Active Transportation Improvements	9843	9743		1438	0	8305
14	ORA	City of Santa Ana	SRTS Enhancements for Sepulveda Elementary	310	310		20	35	255
15	ORA	City of La Habra	Guadalupe Park Reconstruction Project	400	340		340	0	0
16	ORA	City of La Habra	Union Pacific Rail Line Bikeway Project	527	466		466	0	0
17	ORA	City of Brea	The Tracks at Brea Segment 6	1603	652		652	0	0
18	ORA	OC Parks Orange County	OC Loop Coyote Creek	3230	871		0	0	871
19	ORA	City of San Clemente	Shorecliffs Middle School SRTS Ped Improvements	878	869		100	769	
20	ORA	City of San Clemente	Concordia Elementary SRTS Pedestrian & Bicycle Lane Improvement	987	986		986		
21	ORA	City of Santa Ana	Lincoln Pedestrian Pathway Connectivity	1230	1230		80	120	1030
22	ORA	City of Garden Grove	"First Mile" Bicycle and Ped Trail Expansion on the PE ROW and Education/Encouragement Activities	1941	1891		399	20	1472
23	ORA	City of Anaheim	West Street and Citron Street Sidewalk Gap Closure	2056	2056		404	1652	0
24	ORA	City of Westminister	Garden Grove Boulevard Complete Street Project	3139	2758		330	0	2428
25	RIV	City of San Jacinto	San Jacinto Valley Connect	656	646		100	546	
26	RIV	Riverside County Transp Department	Thousand Palms Sidewalk Safety Improvements	1085	775		148	627	0
27	RIV	Riverside County Transp Department	Mecca Sidewalk and Roadway Safety Improvements	945	851		140	711	0
28	RIV	Riverside County Transp Department	Camino Aventura Sidewalk Safety Improvements	1002	902		156	746	0
29	RIV	City of Riverside	Citywide Bicycle and Pedestrian Improvements	1249	1042		1042	0	0
30	RIV	City of Banning	Bicycle and SRTS Improvements	1082	1082		120	962	0
31	RIV	City of Wildomar	Grand Avenue Multi-Use Trail Improvement Project	1541	1223		612	611	0
32	RIV	City of Jurupa Valley	Jurupa Valley High School SRTS	1467	1252		177	230	845
33	RIV	City of Moreno Valley	Segment of the Juan Bautista De Anza Multi-use Trail	1431	1431		115	191	1125
34	SBD	City of Needles	In-fill Sidewalks, Curbs & Gutters Improvement Project	484	252			252	
35	SBD	City of Hesperia	Bear Valley Road Bicycle Bypass Phase II	376	301		301	0	0
36	SBD	City of Ontario	SRTS Infrastructure Improvement Project-El Camino Elementary	400	368		46	322	0
37	SBD	City of Victorville	Mojave Riverwalk Shared-Use Bicycle Facility	4700	3760		3760		
38	SBD	San Bernardino County	Santa Ana River Trail Phase IV, Reaches B and C	9750	3800		1380	2420	0
39	VEN	Ventura County	Rio Real Elementary School-Pedestrian and Street Improvements Project	462	462		30	432	0
40	VEN	City of Oxnard	New Traffic Signal	567	510		15	495	0
41	VEN	City of Ojai	Pedestrian and Bike Safety Improvements: Ojai Avenue and Maricopa Hwy	2833	2333		230	0	2103
			Total	**122952**	**74291**	**0**	**17087**	**31907**	**25297**

PLANNING PROJECTS

	Co	Applicant	Project Title	Total Project Cost (in 1,000s)	Total Fund Request (in 1,000s)	15-16	16-17	17-18	18-19
1	IMP	Imperial County	Pedestrian Master Plan	100	100		100	0	0
2	LA	City of Bellflower	Bellflower and Paramount Joint Active Transportation Plan	125	100		100	0	0
3	LA	City of Irwindale	Citywide Non Motorized Design Guidelines and Active Transportation Action Plan	154	154		154		
4	LA	City of Santa Clarita	Junior High and High School SRTS Plan	200	160		160	0	0
5	ORA	Orange County Transportation Authority	Active Transportation Plan	350	280		280	0	0
6	SBD	City of Grand Terrace	ATP Planning	295	295		295	0	0
7	LA	City of Downey	Pedestrian Plan	300	300		0	150	150
8	ORA	City of Santa Ana	Citywide SRTS Plan	615	615		615	0	0
			Total	**2139**	**2004**	**0**	**1704**	**150**	**150**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 56

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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 16H-009**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Highway Operation and Protection Program (SHOPP) Amendment 16H-009; in accordance with Senate Bill 486 which requires the Commission to approve any changes or new projects amended into the SHOPP.

ISSUE:

Since the October 2016 report to the Commission, the Department recommends 21 new capital projects to be amended into the 2016 SHOPP, as summarized in Attachment 1. The amendments noted below would be funded from the Major Damage Restoration, Collision Reduction, Roadside Preservation, Mobility and 2016 SHOPP programming capacity.

2016 SHOPP Summary of New Projects by Category	No.	FY 2016/17 ($1,000)	FY 2017/18 ($1,000)	FY 2018/19 ($1,000)	FY 2019/20 ($1,000)
Major Damage Restoration	9	$18,626			$549
Collision Reduction	9		$8,767	$3,000	$20,063
Roadside Preservation	2		$9,360	$2,474	
Mobility	1			$13,281	
Total Amendments	21	$18,626	$18,127	$18,755	$20,612

The Department also recommends the revisions to capital projects, as summarized in Attachment 2 will be amended into the 2016 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 2016 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							
4653	1-Men-101 R24.5 0G560 01 1700 0020	In Ukiah, at East Perkins Street Overcrossing No. 10-0193. Repair bridge from high load hit, four of six concrete girders have been struck.	$10 (R/W) $1,100 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $10 $75 $85	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
9057	3-Yol-84 13.3/15.7 2H260 03 1700 0087	Near the city of West Sacramento, from Levee Road (South) to End of Route 84. Reconstruct failed roadway section and install geotextile fabric for soil stabilization.	$1,230 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$10 $0 $0 $100 $110	201.130 Assembly: 8 Senate: 5 Congress: 1 1 Location
1499D	4-SCl-17 3.1 4J020 04 1500 0244	Near Los Gatos, approximately 0.3 mile south of Alma College Road. Modify drainage system and repair slope washout. PAED: 10/09/2018 R/W: 02/11/2020 RTL: 03/10/2020 BC: 07/14/2020	$20 (R/W) $529 (C)	19/20	PA & ED PS & E RW Sup Con Sup Total	$500 $375 $24 $322 $1,221	201.131 Assembly: 28 Senate: 15 Congress:18 1 Location
1498E	4-SCl-280 Var 1K520 04 1600 0257	In San Jose at various locations, the Southwest Expressway pump station (PM 2.9), Bird Avenue pump station (PM 3.8) and Menker Avenue pump station (PM 4.4); also in San Mateo county, at Ravenswood pump station (PM 28.0). Replace and/or repair failed pump station components.	$2,220 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $560 $560	201.130 Assembly: 19, 21, 23, 24 Senate: 11, 13 Congress: 14, 15, 16 4 Locations
1453M	4-SM-101 11.9 3K130 04 1700 0093	In the city of San Mateo, at Route 92/101 Separation No. 35-0252R. Replace failed bridge joint seal.	$500 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $225 $225	201.130 Assembly: 19 Senate: 8 Congress: 12 1 Location
6817	6-Ker-155 45.9/R57.6 0V690 06 1700 0064	Near Lake Isabella, in Sequoia National Forest boundaries, 13.4 miles west of Route 155/178 junction. Remove and dispose of hazardous trees and fire fuel.	$50 (R/W) $4,000 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $200 $75 $900 $1,175	201.130 Assembly: 32 Senate: 18 Congress: 22 1 Location
3006E	8-SBd-15 14.8/32.5 1H371 08 1700 0029	Near San Bernardino, from Glen Helen Parkway to Route 15/395 junction. Replace fire damaged guard rail with steel posts, clear drainage basin debris, and install erosion control.	$2,400 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $100 $0 $350 $450	201.130 Assembly: 65 Senate: 31, 32 Congress: 26, 43 1 Location

List of New 2016 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.)							
3212	10-SJ-99 0.0/38.7 1F270 10 1600 0059	On Route 99 in San Joaquin, Stanislaus and Merced counties, at various locations. Remove and trim dead or draught damaged trees. PAED: 03/03/2017 R/W: 04/07/2017 RTL: 05/05/2017 BC: 08/18/2017	$10 (R/W) $6,006 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$141 $363 $14 $1,809 $2,327	201.131 Assembly: 10 Senate: 5 Congress:11 5165 Location(s)
1249	11-SD-15 R8.7 42910 11 1700 0047	In the city of San Diego, at 0.3 mile north of Aero Drive. Repair corroded 60-inch culvert, repair pavement section, and install erosion control measures.	$1,100 (C)	16/17	PA & ED PS & E RW Sup Con Sup Total	$0 $150 $0 $250 $400	201.130 Assembly: 76 Senate: 36, 39 Congress: 52 1 Location
Collision Reduction							
3653	2-Tri-36 R34.7/R35.3 2H050 02 1600 0093	Near Platina, from 3.7 miles to 3.0 miles west of Hayfork Creek Bridge. Curve improvement. PAED: 02/11/2019 R/W: 01/24/2020 RTL: 02/26/2020 BC: 09/15/2020	$52 (R/W) $5,280 (C)	19/20	PA & ED PS & E RW Sup Con Sup Total	$760 $1,130 $130 $1,680 $3,700	201.010 Assembly: 2 Senate: 2 Congress:2 12 Collisions reduced
1491G	4-Ala-880 20.9 4J730 04 1600 0001	In San Leandro, at the southbound Route 880/238 connector off-ramp to Washington Avenue. Reconstruct and signalize off-ramp. PAED: 07/01/2018 R/W: 04/01/2020 RTL: 06/01/2020 BC: 11/02/2020	$150 (R/W) $3,445 (C)	19/20	PA & ED PS & E RW Sup Con Sup Total	$1,200 $1,250 $125 $1,250 $3,825	201.010 Assembly: 18 Senate: 9 Congress:13 74 Collisions reduced
2673	5-Mon-101 PM R41.6/47.7 1H620 05 1600 0104	Near King City, from 0.3 mile south of Jolon Undercrossing to Teague Avenue. Install median barrier, widen inside shoulders and include rumble strip. PAED: 10/06/2016 R/W: 01/02/2018 RTL: 06/27/2018 BC: 02/22/2019	$5 (R/W) $6,510 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$0 $1,415 $51 $1,834 $3,300	201.010 Assembly: 30 Senate: 12 Congress: 17 41 Collisions reduced
2625	5-SCr-129 PM 1.4 1G990 05 1600 0010	Near Watsonville, at Lakeview Road. Construct roundabout and improve street lighting. PAED: 11/01/2017 R/W: 04/01/2020 RTL: 06/01/2020 BC: 12/01/2020	$684 (R/W) $4,481 (C)	19/20	PA & ED PS & E RW Sup Con Sup Total	$782 $1,341 $441 $1,335 $3,899	201.010 Assembly: 30 Senate: 17 Congress: 20 46 Collisions reduced

List of New 2016 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.
Collision Reduction (Cont.)							
6792	6-Ker-Var Var 0V300 06 1600 0129	Near Taft, on Routes 33 and 119 at various locations. Construct centerline rumble strips. PAED: 10/27/2016 R/W: 06/01/2017 RTL: 09/01/2017 BC: 02/01/2018	$5 (R/W) $1,100 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$0 $680 $5 $380 $1,065	201.010 Assembly: 34 Senate: 16 Congress: 23 25 Collisions reduced
6804	6-Kin-43 PM 3.7/18.0 0T950 06 1500 0119	In Kings county, from 1.4 miles south of Nevada Avenue to 0.2 mile south of Route 198 junction; also on Route 43 (PM 22.3/27.3) and Route 33 (PM 0.0/7.8). Construct ground-in centerline and shoulder rumble strips. PAED: 09/22/2016 R/W: 08/01/2017 RTL: 09/18/2017 BC: 03/26/2018	$2 (R/W) $782 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$0 $430 $20 $350 $800	201.010 Assembly: 32 Senate: 16 Congress: 21 26 Collisions reduced
3005N	8-Riv-215 R12.7/R15.0 1G870 08 1600 0094	In Murrieta, from 0.2 mile north of Clinton Keith Road overcrossing to 0.5 mile south of Scott Road overcrossing. Install concrete barrier at edge of shoulder. PAED: 05/10/2017 R/W: 07/11/2018 RTL: 0810/2018 BC: 02/15/2019	$10 (R/W) $2,990 (C)	18/19	PA & ED PS & E RW Sup Con Sup Total	$600 $732 $10 $770 $2,112	201.010 Assembly: 67 Senate: 23, 28 Congress: 42 23 Collisions reduced
3006F	8-SBd-18 97.0/99.5 1E060 08 1300 0140	In Victorville, from Amargosa Road to Cobalt Road. Construct raised curb median. PAED: 07/30/2018 R/W: 04/30/2020 RTL: 05/30/2020 BC: 09/30/2020	$884 (R/W) $5,087 (C)	19/20	PA & ED PS & E RW Sup Con Sup Total	$920 $1,150 $480 $1,050 $3,600	201.010 Assembly: 33 Senate: 21 Congress: 8 25 Collisions reduced
3216	10-SJ-99 5.3/5.7 1F730 10 1600 0144	In Manteca, from 0.4 mile to 0.8 mile north of Austin Road. Install median barrier. PAED: 05/01/2017 R/W: 12/01/2017 RTL: 03/01/2018 BC: 06/15/2018	$2 (R/W) $361 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$129 $307 $2 $206 $644	201.010 Assembly: 10, 17 Senate: 5 Congress:11 3 Collisions reduced

List of New 2016 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.
Roadway Preservation							
6286	6-Tul-190 34.7/39.4 0H140 06 1600 0194	Between Springville and Camp Nelson, from east of Balch Park Road to west of Wishon Drive. Replace deteriorated culverts. PAED: 07/15/2018 R/W: 03/01/2019 RTL: 04/01/2019 BC: 12/01/2019	$246 (R/W) $2,228 (C)	18/19	PA & ED PS & E RW Sup Con Sup Total	$800 $950 $210 $600 $2,560	201.151 Assembly: 26 Senate: 16 Congress:23 7 Drainage systems
1192	11-SD-5 R37.7/R48.9 42260 11 1500 0183	In San Diego County, from 0.3 mile north of Lomas Santa Fe Drive Undercrossing to 0.2 mile north of Agua Hedionda Lagoon Bridge. Rehabilitate culverts. The project will be combined with I-5 NCC HOV Extension Phase 1 11-2T210, PPNO 0615C (STIP) for construction. PAED: 06/29/2016 R/W: N/A RTL: N/A BC: 09/22/2017	$ 9,360 (C)	17/18	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $2,675 $2,675	201.151 Assembly: 76 Senate: 36 Congress:49 30 Drainage systems
Roadway Preservation							
0012B	4-Ala-880 4.6/7.4 15148 04 000 0421	In Fremont, from Auto Mall Parkway to Mowry Avenue; also, in Newark on Route 84 from Thornton Avenue to Newark Boulevard (PM R3.8 to R4.9). Widen ramps and install ramp metering. PAED: 06/05/2014 R/W: 06/30/2018 RTL: 08/01/2018 BC: 02/01/2019	$13,281 (C)	18/19	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $2,741 $1,221	201.315 Assembly: 25 Senate: 10 Congress:15,17 9 Field elements

2016 SHOPP Amendment 16H-009
Cost, Scope, Schedule and Technical Changes
Includes Federal Emergency Relief Funds
($ Thousands)

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
01	Mendocino	1	42.4/43.3	Near Albion, from 2.2 miles north of Route 128 Junction to 0.2 mile north of Salmon Creek Bridge No. 10-0134. Bridge replacement. (G13 Contingency Project)	40140	4491	0100000155	201.110	~~2017/18~~ **2019/20**	4,638	0	PA&ED	5,800	5,800	Bridge(s)	1.00
												PS&E	5,593	5,593		
												RW	810	810		
												Const	0	0		
								201.XXX (G13)	~~2017/18~~ **2019/20**	0	33,900	PA&ED	0	0		
												PS&E	0	0		
												RW	0	0		
												Const	6,290	6,290		

Comments: Additional time is required to complete the project due to delays to the environmental studies and completion of the PA&ED milestone. Delays are a result of difficulty acquiring access to adjacent private property to complete studies, regulatory agencies requiring further studies of an endangered butterfly related to drought conditions, lead contamination present at the site and in groundwater and the need to define the contamination limits, and delays to on-going consultations with regulatory agencies on environmental impacts. These changes will move the schedule to FY 19/20.

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
01	Mendocino	1	43.3/44.2	Near Albion, from 3.0 miles north of route 128 junction to 0.2 mile north of Albion river Bridge No. 10-0136. Bridge Replacement. (G13 Contingency Project)	40110	4490	0100000154	201.110	~~2017/18~~ **2019/20**	5,101	0	PA&ED	5,500	5,500	Bridge(s)	1.00
												PS&E	5,220	5,220		
												RW	828	828		
												Const	0	0		
								201.XXX (G13)	~~2017/18~~ **2019/20**	0	37,400	PA&ED	0	0		
												PS&E	0	0		
												RW	0	0		
												Const	5,597	5,597		

Comments: Additional time is required to complete the project due to delays to the environmental studies and completion of the PA&ED milestone. Delays are a result of difficulty acquiring access to adjacent private property to complete studies, regulatory agencies requiring further studies of an endangered butterfly related to drought conditions, arsenic contamination present at the site and the need to define the contamination limits, and delays to on-going consultations with regulatory agencies on environmental impacts. These changes will move the schedule to FY 19/20.

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
01	Mendocino	Var	Var	On Route 101, in Willits; on Route 128, 34.1 miles west of Ukiah; also on Route 20, 8.5 miles east of Route 101/20 Junction. Scour mitigation.	0C430	4572	0112000293	201.111	2016/17	239	518	PA&ED	~~299~~	**550**	Bridge(s)	3.00
												PS&E	~~550~~	**462**		
												RW	146	146		
												Const	446	446		

Comments: Technical correction to Amendment 16H-003, previously approved PA&ED and PS&E components under Reference 4.8 (Resolution G-16-22) at the June 29-30, 2016 CTC meeting. The error was requesting the wrong component for the increase. This technical correction re-establishes the previously programmed amount for PS&E Support and revises the programmed amount for the correct component, PA&ED support, that was intended to be done in Resolution G-16-22.

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
02	Modoc	299	23.3	Near Canby, at Caldwell Creek Bridge No. 03-0028. Replace bridge.	4F570	3513	0213000008	201.111	2017/18	~~50~~	~~1,770~~	PA&ED	572	572	Bridge(s)	1.00
										35	**1,850**	PS&E	704	704		
												RW	70	70		
												Const	~~879~~	**985**		

Comments: Combine Project EA 4F570 and EA 4F770 for construction under project EA 4F77U (EFIS ID 0217000022). Combining projects will improve efficiency, worker safety, and traveler impacts during construction. Cost increases to right of way and construction capital, and to construction support. Increases are due to new assumption in use of consultants for construction support, revised quantities now that surveying has been conducted, newly identified biological impacts to wetlands and badger habitat, and additional utility relocations. These changes add $171,000 to the cost of the project.

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
02	Modoc	299	~~24.5/33.5~~ **23.1/33.5**	Near Alturas, ~~from 1.1 miles east~~ **from 0.3 mile west** of Caldwell Creek Bridge to 1.7 miles west of County Road 75. Rehabilitate roadway.	4F770	3522	0213000031	201.120	2017/18	~~28~~	~~11,087~~	PA&ED	750	750	Lane Miles	18.70
										340	**14,100**	PS&E	760	760		
												RW	50	50		
												Const	~~1,660~~	**2,295**		

Comments: Combine Project EA 4F570 and EA 4F770 for construction under project EA 4F77U (EFIS ID 0217000022). Combining projects will improve efficiency, worker safety, and traveler impacts during construction. Cost increases to right of way and construction capital, and to construction support. Increases are due to new assumption in use of consultants for construction support, revised quantities now that surveying has been conducted, newly identified biological impacts to wetlands and badger habitat, and additional utility relocations. These changes add $3,960,000 to the cost of the project.

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
02	Tehama	36	36.4/36.8	Near Red Bluff, from Nevis Road to 0.5 mile east of Nevis Road. Improve curve.	0H110	3590	0215000053	201.010	2017/18	~~75~~	~~1,426~~	PA&ED	579	579	Collisions Reduced	14.00
										259	**2,150**	PS&E	574	574		
												RW	150	150		
												Const	604	604		

Comments: Increase to construction capital due to the need for wider shoulders than originally planned. Updated traffic census numbers have identified wider 8 foot shoulders are now appropriate. Also, the roadway section depth has increased due to results of recent materials report. Flood plain and hydraulics reports identify the need to raise the roadway and increase the culvert sizes. Wider shoulders result in additional parcels needed, and utility relocation costs have increased; both items increase right of way capital amount. The Right of Way Support cost will be addressed using the Commission delegated G-12 process. These changes add $908,000 to the cost of the project.

2016 SHOPP Amendment 16H-009
Cost, Scope, Schedule and Technical Changes
Includes Federal Emergency Relief Funds
($ Thousands)

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
03	Glenn	162	~~76.7~~ **76.3/78.6**	~~Near Butte, at Sacramento Bridge No. 11-0017. Seismic retrofit. (G13 Contingency Project)~~ **At Butte City, from Route 45 to 0.1 mile east of McDougall Street. Replace Sacramento River Bridge No. 11-0017. (G13 Contingency Project)**	3F060	2633	0312000052	201.113	~~2018/19~~ **2019/20**	1,000	0	PA&ED PS&E RW Const	2,000 3,500 600 0	2,000 3,500 600 0	Bridge(s)	1.00
								201.XXX (G13)	~~2018/19~~ **2019/20**	0	~~18,000~~ **65,000**	PA&ED PS&E RW Const	0 0 0 ~~4,000~~	0 0 0 **10,000**		

Comments: The Department, with input from the public and community leaders, reevaluated the project with the emphasis on reducing community impacts. At the same time, a more detailed geotechnical investigation findings became available which identified the alternative to fully replace the bridge. Prior scope was to replace steel truss portion only on current alignment. Replacement on new alignment will allow route to remain open without need for 34 mile detour for emergency services, business and farming needs, schools and commuters. This contingency project will have a fiscal year change and cost increase to the contingent Construction Capital and Construction Support amount. The total contingent amount added to the project is $53,000,000.

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
03	Sutter	20	5.0/11.3	Near Yuba City, from **east end of** Sutter Bypass to Lytle Road. Rehabilitate roadway**, widen shoulders, and replace Wadsworth Canal Bridge No.18-0003**. (G13 Contingency Project)	1A920	8132	0300020608	201.120	2017/18	~~650~~ **1,248**	0	PA&ED PS&E RW Const	2,000 1,809 ~~251~~ 0	2,000 1,809 **1,323** 0	Lane Miles	11.40
								201.XXX (G13)	2017/18	**0**	~~19,710~~ **21,614**	PA&ED PS&E RW Const	0 0 0 2,771	0 0 0 2,771		

Comments: During PAED phase, scope refinement changed the number of parcels needed for right of way acquisition and mitigation from 8 to 28 parcels. This change is needed to maintain current standards for side slopes and accommodate the relocation of roadside ditches. Also, the replacement bridge will now be constructed on new alignment to avoid local road detours and make construction more efficient. Additional cost increases are needed to the right of way capital and support, and contingent Construction Capital amounts. This change adds $1,670,000 to the programmed portion of the project and $1,904,000 to the contingent portion of the project.

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
04	Alameda	680	~~M0.0/R21.8~~ **M4.0/R21.8**	In and near Fremont, Pleasanton, and Dublin, from ~~south of Scott Creek Road~~ **Auto Mall Parkway** to north of Alcosta Boulevard. Ramp metering.	~~4G112~~ **4G115**	0521K	~~0414000304~~ **0417000130**	201.315	2017/18	~~380~~ **523**	~~18,240~~ **14,000**	PA&ED PS&E RW Const	0 0 50 ~~2,600~~	0 0 50 **2,800**	Field Elements	~~16.00~~ **14.00**

Comments: This project was shelved for two years due to negotiations with Metropolitan Transportation Commission (MTC) to resolve cost increases to PA&ED and PS&E support costs. An agreement has now been reached. The parent Project EA 4G112 has an increase in construction capital due to item unit cost increases over the two year delay and cost increases associated with a longer construction duration. Construction support has increased due to salary increases during the two year delay, longer construction duration that increased from one season to two, and more extensive biological monitoring. The increase in right of way capital is due to higher environmental mitigation costs and permit fees. These changes add $6,483,000 to the cost of the parent Project EA 4G112. The cost increases for each component are reflected in the combined totals of the two new child projects, EA 4G115 and EA 4G114.

Split parent Project EA 4G112 into child Project EA 4G115 and child Project EA 4G114. This split is necessary for child Project EA 4G114 to be combined with another project in the current fiscal year (2016/17), which has overlapping project limits. Combining work under one construction contract will eliminate contractor conflicts, minimize rework at site, and reduce impacts to the travelling public.

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
04	**Alameda**	**680**	**M0.0/M4.0**	**In Fremont, from south of Scott Creek Road to Auto Mall Parkway. Ramp metering.**	**4G114**	**0521M**	**0417000129**	**201.315**	**2016/17**	**180**	**8,500**	**PA&ED** **PS&E** **RW** **Const**	**0** **0** **0** **1,700**		**Field Elements**	**2.00**

Comments: Project split from parent Project EA 4G112. This split is necessary for c hild Project EA 4G114 to be combined with another project in the current fiscal year (2016/17), which has overlapping project limits. Combining work under one construction contract will eliminate contractor conflicts, minimize rework at site, and reduce impacts to the travelling public.

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
04	Contra Costa	24	1.0/R2.5	In Orinda and Lafayette, from east of the Caldecott Tunnel to east of Camino Pablo and at Acalanes Road (PM R4.2/R4.99); also in Oakland on Route 13, at Redwood Road (PM 5.2/5.5). Install safety lighting.	1J990	1418C	0414000411	201.010	~~2017/18~~ **2018/19**	313	2,955	PA&ED PS&E RW Const	736 420 64 480	736 420 64 480	Collisions Reduced	65.00

Comments: The project was erroneously programmed into FY 17/18, different than the schedule established in the Project Initiation Document (PID). As per the PID schedule, this project requires two seasons for the environmental studies to be completed. Therefore, this change will move the schedule to FY 18/19.

2016 SHOPP Amendment 16H-009
Cost, Scope, Schedule and Technical Changes
Includes Federal Emergency Relief Funds
($ Thousands)

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
04	Marin	1	28.5	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge. (G13 Contingency Project)	0G642	0756K	0413000350	201.113	~~2018/19~~ **2019/20**	2,691	0	PA&ED PS&E RW Const	2,300 1,400 685 0	2,300 1,400 685 0	Bridge(s)	1.00
								201.XXX (G13)	~~2018/19~~ **2019/20**	0	11,552	PA&ED PS&E RW Const	0 0 0 1,756	0 0 0 1,756		
Comments: Additional time is required to complete the project due to delays to the environmental studies and the PA&ED milestone. Delays are a result of community input for pedestrian and bicycle access resulting in wider shoulders for an adjacent 400 foot long roadway segment, and subsequent lengthening of an existing box culvert. Changes impact biological habitat and require further evaluations. Public input and impacts on right of way require further study of viability to retrofit bridge instead of replacement. Also, there is a concurrent COS supplemental request for a cost increase to PA&ED support. These changes will move the schedule to FY 19/20.																
04	Napa	121	0.7	Near Napa, at Huichica Creek (PM 0.75). Roadway widening.	4G210	0775G	0412000310	201.010	~~2017/18~~ **2018/19**	220	8,700	PA&ED PS&E RW Const	1,750 1,530 90 900	1,750 1,530 90 900	Collisions Reduced	13.00
Comments: Additional time is required to complete the project due to delays to the environmental studies and completion of PA&ED. Delays are caused by project modifications to provide fish passage, shrimp habitat and to protect archeological resources. Furthermore, time was necessary to devise the construction staging methods complicated by the proximity of private driveways, and to secure three necessary parcels. These changes will move the schedule to FY 18/19.																
04	Sonoma	116	31.0/31.3	Near Sebastopol, at the intersection of Route 116 and Llano Road. Construct left-turn and merge lanes.	4G380	0817Q	0412000463	201.010	2017/18	~~75~~ **125**	~~4,645~~ **6,446**	PA&ED PS&E RW Const	1,197 ~~720~~ 200 ~~800~~	1,197 **1,500** 200 **1,200**	Collisions Reduced	54.00
Comments: The scope is changing from a reinforced concrete box to single-span bridge as required by resource agencies to enhance the creek flow and improve fish and shrimp habitat. Recent findings established that the creek could support shrimp year round. Additional design support, construction support, right-of-way capital, and construction capital is needed for the new bridge scope, hydraulic studies, biological assessment, revalidation of the environmental document, design of an added retaining wall, construction support over two seasons, and other associated costs and permit fees. These changes add $3,031,000 to the cost of the project.																
05	Monterey	183	~~R1.8/R8.6~~ **R2.0/R8.6**	In and near Salinas, from Davis Road to Blackie Road. Install centerline and shoulder rumble strips.	1G390	2597	0515000008	201.010	~~2017/18~~ **2016/17**	0	1,390	PA&ED PS&E RW Const	280 473 35 297	280 473 35 297	Collisions Reduced	23.00
Comments: The postmile limits will be changed from R1.8/R8.6 to R2.0/R8.6. The work within the removed limits is being performed under another project. Additional time estimated for railroad involvement is no longer required. Therefore the project will be accelerated by one year to FY 16/17. This change is a net zero cost change to the project.																
05	San Benito	25	~~R25.9/R26.2~~ **25.9/26.3**	Near Hollister, from 0.1 mile south of La Gloria Road to 0.2 mile north of La Gloria Road. Realign roadway.	1C260	2379	0512000108	201.015	2017/18	~~180~~ **356**	~~1,580~~ **2,750**	PA&ED PS&E RW Const	1,044 ~~1,207~~ ~~193~~ ~~539~~	1,044 **1,647** **242** **1,030**	Collisions Reduced	3.00
Comments: Preliminary design has identified increases in earthwork, drainage scope, biological monitoring and landscape mitigation. There were also unanticipated permit fees and increases in purchasing environmental mitigation credits for the California Tiger Salamander. These changes add $2,326,000 to the cost of the project.																
05	Santa Cruz	9	22.1/23.8	In Castle Rock State Park, from 5 miles south to 3.3 miles south of Route 35. ~~Widen shoulders, replace guardrail and construct centerline rumble strips.~~ **Construct centerline rumble strips, widen shoulders, and replace guardrail and super elevation corrections.**	1C650	2418	0512000185	201.015	2017/18	~~10~~ **20**	7,658	PA&ED PS&E RW Const	1,938 1,842 ~~44~~ 1,687	1,938 1,842 **63** 1,687	Collisions Reduced	73.00
Comments: The scope was refined to include additional super elevation corrections as a result of more detailed analysis of collision history and roadway geometrics. This work will require positive location for a known fiber optic line. This change adds $29,000 to the cost of the project.																

2016 SHOPP Amendment 16H-009
Cost, Scope, Schedule and Technical Changes
Includes Federal Emergency Relief Funds
($ Thousands)

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
05	San Luis Obispo	1	~~R67.2~~ **R66.9/R67.2**	~~Near San Simeon, north of the Arroyo De La Cruz Bridge. Off-site landscape mitigation for PPNO 4928A.~~ **Near San Simeon, from the Arroyo de la Cruz Bridge to 0.3 mile north of the Arroyo de la Cruz Bridge. Planting, wetland and California Red-legged Frog mitigation.**	~~49281~~ **49285**	4928Y	~~0515000029~~ **0517000046**	~~201.150~~	~~2016/17~~ **2019/20**	~~0~~ **11**	~~7,795~~ **7,464**	PA&ED PS&E RW Const	~~0~~ ~~1,199~~ ~~56~~ ~~3,022~~	**0** **1,057** **56** **2,424**	Location(s)	1.00
Comments: Parent project to be split into child projects EA 49283, EA 49284 and EA 49285. Environmental permits require native seed for erosion control and plant propagation and must be collected in southern Monterey, San Luis Obispo and Santa Barbara Counties below 1,000 foot elevation. The final mitigation project EA 49281 PPNO 4928Y requires two separate projects EA 49283 PPNO 4928W and EA 49284 PPNO 4928X because of the time required for seed collection, propagation and plant cuttings. The project split is a net zero cost change to the project.																
05	**San Luis Obispo**	**1**	**R66.9/R67.2**	**Near San Simeon, from the Arroyo de la Cruz Bridge to 0.3 mile north of the Arroyo de la Cruz Bridge. Native seed collection and propagation.**	**49283**	**4928W**	**0517000044**	**201.150**	**2016/17**	**0**	**180**	PA&ED PS&E RW Const	**0** **32** **0** **369**		**Location(s)**	**1.00**
Comments: Project split from EA 49281 PPNO 4928Y for native seed collection and propagation.																
05	**San Luis Obispo**	**1**	**R66.9/R67.2**	**Near San Simeon, from the Arroyo de la Cruz Bridge to 0.3 mile north of the Arroyo de la Cruz Bridge. Plant propagation.**	**49284**	**4928X**	**0517000045**	**201.150**	**2018/19**	**0**	**140**	PA&ED PS&E RW Const	**0** **110** **0** **229**		**Location(s)**	**1.00**
Comments: Project split from EA 49281 PPNO 4928Y for plant propagation.																
07	Ventura	1	28.2	Near Sea Cliff, at Willow Creek Bridge No. 52-003; also in Ojai, on Route 33 at North Fork Matilija Bridges No. 52-0044 (PM 15.8) and No. 52-0173 (PM16.1). Upgrade bridge railings to meet current standards.	29650	4601	0713000099	201.112	2019/20	757	2,530	PA&ED PS&E RW Const	~~142~~ 1,360 ~~7~~ 1,420	**958** 1,360 **61** 1,420	Linear Feet	~~800.00~~ **724.00**
Comments: The project was programmed anticipating support to address consultation, permitting and approval from various environmental agencies. However, the environmental permit requirements have now been determined to be much more extensive than in the planning phase. This bridge also needs additional right of way support for unexpected temporary construction easements, utilities relocation and railroad permit. These changes add $870,000 to the cost of the project.																
07	Ventura	23	R3.3/R11.5	In and near cities of Thousand Oaks and Moorpark, from Route 101 to Route 118. Rehabilitate pavement.	30250	4688	0713000479	201.122	2019/20	860	77,032	PA&ED PS&E RW Const	~~355~~ 2,650 100 6,700	**889** 2,650 100 6,700	Lane Miles	57.00
Comments: The existing base mapping that was utilized in the project initiation phase has been determined to be obsolete. Therefore, additional support is required for survey work and preliminary design of curb ramps is required. This change adds $534,000 to the cost of the project.																
08	Riverside	10	27.7	Near Palm Springs, at Whitewater River Bridge No. 56-0004 L/R. Bridge rehabilitation and scour mitigation.	1E570	3002F	0814000051	201.110	2018/19	20	10,431	PA&ED PS&E RW Const	~~290~~ 1,645 8 2,076	**953** 1,645 8 2,076	Bridge(s)	2.00
Comments: It was determined the vertical clearance under the bridge is not sufficient for construction equipment access. Therefore, an access road is required on the south side of the freeway which enlarges the environmental study area. The Project Development Team also decided to advance the geotechnical studies in order to streamline the design. These changes adds $663,000 to the cost of the project.																

2016 SHOPP Amendment 16H-009
Cost, Scope, Schedule and Technical Changes
Includes Federal Emergency Relief Funds
($ Thousands)

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			Quantity.	Perf Measure
08	Riverside	74	37.7/44.7	In Hemet, from West Acacia Avenue to Ramona Expressway. Construct raised median curb.	1E460	3001J	0814000026	201.010	2017/18	~~10~~ **131**	~~5,207~~ **9,328**	PA&ED PS&E RW Const	500 1,070 ~~10~~ ~~1,270~~	500 1,070 **300** **1,670**	Collisions Reduced	70.00
Comments: The Project Report was completed and identified additional capital is needed to provide widening at six intersections to allow U-turns. This additional scope is a result of community coordination with the city and local businesses. Following the completion of the Project Report it was determined more support is required for the additional scope of work. This change adds $4,932,000 to the cost of the project.																
08	San Bernardino	60	0.9/2.9	In Chino, at Pipeline Avenue Overcrossing (OC) No. 54-0744, Monte Vista Avenue OC No. 54-0746, and Benson Avenue OC No. 54-0748. Replace bridges. (G13 Contingency Project)	0F030	0033E	0800020358	201.110 201.XXX (G13)	2017/18 2017/18	3,912 0	0 ~~19,560~~ **20,472**	PA&ED PS&E RW Const PA&ED PS&E RW Const	2,243 ~~2,246~~ 1,030 0 0 0 0 ~~3,740~~	2,243 **3,320** 1,030 0 0 0 0 **4,253**	Bridge(s)	3.00
Comments: Preliminary design has determined the vertical clearance of the proposed box girder structure over SR-60 is not sufficient. The structure also contains a 36 inch gas line. In order to provide standard vertical clearance and maintain the existing roadway alignment, the Project Development Team decided to use a Precast/Pre-stressed/Post-Tension wide flange girder. This change adds $1,074,000 to the programmed portion of the project and $1,425,000 to the contingent portion of the project.																
10	Tuolumne	108	R16.1/R18.1	Near Long Barn, from Lyons Dam Road to west of Long Barn Connection. Rehabilitate pavement.	40160	0126	1013000049	201.121	2017/18	0	2,046	PA&ED PS&E RW Const	0 434 11 ~~61~~	0 434 11 **333**	Lane Miles	4.00
Comments: Increase to construction support due to refinement of construction support estimates and an increase in the number of project working days. Furthermore, the estimate includes an updated cost rate matrix for construction support. This change adds $272,000 to the cost of the project.																

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 57

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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 16S-02**

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 City of Elk Grove (City) and the Sacramento Area Council of Governments propose to program an AB 3090 cash reimbursement project (PPNO 1667A) in order to use local funds for construction of the ITS Master Plan-Phase 4 Implementation project (PPNO 1667) in Sacramento County. The City is requesting reimbursement in Fiscal Year (FY) 2019-20.

BACKGROUND:

The ITS Master Plan-Phase 4 Implementation project will install new traffic signal controllers, cables, Closed Circuit television cameras and provide integration into the City's existing Transportation Management Center (TMC).

The City proposes to amend the STIP to revise the funding plan to advance project delivery with the use of $3,309,000 in local funds for construction, and request reimbursement for $2,312,000 in FY 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: ITS Master Plan-Phase 4 Implementation project (PPNO 1667)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Sacramento	03	1667		LA	2016-17			

Implementing Agency: (by component)	**PA&ED**	City of Elk Grove	**PS&E**	City of Elk Grove	
	R/W	City of Elk Grove	**CON**	City of Elk Grove	

RTPA/CTC:	Sacramento Area Council of Governments
Project Title:	ITS Master Plan-Phase 4 Implementation
Location	In Elk Grove, at intersection along Elk Grove-Florin Rd., Big Horn Blvd, Franklin Blvd., Bruceville Rd., West Stockton Blvd., Elk Grove Blvd., and Grant Line Rd..
Description:	Install new traffic signal controllers and interconnect cable. Provide integration of the new signal controllers into the City's existing Transportation Management Center (TMC) and install Closed Circuit television cameras.

(DOLLARS IN THOUSANDS)

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
RIP													
Existing	2,312					2312			2312				
Change	(2,312)					(2,312)			(2,312)				
Proposed	**0**					**0**			**0**				
Local Funds													
Existing	522	222	0			300			300	0	222		
Change	3,111	102	3,309			(300)			3,009	9	102		
Proposed	3,633	324	3,309			0			3,309	9	324		
Total													
Existing	2,834	222	0			2,612			2,612	0	222		
Change	799	102	3,309			(2,612)			697	9	102		
Proposed	3,633	324	3,309			0			3,309	9	324		

ADD: AB 3090 Reimbursement (ITS Master Plan-Phase 4 Implementation) project (PPNO 1667A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Sacramento	03	1667A		LA	2016-17			

Implementing Agency: (by component)	**PA&ED**		**PS&E**		
	R/W		**CON**	City of Elk Grove	

RTPA/CTC:	Sacramento Area Council of Governments
Project Title:	AB 3090 Reimbursement (ITS Master Plan-Phase 4 Implementation)
Location	N/A
Description:	N/A

(DOLLARS IN THOUSANDS)

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
RIP													
Existing	0					0			0				
Change	2,312					2,312			2,312				
Proposed	**2,312**					**2,312**			**2,312**				
Total													
Existing	0					0			0				
Change	2,312					2,312			2,312				
Proposed	2,312					2,312			2,312				

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 58

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.1a.(2)/2.5t.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM - PROJECT AND REALLOCATION AMENDMENT**
RESOLUTION TAA-16-03, AMENDING RESOLUTION TAA-14-01
RESOLUTION TFP-16-08, AMENDING RESOLUTION TFP-14-01

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Traffic Congestion Relief Program (TCRP) Project 4.0 – Interstate (I) 680; add northbound and southbound HOV lanes over Sunol Grade, Milpitas to State Route (SR) 84 in Santa Clara and Alameda Counties and also re-allocate previously allocated funds.

ISSUE:

The Alameda County Transportation Commission and the Department are requesting to amend TCRP Project 4.0 to program and reallocate $500,000 of construction support from the southbound I-680 HOV lanes (Phase 3) over Sunol Grade project, (PPNO A0157D) to the Sunol Grade Sabercat Mitigation for southbound I-680 HOV lanes project, (PPNO 0157M) for construction support for environmental mitigation work.

BACKGROUND:

TCRP Project 4.0 has been broken up into multiple contracts in both the northbound and southbound directions. The southbound construction contract, (PPNO A0157D) has been completed and $500,000 of construction support is needed for mitigation monitoring on the Southbound Mitigation contract (PPNO 0157M).

On August 20, 2014, the Commission approved Resolution TAA-14-01 which documents the need for these funds to do mitigation monitoring. This amendment will program and re-allocate $500,000 from the southbound contract to construction support on the mitigation contract.

REVISE: TCRP Project 4.0 – I-680; add northbound and southbound HOV lanes over Sunol Grade, Milpitas (Santa Clara County) to SR 84 (Alameda County)

a) Sunol Grade HOV Corridor - Southbound (PPNO A0157D)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Alameda	4	A0157D	25379	CO	2007-08	0.0	R19.3	680

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	Sunol Grade HOV Corridor-Southbound (TCRP Project 4.0)
Location	From SR 237 in Milpitas to Stoneridge Drive near Pleasanton
Description:	Construct southbound HOV Lane Elements (Phase 3)

(DOLLARS IN THOUSANDS)

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
RIP- STIP AUG													
Existing	7,246	7,246							7,246				
Change	0	0							0				
Proposed	7,246	7,246							7,246				
IIP-STIP AUG													
Existing	44,538	44,538						1,500	26,754	1,014	9,500		5,770
Change	0	0						0	0	0	0		0
Proposed	44,538	44,538						1,500	26,754	1,014	9,500		5,770
Traffic Congestion Relief Program (TCRP Tier 1)													
Existing	36,006	36,006						600	34,606			300	500
Change	(500)	(500)						0	0			0	(500)
Proposed	**35,506**	**35,506**						600	34,606			300	**0**
Federal Demonstration (Demo) funds													
Existing	1,817	1,817									1,817		
Change	0	0									0		
Proposed	1,817	1,817									1,817		
Local Funds													
Existing	3,750	3,750								1,250	2,500		
Change	0	0								0	0		
Proposed	3,750	3,750								1,250	2,500		
Total													
Existing	93,357	93,357						2,100	68,606	2,264	13,817	300	6,270
Change	(500)	(500)						0	0	0	0	0	(500)
Proposed	**92,857**	**92,857**						2,100	68,606	2,264	13,817	300	**5,770**

b) Sunol Grade Sabercat Mitigation for Southbound HOV (PPNO 0157M)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Alameda	4	0157M	25376	CO	2008-09	4.7	5.2	680

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	Sunol Grade Sabercat Mitigation for Southbound HOV
Location	In Fremont, at Sabercat creek near I-680 North of Washington Boulevard.
Description:	Required environmental mitigation for parent highway project (PPNO A0157D).

(DOLLARS IN THOUSANDS)

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
IIP													
Existing	1,041	1,041									1,041		
Change	0	0									0		
Proposed	1,041	1,041									1,041		
Local Funds													
Existing	1,746	1,746						80	1,046			20	600
Change	964	964						0	489			0	475
Proposed	**2,710**	**2,710**						80	**1,535**			20	**1,075**
Traffic Congestion Relief Program (TCRP Tier 1)													
Existing	0	0											0
Change	500	500											500
Proposed	**500**	**500**											**500**
Total													
Existing	2,787	2,787						80	1,046		1,041	20	600
Change	1,464	1,464						0	489		0	0	975
Proposed	**4,251**	**4,251**						80	**1,535**		1,041	20	**1,575**

RESOLUTION TAA-16-08
RESOLUTION TFP-16-03

Resolved, with all conditions stipulated still in effect, the California Transportation Commission (Commission) hereby revises Traffic Congestion Relief Program (TCRP) Project 4.0 to reflect the changes described above; and

Be it further Resolved, that the Commission hereby approves a corresponding allocation amendment transferring previously allocated funds in accordance with the attached vote box; and

Be it further Resolved, that the project(s), as component phases or in their entirety, appear under Government Code Section 14556.40(a) and are entitled to participate in this allocation. Reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing TCRP projects, and is governed by the terms and conditions of the Fund Transfer Agreement, Program Supplement or Cooperative Agreement, and subsequent amendments to the same if required, as executed between the Implementing Agency and the Department.

Attachment

2.5t Highway Financial Matters

Project # Allocation Amount Implementing Agency District-County	Project Title Location Project Description Project Amendment	Item # Fund Type Program Code	Amount By Fund type
2.5t.(1)	**Reallocation Amendment – Traffic Congestion Relief Program**	**Resolution TFP-16-03,** Amending Resolution TFP-14-01 **Resolution TAA-16-08,** Amending Resolution TAA-14-01	
1 $0 Department of Transportation 04 – Alameda/ 04 - Santa Clara	**Sunol Grade HOV Corridor– Route 680; add northbound and southbound HOV lanes over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties. TCRP Project #4.0**	889-3007 TCRF 20.20.710.870	$0

This is a Tier 1 TCRP project - Reallocation.

(PPNO A0157D) Sunol Grade HOV Corridor - Southbound Project

Phase	Original Amount	Adjustment	Amended Amount
PA&ED	$0	$0	$0
PS&E	$0	$0	$0
R/W Sup	$300,000	$0	$300,000
R/W	$600,000	$0	$600,000
CON Sup	$500,000	**($500,000)**	**$0**
CONST	$34,606,000	$0	$34,606,000
TOTALS	$36,006,000	**($500,000)**	**$35,506,000**

(PPNO 0157M)Sunol Grade Sabercat Mitigation for Southbound HOV

Phase	Original Amount	Adjustment	Amended Amount
PS&E	$0	$0	$0
R/W SUP	$0	$0	$0
R/W	$0	$0	$0
CON Sup	$0	**$500,000**	**$500,000**
CONST	$0	$0	$0
TOTALS	$0	**$500,000**	**$500,000**

Amend TFP-14-01 to deallocate $500,000 from Construction support on PPNO A0157D and re-allocate it to Construction support on PPNO 0157M.

Output/Outcome: Construct HOV lanes in northbound and southbound directions.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 59

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.1c.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROJECT BASELINE AGREEMENT AMENDMENT**
RESOLUTION TCIF-P-1617-07, AMENDING RESOLUTION TCIF-P-1415-08

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Proposition 1B Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for Project 15, San Gabriel Valley Grade Separation Program (PPNO TC15) in Los Angeles County. The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Alameda Corridor-East Construction Authority (ACE) proposes to amend the TCIF Project Baseline Agreement for Project 15, San Gabriel Valley Grade Separation Program (San Gabriel Program) to identify the six grade separation projects being used to match for the TCIF funds, update the delivery schedule, cost, and funding plan for the entire program of projects.

ACE is requesting removal of the Durfee Avenue Grade Separation (Durfee) Project from the projects providing non-state match and substituting the Montebello Corridor Grade Separation Project in its place. The Durfee project was adopted by the Commission into the Highway-Railroad Crossing Safety Account (HRCSA) 2016 Program at the October 2016 meeting.

BACKGROUND:

The San Gabriel Program was adopted into the Proposition 1B TCIF Program by the Commission on April 10, 2008. The Baseline Agreement was executed between ACE, the Department, and the Commission, and approved on October 29, 2008, under Resolution TCIF-P-0809-04B. An amendment to the Baseline Agreement was approved on June 23, 2011, under Resolution TCIF-P-1011-29, to split the project into two phases and update the schedule and cost. Allocations for Phases I and II were approved on October 26, 2011, under Resolution TCIF-A-1112-05. In addition, a Project Baseline Agreement Amendment was approved June 27, 2012, under Resolution TCIF-P-1112-45, which identify six grade separation projects to match TCIF funds, update the project delivery schedule, move a portion of Phase 1 work to Phase 2, and update the cost for the entire program of projects. Subsequently, a Project Baseline Agreement Amendment was approved

August 6, 2013, under Resolution TCIF-P-1314-01, to identify eight grade separation projects, that were required match for the TCIF funds; and to update the project delivery schedule, cost, and funding plan for the entire program of projects. Again, a Project Baseline Agreement Amendment was approved January 22, 2015, under Resolution TCIF-P-1415-08, to remove two grade separation projects that were required match for the TCIF funds, and to update the project delivery schedule, cost, and funding plan for the entire program of projects.

The San Gabriel Program consists of multiple grade separation projects where major urban arterials cross freight mainlines in eastern Los Angeles County. The scope includes the 2.2 mile San Gabriel Trench project, and a series of grade separation projects within the San Gabriel Program. The completed project will increase efficiency, reliability, and throughput on the Union Pacific Railroad (UPRR) Alhambra Subdivision mainline east-west corridor to accommodate the existing freight train traffic, as well as projected increases in train traffic. It will also reduce roadway traffic delays, enhance traffic safety, and reduce air and noise pollution in the local area.

Identification of Match Projects

The San Gabriel Program consists of Phase I and II of the San Gabriel Trench project along with six additional non-TCIF funded grade separation projects that are contributing to the required 1:1 match for the TCIF funds. This amendment will identify the six grade separation projects, along with their delivery schedules and funding plans.

ACE requests Commission approval at the December 2016 meeting of a revision to the Baseline Agreement for the San Gabriel Valley Grade Separation Project (TCIF Project No. 15) to reflect the deletion of the Durfee Avenue Grade Separation Project (shown in strike out text below) from those projects providing non-state match as required under the TCIF guidelines and the substitution of the Montebello Corridor Grade Separation Project as a match project (shown in italic text below). These revisions are outlined in the chart below:

Grade Separation Program of Projects	Non-State Match
San Gabriel Trench – Phases 1 & 2	$68,980,000
Brea Canyon Road	$38,922,000
~~Durfee Avenue~~	~~$78,381,000~~
Ramona Boulevard	$14,965,000
Reservoir Street	$12,480,000
Sunset Avenue	$35,208,000
Temple Avenue	$45,177,000
Montebello Corridor	*$142,000,000*
TOTAL	**$357,732,000**

Delivery Schedules and Funding Plans

The following tables summarize the delivery schedules and funding plans for Phase I and II, and the six grade separation projects which are contributing to the match funds:

Milestone	Phase I	Phase II	Brea Canyon Rd	Montebello Corridor	Ramona Blvd	Reservoir Street	Sunset Avenue	Temple Avenue
Begin Environmental	Jul-03	Jul-03	Aug-01	**Nov-16**	Jan-01	Feb-00	May-01	Oct-00
End Environmental	Nov-10	Nov-10	Aug-01	**Aug-17**	Dec-02	Feb-01	Jul-01	Mar-01
Begin Design	Jun-09	Jun-09	Mar-02	**Sep-17**	Mar-01	Dec-00	May-02	Jul-01
End Design	Feb-12	Feb-12	Sep-04	**Jul-19**	Dec-04	May-03	Jan-05	Sep-03
Begin Right of Way	Dec-10	Dec-10	Sep-02	**Sep-17**	Mar-07	Mar-03	Oct-02	Dec-04
End Right of Way	Jun-11	Jun-11	Jan-06	**May-19**	Feb-11	Jul-04	Dec-05	Jan-09
Begin Construction	Aug-11	Aug-12	Jul-06	**Nov-19**	Dec-04	Jun-04	Nov-06	Nov-08
End Construction	Sep-17	Sep-17	Aug-08	**Nov-22**	Apr-08	Jul-08	Dec-10	Mar-10
Begin Closeout	Oct-17	Oct-17	Jan-10	**Dec-22**	Apr-09	Oct-10	Feb-12	May-10
End Closeout	Oct-18	Oct-18	Aug-10	**May-23**	May-10	Sep-11	Jun-12	Dec-14

Program Overall Funding Plan

(DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	15/16	16/17	17/18	18/19	19/20	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridors Improvement Fund (TCIF)											
Current Approved	237,778	237,778									237,778
Change	0	0									0
Proposed	237,778	237,778									237,778
Existing Federal Appropriations											
Current Approved	60,930	60,930							20,898	16,020	24,012
Change	-15,210	-15,210							-6,984	-8,226	0
Proposed	45,720	45,720							13,914	7,794	24,012
MTA Committed Funds											
Current Approved	126,809	126,809	0						7,606	33,353	85,850
Change	-15,282	-19,405	4,123						2,269	-17,551	0
Proposed	111,527	107,404	4,123						9,875	15,802	85,850
PUC Section 190											
Current Approved	5,000	5,000									5,000
Change	0	0									0
Proposed	5,000	5,000									5,000
Railroad Contribution											
Current Approved	10,498	10,498				0					10,498
Change	17,451	0				17,451					17,451
Proposed	27,949	10,498				17,451					27,949
Measure R											
Current Approved	82,872	42,000	10,000	18,000	12,872	0	0		15,706	26,294	40,872
Change	79,554	0	-10,000	-9,423	11,230	7,927	79,820		8,577	27,100	43,877
Proposed	162,426	42,000	0	8,577	24,102	7,927	79,820		24,283	53,394	84,749
Cities											
Current Approved	5,110	5,110								3,185	1,925
Change	0	0								0	0
Proposed	5,110	5,110								3,185	1,925
Other – Property Sale											
Current Approved	2,894	2,894								2,894	
Change	-2,894	-2894								-2,894	
Proposed	0	0								0	
TOTAL											
Current Approved	531,891	491,019	10,000	18,000	12,872	0	0		44,210	81,746	405,935
Change	63,619	-37,509	-5,877	-9,423	11,230	25,378	79,820		3,862	-1,571	61,328
Proposed	595,510	453,510	4,123	8,577	24,102	25,378	79,820		48,072	80,175	467,263

San Gabriel Trench Project – Phase I

(DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	15/16	16/17	17/18	18/19	19/20+	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridors Improvement Fund (TCIF)											
Current Approved	4,000	4,000								0	4,000
TOTAL											
Current Approved	4,000	4,000								0	4,000

San Gabriel Trench Project – Phase II

(DOLLARS IN THOUSANDS)										
FUND SOURCE	TOTAL	Totals by Fiscal Year					Totals by Project Phase			
		Prior	15/16	16/17	17/18	18/19	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridors Improvement Fund (TCIF)										
Current Approved	233,778	233,778								233,778
Change	0	0								0
Proposed	233,778	233,778								233,778
Existing Federal Appropriations										
Current Approved	14,414	14,414						13,914	500	
Change	0	0						0	0	
Proposed	14,414	14,414						13,914	500	
MTA Committed Funds										
Current Approved	7,456	7,456						4,401	3,055	
Change	0	0						0	0	
Proposed	7,456	7,456						4,401	3,055	
Measure R										
Current Approved	42,000	42,000						15,706	26,294	
Change	0	0						0	0	
Proposed	42,000	42,000						15,706	26,294	
Cities										
Current Approved	5,100	5,100							3,185	1,925
Change	0	0							0	0
Proposed	5,110	5,110							3,185	1,925
TOTAL										
Current Approved	302,748	302,748						34,021	33,034	235,703
Change	0	0						0	0	0
Proposed	302,748	302,748						34,021	33,034	235,703

Brea Canyon Grade Separation

(DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	15/16	16/17	17/18	18/19	19/20+	PA&ED	PS&E	R/W	CONST
Existing Federal Appropriations – SAFETEA-LU											
Current Approved	5,521	5,521								5,521	
MTA Committed Funds											
Current Approved	26,397	26,397							538	4,187	21,672
PUC Section 190											
Current Approved	5,000	5,000									5,000
Railroad Contribution											
Current Approved	2,004	2,004									2,004
Total											
Current Approved	38,922	38,922							538	9,708	28,676

Durfee Avenue Grade Separation

(DOLLARS IN THOUSANDS)											
FUND SOURCE	**TOTAL**	**Totals by Fiscal Year**						**Totals by Project Phase**			
		Prior	**15/16**	**16/17**	**17/18**	**18/19**	**19/20+**	**PA&ED**	**PS&E**	**R/W**	**CONST**
Existing Federal Appropriations											
Current Approved	**15,210**	**15,210**							**6,984**	**8,226**	
Change	**-15,210**	**-15,210**							**-6,984**	**-8,226**	
Proposed	**0**	**0**							**0**	**0**	
MTA Committed Funds											
Current Approved	**19,405**	**19,405**							**1,754**	**17,651**	
Change	**-19,405**	**-19,405**							**-1,754**	**-17,651**	
Proposed	**0**	**0**							**0**	**0**	
Measure R											
Current Approved	**40,872**		**10,000**	**18,000**	**12,872**						**40,872**
Change	**-40,872**		**-10,000**	**-18,000**	**-12,872**						**-40,872**
Proposed	**0**		**0**	**0**	**0**						**0**
Other – Property Sale											
Current Approved	**2,894**	**2,894**								**2,894**	
Change	**-2,894**	**-2,894**								**-2,894**	
Proposed	**0**	**0**								**0**	
TOTAL											
Current Approved	**78,381**	**37,509**	**10,000**	**18,000**	**12,872**				**8,738**	**28,771**	**40,872**
Change	**-78,381**	**-37,509**	**-10,000**	**-18,000**	**-12,872**				**-8,738**	**-28,771**	**-40,872**
Proposed	**0**	**0**	**0**	**0**	**0**				**0**	**0**	**0**

Montebello Corridor Grade Separation

(DOLLARS IN THOUSANDS)											
FUND SOURCE	**TOTAL**	**Totals by Fiscal Year**						**Totals by Project Phase**			
		Prior	**15/16**	**16/17**	**17/18**	**18/19**	**19/20+**	**PA&ED**	**PS&E**	**R/W**	**CONST**
MTA Committed Funds											
Current Approved	**0**								**0**	**0**	
Change	**4,123**		**4,123**						**4,023**	**100**	
Proposed	**4,123**		**4,123**						**4,023**	**100**	
Railroad Contribution											
Current Approved	**0**					**0**					**0**
Change	**17,451**					**17,451**					**17,451**
Proposed	**17,451**					**17,451**					**17,451**
Measure R											
Current Approved	**0**				**0**	**0**	**0**		**0**	**0**	**0**
Change	**120,426**			**8,577**	**24,102**	**7,927**	**79,820**		**8,577**	**27,100**	**84,749**
Proposed	**120,426**			**8,577**	**24,102**	**7,927**	**79,820**		**8,577**	**27,100**	**84,749**
TOTAL											
Current Approved	**0**		**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
Change	**142,000**		**4,123**	**8,577**	**24,102**	**25,378**	**79,820**		**12,600**	**27,200**	**102,200**
Proposed	**142,000**		**4,123**	**8,577**	**24,102**	**25,378**	**79,820**		**12,600**	**27,270**	**102,200**

Ramona Boulevard Grade Separation

(DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	15/16	16/17	17/18	18/19	19/20+	PA&ED	PS&E	R/W	CONST
Existing Federal Appropriations – TEA-21 / STP											
Current Approved	8,680	8,680									8,680
MTA Committed Funds											
Current Approved	5,303	5,303							34	2,959	2,310
Railroad Contribution											
Current Approved	982	982									982
TOTAL											
Current Approved	14,965	14,965							34	2,959	11,972

Reservoir Street Grade Separation

(DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	15/16	16/17	17/18	18/19	19/20+	PA&ED	PS&E	R/W	CONST
MTA Committed Funds											
Current Approved	11,127	11,127								1,125	10,002
Railroad Contribution											
Current Approved	1,353	1,353									1,353
TOTAL											
Current Approved	12,480	12,480								1,125	11,355

Sunset Avenue Grade Separation

(DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	15/16	16/17	17/18	18/19	19/20+	PA&ED	PS&E	R/W	CONST
Existing Federal Appropriations – TEA-21/SAFETEA-LU											
Current Approved	1,773	1,773								1,773	
MTA Committed Funds											
Current Approved	33,435	33,435							339	1,453	31,643
TOTAL											
Current Approved	35,208	35,208							339	3,226	31,643

Temple Avenue Train Diversion

(DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	15/16	16/17	17/18	18/19	19/20+	PA&ED	PS&E	R/W	CONST
Existing Federal Appropriations											
Current Approved	15,332	15,332									15,332
MTA Committed Funds											
Current Approved	23,686	23,686							540	2,923	20,223
Railroad Contribution											
Current Approved	6,159	6,159									6,159
TOTAL											
Current Approved	45,177	45,177							540	2,923	41,714

RESOLUTION TCIF-P-1617-07

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B Trade Corridors Improvement Fund Baseline Agreement for Project 15, San Gabriel Valley Grade Separation Program (PPNO TC15), in accordance with the changes described and illustrated above.

Attachment

Alameda Corridor-East Construction Authority

4900 Rivergrade Rd. Ste. A120 Irwindale, CA 91706 (626) 962-9292 fax (626) 962-3552 www.theaceproject.org

REQUEST FOR DE-ALLOCATION OF TRADE CORRIDOR IMPROVEMENT FUNDS FROM THE BALDWIN AVENUE GRADE SEPARATION PROJECT AND REVISION TO BASELINE AGREEMENT FOR SAN GABRIEL VALLEY GRADE SEPARATION PROJECT

PPNO: LA990359
EA: 933033L
Project #: TCIF No. 88 (Baldwin); TCIF No. 15 (San Gabriel Trench)
Description: Baldwin Avenue Grade Separation Project & San Gabriel Trench Grade Separation Project
Assembly District(s): 48, 49
Senate District(s): 22

August 16, 2016

Mr. Bill Huang
DLA-TCIF Coordinator
California Department of Transportation
1120 N Street, MS 32
Sacramento, CA 95814

Dear Mr. Huang:

The Alameda Corridor-East Construction Authority (ACE) respectfully requests that the California Transportation Commission (CTC) approve the de-allocation of $920,685 in Trade Corridors Improvement Funds (TCIF) from the Baldwin Avenue Grade Separation Project (TCIF Project No. 88) at the October 19-20, 2016 meeting. The funds to be de-allocated are cost savings realized upon completion of construction of the Baldwin Avenue project. The cost savings amount identified is consistent with the attached TCIF Supplemental Project Delivery Report form dated May 26, 2016 and submitted by ACE to the California Department of Transportation.

ACE also requests CTC approval at the October 19-20 meeting of a revision to the Baseline Agreement for the San Gabriel Valley Grade Separation Project (TCIF Project No. 15) to reflect the deletion of the Durfee Avenue Grade Separation Project (shown in strike out text below) from those projects providing non-state match as required under the TCIF guidelines and the substitution of the Montebello Corridor Grade Separation Project as a match project (shown in italic text below). These revisions are outlined in the chart below:

Grade Separation Project	Non-State Match
Brea Canyon Road	$38,922,000
Ramona Boulevard	$14,965,000
Reservoir Street	$12,480,000
San Gabriel Trench	$68,980,000
Sunset Avenue	$35,208,000
Temple Avenue	$45,177,000
~~Durfee Avenue~~	~~$78,381,000~~
Montebello Corridor	*$142,000,000*
TOTAL NON-STATE MATCH	**$357,732,000**

With these revisions, the TCIF programmed for the San Gabriel Valley Grade Separation Project is $267,938,000 and the total non-State match as outlined in the chart above is $357,732,000. ACE is enclosing a Project Programming Request (PPR) form for the new project, the Montebello Corridor Grade Separation Project, having previously submitted PPR forms for the other projects identified in the chart above. We note that the Durfee Avenue project is being removed as a match project in anticipation of CTC adoption at the October 19-20 meeting of the 2016 Prop 1B Highway Rail Crossing Safety Account (HRCSA) program to potentially include HRCSA funds for that project.

Thank you for your assistance with this de-allocation and Baseline Amendment request. Questions or requests for additional information concerning this matter may be directed to ACE Government and Community Relations Director Paul Hubler at (626) 373-2685 or phubler@theaceproject.org.

Sincerely,

Mark Christoffels
Chief Executive Officer

Enclosures: Baldwin Avenue project-Project Delivery Report (Supplemental) form
Montebello Corridor project-Project Programming Request form
Southern California Consensus Group letter of support

cc: Mr. Vijay Kopparam, Caltrans District 7
Ms. Dawn Cheser, California Transportation Commission

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 7-8, 2016

Reference No.: 4.5
Action

From: SUSAN BRANSEN
Executive Director

Subject: **PROPOSED FY 2017-18 ALLOCATION SET-ASIDE FOR THE PUBLIC UTILITIES COMMISSION RAILROAD GRADE CROSSING PROTECTION MAINTENANCE PROGRAM, RESOLUTION G-16-31**

ISSUE:

Should the California Transportation Commission (Commission) approve the Public Utilities Commission's request (Resolution SX-121) to increase the allocation set-aside for the Railroad Grade Crossing Protection Maintenance Program in Fiscal Year (FY) 2017-18 State Budget from $3.775 million to $3.780 million?

RECOMMENDATION:

Staff recommends that the Commission adopt Resolution G-16-31 (Attachment A) supporting the allocation of $3.780 million to the Railroad Grade Crossing Protection Maintenance Program in the FY 2017-18 Budget.

California Public Utilities Code Section 1231.1 requires that a minimum of $1 million be set aside for allocations to the Public Utilities Commission for the Railroad Grade Crossing Maintenance Program. The Commission approved a higher set aside of $3.765 million for 2015-16 and $3.775 million for 2016-17.

The Commission must consider all programs under its purview, and although State Highway Account revenues directed to the Railroad Grade Crossing Protection Maintenance Program means less for the State Highway operation and Protection Program (SHOPP) projects, from a safety perspective, it is important to maintain grade crossing protection devices at the interface of road/rail transportation systems.

BACKGROUND:

The Automatic Grade Crossing Protection Maintenance Fund was established in 1965 by the State Legislature to pay the local share of the cost for maintaining automatic grade crossing protection devices installed by the railroad corporations after October 1, 1965. The local share represents only 50% of the total project cost; the other 50% is borne by the railroad corporations.

This 50-50 payment split presumes that rail and highway users equally share the crossing and should therefore equally share the cost of maintaining the crossing protection devices.

Initially, annual appropriations of $1 million for maintenance of warning devices were sufficient to cover all claims filed by railroads and street railroad corporations. In 1973, changes to the federal grade crossing protection funding program resulted in increased installations and upgrading of automatic grade crossing protection devices. Consequently, claims began exceeding the funds available from 1977 onward. Consistent with the claims made over the last five years, the claims from FY 2017-18 are expected to be about $3.780 million for approximately 2,700 grade crossings (out of 10,000 statewide), and will be limited to the amount recommended for Commission allocation.

Attachments:
Attachment A: California Transportation Commission Resolution (Resolution #G-16-31)
Attachment B: Public Utilities Commission Resolution (Resolution SX-121)

CALIFORNIA TRANSPORTATION COMMISSION

California Public Utilities Commission
Railroad Grade Crossing Protection Maintenance Program
Allocation Set-Aside for $3.780 Million in FY 2017-18

Resolution #G-16-31

1.1 **WHEREAS**, the Automatic Grade Crossing Protection Maintenance Fund was established by the Legislature in 1965 (Public Utilities Code Section 1231.1) to pay the local share of the cost of maintaining automatic grade crossing protection devices installed by railroad corporations after October 1, 1965; and

1.2 **WHEREAS**, since 1967 a minimum of $1 million per year has been appropriated by the State Legislature and allocated by the California Transportation Commission (Commission) to the California Public Utilities Commission (CPUC) for its Railroad Grade Crossing Protection Maintenance Program; and

1.3 **WHEREAS,** in 1973 the federal law changed, which resulted in the increased installation and upgrading of automatic grade crossing protection devices; and

1.4 **WHEREAS**, since 1977, the total claims submitted by the railroad corporations have substantially exceeded the $1 million cap; and

1.5 **WHEREAS,** the anticipated claims to be submitted to the CPUC for Fiscal Year (FY) 2017-18 are estimated to be about $3.780 million, which exceed the annual $1 million required allocation set-aside by $2.780 million; and

1.6 **WHEREAS**, The CPUC has submitted a Resolution SX-121 to the Commission recommending that the Commission increase the funding to be set aside for the maintenance of Automatic Grade Crossing Protection Devised under Public Utilities Code Section 1231.1, and

1.7 **WHEREAS**, the Commission considered the revenues in the State Highway Account, as well as programs funded through the State Highway Account.

2.1 **NOW THEREFORE BE IT RESOLVED**, that the California Transportation Commission approves a $3.780 million allocation set-aside in the FY 2017-18 Budget for the CPUC Railroad Grade Crossing Protection Maintenance Program, in support of the set-aside allocation of $3.780 million recommended by the CPUC.

SED/EIM/RNC/MDR/AGG/MC1 **Date of Issuance 10/14/2016**

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety and Enforcement Division Rail Crossings and Engineering Branch	Resolution SX-121 October 13, 2016

RESOLUTION

RECOMMENDATION TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR INCREASED FUNDING TO BE SET ASIDE FOR MAINTAINING AUTOMATIC GRADE CROSSING PROTECTION DEVICES UNDER PUBLIC UTILITES CODE SECTION 1231.1

SUMMARY

This resolution recommends that, for the 2017-2018 fiscal year, the California Transportation Commission allocate the sum of $3,780,000 for the purpose of paying the local government's share of the cost of maintaining automatic grade crossing warning devices.

BACKGROUND

In 1965, the Legislature established the Grade Crossing Protection Maintenance Fund to pay railroad corporations the local government's share of the cost of maintaining automatic railroad crossing warning devices installed or upgraded after October 1, 1965. Public Utilities Code Section 1231.1 requires the California Department of Transportation (Caltrans) to set aside a minimum of $1,000,000 for the payment of those costs.

In 1988, an amendment to Public Utilities Code Section 1231.1[1] was enacted which specifies that the California Public Utilities Commission (Commission) may recommend a sum greater than $1,000,000 be set aside if it finds that the $1,000,000 is not sufficient due to an increase in the number of grade crossing warning devices or an increase in the cost of maintenance of those devices. The California Transportation Commission (CTC) shall determine the specific amount of the total allocation.

DISCUSSION

When the automatic grade crossing protection maintenance fund was first established in 1965, the maximum annual allocation of $1,000,000 was sufficient to cover all claims filed by railroad and street railroad corporations. However, the increase in the number of crossing warning devices and the increase in the cost for maintaining these devices caused claims to exceed the funds available for calendar year 1977 and thereafter.

The railroads perform the required maintenance during a given calendar year, and then file a claim with the Commission for reimbursement of the local government's share of the maintenance costs. The Commission verifies the claims and forwards valid claims to Caltrans for payment. These claims are paid from the allocation made by the CTC in the Caltrans budget. Claims and payments for the past five years were as follows:

CY *	FY*	No. of crossings	Total Claims ($)	Total Paid ($)
2011	11-12	2,667	3,778,156	2,000,000
2012	12-13	2,655	3,763,433	2,000,000
2013	13-14	2,662	3,771,183	2,000,000
2014	14-15	2,660	3,758,019	2,000,000
2015	15-16	2,655	3,756,051.50	3,756,051.50

*CY-Calendar Year
*FY-Fiscal Year

[1] AB 3065, (Polanco) September 29, 1988.

The maintenance fund costs and respective claims for calendar year 2017 (FY 2017-2018) are expected to be higher than the $3,775,000 the CTC allocated for FY 2016-2017. Based on the previously submitted maintenance claims and the numbers and types of warning devices eligible, an allocation of $3,780,000 will be needed for the 2017-2018 FY and would constitute the minimum amount necessary for that maintenance.

NOTICE

On September 13, 2016, this Resolution was published in the Commission's Daily Calendar.

COMMENTS

The draft resolution of the Safety and Enforcement Division in this matter was mailed in accordance with Section 311 of the Public Utilities Code and Rule 14.2(c) of the Commission's Rules of Practice and Procedure. No comments were received.

FINDINGS

Commission's Rail Crossings and Engineering Branch has reviewed the amount needed to be allocated pursuant to Public Utilities Code Section 1231.1 and finds that an amount of $1,000,000 will be insufficient and finds, instead, that an allocation of $3,780,000 is the minimum amount necessary for allocation to the Grade Crossing Protection Maintenance Fund for FY 2017-2018.

Therefore, in accordance with Public Utilities Code Section 1231.1, RCEB finds that the Commission should recommend to the CTC that it allocate a sum of $3,780,000 for the 2017-2018 FY for the purpose of paying to railroad or street railroad corporations the share of the costs to cities and counties of maintaining automatic grade crossing protection/warning devices.

RCEB recommends that the Commission adopt this Resolution.

THEREFORE, IT IS ORDERED THAT:

The Public Utilities Commission recommends to the California Transportation Commission that a sum of $3,780,000 be allocated for the 2017-2018 fiscal year for the purpose of paying to railroad corporations the share of the costs of cities and counties for maintaining automatic grade crossing protection/warning devices pursuant to Public Utilities Code Section 1231.1.
This resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed, and adopted by the California Public Utilities Commission at its regularly scheduled meeting on October 13, 2016. The following Commissioners voted favorably thereon:

_/s/ TIMOTHY J. SULLIVAN____
TIMOTHY J. SULLIVAN
Executive Director

MICHAEL PICKER
President
MICHEL PETER FLORIO
CATHERINE J.K. SANDOVAL
LIANE M. RANDOLPH
Commissioners

Commissioner Carla J. Peterman, being necessarily absent, did not participate.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 61

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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-16-15**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $190,038,000 for 10 projects programmed in the 2016 State Highway Operation and Protection Program (SHOPP).

ISSUE:

The attached vote list describes 10 SHOPP projects totaling $190,038,000 programmed in Fiscal Year 2016-17. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $174,699,000 be allocated from the Budget Act of 2016, Budget Act Items 2660-303-0042, 2660-302-0042, and 2660-302-0890 for construction and $15,339,000 for construction engineering for 10 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 / 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
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-15**
1 $5,655,000 Mendocino 01-Men-101 48.1/49.1	Near Willits, from 1.6 miles north of Route 20 to 2.3 miles north of Route 20, at Upp Creek Bridge No. 10-0070. Outcome/Output: Remove fish passage barrier by replacing existing concrete box culvert with new Bridge No.10-0305 and new retaining wall. Also, install rock weirs and native material to provide an engineered stream-bed for improved passage of all stages of salmonid. Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering — Budget / Expended: PA&ED — $0 / $0 PS&E — $848,000 / $0 R/W Supp — $12,000 / $0 (CEQA - CE, 10/20/2006; Re-validation 10/10/2016) (NEPA - CE, 10/20/2006; Re-validation 10/10/2016)	01-4649 SHOPP/16-17 CON ENG $1,507,000 CONST $4,140,000 0116000177 4 0G380	001-0890 FTF 20.10.201.110 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.110	$1,507,000 $83,000 $4,065,000 $4,148,000
2 $4,212,000 Mendocino 01-Men-253 1.4/1.8	Near Boonville, from 0.9 mile east to 1.3 miles east of Anderson Creek Bridge. Outcome/Output: Permanent restoration of slope failure damage caused by heavy storms and subsequent slides in Spring 2011. Project will construct retaining walls above and below the roadway, widen shoulders, improve drainage and reconstruct pavement. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering — Budget / Expended: PA&ED — $319,000 / $318,780 PS&E — $1,320,000 / $881,198 R/W Supp — $56,000 / $32,958 (CEQA - CE, 9/28/2015; Re-validation 10/12/2016) (NEPA - CE, 9/28/2015; Re-validation 10/12/2016)	01-4556 SHOPP/16-17 CON ENG ~~$660,000~~ **$785,000** CONST $3,800,000 0112000138 4 0B560	001-0042 SHA 001-0890 FTF 20.10.201.131 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.131	$55,000 $730,000 $785,000 $267,000 $3,160,000 $3,427,000
3 $3,158,000 Marin 04-Mrn-1 2.2	Near Mill Valley, at 0.2 mile north of Loring Avenue. Outcome/Output: Permanent roadway restoration of storm damage washout by constructing a retaining wall, installing six drainage inlets and installing 210 feet of guard rail. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering — Budget / Expended: PA&ED — $400,000 / $491,678 PS&E — $1,300,000 / $973,945 R/W Supp — $50,000 / $7,050 (CEQA - CE, 6/29/2015) (NEPA - CE, 6/29/2015)	04-0312T SHOPP/16-17 CON ENG ~~$750,000~~ **$880,000** CONST $2,400,000 0412000635 4 1SS58	001-0042 SHA 001-0890 FTF 20.10.201.131 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.131	$18,000 $862,000 $880,000 $46,000 $2,232,000 $2,278,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	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
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-15**
4 $180,000 Napa 04-Nap-29 47.0/47.2	Near Calistoga, at Troutdale Creek Bridge No. 21-0004. Outcome/Output: Environmental mitigation project for riparian plant establishment to fulfill the environmental permit requirement for the completed bridge replacement project (EA 4A091). Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) Preliminary Engineering Budget Expended PA&ED $0 $0 PS&E $90,000 $52,274 R/W Supp $5,000 $8,689 (CEQA - ND, 6/27/2013) (NEPA - CE, 6/27/2013) (Future consideration of funding approved under Resolution E-13-73; October 2013.)	04-0382E SHOPP/16-17 CON ENG $80,000 CONST $100,000 0415000012 4 4A09A	001-0042 SHA 20.10.201.111 2016-17 302-0042 SHA 20.20.201.111	$80,000 $100,000
5 $1,540,000 Santa Clara 04-SCl-101 Var.	In Santa Clara, San Mateo and San Francisco Counties, on various routes, at various locations. Outcome/Output: Improve highway worker safety at 27 pump house locations by upgrading fall protection railing and cables, upgrading ladders and fans, performing stairway repairs, and paving access roads. Also, remove obsolete irrigation lines at 3 locations. Performance Measure: Planned: 31.0, Actual: 30.0 Location(s) Preliminary Engineering Budget Expended PA&ED $210,000 $327,585 PS&E $1,721,000 $1,287,338 R/W Supp $50,000 $50,732 (CEQA - CE, 3/26/2015) (NEPA - CE, 3/26/2015)	04-0086X SHOPP/16-17 CON ENG $450,000 CONST $1,980,000 0413000235 4 4G950	001-0890 FTF 20.10.201.235 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.235	$450,000 $22,000 $1,068,000 $1,090,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	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
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-15**
6 $410,000 San Mateo 04-SM-280 9.4	Near Belmont, at 1.4 miles south of Route 92. Outcome/Output: Environmental mitigation for completed sinkhole repair project EA 4G591. Work will consist of design, implementation, and monitoring the restoration of three acres for the San Francisco Garter Snake (SFGS) and California Red-legged Frog (CRLF) habitat. Work also includes removal of non-native plant species and planting of native species to enhance habitat for these species. Performance Measure: Planned: 1.0, Actual: 1.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED $0 $0 PS&E $60,000 $45,946 R/W Supp $0 $0 (CEQA - MND, 1/9/2015) (NEPA - CE, 1/8/2015) (Future consideration of funding approved under Resolution E-15-10; March 2015.) (This is a Financial Contribution Only (FCO) to San Mateo County Resource Conservation District (RCD).)	04-0729R SHOPP/16-17 CON ENG $10,000 CONST $400,000 0414000367 4FCO 4G592	001-0042 SHA 20.10.201.131 2016-17 302-0042 SHA 20.20.201.131	$10,000 $400,000
7 $165,138,000 Los Angeles 07-LA-5 R45.4/R61.2	In and near Santa Clarita, from 0.5 miles south of I-5/SR-14 Separation to 1.7 miles north of Lake Hughes Road Undercrossing. Outcome/Output: Rehabilitate pavement to a state of good repair and improve the ride quality by replacing existing pavement with concrete pavement. Reconstruction work will consist of Jointed Plain Concrete (JPCP), Jointed Plain Concrete Pavement- Rapid Strength Concrete (JPCPRSC), precast concrete slabs, and upgrading guard rail to current standards. Performance Measure: Planned: 108.80, Actual: 124.80 Lane Miles Preliminary Engineering / Budget / Expended PA&ED $0 $0 PS&E $6,410,000 $4,165,752 R/W Supp $40,000 $0 (CEQA - CE, 1/7/2016) (NEPA - CE, 1/7/2016)	07-3725B SHOPP/16-17 CON ENG $9,138,000 CONST $156,000,000 0700021272 4 25262	001-0890 FTF 20.10.201.120 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.120	$9,138,000 $3,120,000 $152,880,000 $156,000,000

2.5 Highway Financial Matters

Project # / Allocation Amount / County / Dist-Co-Rte / Postmile	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
2.5b.(1)	**SHOPP Projects**			**Resolution FP-16-15**
8 $2,238,000 Riverside 08-Riv-60 R0/12.2	In and near the city of Riverside, on Route 60 from Milliken Avenue to Routes 60/91/215 Junction; also on Route 91 from Spruce Street to Routes 60/91/215 Junction. Outcome/Output: Upgrade communications system to fiber optic cable and connect to 24 Transportation Management System (TMS) field elements. Performance Measure: Planned: 24.0, Actual: 24.0 Field Elements Preliminary Engineering / Budget / Expended PA&ED / $174,000 / $174,116 PS&E / $520,000 / $449,470 R/W Supp / $75,000 / $30,263 (CEQA - CE, 4/17/2015) (NEPA - CE, 4/17/2015)	08-0033R SHOPP/16-17 CON ENG ~~$550,000~~ **$634,000** CONST $1,928,000 0812000339 4 1C640	001-0890 FTF 20.10.201.315 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.315	$634,000 $32,000 $1,572,000 $1,604,000
9 $3,344,000 San Bernardino 08-SBd-38 26.0/31.0	Near Big Bear Lake, from 0.5 mile west of Glass Road to 0.2 mile east of Seven Oaks Road. Outcome/Output: Permanent restoration of embankment damaged by the Lake Fire of June 2015. The project is to place rock slope protection, repair damaged drainage systems, and construct headwalls, wingwalls and debris flow barriers at existing culvert locations. Performance Measure: Planned: 7.0, Actual: 7.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $700,000 / $424,420 PS&E / $400,000 / $0 R/W Supp / $25,000 / $0 (CEQA - CE, 6/23/2015) (NEPA - CE, 6/23/2015)	08-3004M SHOPP/16-17 CON ENG $750,000 CONST $3,100,000 0816000062 4 1G700	001-0042 SHA 001-0890 FTF 20.10.201.131 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.131	$15,000 $735,000 $750,000 $52,000 $2,542,000 $2,594,000
10 $4,163,000 San Diego 11-SD-Var. Var.	In San Diego County, on Route 5, 75, and 905 at various locations. Outcome/Output: Construct Maintenance Vehicle Pullouts (MVP's) and pave beyond gore areas. This project will improve safety and reduce the frequency, duration, and proximity of highway worker exposure to traffic. Performance Measure: Planned: 43.0, Actual: 41.0 Location(s) Preliminary Engineering / Budget / Expended PA&ED / $399,000 / $418,426 PS&E / $1,019,000 / $920,306 R/W Supp / $25,000 / $0 (CEQA - CE, 6/12/2015; Re-validation 9/21/2016) (NEPA - CE, 6/12/2015; Re-validation 9/21/2016)	11-1104 SHOPP/16-17 CON ENG ~~$983,000~~ **$1,105,000** CONST $3,101,000 1112000138 4 41090	001-0890 FTF 20.10.201.235 2016-17 302-0042 SHA 302-0890 FTF 20.20.201.235	$1,105,000 $61,000 $2,997,000 $3,058,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 62

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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-16-16

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $8,058,000 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 $8,058,000, plus $40,000,000 from other sources. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $3,058,000 be allocated from the Budget Act of 2016, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and $5,000,000 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 RTPA/CTC 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
2.5c.(1)	**State Administered STIP Project on the State Highway System**			**Resolution FP-16-16**
1 $3,058,000 Department of Transportation TAMC Monterey 05-Mon-101 R91.2/99.2	Prunedale Improvement Project Landscape Mitigation 2578. In and near Salinas, from 0.2 mile north of Boronda Road to 0.7 mile south of San Juan Road. Landscape mitigation. Final Project Development (IIP): N/A Final Right of Way (IIP): N/A Final Project Development (RIP): N/A Final Right of Way (RIP): N/A (CONST savings of $1,162,000 to be returned to interregional share balance.) (CONST savings of $1,080,000 to be returned to Monterey County regional shares.) Per STIP guideilnes, the support is grandfathered for this project as: CONST SUPPORT: IIP $686,000 CONST SUPPORT: RIP $714,000 (CEQA - EIR, 3/10/2006.) (NEPA - FONSI, 3/10/2006) (Future Consideration of Funding approved under Resolution E-06-12; April 2006.) Right of Way Certification 1: 06/07/16 (As part of this request, the Department is requesting an additional 18 months to the period of project completion, from 36 months to 54 months.) Time extension for FY 14-15 CONST expires February 28, 2017. Outcome/Output: 11 Acres of mitigation planting.	05-0058y IIP/14-15 CONST ~~$2,722,000~~ **$1,560,000** RIP/14-15 CONST ~~$2,578,000~~ **$1,498,000** 0513000082 4 0161H	2016-17 301-0042 SHA 301-0890 FTF 20.20.025.700 2016-17 301-0042 SHA 301-0890 FTF 20.20.075.600	$31,000 $1,529,000 $1,560,000 $30,000 $1,468,000 $1,498,000
2 $5,000,000 Department of Transportation TCAG Tulare 06-Tul-99 39.6/41.3	Route 99 Betty Drive Interchange Improvements. Near Goshen, on Route 99 at Betty Drive. Widen interchange and construct operational improvements. Final Project Development : N/A Final Right of Way : N/A (CEQA - ND, 6/29/2011.) (NEPA - ND, 6/29/2011.) (Future Consideration of Funding approved under Resolution E-12-65; October 2012) (Contribution from other sources: $40,000,000.) Right of Way Certification 3W: 10/19/216 Time extension for FY 15-16 CONST ENG expires on December 31, 2017. Outcome/Output: Reconstruct one structure.	06-6423 RIP/15-16 CON ENG $5,000,000 0600000464 3 47150	001-0042 SHA 20.10.075.600	$5,000,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 63

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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-16-17

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $832,000 for four locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- $190,000 for one STIP project; and
- $642,000 for three STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes four locally administered STIP projects off the State Highway System totaling $832,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $832,000 be allocated from Non-Budget Act Item 2660-601-3093 for four locally administered STIP projects described on the attached vote list.

Attachment

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**			**Resolution FP-16-17**
1 $190,000 City of Blue Lake HCAOG 01-Humboldt	Railroad Avenue Improvements. In Blue Lake on Railroad Avenue, from 150 feet north of E Street to G Street. Road Rehabilitation, upgrade ADA access at intersections. provide striping for bike lanes and add traffic calming features on Railroad Avenue at F Street. (CEQA - NOE 10/14/2016) (Right of Way Certification 1 - 10/06/2016) Outcome/Output: This project will improve safety for bike and pedestrians; increase ADA accessibility; improves access to critical transportation corridor; reduces vehicle speed with proposed traffic calming.	01-2390 RIP/16-17 CONST $190,000 0114000094	2006-07 601-3093 TDIF 20.30.600.620	$190,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-16-17**
1 $111,000 Lassen County Transportation Commission LCTC 02-Lassen	Planning, Programming and Monitoring	02-2124 RIP/16-17 CONST $111,000 0217000023	2006-07 601-3093 TDIF 20.30.600.670	$111,000
2 $231,000 Transportation Agency for Monterey County TAMC 05-Monterey	Planning, Programming and Monitoring	05-1165 RIP/16-17 CONST $231,000 0517000035	2006-07 601-3093 TDIF 20.30.600.670	$231,000
3 $300,000 Imperial County Transportation Commission ICTC 11-Imperial	Planning, Programming and Monitoring	11-7200 RIP/16-17 CONST $300,000 1117000062	2006-07 601-3093 TDIF 20.30.600.670	$300,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 64

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **SUPPLEMENTAL CAPITAL OUTLAY SUPPORT PROGRAMMING FOR AN ALLOCATED UNDER CONSTRUCTION PROJECT**
RESOLUTION FA-16-10

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) program an additional $24,700,000 in Capital Outlay Support (COS) funds for the State Highway Operation and Protection Program (SHOPP) Schuyler-Heim Bridge Replacement project (PPNO 0444E) on Route 47 in Los Angeles County.

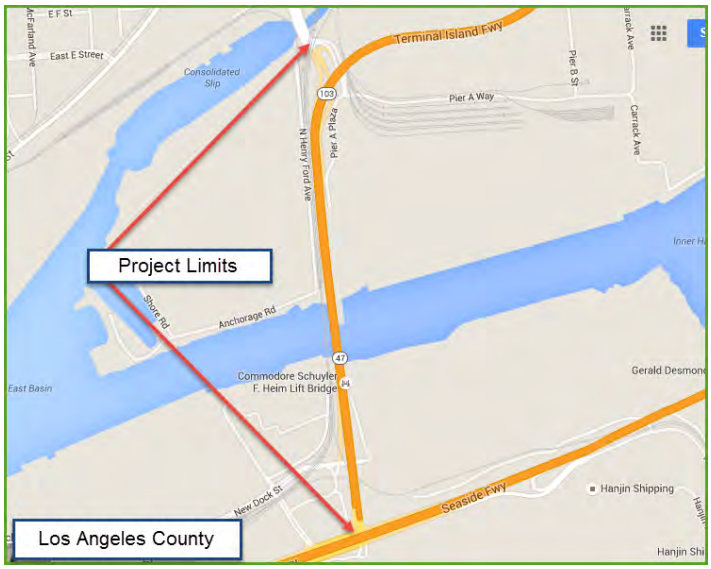
ISSUE

Additional COS funds are needed for one previously approved project in order to complete construction.

PROJECT DESCRIPTION

This project is located in Los Angeles County, in the cities of Long Beach and Los Angeles, on Route 47, from Ocean Boulevard to the Route 103 Junction and on Route 103 from the Route 47 Junction to Anaheim Street. This is a $340 million 2010 SHOPP project to seismic retrofit the bridge by replacing the existing deficient steel lift-span bridge with a cast-in-place pre-stressed concrete box girder high-water bridge and associated ramps.

PROJECT LOCATION



CONSTRUCTION SUPPORT AND RIGHT OF WAY SUPPORT FUNDING STATUS & BASIS FOR SUPPLEMENTAL PROGRAMMING

When the 2010 SHOPP was approved the recipient agency/project lead for this project was the Alameda Corridor Transportation Authority (ACTA). The project was programmed in the 2010 SHOPP with Department construction oversight activities of $8,793,000 and $2,234,000, respectively, for right of way support.

In September 2011, the project's recipient agency was changed from ACTA to the Department. However, the project's Department construction support and right of way support programming was not updated to reflect the work effort change, because at the time no mechanism existed to facilitate project COS changes after receipt of a construction capital allocation. With the January 2016 Commission approval of the revised Resolution G-12 policy, which now incorporates the management of COS changes, project COS changes now follow the same rules that applies to capital changes.

In March 2016, the Commission approved a supplemental funds increase to the project's construction capital allotment from $231.6 million to a revised allocation of $291.1 million, based on the project's Risk Management and Exposure Report using a 50 percent confidence level for potential cost overruns. As part of this March 2016 request, the overall project construction schedule was extended from the original 5 year estimate to 8 years for project completion. What was not included in that request, was the commensurate 3 year construction support and right of way support increase. The estimated construction support burn rate is $17.4 million for the remainder of the construction period

with a risk management reserve of $5.8 million at the 50 percent confidence level for a total construction support ask of $23.2 million.

This project was in construction prior to the implementation of Senate Bill (SB) 486; SB 486 requires the Commission to adopt the SHOPP program and the capital and support budgets for each project. Prior to SB 486 the Department could adjust SHOPP project support costs without Commission action. Therefore, the Department is now voluntarily "right sizing" the construction support and right of way support for this project, consistent with SB 486 and Commission Resolution G-12 requirements.

Construction is scheduled to be completed in June 2019, however, an additional $24,900,000 ($23,200,000 construction support and $1,700,000 right of way support) above the current expenditure is needed to complete the project.

This supplemental funds request for the construction support and right of way support is based off the expended amount to date.

DETERMINATION

The Department has determined that this request of $24,900,000 ($23,200,000 construction support and $1,700,000 right of way support) is needed to complete the construction contract.

FINANCIAL RESOLUTION

Resolved, that $24,900,000 be programmed from the Budget Act Item 2660-001-0890, to provide capital outlay support funds and right of way support funds to complete construction of the project.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC 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
2.5e.(1)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-16-10**
$24,900,000 Department of Transportation LACMTA Los Angeles 07-LA-47 2.7/5.8	In the cities of Long Beach and Los Angeles from Ocean Boulevard to transition of Route 103 and Henry Ford Avenue along Route 47. Replace Schuyler Heim Bridge Outcome/Output: Supplemental funds are needed to Complete Construction. Total revised amount $24,900,000	07-0444E SHOPP 001-0890 FTF 20.10.201.110 0700000142 3 13820		$23,200,000	$23,200,000
		R/W Support		$1,700,000	$1,700,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 65

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.5e.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **SUPPLEMENTAL CAPITAL OUTLAY SUPPORT PROGRAMMING ACTION FOR PREVIOUSLY APPROVED PROJECTS**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission approve the additional funds requested for pre-construction Capital Outlay Support (COS) for two SHOPP projects described in the attachment.

ISSUE

Summary of additional COS funding needed for previously approved SHOPP projects:

Component	No of projects	Program	Additional Funds
PA&ED	1	SHOPP	$1,887,000
Con Sup	1	SHOPP	$2,000,000

Attachment

Supplemental Capital Outlay Support

Resolution FA-16-11

Project Number	Dist-PPNO/ EA	County-Route	Project Description	Project ID	Program/FY/ Program Code
1	04-0756K 0G642	MRN-1	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge.	0413000350	SHOPP 18/19 20.10.201.113

Component	Programmed	G-12 Adjustment	Expended	Supplemental Request	Total	Increase
PA&ED	$2,300,000	$0	$2,079,000	$1,887,000	$4,187,000	82.0%

Reason for cost increase: The project scope was increased to include widening of the shoulders to 5 feet along the adjacent 400-foot long roadway segment. This expanded scope is the result of community input. The widening of the shoulders will also require lengthening an existing box culvert with subsequent impacts to biological habitat. The widened shoulders will provide for safe pedestrian and bike connectivity. The additional work requires the use of resources to perform the following tasks: evaluate the expanded environmental impacts, address extensive public input received to date; and complete the remaining PA&ED tasks. The Environmental Document in the Project Initiation Document phase was anticipated to be a ND, however, due to the evolvement of multiple regulatory agencies, it was upgraded to EIR during the PA&ED phase. In addition, a study is necessary to explore the viability of retrofitting the bridge instead of replacement to address community and private property owner(s) concerns. These tasks were not anticipated and not budgeted. Total Construction Capital for this project is $11,552,000. A Supplemental Capital Outlay Support (COS) request for this project is needed to complete the PA&ED phases.

Resolution FA-16-12

Project Number	Dist-PPNO/ EA	County-Route	Project Description	Project ID	Program/FY/ Program Code
2	04-0063L 01410	ALA-80	San Francisco Oakland Bay Bridge Maintenance Complex (Phase 2)	0413000133	SHOPP 13/14 20.10.201.352

Component	Programmed	G-12 Adjustment	Expended	Supplemental Request	Total	Increase
Con Sup	$3,158,000	$0	$5,959,000	$2,000,000	$5,158,000	63.3%

Reason for cost increase: Due to changes as a result of the State Fire Marshall reviews, additional items for the sprinkler design are required including a permanent pump system, commodity report stamped by a registered fire engineer, detailed storage information, heat activated pop up venting skylights, and firewater pipe network design changes. As a result of these mandated changes, the construction permit for this project has been delayed by approximately one year resulting in increase in support cost. Total Construction Capital for this project is $16,000,000, which includes BATA contribution of $15,500,000. A Supplemental Capital Outlay Support (COS) request for this project is needed to complete the construction phase. It is anticipated that the permit will be granted in December 2016.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 66

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.5g.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCAL BRIDGE SEISMIC RETROFIT BOND FUNDS RESOLUTION LSB1B-A-1516-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution LSB1B-A-1516-01, allocating $9,793,335 in Fiscal Year (FY) 2016-17 Proposition 1B (Prop 1B) Local Bridge Seismic Retrofit Account (LBSRA) funds for its program lump sum.

ISSUE:

The Department is requesting authority to sub-allocate $9,793,335 of Prop 1B LBSRA funds as match for the projects identified on the attached list.

BACKGROUND:

On November 7, 2006, the voters of the State of California passed Prop 1B, which created the LBSRA. Upon appropriation by the Legislature, Prop 1B funds are available to provide the 11.5 percent match for federal seismic funds. The Department requested an allocation of $13.5 million for FY 2007-08, $21.5 million for FY 2008-09, $12.2 million for FY 2009-10, $5.2 million for FY 2011-12, $4.04 million for FY 2012-13, $11.2 million for FY 2013-14, $7.1 million for FY 2014-15, and $10.2 million for 2015-16. A LBSRA lump sum allocation was not requested for FY 2010-11.

The Department is requesting a lump sum allocation of $9,793,335 for FY 2016-17 to administer the LBSRA under the authority of the Commission.

Attached is a list of projects that have requested to be programmed in federal FY 2016-17 totaling $9,793,335 of bond match needs. If this allocation request is approved, the Department will sub-allocate $9,793,335 of Prop 1B LBSRA match. The Department intends to sub-allocate funds to deliver projects on a first-come, first-serve basis, including projects programmed outside federal FY 2016-17.

RESOLUTION:

Resolved, that $9,793,335 be allocated from the Budget Act of 2016, Budget Act Item 2660-104-6062.

ALLOCATION OF FUNDS FOR LOCAL ASSISTANCE FY 2016-17

(Dollars in Thousands)

2660-104-6062	**State**	**Federal**	**Total**
Bond Fund - Local Bridge Seismic Retrofit Account	$9,793	-	$9,793
Total Local Programs	**$9,793**	-	**$9,793**

Attachment

Local Bridge Seismic Retrofit Program
Projects Programmed for Proposition 1B Local Bridge Seismic Retrofit Bond Match
Fiscal Year 2016-17

District	Agency	Bridge Number	Description	Phase	Bond 15/16
04	San Francisco County Transportation Authority	YBI	On east side of Yerba Buena Island, Reconstruct ramps on and off of I-80	Construction (AC Conversion)	$713,062
04	Sonoma County	20C0155	Wohler Road, over Russian River	Construction (AC Conversion)	$481,740
05	Santa Cruz	36C0108	Murray Avenue, over Woods Lagoon	Right of Way	$354,308
07	Los Angeles County	53C0045	Beverly-First Street, over Beverly/Glendale Separation	Construction	$848,780
07	Los Angeles County	53C0084	Slauson Avenue, over San Gabriel River	Construction	$176,638
07	Los Angeles	53C1880	Sixth Street, over Los Angeles River, east Of Santa Ana Freeway	Construction (AC Conversion)	$6,478,030
08	Indio	56C0084	Jackson Street, over Whitewater River	Construction	$277,777
10	Stanislaus County	38C0003	Santa Fe Avenue, over Toulumne River	Construction	$463,000
			Total		**$9,793,335**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 67

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.5t.(2a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED TRAFFIC CONGESTION RELIEF PROGRAM (TIER 2) PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION TFP-16-09**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $500,000 in Tier 2 Traffic Congestion Relief Program (TCRP) funding for the State administered TCRP Project 4 – Sunol Grade HOV Corridor-Southbound (PPNO A0157J) project in Alameda County, on the State Highway System.

ISSUE:

The attached vote list describes one TCRP project totaling $500,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $500,000 be allocated from Budget Act Item 2660-002-3007 for plans, specifications and estimates for the State administered TCRP project described on the attached vote list. This allocation is contingent upon transfer of funds per Assembly Bill 133.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC 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
2.5t.(2a)	**State Administered TCRP Projects On the State Highway System**			**Resolution TFP-16-09**
1 $500,000 Department of Transportation MTC Alameda 04-Ala-680 M 7.2/R 6.6	**Project - Sunol Grade HOV Corridor-Southbound**. From Route 237 in Milpitas to Stoneridge Drive near Pleasanton - establish southbound follow-up landscaping (TCRP #4). (CEQA - ND, 01/13/2016.) (NEPA - EA/FONSI, 01/13/2016) (Future Consideration of Funding approved under Resolution E-15-57; October 2015.) **This is a Tier 2 Project - allocation.** Note: The project is currently one the Tier 2 list and an allocation is being requested per CTC policy approved June 29, 2016. (Project has been split into two child projects - Project ID 0415000189 (EA 04-2537C) and Project ID 0415000190 (EA 04-2537H).) Outcome/Output: 27 acres of replacement planting with irrigation **ALLOCATION IS CONTINGENT UPON TRANSFER OF FUNDS PER ASSEMBLY BILL 133**	04-A0157J TCRP/16-17 PS&E $500,000 0415000189 1 2537A	002-3007 TCRF 20.10.710.870	$500,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 68

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.5t.(2b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED TRAFFIC CONGESTION RELIEF PROGRAM (TIER 2) RAIL PROJECTS**
RESOLUTION TFP-16-10

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $774,000 for two locally administered in Tier 2 Traffic Congestion Relief Program (TCRP) funding Rail projects.

ISSUE:

The attached vote list describes two TCRP Rail projects totaling $774,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $774,000 be allocated from Non-Budget Act Item 2660-889-3007 for four locally administered TCRP Rail projects described on the attached vote list. This allocation is contingent upon transfer of funds per Assembly Bill 133.

Attachment

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5t.(2b)	**Locally Administered TCRP Rail Projects**			**Resolution TFP-16-10**
1 $700,000 City of Hercules MTC 75-Contra Costa	**Hercules Intercity Rail Station project**. In Hercules, along San Pablo Bay. Construct a train station. (TCRP#12.2) **This is a Tier 2 Project - allocation.** Note: The project is currently on the Tier 2 list and allocation is being requested per CTC policy approved June 29, 2016. Time extension for FY 10-11 CONST expires on March 31, 2018. CEQA: EIR - August 10, 2011. NEPA: EIS - June 14, 2012 Future Consideration of Funding approved under Resolution E-12-32; May 2012. Right of Way certification: September 10, 2012 Outcome/Output: This project will reduce congestion on I-80 and increase mobility and transit access for west Contra Costa County by adding a new station on the Capitol Corridor rail line and provide an alternative mode of transportation on I-80. **ALLOCATION IS CONTINGENT UPON TRANSFER OF FUNDS PER ASSEMBLY BILL 133**	75-2011F TCRP/10-11 CONST $700,000 0012000267 S4	889-3007 TCRF 30.20.710.010	$700,000
2 $74,000 San Diego County Association of Governments SANDAG 75-San Diego	**Carlsbad Double Track**. Add new second main track for 2 miles from Control Point Carl to Control Point Farr, through the City of Carlsbad, including a universal cross-over installed at Control Point Carl. (TCRP #74.10) **This is a Tier 2 Project - Rembursement.** Note: The project is currently on the Tier 2 List and allocation is being requested per CTC Policy approved June 29, 2016. Of the programmed $480,000, $74,000 is eligible for reimbursement. Outcome/Output: Rail corridor congestion relief including new second main track and a new bridge over Aqua Hedionda Lagoon. **ALLOCATION IS CONTINGENT UPON TRANSFER OF FUNDS PER ASSEMBLY BILL 133**	75-2073 TCRP/08-09 CONST ~~$480,000~~ **$74,000** 0017000078 S4	889-3007 TCRF 30.20.710.010	$74,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 69

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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-1617-06**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $30,425,000 for 39 Active Transportation Program (ATP) projects.

ISSUE:

The attached vote list describes 39 ATP projects totaling $30,425,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $30,425,000 be allocated from the Budget Acts of 2015 and 2016, Budget Act Items 2660-108-0042, 2660-108-0890 and 2660-308-0890 for the ATP projects described on the attached vote list.

Attachment

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
1 $140,000 Humboldt County Public Works HCAOG 01-Humboldt	**Manila Moves Class I Bike Path Project**. Construct a Class I Bike Path within the Right-of-way of State-Route 255 between Dean Avenue and Carlson Drive (Small Urban and Rural) (PPNO 01-2445A is the infrastructure component to PPNO 01-2445) Outcome/Output: This project will construct a 1/2 mile separated, share use, path between two disconnected neighborhoods to improve pedestrian and bicycling access **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	01-2445A ATP/16-17 PA&ED $140,000 0116000077 S	2015-16 308-0890 FTF 20.20.720.100	$140,000
2 $495,000 City of Clearlake Lake CCAPC 01-Lake	**Phillips Avenue Class II Bicycle Lanes and Roadway Rehab**. This project will install Class II bicycle lanes along Phillips Avenue (residential collector street) and to rehabilitate middle 22 feet of the street and widen the existing section by four feet on each side to add Class II bicycle lanes and install signs, stripping and pavement markings. (Small Urban and Rural) (CEQA - NOE, 06/18/2015.) (NEPA - CE, 12/09/2015) (Right of Way Certification 1: Pending) (Contribution from other sources: $1,642,954.) (Time Extension for FY 14/15 construction expired on 10/31/2016.) Outcome/Output: This project will improve safety and reducing vehicle conflicts with bicyclist and pedestrians, and increasing walking, bicycling and transit access and use.	01-3105 ATP/15-16 CONST $495,000 0115000025 S	2015-16 108-0890 FTF 20.30.720.100	$495,000
3 $18,000 Lake County Lake CCAPC 01-Lake	**Upper Lake Pedestrian Improvements**. Construction of approximately 915 lineal feet of curb, gutter and sidewalk along the west side of Government Street between Melody Land and First Street, along the south side of First Street between Government Street and Clover Valley Road and along Second Street between Main Street and Middle Creek Road. (Small Urban and Rural) Outcome/Output: Safe pedestrian facility for students	01-3111 ATP/16-17 PA&ED $18,000 0116000071 S	2015-16 108-0042 SHA 20.30.720.100	$18,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
4 $146,000 Town of Paradise BCAG 03-Butte	**Almond Street Multi-Modal Improvements**. On Almond Street between Pearson Road and Elliott Road. Add sidewalks, curbs and gutters; widen Almond Street to incorporate Class II Bicycle Lanes. (Statewide) (CEQA - CE, 10/12/2016.) (Contribution from other sources: $4,000.) Outcome/Output: Provide safer walking and bicycling access in the project area and increase non-motorized transportation.	03-1019 ATP/16-17 PS&E $146,000 0316000095 S	2015-16 108-0042 SHA 20.30.720.100	$146,000
5 $29,000 Town of Paradise BCAG 03-Butte	**Memorial Trailway Class I Enhancements**. 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. (Statewide) (CEQA - CE, 9/14/2016.) (Contribution from other sources: $1,000.) Outcome/Output: Provide safer walking and bicycling access in the project area and increase non-motorized transportation.	03-1021 ATP/16-17 PS&E $29,000 0316000096 S	2015-16 108-0042 SHA 20.30.720.100	$29,000
6 $30,000 City of Biggs BCAG 03-Butte	**City of Biggs Safe Routes to School**. On B Street from 1st Street to 11th Street and on 2nd Street from E Street to just north of I street. Construct sidewalks and curb ramps. (Small Urban and Rural) Outcome/Output: Provide safer and more accessible routes for walking and biking to and from school.	03-1022 ATP/16-17 PA&ED $30,000 0316000097 S	2015-16 108-0042 SHA 20.30.720.100	$30,000
7 $155,000 Town of Paradise BCAG 03-Butte	**Ponderosa Elementary Safe Routes to School Project**. Along Pentz Road between Bille Road and 300 feet north of Wagstaff Road. Add sidewalks, curbs and gutters and add Class II bicycle lanes. (Small Urban and Rural) (CEQA - CE, 8/29/2016.) (Contribution from other sources: $20,000.) Outcome/Output: Provide safer walking and bicycling access in the project area and increase non-motorized transportation.	03-1024A ATP/16-17 PS&E $155,000 0316000099 S	2015-16 108-0042 SHA 20.30.720.100	$155,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
8 $24,000 Town of Paradise BCAG 03-Butte	**Downtown Paradise Equal Mobility Project**. 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) (CEQA - CE, 9/14/2016.) (Contribution from other sources: $1,000.) Outcome/Output: Provide safer walking access in the project area and increase non-motorized transportation.	03-1025 ATP/16-17 PS&E $24,000 0316000100 S	2015-16 108-0042 SHA 20.30.720.100	$24,000
9 $8,600,000 City of East Palo Alto MTC 04-San Mateo	**East Palo Alto Highway 101 Pedestrian/Bicycle Overcrossing**. City of East Palo Alto, US Highway 101 at Clarke Avenue/Newell Road. Project will provide a new Class I pedestrian and bicycle overcrossing of US 101, with additional on-street improvement- a Class III bikeway; a traffic signal/crossing; Class II bike lanes and pedestrian enhancements. (Statewide) (CEQA - MND, 03/17/2016.) (NEPA - CE, 08/11/2016) (Future Consideration of Funding approved under Resolution E-16-79; October 2016.) (Time extension for FY 15/16 CONST expires on December 31, 2016) (Right of Way Certification No 1: 09/12/2016) Outcome/Output: This project will increase walking and riding to schools, grocery stores and other amenities feasible and safe for users separated by Highway 101.	04-1040A ATP/15-16 CONST $8,600,000 0415000214 S	2015-16 108-0890 FTF 20.30.720.100	$8,600,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
10 $400,000 City of Santa Barbara SBCAG 05-Santa Barbara	**Cacique and Soledad Pedestrian/Bicycle Bridges and Corridor Improvements**. Along Cacique Street from Salinas Street on the east to Alisos Street on the west and along Soledad Street from Cacique Street in the south to Montecito Street to the north in the City of Santa Barbara. Replace one existing wooden pedestrian bridge at Cacique Street and install one new pedestrian/bike bridge at Soledad Street Remove barriers, improve lighting, install ADA compliant sidewalks, curb and gutters. (Small Urban and Rural) (CEQA - NOE, 09/22/2016) (NEPA - CE, 08/10/2016) Outcome/Output: Create a pedestrian/bike connections to school and work for the Eastside neighborhood of Santa Barbara. Decrease traffic congestion and air pollution through increased walking and biking.	05-2599 ATP/15-16 PS&E $400,000 0515000025 S	2015-16 108-0890 FTF 20.30.720.100	$400,000
11 $105,000 City of Goleta SBCAG 05-Santa Barbara	**Old Town Sidewalks Infill**. Design and construct sidewalk infill for the residential areas of Old Town Goleta. (Statewide) (Contribution from other sources: $26,000 as local match.) Outcome/Output: Remove pedestrian access barriers and improve walkability for connections to business and alternative modes of transportation.	05-2695 ATP/16-17 PA&ED $105,000 0516000100 S	2015-16 108-0042 SHA 20.30.720.100	$105,000
12 $4,000 City of Clovis FCOG 06-Fresno	**Construct trail along State Route 168 Shepherd Avenue to DeWolf Avenue**. Construct 1.6 miles of a 12-foot asphalt concrete trail, including paving, drainage, landscaping, irrigation, lighting, drinking fountains, benches, trash receptacles, and signage. (MPO) Outcome/Output: Encourages bicycling and walking by constructing a safe path of travel for all types of non-motorized users.	06-6829 ATP/16-17 PA&ED $4,000 0617000077 S	2015-16 108-0890 FTF 20.30.720.100	$4,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
13 $3,794,000 City of Los Angeles LACMTA 07-Los Angeles	**Safe Routes to School Infrastructure Improvements for Menlo Avenue and West Vernon Elementary School**. This project will create pedestrian and bicycle linkage along several streets serving Menlo Ave Elementary School and West Vernon Elementary School within the City of Los Angles. Improvements will be focused within 1/4 mile of each school on the following 2010 Bike Plan street designated as "Bicycle Friendly Streets". (Statewide) (CEQA-NOE,10/22/2014) (NEPA-CE, 09/18/2015) Right of Way Certification 2: 09/27/2016 Time Extension for FY15/16 Construction expires on December 31, 2016 Outcome/Output: The project output will improve conditions for walking and bicycling to school; promote traffic calmed environment, thereby reducing collisions; provide continuous north-south and east-west linkages along the low-stress; neighborhood-friendly street network, improving citywide bicycle network connectivity; and improve public health and educational outcomes.	07-4867 ATP/15-16 CONST $3,794,000 0715000097 S	2015-16 108-0890 FTF 20.30.720.100	$3,794,000
14 $3,434,000 City of Los Angeles LACMTA 07-Los Angeles	**Safe Routes to School Infrastructure Improvements for Delores Huerta, 28th Street, and Quincy Jones ES**. This SRTS project will create neighborhood-friendly pedestrian and bicycle linkages serving Dolores Huerta Elementary School, 28th Street Elementary School , and Quincy Jones Elementary School in the City of Los Angeles. Improvements will be focused within ¼ mile of each school following the 2010 Bike Plan "Bicycle Friendly Streets ". (Statewide) (CEQA- NOE, 10/22/2014) (NEPA- CE, 01/19/2016) Right of Way Certification 2: 08/29/2016 Time Extension for FY 15/16 Construction expires on December 31, 2016 Outcome/Output: Improve conditions for walking and bicycling to school; promote traffic calmed environment, thereby reducing collisions; provide continuos north-south and east-west linkages along the low stress; neighborhood-freindly street network, improving citywide bicycle network connectivity; and improve public health and educational outcomes.	07-4872 ATP/15-16 CONST $3,434,000 0715000101 S	2015-16 108-0890 FTF 20.30.720.100	$3,434,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
15 $550,000 County of Los Angeles LACMTA 07-Los Angeles	**East Los Angeles Community Safe Routes to School Program**. Infrastructure: Installation of a 0.5 mile long Class III bike route on 6th Street between Arizona Avenue and Woods Avenue and a 1.4 mile long bike boulevard on Hubbard Street between Woods Avenue to Hay Avenue. Curb extensions on 6th Street at Clela Avenue and Bradshawe Street, on Hubbard Street at Atlantic Boulevard and Findlay Street, and bulb outs and a traffic circle at 6th Street and Bradshawe Street. (Statewide) (CEQA- NOE, 02/28/2012) Right of Way Certification 2: 04/28/2016 Time Extension for FY 15-16 CONST expires on December 31, 2016. Outcome/Output: *IF:* The bikeway and intersection improvements will calm traffic, raise motorist awareness regarding bicyclist, and reduce street crossing widths. The education and encouragement program will educate students on safe ways to walk or bike to school and ensure future sustainability by training volunteers on ways to continue the program. The project will enhance pedestrian and bicycle safety and mobility.	07-4914A ATP/15-16 CONST $550,000 0715000272 S	2015-16 108-0042 SHA 20.30.720.100	$550,000
16 $1,436,000 Carson LACMTA 07-Los Angeles	**City of Carson Transportation Project**. Infrastructure improvements including bike lanes, high visibility crosswalks, countdown pedestrian signals, and curb ramps; and non infrastructure education, and enforcement programming for the entire community. The project is citywide near parks, schools, public transit and employment centers over three years. (Statewide) (CEQA- NOE, 08/12/2015) (NEPA- CE, 07/29/2015) Right of Way Certification 1: 10/13/2016 Time Extension for FY15-16 CONST and CONST (non-infrastructure) expires on December 31, 2016. Outcome/Output: The project will improve pedestrian and bicycle safety, improved public health and increase use on non-vehicular travel modes.	07-4934 ATP/15-16 CONST $1,436,000 0715000289 S	2015-16 108-0890 FTF 20.30.720.100	$1,436,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
17 $2,108,000 City of Norwalk LACMTA 07-Los Angeles	**Foster Road Side Panel SRTS Improvement**. Road diet and improve asphalt pathway. Replace approximately 4,000 linear feet of 60 year old uneven, cracked and root buckled side panels, along with 94 large bottle brush trees. (MPO) (CEQA-NOE, 04/21/2015) (NEPA-CE, 05/23/2016) Right of Way Certification 1: 08/10/2016 Time Extension for FY 15/16 CONST and CONST (non-infrastructure) expires on February 28, 2017. Outcome/Output: The project will decrease pedestrian incidents and encourage the use of a safe and separate route to school.	07-4935 ATP/15-16 CONST $2,108,000 0715000164 S	2015-16 108-0890 FTF 20.30.720.100	$2,108,000
18 $745,000 County of Los Angeles LACMTA 07-Los Angeles	**Florence - Firestone Community Safe Routes to School Program**. Infrastructure: The improvements will include curb extensions (bulb outs), curb cuts and truncated domes for improved wheel chair access, enhanced continental style cross walks, and pedestrian countdown and audio signals at signalized intersections. (Statewide) (CEQA- NOE, 07/06/2015) Right of Way Certification 2: 05/19/2016 Time Extension for FY 15/16 CONST expires on December 31, 2016 Outcome/Output: The intersection improvements will calm traffic, provide a buffer between pedestrian and vehicles, reduce street crossing widths, and highlight pedestrians right of ways to improve motorist awareness and reduce jaywalking. The education and encouragement program will educate students on safe ways to walk and bike to school and ensure future sustainability by training volunteers on ways to continue the program.	07-4959 ATP/15-16 CONST $745,000 0715000311 S	2015-16 108-0042 SHA 20.30.720.100	$745,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
19 $72,000 Santa Monica LACMTA 07-Los Angeles	**Michigan Avenue Greenway: Completing Bike/Pedestrian Expo Connection Over the Interstate 10**. Bike path improvements, dedicated two-way bike lane and new bike/ped path. (Statewide) Outcome/Output: The project will facilitate increased active transportation and transit use, reducing vehicle trips and greenhouse gas emissions, and increasing public health through improved air quality and increased physical activity.	07-5114 ATP/16-17 PA&ED $72,000 0717000110 S	2015-16 108-0890 FTF 20.30.720.100	$72,000
20 $120,000 Santa Monica LACMTA 07-Los Angeles	**Expo Station 4th Street Linkages to Downtown & Civic Center**. Improves pedestrian and bicyclist linkages on a 0.2 mile segment of 4th Street. (Statewide) Outcome/Output: The project will facilitate increased active transportation and transit use, reducing vehicle trips and greenhouse gas emissions, and increasing public health through improved air quality and increased physical activity.	07-5125 ATP/16-17 PA&ED $120,000 0717000109 S	2016-17 108-0042 SHA 20.30.720.100	$120,000
21 $11,000 Cudahy LACMTA 07-Los Angeles	**Wilcox Avenue Complete Streets and Safe Routes Project**. Installation of safety enhancements for pedestrians and eliminating hazardous conditions. (MPO) Outcome/Output: Create a safer and more comfortable environment for non-motorized users traveling to three schools, two parks, and the civic center by allowing more space, reduce proximity and exposure to vehicles, and lower vehicle speeds.	07-5128 ATP/16-17 PA&ED $11,000 0717000033 S	2015-16 108-0890 FTF 20.30.720.100	$11,000
22 $172,000 Huntington Park LACMTA 07-Los Angeles	**Uncontrolled Crosswalk Pedestrian Safety Enhancement Project**. The project will be installing safety enhancements for peds or eliminate hazardous conditions. (MPO) (CEQA-NOE, 10/06/2016) Outcome/Output: The project will improve pedestrian safety near schools within the City of Huntington Park. These improvements will help reduce the high number of traffic collisions involving both bicyclists and pedestrians, improve safety for children walking and bicycling to schools and promote increased physical activity as a means of addressing the city's public health issues.	07-5130 ATP/16-17 PS&E $172,000 0717000132 S	2016-17 108-0042 SHA 20.30.720.100	$172,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
23 $340,000 Torrance LACMTA 07-Los Angeles	**Downtown Torrance Active Transportation Improvement Project**. Overhauling the sidewalk system in the project area, traffic striping, signs, pedestrian signals, and bicycle parking amenities. (MPO) (CEQA-NOE, 06/22/2016) (NEPA- CE, 08/29/2016) Outcome/Output: The project will provide for increased walking and biking. It is estimated that the number of existing users will double in the next five years for both pedestrian and bicyclist.	07-5132 ATP/16-17 PS&E $340,000 0716000400 S	2015-16 108-0890 FTF 20.30.720.100	$340,000
24 $120,000 City of Los Angeles LACMTA 07-Los Angeles	**Downtown Los Angeles Broadway Historic Theater District Pedestrian Improvements 4th-6th Streets**. Installing curb extensions, widening sidewalks, improving pedestrian lighting, enhancing crosswalks, and provide pedestrian amenities; benches, street trees, landscaped buffers from traffic and bike racks. (MPO) Outcome/Output: Increase proportion of walking, increase the safety and mobility of non-motorized users and enhance public health by reducing childhood obesity.	07-5135 ATP/16-17 PA&ED $120,000 0717000120 S	2015-16 108-0890 FTF 20.30.720.100	$120,000
25 $643,000 ~~San Gabriel Valley Council of Governments (SGVCOG)~~ Southern California Association of Governments LACMTA 07-Los Angeles	**San Gabriel Valley Council of Governments - Regional Active Transportation Planning Initiative**. Non Infrastructure: Active Transportation Plan, Regional Greenway Network Plan, Regional Wayfinding Signage, Evaluation, Education and Encouragement. (MPO) (CEQA- NOE 09/01/2016) Time Extension for FY 15/16 CONST (non-infrastructure) expires December 31, 2016 Outcome/Output: The plans will be used to help develop consensus on interconnected active transportation infrastructure throughout the San Gabriel Valley.	07-5235 ATP/15-16 CONST $643,000 0717000148 S	2015-16 108-0042 SHA 20.30.720.100	$643,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
26 $30,000 Ventura County VCTC 07-Ventura	**Rio Real Elementary School - Pedestrian and Street Improvements Project**. Non-Infrastructure Component: Education, Encouragement, Enforcement, and Evaluation. (MPO) (CEQA- NOE 09/29/2016) (PPNO 07-5152A is the infrastructure component to PPNO 07-5152B) Outcome/Output: Encourage,educate,enfoce, and evaluate the use of active modes of transportation such as biking and walking.	07-5152B ATP/16-17 CONST $30,000 0717000133 S	2015-16 108-0042 SHA 20.30.720.100	$30,000
27 $1,613,000 City of Chino Hills SANBAG 08-San Bernardino	**Los Serranos SRTS**. Construct curb, gutter, sidewalk, and ADA-compliant curb ramps along eleven residential streets within the Los Serranos neighborhood of Chino Hills. (MPO) (CEQA - NOE, 04/02/2015.) (NEPA - CE, 06/11/2015.) Right of Way Certification 1, 09/20/2016 Time extension for FY 15-16 CON expires on Janauary 31, 2017. Outcome/Output: The project will provide a safer means for students walking or bicycling to four neighborhood schools.	08-1168 ATP/15-16 CONST $1,613,000 0815000141 S	2015-16 108-0042 SHA 108-0890 FTF 20.30.720.100	$185,000 $1,428,000
28 $8,000 City of Rialto SANBAG 08-San Bernardino	**Etiwanda Corridor Improvements**. Install bike lanes, bicycle detection, ADA-compliant pedestrian push buttons, high visibility crosswalks, rapid rectangular flashing beacons, new sidewalk, repaint existing crosswalks, and upgrade existing curb ramps along Etiwanda Avenue, et al. (Statewide) Outcome/Output: Promote bicycling and walking to nine schools and other destinations along the project limits by connecting to other bicycle routes and improving safety with a continuous ADA-compliant walkway to reduce greenhouse gas emissions.	08-1182 ATP/16-17 PA&ED $8,000 0817000019 S	2015-16 108-0042 SHA 20.30.720.100	$8,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
29 $143,000 City of San Bernardino SANBAG 08-San Bernardino	**San Bernardino City Sidewalk Gap Closure Safe Routes to School Project**. Construct sidewalk, curb, gutter, crosswalk striping, street lights, ADA-accessible curb ramps, and provide educational and encouragement activities in three locations. (Statewide) Outcome/Output: The project will improve the safety of routes to school increase the proportion of walking trips, encourage increased physical activity among school age children, and contribute to the reduction of childhood obesity.	08-1183A ATP/16-17 PA&ED $143,000 0816000185 S	2015-16 108-0890 FTF 20.30.720.100	$143,000
30 $5,000 Town of Yucca Valley SANBAG 08-San Bernardino	**Yucca Valley Elementary School Sidewalks**. Construct curb, gutter, sidewalk, and ADA-compliant curb ramps on Pueblo Trail from Hopi Trail to Bennock Avenue. (Statewide) Outcome/Output: The project will provide a safe routes to school for the students of Yucca Valley Elementary School.	08-1184 ATP/16-17 PA&ED $5,000 0816000132 S	2015-16 108-0890 FTF 20.30.720.100	$5,000
31 $295,000 City of Grand Terrace SANBAG 08-San Bernardino	**City of Grand Terrace - Active Transportation Program Planning**. A plan to create connectivity for non-motorized transportation. (MPO) (CEQA - Letter, 10/03/2016) Outcome/Output: This project will create well-planned, safe connectivity for non-motorized and active transportation to schools, shopping centers, community centers, public transportation, parks, and neighboring communities.	08-1192 ATP/16-17 CONST $295,000 0817000033 S	2016-17 108-0042 SHA 20.30.720.100	$295,000
32 $307,000 San Bernardino County SANBAG 08-San Bernardino	**Santa Ana River Trail Phase IV, Reaches B and C**. Construct a Class I bikeway along the Santa Ana River from Orange Street in the City of Redlands to Opal Street in the community of Mentone. (MPO) Outcome/Output: The project will extend the Class ISanta Ana River Trail bikeway in San Bernardino County.	08-1202 ATP/16-17 PA&ED $307,000 0817000067 S	2015-16 108-0890 FTF 20.30.720.100	$307,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
33 $249,000 Kern County KCOG 09-Kern	**Mojave Pedestrian Improvements**. Construct curbs, gutters, sidewalks, handicap access ramps, culvert extension and driveway approaches at an unincorporated community of Mojave and Kern county. Project is located on the East side of State Route 14 beginning approximately 300 feet north of the Oak Creek Road grade separation and continuing to approximately 800 feet north of the intersection of SR 14 and Old 58. (MPO) (CEQA - CE, 1/18/2016) (NEPA - CE, 3/25/2016) Right of Way Certification 1 - 10/10/2016. Time Extension for FY 15/16 CONST expires on December 31, 2016. Outcome/Output: Provide a safer route for pedestrian traffic along commercial frontages. **ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	09-6772 ATP/15-16 CONST $249,000 0916000026 S	2015-16 308-0890 FTF 20.20.720.100	$249,000
34 $760,000 City of Tracy SJCOG 10-San Joaquin	**Mt. Diablo/ Mt. Oso/C Street Improvements**. Curb, gutter, sidewalk and lighting on Mt. Diablo Avenue/Mt. Oso/C Street. Construction of sidewalk, curb, gutter, and lighting to provide pedestrian walking facility to school. (MPO) (CEQA - NOE, 10/31/2016.) (NEPA - CE, 03/18/2016) (Right of Way Certification 2: 10/20/2016.) (Contribution from other sources: $506,935; $200,000 Federal RSTP, $306,935 Local) Time Extension for FY 15/16 CONST expires December 31, 2016. Outcome/Output: Facilitate walking traffic and comply with ADA. Remove current obstacles to walking traffic.	10-3160 ATP/15-16 CONST $760,000 1016000054 S	2015-16 108-0890 FTF 20.30.720.100	$760,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
35 $475,000 City of Ripon SJCOG 10-San Joaquin	**River Road Sidewalk and Intersection Improvements**. Sidewalk, traffic signal, roadway improvements, landscaping improvements, lighting, and electrical improvements located at the intersection of River Road and Fulton Avenue and east on River Road for 1/4 of a mile. (MPO) (CEQA - ND, 08/04/2016.) (NEPA - CE, 10/07/2016.) (Right of Way Certification 1 - 10/11/2016) (Concurrent Consideration of Funding under Resolution E-16-90; December 2016.) (Contribution from other sources: $75,000.) Time Extension for FY 15/16 CONST expires December 31, 2016. Outcome/Output: Installing the intersection improvements will substantially reduce emissions, and improve safety and congestion for all modes over the next 20 years which will provide economic air quality, social and health benefits.	10-3210 ATP/15-16 CONST $475,000 1016000095 S	2015-16 108-0890 FTF 20.30.720.100	$475,000
36 $25,000 City of National City SANDAG 11-San Diego	**Sweetwater River Bikeway Connections/30th Street Bicycle Facility Improvements**. Located on 30th Street between D Avenue and 2nd Avenue, on 2nd Avenue between 30th Street and Sweetwater River Bikeway. Sweetwater River Bikeway entrances at 2nd Street and Hoover Avemie. Project will construct approximately one mile of Class II and Class III bicycle facilities to include bicycle detector loops and bicycle boxes. Decrease lane widths for vehicles. (Statewide) Outcome/Output: Enhanced connection between local network and Sweetwater River Bikeway at Hoover Avenue and 2nd Street entrances. Increased visibility of bicyclists and separate bicyclists from motorized users. Minimize collisions involving non-motorized users by reducing speed.	11-1212 ATP/16-17 PA&ED $25,000 1116000122 S	2015-16 108-0042 SHA 20.30.720.100	$25,000
37 $80,000 City of Santa Ana OCTA 12-Orange	**Lincoln Pedestrian Pathway Connectivity**. Construction of new 12-foot wide pedestrian and bicycle pathway along Lincoln Avenue from Park Lane to the Santiago Creek Trail. (MPO) Outcome/Output: The project will provide walking and biking opportunities for students and enhance safety for bicyclists and pedestrians.	12-1014 ATP/16-17 PA&ED $80,000 1217000033 S	2016-17 108-0042 SHA 20.30.720.100	$80,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1617-06**
38 $2,484,000 City of Brea OCTA 12-Orange	**City of Brea - Tracks at Brea, Segment 4**. Construct 0.6 mile of a 10-foot wide Class I paved bicycle trail and 3,400 linear feet of decomposed granite pedestrian path along the former Union Pacific Railroad right of way from State College Boulevard to Birch Street. (MPO) (CEQA - MND, 12/07/2007) (NEPA - CE, 07/25/2016) (Future Consideration of Funding approved under Resolution E 16-16; March 2016.) Right of Way Certification 1, 09/19/2016. Time Extension for FY 15-16 CON expires on 12/31/2016. Outcome/Output: The project will connect Segments 3 and 5 of the Tracks at Brea trails to promote expanded usage.	12-2170B ATP/15-16 CONST $2,484,000 1216000019 S	2015-16 108-0890 FTF 20.30.720.100	$2,484,000
39 $260,000 City of Santa Ana OCTA 12-Orange	**Civic Center Bike Boulevard**. Install bike boulevard improvements with applicable signage, striping, and signal improvements including protected left turn phasing. (Statewide) Outcome/Output: The project will slow motorized traffic and increase the visibility and safety of bicyclists and pedestrians.	12-2172O ATP/16-17 PA&ED $260,000 1217000034 S	2016-17 108-0042 SHA 20.30.720.100	$260,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 70

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 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-1617-07

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) defer an allocation of $1,190,000 for one Active Transportation Program (ATP) Active Transportation Resource Center (ATRC) (PPNO 0774) project in various counties, programmed in Fiscal Year 2017-18 because this project is advanced from a future program year.

ISSUE:

The attached vote list describes one ATP project totaling $1,190,000. Although the Department is ready to proceed with this project, it is recommended that the Commission defer this allocation.

FINANCIAL RESOLUTION:

Resolved, that $1,190,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-108-0042, for the ATP project described on the attached vote list.

Attachment

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2)	**Active Transportation Program Projects (ADVANCEMENTS)**			**Resolution FATP-1617-07**
1 $1,190,000 Department of Transportation Various 50-	**Active Transportation Resource Center (ATRC)**. (Non Infrastructure) Statewide Technical Assistance Resource Center for Active Transportation Program (Statewide) (CEQA-CE 10/21/2014) This project is programmed for $3,570,000, to be split over 3 years (FY 16-17, FY 17-18, FY 18-19) in the amount of $1,190,000 each year. FY 16-17 partial allocation of $1,190,000 approved at the October 2016 meeting. Outcome/Output: The project will provide active transportation support, training resource materials and continue safe route to school and active transportation health issue education throughout the State. **THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.**	50-0774 ATP/17-18 CONST $3,570,000 5017000034 S	2015-16 108-0042 SHA 20.30.720.100	$1,190,000 (partial)

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.1c.(10)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and Mass Transportation

Subject: **LETTER OF NO PREJUDICE - TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM RESOLUTION LONP TIRCP-1617-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) consider this Letter of No Prejudice (LONP) available under Senate Bill (SB) 9 for the Peninsula Corridor Electrification Project.

ISSUE:

The Peninsula Corridor Electrification Project will electrify the Caltrain Corridor between San Jose and San Francisco and include procurement of high performance Electric Multiple Unit trainsets necessary to operate the new service.

This project is ready to proceed with construction and will support increased ridership and reduced greenhouse gas emissions with benefits to two disadvantaged communities through increased capacity, increased frequency, and decreased travel times made possible by the electrification of the Caltrain Corridor and utilization of zero emission electric service. This corridor will be equipped with Positive Train Control technology, which will provide a safe travel experience, while utilization of zero emission electric service will provide significant reductions in engine noise. This project will also facilitate improved transit and intercity rail services and connections at the San Jose Diridon station where increased service will connect with the future High Speed Rail, as well as with existing local and long distance bus services provided by Altamont Corridor Express, Amtrak Capitol Corridor, and Coast Starlight.

Due to the majority of Transit and Intercity Rail Capital Program (TIRCP) funds becoming available through future auction proceeds, the Peninsula Corridor Joint Powers Board is requesting SB 9 authority to substitute $20,000,000 of programmed TIRCP funds with other local funds to keep the project on schedule.

BACKGROUND:

Government Code section 14556.33 allows an applicant agency that is either a regional or local entity to seek approval of an LONP. If approved by the Commission, the LONP allows the applicant agency to expend its own funds for any component of the transportation project, and seek allocation and reimbursement from the TIRCP in the future.

RESOLUTION LONP TIRCP-1617-02

Be it Resolved, with all conditions stipulated still in effect, the California Transportation Commission hereby approves a LONP for the Peninsula Corridor Electrification Project, programmed in, or otherwise funded by, the TIRCP; and

Be it Further Resolved, that the agency understands that they proceed at their own risk, as reimbursement is dependent on future availability of TIRCP funding; and

Be it Further Resolved, that the project component covered by an LONP should be ready to proceed to contract award (or equivalent) once the LONP is approved; and

Be it Further Resolved, that the agency shall report to the Department following LONP approval on progress in executing agreements and third party contracts needed to execute the work.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 72

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.6g.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS**
RESOLUTION TIRCP-1617-03

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $4,083,000 for the locally administered Transit and Intercity Rail Capital Program (TIRCP) Metropolitan Rapid Transit and Rail Connectivity Project (PPNO CP016) in Fresno County.

ISSUE:

The attached vote list describes one locally administered TIRCP project totaling $4,083,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $4,083,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-301-0046 of Reimbursement Authority for the TIRCP project described on the attached vote list.

Attachment

2.6 Mass Transportation 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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.(1)	**Transit and Intercity Rail Capital Program Projects**			**Resolution TIRCP-1617-03**
1 $4,083,000 City of Fresno COFCG 06-Fresno	**Metropolitan Rapid Transit and Rail Connectivity Project**. Modernizing fare payment systems and improved integration with transit and rail services as a funding match to purchase and install 55 ticket vending machines (TVM) and implement electronic fare media, both of which will enable the first use of SMART cards, as well as purchase two vehicles used to repair the TVM machines for Fresno's Bus Rapid Transit (BRT) on the Blackstone and Ventura/Kings Canyon Corridors. These project elements are part of a larger project which includes bus stop and other customer enhancing improvements on Fresno's BRT high frequency network and near-BRT corridor. Revenue service is planned for November 2017. The programmed amount for this project is $8,000,000. Upon approval of this allocation for $4,083,000, the remaining balance will be $3,917,000; which will be requested at a future CTC meeting. (Concurrent Consideration of Funding approved under Resolution E-16-91; December 2016.) Outcome/Output: Reduced greenhouse gas emissions, increased ridership, service within several disadvantaged communities, and improved integration with regional transit systems.	06-CP016 TIRCP/16-17 CONST $8,000,000 0017000077 S T357GA	2016-17 301-0046R PTA 30.10.070.000	$4,083,000 (Partial)

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 73

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7–8, 2016

Reference No.: 2.7a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED AERONAUTICS PROJECT AT PUBLIC-USE AIRPORT**
RESOLUTION FDOA-2016-03

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) allocate $499,000 for the Baker Airport-Runway Rehabilitation and Striping project in San Bernardino County, programmed in the 2016 Aeronautics Acquisition and Development Program.

ISSUE:

The attached list describes the locally administered Aeronautics project totaling $499,000. The agency for this project is ready to proceed and is requesting an allocation at this time.

Funding for this project will be from the rescission of two allocations ($520,000) from the Ruth Airport - Runway Overlay and Restriping project (Tri-7-14-1) in Trinity County. The two rescission resolutions appear on this month's Commission agenda (FDOA-2016-02 and FDOAS-2016-02).

FINANCIAL RESOLUTION:

Resolved, that $499,000 be allocated from the Aeronautics Fund, Non-Budget Act Item 2660-602-0041, for one locally administered Aeronautics project, as described on the following attachment.

Attachment

2.7 Aeronautics Financial Matters

Project # Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.7a.	**Aeronautics - Acquisition and Development (A&D) Program**		**Resolution FDOA-2016-03**
1 $499,000 County of San Bernardino San Bernardino	Baker Airport Rehabilitate Runway 15/33 SBD-38-16-1	2016-17 602-0041 10.10.020.200	$499,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 74

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.8b.(1)
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 16-44**

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 $8,468,000 for the construction of nine 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

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
1	City of Auburn Placer County PPNO: 03-1521 Nevada Street Pedestrian and Bicycle Facilities Project	$799,000	06/30/2016 FATP-1516-13 9 Months 09/30/2017 Support
	The City of Auburn (City) requests a nine-month extension to the period of contract award for the construction (CON) phase of the Nevada Street Pedestrian and Bicycle Facilities Project. The City experienced an unexpected delay in utility relocation. The project was delayed as Pacific Gas and Electric (PG&E) and the Union Pacific Railroad (UPRR) are taking longer to grant the required property easements the City needs, than was initially anticipated. Specifically, the UPRR internal acceptance and recording procedure for easements is much slower than PG&E had indicated to the City. Because the easements have not been issued by UPRR, PG&E has not issued their permit to the City, which will clear the way for CON. The most recent estimate from PG&E indicates the easements will be issued by the end of January 2017. The City would then, upon receipt of the easements, be able to complete their permits, advertise the project, open and vet bids, and have the City Council award the project by the end of September 2017. Therefore, the City requests a nine-month time extension to award the CON phase by September 30, 2017.		
2	City of Colfax Placer County PPNO: 03-1523 North Main Street Bike Route project	$220,000	06/30/2016 FATP-1516-13 6 Months 6/30/2017 Support
	The City of Colfax (City) requests a six-month extension to the period of contract award for the construction (CON) phase of the North Main Street Bike Route project. The City experienced an unexpected delay due to inadequate number of bidders. When the City bid the project, only a single bid was received, which exceeded the Engineer's Estimate. Given the funding shortfall, the City cancelled the bids and is currently revising their advertising process and bid package, to see if they can generate more interest and better bids from contractors. As part of revising the advertising and repackaging process, the City wishes to advertise the project in early Spring 2017, when contractors are more likely available to bid on projects. The City anticipates requiring six months to repackage, advertise and award the project. Therefore, the City requests a six-month time extension to award the CON phase by June 30, 2017.		
3	City of San Mateo San Mateo County PPNO: 04-1040C City of San Mateo Safe Routes to School Program	$1,720,000	06/30/2016 FATP-1516-13 6 Months 06/30/2017 Support
	The City of San Mateo (City) requests a six-month extension to the period of contract award for the construction (CON) phase of the City of San Mateo Safe Routes to School Program project. The City experienced an unexpected delay in re-scoping the project. The City was unexpectedly delayed when they recently learned a more formal procedure for scope change would be required by the Commission than they originally anticipated. The project scope needs to be reduced because a number of the improvements specified in the original scope of work for the project were completed by the City using other projects and other funding sources. The City did not realize this scope change will have to be approved by the Commission during one of their scheduled meetings, and therefore did not account for the additional time it would take to prepare, submit and have their request voted upon by the Commission. To allow sufficient time in the schedule for this process, the City is requesting an additional six-months to award the project. Therefore the City requests a six-month time extension to award the CON phase by June 30, 2017.		

CEQA- California Environmental Quality Act
NEPA-National Environmental Policy Act
ATP-Active Transportation Program

FHWA-Federal Highway Administration
The Department-California Department of Transportation

Time Extension/Waiver – Project Contract Award Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
4	City of Alameda Alameda County PPNO: 04-2190E Cross Alameda Trail Project	$668,000	05/19/2016 FATP-1516-09 3 Months 02/28/2017 Support
	The City of Alameda (City) requests a three-month extension to the period of contract award for the construction (CON) phase of the Cross Alameda Trail Project. The City experienced an unexpected delay in permitting the project. This project is located on a site with soil contaminates, requiring the City to remediate the soil as part of the project. The soil remediation is spelled out in the Remedial Action Workplan (RAW) developed for the project. When the project request for allocation was submitted, the City anticipated the Department of Toxic Substance Control (DTSC) would approve the RAW the City had submitted. This was not the case and the DTSC requested changes to the City's RAW, which in turn impacted the CON contract and work items. Making the changes to the RAW and then the construction plans, specifications and estimate has resulted in a three-month project delay. Therefore, the City requests a three-month time extension to award the CON phase by February 28, 2017.		
5	City of Santa Cruz Santa Cruz County PPNO: 05-2691 Branciforte Creek Bicycle/Pedestrian Bridge Project	$1,800,000	06/30/2016 FATP-1516-09 3 Months 03/31/2017 Support
	The City of Santa Cruz (City) requests a three-month extension to the period of contract award for the construction (CON) phase of the Branciforte Creek Bicycle/Pedestrian Bridge Project. The City experienced an unexpected delay in permitting the project. Construction of the project was originally anticipated to begin in the Summer of 2016, while the Lorenzo River and Branciforte Creek are at their lowest levels. However, due to California Fish and Wildlife (CAFW) workload issues, CAFW was unable to provide a draft Lake or Streambed Alteration Agreement (Agreement) to the City by the statutory deadline. This was longer than the City had anticipated and delayed award of the construction contract. Although the City is now legally allowed to proceed without a CAFW Agreement, CAFW has imposed a "seasonal work" period on the project for construction, beginning no sooner than April 1st. To align the project schedule with this requirement, the City of Santa Cruz requests a three-month time extension to award the project. Therefore, the City requests a three-month time extension to award the CON phase by March 31, 2017.		
6	City of Wasco Kern County PPNO: 06-6751 Teresa Burke Elementary School Bike and Pedestrian Infrastructure Improvements Project	$1,570,000	03/17/2016 FATP-1516-09 2 Months 11/30/2016 Support
	The City of Wasco (City) requests a two-month extension to the period of contract award for the construction (CON) phase of the Teresa Burke Elementary School Bike and Pedestrian Infrastructure Improvements Project. The City experienced an unexpected delay during the bid qualifying procedures. The City was delayed when they found problems with the apparent low bidder's Disadvantage Business Enterprise Good Faith Effort (GFE). The City gave notice to the apparent low bidder, and informed the bidder of the City's intent to deem their bid "non-responsive" due to an inadequate GFE. In response, the apparent low bidder has requested a reconsideration hearing. To allow time to review the information received at the reconsideration hearing, and make a decision on award will require two months beyond the original deadline. Therefore, the City requests a two-month time extension to award the CON phase by November 30, 2016.		

Time Extension/Waiver – Project Contract Award Deadline
Active Transportation Program

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Initial Request Extended Deadline Department Recommendation
7	City of Stockton San Joaquin County PPNO: 10-5001 Fremont Square Sidewalk Reconstruction Project	$649,000	06/30/2016 FATP-1516-09 8 Months 08/31/2017 Support
	The City of Stockton (City) requests an eight-month extension to the period of contract award for the construction (CON) phase of the Fremont Square Sidewalk Reconstruction Project. The City experienced an unexpected delay bidding the project. Due to the number of ATP projects in the area that were out to bid at the same time this project was advertised, the three bids the City received exceeded the Engineer's Estimate. The City is currently reviewing their options for reducing CON costs, and will be re-advertising the project. The City anticipates; rejecting the all three bids, revising the Plans, Specifications & Estimate package to save costs, re-advertising the project, and receiving City Council approval to award the project by August 31, 2017. Therefore, the City requests an eight-month time extension to award the CON phase by August 31, 2017.		
8	City of Stockton San Joaquin County PPNO: 10-3104 Calaveras River Bicycle and Pedestrian Path Rehabilitation Project	$668,000	06/30/2016 FATP-1516-09 8 Months 08/31/2017 Support
	The City of Stockton (City) requests an eight-month extension to the period of contract award for the construction (CON) phase of the Calaveras River Bicycle and Pedestrian Path Rehabilitation Project. The City experienced an unexpected delay obtaining a reasonable bid estimate. Due to the number of ATP projects in the area that were out to bid at the same time this project was advertised, the City only received a single bid for the project, which exceeded the amount that had been estimated for the project. The City is currently reviewing their options for reducing CON costs, and will be re-advertising the project. The City anticipates rejecting the single bid, revising the Plans, Specifications & Estimate package to save costs, re-advertising the project, and receiving City Council approval to award the project by August 31, 2017. Therefore, the City requests an eight-month time extension to award the CON phase by August 31, 2017.		
9	City of Stockton San Joaquin County PPNO: 10-3187 McKinley Elementary Safe Routes to School Project	$374,000	06/30/2016 FATP-1516-09 8 Months 08/31/2017 Support
	The City of Stockton (City) requests an eight-month extension to the period of contract award for the construction (CON) phase of the McKinley Elementary Safe Routes to School Project. The City experienced an unexpected delay advertising and awarding the project. Due to the number of ATP projects in the area that were out to bid at the same time this project was advertised, the City found they needed to advertise this project for an additional two weeks to ensure an adequate number of competitive bids were received. However, the apparent low bidder came in over the Engineer's Estimate for the project and the City does not have the funds to cover the shortfall. The City is currently reviewing their options for reducing CON costs, and will be re-advertising the project. The City anticipates rejecting bids, and either revising the Plans, Specifications & Estimate package to save costs, or rescoping the project, which will require Commission approval. In either case, the City anticipates re-advertising the project and receiving City Council approval to award the project by August 31, 2017. Therefore, the City requests an eight-month time extension to award the CON phase by August 31, 2017.		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 75

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.8b.(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 CONTRACT AWARD FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES WAIVER 16-45**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the C Street/Central Galt Complete Streets project (PPNO 6576) in Sacramento County listed on the attached document for the time period shown.

ISSUE:

The Commission allocated $2,000,000 for construction of the locally administered State Transportation Improvement Program (STIP) project identified on the attachment. The responsible agency has been unable to award the contract within six months of allocation. 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 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 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	City of Galt Sacramento County PPNO: 03-6576 C Street/Central Galt Complete Streets Project	$2,000,000	05/19/2016 FP-15-36 19 Months 06/30/2018 Support

The City of Galt (City) is requesting a 19-month extension to the period of contract award for the construction (CON) phase of the C Street/Central Galt Complete Streets Project. The City experienced an unexpected delay bidding the project.

When the City received bids for the project, the lowest bid was $750,000 over the Engineer's Estimate, equating to a 30 percent increase in cost. To make up the shortfall, the City plans to use funding they hope to receive from a lawsuit they filed against the State over redevelopment bond financing. The City anticipates it will take 12 months for the trial to conclude and for the funds to become available. Once the funds are received the City, will need an additional two months to update the project specifications, two months to advertise, one month to evaluate the bids and two months for the City Council to award the project. This equates to the City needing a 19-month extension to award CON. Should the City lawsuit plan fail, the City's alternative plan is to request a scope change in a future Commission meeting.

Therefore, the City requests a 19-month time extension to award the CON phase by December 31, 2017.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 76

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.8b.(3)
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 16-46

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve time extensions for the period indicated for three State Highway Operation and Protection Program (SHOPP) projects described on the attachment.

ISSUE:

On May 18, 2016, the Commission allocated $5,061,000 for three SHOPP projects. In accordance with Resolution G-13-07, the deadline to award contracts for projects allocated in May 2016 is November 30, 2016. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the time extension request.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, 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 20 months in accordance with Government Code Section 14529.8.

Attachment

2.8b.(3) Time Extension / Waiver - Contract Award
Waiver 16-46

Proj No	Dist-PPNO	EA	Work Description	Fund Source	Allocation Amount	Allocation Date	Months Requested	New Award Deadline
1	05-2292Y	0T631	In Gaviota, from 0.8 mile north of Beckstead Overcrossing to 0.8 mile south of Gaviota Gorge Tunnel. Planting mitigation.	SHOPP	$240,000	5/18/16	6	May-2017

Reason for Delay: This project was allocated on May 18, 2016. The project advertising and award are being handled by the Department's Division of Procurement and Contract (DPAC) unit as construction capital was under the $291,000 limit. Since construction capital was under the $291,000 limit, Minor B rules were used to speed up the advertising and awarding contract processes. Bids were opened and two bids were received. The first bidder came in at 26 percent over the Engineer's Estimate (EE) and the second bidder came in at 84 percent over the EE. Under the Minor B rules, the second bidder is considered non-responsive because the bid amount was outside of the Minor B limit. The DPAC unit could not move forward to award the project as this solicitation was an informal Minor B process and more than one qualified bidder is required. Therefore, the Department will have to rebid the project. A new bid opening date is scheduled on November 7, 2016. The six-month time extension will allow the Department sufficient time to award the contract.

2	05-2360	1C120	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. Construct roadside paving, access gates, weed barriers and relocate facilities.	SHOPP	$1,633,000	5/18/16	6	May-2017

Reason for Delay: The project was advertised on June 13, 2016. Bids opened on July 13, 2016. Three bids were received. The lowest bidder requested bid relief due to errors in their bid. The second and third lowest bidders came in at 34.4 percent and 34.5 percent above the EE resulting in a funding shortfall. Additional G-12 funds were not sufficient to cover the funding shortfall therefore, Supplemental Funds Request was requested and approved by the Commission at the October 2016 Meeting. The six-month time extension request will allow the Department sufficient time to award the project.

3	06-6697	0Q630	In Fresno and Madera Counties at various locations in and near the city of Fresno. Roadside safety improvements	SHOPP	$3,188,000	5/18/16	12	Nov-2017

Reason for Delay: The project was advertised on June 20, 2016. Bids opened on July 26, 2016. Four bids were received. The lowest bidder did not submit their paperwork timely and did not extend their bid. The second lowest bidder was found non-responsive. The third and fourth bidders are 44 percent and 45 percent above the EE. The Department decided to reject all remaining bids, re-package, and re-advertise the project using existing funds. The 12-month time extension will allow the Department sufficient time to award the project.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 77

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.8b.(4)
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 CONTRACT AWARD FOR LOCALLY ADMINISTERED STIP PROJECT, PER STIP GUIDELINES WAIVER 16-47**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) approve a six-month extension for the period of contract award to June 30, 2017, for the Orange Transportation Center Parking Structure project (PPNO 9657) in Orange County.

ISSUE:

In June 2016, the Commission approved Resolution MFP-15-10 allocating $13,762,000 to the Orange County Transportation Authority (OCTA) for the Orange Transportation Center Parking Structure project. OCTA's initial plan was to award a third party construction contract immediately following the bidding process. However, in September 2016, OCTA discovered the design plans did not meet the Federal Transit Administration's "Buy America" requirement and cancelled the Invitation for Bid (IFB) in order to revise the design plans. As a result, the contract award has been delayed several months, and a new IFB is expected to be announced in December 2016. This extension request includes additional time to cover bid protests or any unexpected delays.

Therefore, OCTA respectfully requests a six-month extension for the period of contract award to June 30, 2017.

BACKGROUND:

In August 2015, the Commission adopted 2016 STIP Guidelines (Resolution G-15-18) which require the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. Current State Transportation Improvement Program guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 78

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.8b.(5)
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 CONTRACT AWARD FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS, PER TIRCP GUIDELINES WAIVER 16-49**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the Transit and Intercity Rail Capital Program (TIRCP) Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvement project, in Los Angeles County, for the time period identified on the attached document.

ISSUE:

The Commission allocated a total of $38,494,000 for the construction of Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational project at its June 2016 meeting. The responsible agency has been unable to award the third party contracts by the established deadline. The following attachment provides a description of the project and explanation for project delays

BACKGROUND:

The California State Transportation Agency adopted TIRCP Guidelines, which require the implementing agency of the project to request a time extension if the third party contract will not be awarded within six months of the allocation.

Attachment

Reference No.: 2.8b.(5)
December 7-8, 2016
Attachment

Time Extension/Waiver – Contract Award
Rail/Transit Projects

Project #	Applicant County Project Description Reason for Project Delay	Extension Amount Phase	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	Los Angeles County Metropolitan Transportation Authority Los Angeles County Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvements	$38,494,000 CONST	June 30, 2016 TIRCP-1516-09 6 months 06/30/2017 Support
	The Los Angeles County Metropolitan Transportation Authority is requesting a six-month extension for the period of contract award of the Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvements project. The project contract award has been delayed due to a delay in finalizing contract language modification. Modification of the contract language is needed to help reduce the time required for selecting a contractor and to provide valuable information before the start of work, minimizing construction delays. The additional time requested to finalize contract modifications is not expected to impact the estimated project completion date. A six-month extension for the period of contract award is being requested to extend the deadline to June 30, 2017.		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 79

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.8b.(6)
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 CONTRACT AWARD FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS, PER TIRCP GUIDELINES WAIVER 16-50**

RECOMMENDATION:

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) approve the request to extend the period of contract award for the Bus Rapid Transit Expansion – MLK and Crosstown Miner Corridors Transit and Intercity Rail Capital Program project, in San Joaquin County, for time period specified in the attachment

ISSUE:

Senate Bill 862 (Chapter 36, Statutes of 2014) and modified by Senate Bill 9 (Chapter 710, Statutes of 2015) established the Transit and Intercity Rail Capital Program (TIRCP). The TIRCP is a unique program which is administered by the California Transportation Agency (Transportation Agency), with administration assistance provided by the Department. The Commission's role with respect to TIRCP is outlined in statute and the TIRCP Guidelines, which were adopted in February 2016.

With respect to contract award extensions, the TIRCP Guidelines provide that "consistent with Commission policies, allocations must be requested in the fiscal year of project programming, and are valid for award for six months from the date of allocation unless the Commission approves an extension. Agencies should not request Commission allocations unless prepared to award contracts related to the allocation within six months." The Commission's policy regarding contract award extensions requires that the responsible agency demonstrate events which constitute an unforeseen and extraordinary circumstance. The attachment provides a description of each project and a more detailed explanation for project delays.

BACKGROUND:

The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 and modified by Senate Bill 9 to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. The Transportation Agency adopted guidelines in February 2016 to set forth the policy, standards, criteria, and procedures for the development, adoption and management of the TIRCP. The Commission's role under the program includes award and allocation of funds for TIRCP projects.

Attachment

Time Extension/Waiver – Contract Award
Rail/Transit Projects

Project #	Applicant County Project Description Reason for Project Delay	Extension Amount Phase	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	San Joaquin Regional Transit District San Joaquin County Bus Rapid Transit Expansion – MLK and Crosstown Miner Corridors	$6,841,000 CONST	March 17, 2016 TIRCP-1516-05 9 months 06/30/2017 Support
	The San Joaquin Regional Transit District is requesting a nine-month extension for the period of contract award of the Bus Rapid Transit Expansion – MLK and Crosstown Miner Corridors project. The contract award has been delayed due to the engineering phase taking longer than expected. The design and engineering phase were delayed as they were dependent on a change in scope to the MLK Corridor study which was altered to incorporate zero emission electric buses on the MLK corridor which took longer than originally anticipated. Additional delays resulted from right-of-way acquisition negotiations with the City of Stockton taking longer than anticipated. The construction phase is dependent on the completion of the design and engineering phase, resulting in a need for additional time to award a third-party contract. A nine-month extension for the period of contract award is being requested to extend the deadline to June 30, 2017.		

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 80

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 7-8, 2016

Reference No.: 2.8c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce Roberts, Chief
Division of Rail and
Mass Transportation

Subject: **REQUEST TO EXTEND PERIOD OF PROJECT COMPLETION FOR A STATE ADMINISTERED STIP RAIL PROGRAM PROJECT PER STIP GUIDELINES WAIVER 16-48**

RECOMMENDATION:

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) approve a 20-month extension for the period of project completion to August 31, 2018, for the Stockton to Escalon Double Track Project, Segment 3 (PPNO 2030A) in San Joaquin County.

ISSUE:

At its October 2013 meeting, the Commission approved Resolution MFP-13-02 allocating $20,500,000 to the Department for the construction of 3.8 miles of double track, including all necessary related infrastructure modifications on the BNSF Railway Company main line. On January 1, 2014, the contract was awarded, and work commenced on the track. The project is 87 percent complete. However, the California Public Utilities Commission General Order-88B application to add a track crossing to the project was not approved timely. The project will not be completed by the termination date of December 31, 2016.

Therefore, the Department respectfully requests a 20-month extension for the period of project completion to August 31, 2018.

FINANCIAL RESOLUTION:

Current State Transportation Improvement Program 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.