

**CALIFORNIA TRANSPORTATION COMMISSION**

**Adoption of the 2018 Local Partnership Competitive Program**

**Resolution LPP-P-1718-01**



- 1.1 **WHEREAS**, on April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), enacted as the Road Repair and Accountability Act of 2017, creating the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects; and
- 1.2 **WHEREAS**, June 27, 2017, the Governor signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding; and
- 1.3 **WHEREAS**, SB 1 provides \$100 million annually for the Local Partnership Competitive Program; and
- 1.4 **WHEREAS**, the Commission adopted the 2018 Local Partnership Program Guidelines on October 18, 2017; and
- 1.5 **WHEREAS**, the Commission adopted the SB 1 Accountability and Transparency Guidelines on March 21, 2018; and
- 1.6 **WHEREAS**, the staff recommendations conform to the program guidelines and other requirements of statute for the Local Partnership Program; and
- 1.7 **WHEREAS**, Commission Staff prepared initial program recommendations that included \$308.8 million for 27 projects valued at more than \$1.74 billion; and
- 1.8 **WHEREAS**, the Commission staff recommendations for the 2018 Local Partnership Competitive Program were published and made available to the Commission, the California Department of Transportation (Department), regional transportation agencies, and county transportation commissions on April 25, 2018; and
- 1.9 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its May 16-17, 2018 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2018 Local Partnership Competitive Program, as reflected in the attached staff recommendations; and
- 2.2 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a "not to exceed amount" and that any increases in cost estimates beyond the

levels reflected in the adopted program are the responsibility of the appropriate agency; and

- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2018 Local Partnership Competitive Program must be in compliance with the Local Partnership Program Guidelines and the SB 1 Accountability and Transparency Guidelines; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2018 Local Partnership Competitive Program with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater, must enter into a Baseline Agreement to be approved by the Commission within four months of project adoption. The Commission may delete a project for which no Baseline Agreement is executed; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission staff, in consultation with the Department and project sponsors, is authorized to make minor technical changes as needed to the 2018 Local Partnership Competitive Program 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; and
- 2.5 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2018 Local Partnership Competitive Program of projects on the Commission's website.

**Adopted 2018 Local Partnership Competitive Program of Projects**  
(\$1,000s)

County	Applicant Agency	Project Title	Project Description	Consensus Rating	Total Project Cost	Total Requested Funding	Total Recommended Funding	Construction Fiscal Year	Agency Priority	Voter-Approved (V) or Imposed (I) Fee?	Population Category
Alameda/Contra Costa	Alameda-Contra Costa Transit District	Purchase Hybrid Buses	Purchase of 59 new 40-foot hybrid diesel-electric buses to replace existing diesel buses to retire from fleet.	MED/HIGH	\$47,200	\$15,000	\$15,000	2018-19	1	V	1
Contra Costa	Contra Costa Transportation Authority	Rt 680/4 Interchange, Phase 3	Construct 9.8 miles of both mixed flow lanes and HOV/HOT lanes; Widen median of Rt 4 in both directions from east of Milano Way/Glacier Drive to east of Rt 680 and from east of Grayson Creek to east of Rt 242; Outside widening along Rt 4 in both directions at Pacheco Blvd and Rt 680; Retrofit bridges to meet seismic standards; Replace Grayson Creek Bridge; and Raise profile of Rt 4 from east of Rt 680 to east of Grayson Creek.	MED/HIGH	\$135,099	\$33,600	\$33,600	2018-19	1	V	2
Contra Costa	San Pablo	Rumrill Boulevard Complete Streets	In the City of San Pablo. Complete Streets improvements and road diet, including: Widen sidewalks; Construct Class IV cycle tracks; Traffic signal improvements; Improvement of transit stops; Pavement striping; Flashing beacons.	MED/HIGH	\$15,267	\$3,200	\$3,200	2019-20	1	I	5
El Dorado	Placerville	Western Placerville Interchanges Phase 2	In the City of Placerville. Upgrade interchange at Ray Lawyer Drive and Rt 50; Construct Eastbound Rt 50 off-ramp; Construct park and ride lot; Improvements to Forni Road and Ray Lawyer Drive.	MED/HIGH	\$12,725	\$1,070	\$1,070	2018-19	1	I	5
Los Angeles	Claremont	Foothill Blvd Master Plan Green Streets Improvements	In the City of Claremont. Streets Improvements to a 2.5-mile, four-lane divided corridor along Foothill Boulevard to include: Closing a 2,300 ft sidewalk gap; Installation of 2.35 miles of Class II bicycle lanes and 1.5 miles of cycle track; Curb extensions; Pedestrian enhancements; Improvements to lighting and signage; and Bus stop improvements.	HIGH	\$16,000	\$7,000	\$7,000	2018-19	1	I	5
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Metro Orange Line Bus Rapid Transit Improvements	Bus Rapid Transit improvements along the Metro Orange Line route between North Hollywood Station and Chatsworth Station. Construct one aerial grade-separated structure over five intersections; Railroad-type four-quadrant gating systems at 34 intersections along a 17-mile segment; and Elevate existing bike path.	MED/HIGH	\$320,300	\$80,000	\$75,000	2019-20	2	V	1
		La Cañada Flintridge Soundwalls	In the City of La Cañada Flintridge. Construction of four soundwalls totaling 5,806 ft along Rt 210, from Hampton-Foothill undercrossing to Berkshire Place undercrossing.	N/A	\$10,720	\$5,000	\$5,000	2019-20	4	V	1
Los Angeles	Santa Clarita	Vista Canyon Metrolink Station	In the City of Santa Clarita. Construct a Metrolink Station: new railroad track; signal improvements; drainage improvements; 25,000 square foot center platform; grade-separated pedestrian access; construct new parallel rail track and rail bridge; install new rail signal.	MED/HIGH	\$28,210	\$8,908	\$8,908	2019-20	1	I	4
Madera	Madera County Transportation Authority	Oakhurst Midtown Connector	In the unincorporated area of Oakhurst, Madera County. Construction of new two-lane road, bridge, intersection, and pedestrian/bicycle facilities; Widening of Rt 41; Intersection improvements.	MED/HIGH	\$12,807	\$5,000	\$5,000	2018-19	1	V	4
Monterey	Transportation Agency for Monterey County	Marina Salinas Multimodal Corridor: Imjin Parkway	In the City of Marina. Widen Imjin Parkway to 4 lanes between Reservation Road and Imjin Road; Construct corridor roundabout; Transit improvements.	MED/HIGH	\$42,300	\$19,000	\$19,000	2019-20	1	V	3
Orange	Orange County Transportation Authority	Orange County Signal Synchronization	Synchronize signals at multiple intersections along 4 county-wide corridors.	MED/HIGH	\$13,691	\$6,845	\$6,845	2018-19	1	V	1
Riverside	Riverside County Transportation Commission	Rt 15 Railroad Canyon Road Interchange	In the City of Lake Elsinore. Widen Railroad Canyon Road to 8 lanes; Reconstruct northbound diamond ramps to Railroad Canyon Road; Widen Railroad Canyon Road southbound entrance ramp to 3 lanes; Construct acceleration lane; Reconstruct Railroad Canyon Road southbound exit ramp to 2 lanes.	MED/HIGH	\$35,000	\$15,000	\$15,000	2019-20	1	V	1
Riverside/San Bernardino	Calimesa and Yucaipa	County Line Road Transportation Corridor	In the cities of Calimesa and Yucaipa. Construct 4 single-lane and 1 multi-lane roundabouts; and Improvements to street, pedestrian facilities, and bicycle facilities.	MED/HIGH	\$10,050	\$3,747	\$3,747	2018-19	1	I	5
Sacramento	Sacramento Transportation Authority	Capital SouthEast Connector Expressway	In the City of Elk Grove. Construct 4 lanes between Rt 99 and Bruceville Road.	MED/HIGH	\$40,000	\$20,000	\$20,000	2019-20	1	V	1
Sacramento	Sacramento	Downtown Sacramento Grid 3.0 Mobility: Network Improvements on the Grid	In the City of Sacramento. Reconfigure roadways; Two-way street conversions; Construct Class IV parking-protected bikeways; and Upgrade pedestrian ramps.	MED/HIGH	\$11,870	\$5,000	\$5,000	2019-20	1	I	3
San Bernardino	Hesperia	Ranchero Road Widening	In the City of Hesperia. Widen 5 miles of Ranchero Road to 4 lanes, including constructing a bridge over the California Aqueduct; Widen an at-grade crossing; and Signalization of three intersections.	HIGH	\$37,000	\$3,900	\$3,900	2018-19	1	I	5
San Bernardino	Highland	3rd Street/5th Street Corridor Improvements	In the City of Highland. Reconstruct and rehabilitate pavement; Widen pavement; Realign intersection; Construct a new intersection; Install new street lights; and Construct new sidewalks and bike lanes.	HIGH	\$7,057	\$1,700	\$1,700	2019-20	2	I	5

Adopted 2018 Local Partnership Competitive Program of Projects  
(\$1,000s)

County	Applicant Agency	Project Title	Project Description	Consensus Rating	Total Project Cost	Total Requested Funding	Total Recommended Funding	Construction Fiscal Year	Agency Priority	Voter-Approved (V) or Imposed (I) Fee?	Population Category
San Bernardino	Rialto	Alder Avenue/Randall Avenue Road Way Improvements	In the City of Rialto. Roadway improvements to N Alder Avenue between W Baseline Road and W Renaissance Parkway, and to W Randall Avenue between S Cactus Avenue and S Riverside Avenue. Add bike lanes; Close sidewalk gaps; Add vehicle turn lanes; Widen mid-block travel lanes; Construct roadway medians; Modify signal timings; Widen Alder Avenue to 4 lanes; Add new curbside parking; and ADA-compliant facility upgrades on Randal Avenue.	MED/HIGH	\$4,582	\$2,291	\$2,291	2018-19	1	I	4
San Bernardino	Apple Valley	Rt 18 West End Widening/Ph1 - Apple Valley Rd Realignment	In the City of Apple Valley. Widen Rt 18 to 6 lanes; Realign and widen Apple Valley Road; Replace traffic signal; Construct retaining wall; and Curb and sidewalk improvements.	MED/HIGH	\$8,910	\$4,450	\$4,450	2019-20	1	I	5
San Bernardino	San Bernardino County Transportation Authority	Redlands Passenger Rail <sup>(1)</sup>	Construct 9 miles of passenger rail line between Downtown San Bernardino and Redlands. Construction of 5 new transit stations: San Bernardino Transit Center, Tippecanoe Avenue Station, New York Street Station, Downtown Redlands Station; and University Station at the University of Redlands.	MED/HIGH	\$282,277	\$17,000	\$10,831	2018-19	1	V	1
San Diego	Escondido	Citracado Parkway Transportation Connections	In the City of Escondido. Construct 4 through lanes; Install sidewalk; Install street lighting; Construct buffered bike lanes; Signalize major intersections; Construct a 250-foot long bridge; Link existing and proposed bike lanes; and Transit improvements.	MED/HIGH	\$34,193	\$12,500	\$12,500	2019-20	1	I	4
San Francisco	San Francisco County Transportation Authority	Jefferson Street Improvements, Phase II	In the City of San Francisco. Install narrowed geometrically-patterned streets; Widen sidewalks; Install pedestrian-scale lighting; and Construct bike parking.	MED/HIGH	\$14,883	\$6,782	\$6,782	2018-19	2	V	2
San Mateo	San Mateo County Transportation Authority	Rt 101 San Mateo and Santa Clara Managed Lanes	Construct a 22-mile long managed lane (HOV/HOT) in both the north and south directions from the terminus of the Santa Clara County managed lane at Matadero Creek to north of I-380; Construct managed lane infrastructure including signs, and electrical and communication systems.	MED/HIGH	\$534,000	\$20,000	\$20,000	2019-20	1	V	2
Santa Clara	Santa Clara Valley Transportation Authority	Mathilda Avenue Improvements at Rt 237 and Rt 101	In the City of Sunnyvale. Construct on/off ramp improvements at Rt 237 and Rt 101; and Construct new and enhanced pedestrian and bicycle facilities.	MED/HIGH	\$42,000	\$17,000	\$17,000	2018-19	1	V	1
Santa Cruz	Santa Cruz County Regional Transportation Commission	Glenwood Active Transportation	In the City of Scotts Valley. Complete roadway rehabilitation; Install Class II bike lanes; Complete accessibility improvements; and Construct 5 miles of trail.	MED/HIGH	\$2,000	\$1,000	\$1,000	2018-19	2	V	4
Stanislaus	Stanislaus Council of Governments	Rt 99/Fulkerth Road Interchange Improvement	In the City of Turlock. Widen Fulkerth Road; Construct retaining walls under Rt 99; Widen northbound off-ramp; Reconstruct northbound on-ramp to provide two mixed-flow lanes and one HOV preferential lane; Realign southbound off-ramp for two mixed flow lanes and one HOV preferential lane; and Intersection improvements.	MED/HIGH	\$11,020	\$3,009	\$3,009	2018-19	1	V	3
Yolo	Woodland	West Main Street Bicycle/Pedestrian Mobility and Safety	In the City of Woodland. Construct new bicycle lanes; Sidewalk improvements; Transit access improvements; Narrow travel lanes; and Pavement rehabilitation.	MED/HIGH	\$10,744	\$2,000	\$2,000	2018-19	1	I	5
					<b>\$1,739,905</b>	<b>\$320,002</b>	<b>\$308,834</b>				

(1) Recommending less than requested amount - funding available in Local Partnership Formulaic Program

# Memorandum

TAB 21

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 16-17, 2018

Reference No.: 4.7  
Action

Published Date: May 4, 2018

From:   
SUSAN BRANSEN  
Executive Director

Prepared By: Matthew Yosgott  
Associate Deputy Director

Subject: **ADOPTION OF THE 2018 LOCAL PARTNERSHIP COMPETITIVE PROGRAM  
RESOLUTION LPP-P-1718-01**

## **ISSUE:**

Should the California Transportation Commission (Commission) adopt the 2018 Local Partnership Competitive Program?

## **RECOMMENDATION:**

Staff recommends the Commission adopt the 2018 Local Partnership Competitive Program in accordance with staff recommendations, consistent with the attached resolution.

## **BACKGROUND:**

On April 28, 2017, the Governor signed Senate Bill (SB) 1 (Beall, Chapter 5, Statutes of 2017), which established the Local Partnership Program to provide funding to jurisdictions that have sought and received voter approved taxes and enacted fees for road maintenance and rehabilitation and other transportation improvement projects. On June 27, 2017, the Governor signed Assembly Bill (AB) 115 (Ting, Chapter 20, Statutes of 2017) which clarified language in SB 1 regarding local and regional transportation agency eligibility and expanded the types of projects eligible for program funding.

In June 2017, the Commission initiated the process to implement the Local Partnership Program by developing the Local Partnership Program Guidelines. The Commission held multiple workshops between June 2017 and October 2017 to solicit input on the development of the Local Partnership Program Guidelines. These workshops included consultation with stakeholders representing regional agencies, local governments, private industry, and other advocates. The Commission's guidelines, adopted at its October 18, 2017 meeting, describe the policy, standards, criteria and procedures for the development and management of the 2018 Local Partnership Competitive Program.

The Commission established the 2018 Local Partnership Competitive Program as a three year, \$300 million (fiscal years 2017-18 through 2019-20) program. Project nominations were due to the Commission on, or postmarked by, January 30, 2018.

Development of Staff Recommendations

The Commission received 90 project nominations seeking over \$900 million. Since SB 1 provides an on-going funding source for the Local Partnership Program, agencies with projects not recommended for funding in this cycle will have the opportunity to apply for funding in subsequent cycles.

An evaluation team, consisting of Commission and Caltrans staff, reviewed all 90 project nominations based on the screening and evaluation criteria set forth in the Commission's adopted guidelines, found in Attachment C. Each project evaluation resulted in a consensus rating for that project. Due to the competitive nature of this program, staff evaluations were limited to the documentation submitted in the application package. All projects nominated for funding provided significant value to their respective sponsors, and the amount of funding requested clearly reflects the significant need to address transportation improvements across all localities in the state.

Recommendations for funding are set forth on the attached list of projects in Attachment B. The recommended projects were determined to be the projects that best address the criteria as outlined in the guidelines, and were those that received the highest consensus ratings among the evaluation team. Staff recommends Local Partnership Competitive funds totaling \$308.8 million for 27 projects valued at more than \$1.7 billion. The proposed program of projects includes over-programming by approximately \$8.8 million to include all eligible projects that had a consensus rating of medium-high or greater. The recommendation includes a variety of projects that provide multimodal transportation improvements in localities across the state. Collectively, the projects recommended will construct new transit stations, tracks for passenger rail, high occupancy vehicle and express lanes, active transportation improvements, traffic light synchronization, bus purchases, and local road improvements and rehabilitation.

The projects proposed for funding meet the following requirements: applicant agencies possess an eligible tax or fee within their jurisdiction that solely dedicates revenue to transportation, programming is for construction in an eligible fiscal year, each project has a construction funding plan, and there is a commitment by the applicant(s) to fund cost increases. All applications were organized into eligibility types and population categories pursuant to the guidelines, and the recommended list of projects resembles a similar proportion of these types/categories when compared to all projects submitted.

Projects not recommended for funding were considered less competitive based on the following reasons: construction to commence later in the funding cycle; less committed funds per program dollar leveraged; less benefit demonstrated when compared to cost, and minimal quantifiable air quality improvements demonstrated. Lastly, some projects were deemed ineligible based on a lack of information provided in the application. The projects not recommended for funding are, by and large, worthy projects though not as competitive for this first program cycle.

Some of the recommended projects are as follows:

**Metro Orange Line Bus Rapid Transit Improvements** in Los Angeles County. The project will provide Bus Rapid Transit improvements along the Metro Orange Line route between North Hollywood Station and Chatsworth Station. Additionally, the project will construct one aerial grade-separated structure over five intersections, construction of four-quadrant gating systems at 34 intersections along a 17-mile segment, as well elevating an existing bike path.

**The Marina - Salinas Multimodal Corridor: Imjin Parkway Project** in Monterey County. The project will widen Imjin Parkway from two to four lanes between Reservation Road and Imjin Road. Additionally, the project will construct a corridor roundabout and provide transit improvements.

**The West Main Street Bicycle/Pedestrian Mobility and Safety Project** in Yolo County. The project will construct new bicycle lanes, and provide sidewalk improvements, transit access improvements, and pavement rehabilitation.

**The Route 680/4 Interchange, Phase 3 Project** in Contra Costa County. The project will construct 9.8 miles of both mixed flow lanes and HOV/HOT lanes. Additionally, the project will widen the median of Route 4, construct outside widening along Route 4 in both directions, retrofit bridges to meet seismic standards, replace Grayson Creek Bridge, and raise the profile of Route 4.

**The Route 15 Railroad Canyon Road Interchange Project** in Riverside County. The project will widen Railroad Canyon Road to eight lanes, reconstruct northbound diamond ramps to Railroad Canyon Road, and widen Railroad Canyon Road southbound entrance ramp to three lanes. Additionally, the project will construct an acceleration lane and reconstruct Railroad Canyon Road southbound exit ramp to two lanes.

**The Western Placerville Interchanges Phase 2 Project** in El Dorado County. The project will upgrade the interchange at Ray Lawyer Drive and Route 50, construct an eastbound Route 50 off-ramp, construct a park and ride lot, and provide improvements to Forni Road and Ray Lawyer Drive.

**The Purchase Hybrid Buses Project** in Alameda and Contra Costa Counties. The project will purchase 59 new 40-foot hybrid diesel-electric buses to replace existing diesel buses.

**Foothill Blvd Master Plan Green Streets Improvements** in Los Angeles County. The project will provide street improvement to a 2.5-mile, four-lane divided corridor along Foothill Boulevard. These improvements will include closing a 2,300 foot sidewalk gap, installing 2.35 miles of Class II bicycle lanes and 1.5 miles of cycle track, adding curb extensions, improvements to lighting and signage, and bus stop improvements.

#### Baseline Agreement Requirements

Some projects included in the 2018 Local Partnership Competitive Program must enter into a baseline agreement per the requirements in the Commission's adopted SB 1 Accountability and Transparency Guidelines. Baseline agreements apply to projects with a total project cost of \$25 million or greater, or a total programmed amount of \$10 million or greater, adopted in the 2018 Local Partnership Competitive Program and subsequent program amendments and adoptions. The development of baseline agreements for the applicable projects will be initiated upon adoption of the program. The baseline agreement will set forth the scope, expected benefits, delivery schedule, project cost, and funding plan as described in the project applications. For projects needing a baseline agreement, the project application and the executed baseline agreement will serve as the basis by which accountability will be measured and reported on. For projects not needing a baseline agreement, the project application will serve as the basis by which accountability will be measured and reported on.

Attachments:

- Attachment A: Resolution LPP-P-1718-01
- Attachment B: 2018 Local Partnership Competitive Program Staff Recommendations
- Attachment C: Program Objective and Evaluation Criteria
- Attachment D: Letters

## **Local Partnership Program - Project Evaluation Criteria**

The following evaluation criteria, per the Local Partnership Program Guidelines adopted on October 16, 2017, formed the basis for the 2018 Local Partnership Competitive Program staff recommendations.

### **Program Objective (per LPP Guidelines, Section 2)**

The objective of the Local Partnership Program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation [based on Government Code Section 8879.66(b)(1)]. Consistent with the intent behind SB 1, the Commission intends this program to balance the need to direct increased revenue to the state's highest transportation needs while fairly distributing the economic impact of increased funding [SB 1 section 1(l)].

### **Project Rating Process (per LPP Guidelines, Section 15)**

Consistent with Commission guidelines, the Commission staff compared projects based on the population of jurisdiction(s) across which the tax or fee is applied. In most cases, this was the county or city. For voter-approved tolls, the population was the sum of the population of the jurisdictions that voted on the toll. The following population categories were used:

- Category I:  $\geq 1,500,000$
- Category II: 700,000 to 1,499,999
- Category III: 300,000 to 699,999
- Category IV: 100,000 to 299,999
- Category V:  $<100,000$

To maximize the effectiveness of program funds, the minimum request for Competitive Grant Program funds that were considered is indicated below based on the aforementioned population totals:

- Category I (population  $\geq 1,500,000$ ): \$5,000,000
- Category II (population 700,000 to 1,499,999): \$3,000,000
- Category III (population 300,000 to 699,999): \$2,000,000
- Category IV (population 100,000 to 299,999): \$1,000,000
- Category V (population  $<100,000$ ): No minimum requirement.

An agency applying for multiple competitive grants was required by the Commission's program guidelines to prioritize its applications. The Commission staff evaluated all projects.

### **Competitive Program Evaluation Criteria (per LPP Guidelines, Section 16)**

The Commission staff gave higher priority to the following:

- Projects that are more cost-effective.
- Projects that can commence construction or implementation earlier.
- Projects that leverage more committed funds per program dollar.
- Projects that can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled.
- Projects that can demonstrate regional and community project support.
- Within a Metropolitan Planning Organization, projects that further the implementation of the sustainable communities strategy.