

ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

www.catc.ca.gov

May 15-16, 2019

San Diego, California

Wednesday, May 15, 2019

1:00 PM

Commission Meeting

Bahia Hotel

Mission Bay Ballroom E

998 W. Mission Bay Dr.

San Diego, CA 92109

5:00 PM

American Public Works Association Reception

Bahia Hotel

William D. Evans Sternwheeler

998 W. Mission Bay Dr.

San Diego, CA 92109

7:00 PM

Commission Dinner

Bahia Cafe

998 W. Mission Bay Dr.

San Diego, CA 92109

Thursday, May 16, 2019

8:30 AM

Commission Meeting

Bahia Hotel

Mission Bay Ballroom E

998 W. Mission Bay Dr.

San Diego, CA 92109

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

**NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – June 26-27, 2019 in Sacramento, CA**

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.

Unless otherwise noticed in the specified book item, a copy of this meeting notice, agenda, and related book items will be posted 10 calendar days prior to the meeting on the California Transportation Commission (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 or interpretation services should be made as soon as possible but no later than at least five working days prior to the scheduled meeting.

Persons attending the meeting who wish to address the Commission on a subject to be considered at this meeting are asked to complete a Speaker Request Card and provide it to the Commission Clerk prior to the discussion of the item. If you would like to present any written materials, including handouts, photos, and maps to the Commission at the meeting, please provide a minimum of 25 copies labeled with the agenda item number no later than 30 minutes prior to the start of the meeting. Video clips and other electronic media cannot be accommodated. Speakers cannot use their own computer or projection equipment for displaying presentation material.

Improper comments and disorderly conduct are not permitted. In the event that the meeting conducted by the Commission is willfully interrupted or disrupted by a person or by a group so as to render the orderly conduct of the meeting infeasible, the Chair may order the removal of those individuals who are willfully disrupting the meeting.

*"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 State Transportation Agency (CalSTA) item.

GENERAL BUSINESS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
1	Roll Call	1.1	Fran Inman	I	C
2	Welcome to the Region	1.12	Steve Vaus	I	R
3	Resolution of Necessity – Appearance (Written) 12-Ora-5-PM 13.0 Tesoro South Coast Company, LLC, a Delaware limited liability company Resolution C-21704	2.4a.	Chris Traina Mike Whiteside	A	D
4	Approval of Minutes for March 13-14, 2019	1.2	Fran Inman	A	C
5	Approval of Minutes for the April 9, 2019 Joint Meeting of the California Transportation Commission and the California Air Resources Board	1.13	Fran Inman	A	C
6	Commissioner Meetings for Compensation	1.5	Fran Inman	A	C

REPORTS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
7	Commission Executive Director	1.3	Susan Bransen	A	C
8	Commissioner Reports	1.4	Fran Inman	A	C
9	CalSTA Secretary and/or Undersecretary	1.6	Brian Annis	I	T
10	Caltrans Director and/or Deputy Director	1.7	Laurie Berman	I	D
11	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
12	Regional Agencies Moderator	1.8	Luke McNeel-Caird	I	R
13	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R
14	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R

POLICY MATTERS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
15	The City of National City Active Transportation Program	4.16	Laurie Waters Stephen Manganiello	I	C
16	State and Federal Legislative Matters	4.1	Paul Golaszewski	A	C
17	Budget and Allocation Capacity	4.2	Paul Golaszewski Clark Paulsen	I	D
18	2020 STIP Fund Estimate – Final Assumptions	4.6	Paul Golaszewski Clark Paulsen	A	D
19	Overview of the Commission's Website Accessibility	4.4	Amy MacPherson George Akiyama	I	C
20	Draft Aeronautics Capital Improvement Plan	4.7	Teri Anderson Ron Bolyard	I	D
21	Metropolitan Planning Organizations' Perspective on the Proposed Federal Safe Affordable Fuel-Efficient (SAFE) Vehicles Rule	4.11	Garth Hopkins Hasan Ikhrata	I	C/R
22	Road Charge Technical Advisory Committee Update	4.12	Garth Hopkins	I	C
23	Presentation of the Draft SHOPP Guidelines	4.13	Teri Anderson	I	C
24	Caltrans Response to Commission Comments on the State Highway System Management Plan	4.9	Chris Traina Michael Johnson	I	D
25	Draft Recommendations for the Local Bridge Seismic Retrofit Program	4.14	Chris Traina	I	C
26	Assembly Bill 1282 Transportation Permitting Task Force Update	4.15	Chris Traina Christine Inouye Bruce April	I	T

INFORMATION CALENDAR

Tab	Item Description	Ref#	Presenter	Type*	Agency*
27	<u>Informational Reports on Allocations Under Delegated Authority</u> -- Emergency G-11 Allocations (2.5f.(1)): \$84,020,000 for 25 projects. -- SHOPP Safety Sub-Allocations (2.5f.(3)): \$10,911,000 for seven projects. -- Minor G-05-16 Allocations (2.5f.(4)): \$9,820,000 for 11 projects.	2.5f.	Teri Anderson Bruce De Terra	I	D

Monthly Reports on the Status of Contract Award for:

Tab	Item Description	Ref#	Presenter	Type*	Agency*
28	State Highway Projects, per Resolution G-06-08	3.2a.	Teri Anderson Bruce De Terra	I	D
29	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.	Teresa Favila Rihui Zhang	I	D
30	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.	Laurie Waters Rihui Zhang	I	D
31	Pre-Construction SHOPP Support Allocations, per Resolution G-06-08	3.3	Teri Anderson Bruce DeTerra	I	D
32	<u>Quarterly Report – FY 18-19 – Third Quarter</u> Aeronautics – Acquisition and Development (A&D) and Airport Improvement Program (AIP)	3.5	Teri Anderson Ron Bolyard	I	D

CONSENT CALENDAR

Tab	Item Description	Ref#	Presenter	Type*	Agency*
33	<u>Approval of Projects for Future Consideration of Funding:</u> 01-Lak-20, PM 5.10/5.80 Lake 20 Shoulders Project Widen shoulders on a portion of State Route 20 in Lake County. (MND) (PPNO 4647) (SHOPP) Resolution E-19-35 <i>(Related items under Ref. 2.1a(1) and 2.5b.(2).)</i> 04-Nap-29, PM 38.9/42.9 Bridge Preventative Maintenance and Scour Measures Project Perform preventative maintenance on three existing bridges located on State Route 29 in Napa County. (MND) (PPNO 1483E) (SHOPP) Resolution E-19-36 <i>(Related item under Ref. 2.5b.(2).)</i> 04-Sol-80, PM 34.48, 04-Sol-505, PM 0.21 Bridge Preventative Maintenance on Interstate 505 at Horse Creek Bridge and on Interstate 80 at McCune Creek Bridges Perform preventative maintenance on three existing bridges on I-80 and I-505 in Solano County. (MND) (PPNO 0480N) (SHOPP) Resolution E-19-37	2.2c.(1)	Jose Oseguera Phil Stolarski	A	D

Tab	Item Description	Ref#	Presenter	Type*	Agency*
33	<u>Approval of Projects for Future Consideration of Funding:</u> 05-SB-101, PM 45.5 Gaviota Culvert Replacement Project Replace existing culvert located on US 101 in Santa Barbara County. (MND) (PPNO 3330) (SHOPP) Resolution E-19-38 <i>(Related item under Ref. 2.5b.(2).)</i> 07-LA-1, PM 37.67/62.86; 07-Ven-1, PM 0.00/0.92 State Route 1 Drainage Restoration and Bridge Replacement at Solstice Canyon Creek Project. Construct roadway improvements and replace an existing bridge on a portion of State Route 1 in Los Angeles County. (MND) (PPNO 4846) (SHOPP) Resolution E-19-39 08-Riv-15, PM 18.3/21.0 Interstate 15/Railroad Canyon Road Interchange Improvement Project Construct Interchange improvements on I-15 at Railroad Canyon Road in Riverside County. (MND) (PPNO 3004U) (STIP, SB1, Federal and Local) Resolution E-19-40 08-Riv-95, PM 14.0/36.20 US-95 Rock Slope Protection and Culvert Replacement Project Construct roadway and safety improvements on a portion of US 95 in Riverside County. (ND) (PPNO 3002U) (SHOPP) Resolution E-19-41 <i>(Related item under Ref. 2.5b.(2).)</i> 09-Mno-395, PM 30.7 & 36.5 Mono Winter Access Project Construct pull-outs on a portion of US 395 in Mono County. (ND) (EA 37300) (SHOPP) Resolution E-19-42 10-Tuo-49, PM 25.3 Tuttle town Pavement Widening Project Construct curve correction on a portion of State Route 49 in Tuolumne County. (ND) (EA 1G651) (Minor A) Resolution E-19-43	2.2c.(1)	Jose Oseguera Phil Stolarski	A	D
34	<u>Approval of Project for Future Consideration of Funding</u> 03 – Butte County State Route 99 Corridor Bikeway – Phase 4 Project Construct a Class 1 bicycle pathway. (MND) (ATP) (PPNO 1023) Resolution E-19-44	2.2c.(2)	Jose Oseguera	A	C

Tab	Item Description	Ref#	Presenter	Type*	Agency*
35	<u>Approval of Project for Future Consideration of Funding</u> 08 – San Bernardino County Ranchero Road Interchange Landscaping Project Construct landscape improvements to mitigate interchange adverse impacts. (MND) (EEM) Resolution E-19-45 <i>(Related item under Ref. 2.5c.(9).)</i>	2.2c.(3)	Jose Oseguera	A	C
36	<u>Approval of Project for Future Consideration of Funding</u> 08 – San Bernardino County Arrowhead Drive / Seventh Avenue Complete Streets Project Construct vehicular, bicycle, pedestrian and transit improvements. (MND) (ATP) (LSR) (PPNO 1237) Resolution E-19-46	2.2c.(4)	Jose Oseguera	A	C
37	<u>Approval of Project for Future Consideration of Funding</u> 09 – Inyo County Seibu to School Path Project Construct a paved entrance. (MND) (STIP) (PPNO 2569) Resolution E-19-47 <i>(Related item under Ref. 2.5c.(3).)</i>	2.2c.(5)	Jose Oseguera	A	C
38	<u>Five Relinquishment Resolutions</u> 03-Sut-99-PM 17.1/R20.1 Right of way on and along State Route 99 (Garden Highway) from 0.3 miles north of Central Avenue to Route 113, in the county of Sutter. Resolution R-4022 03-Sut-70-PM 0.0/7.6 Right of way on and along State Route 70 from State Route 99 to Rio Oso Road, in the county of Sutter. Resolution R-4023 03-But-70-PM 12.3/12.8 Right of way along State Route 70 on Pacific Heights Road, in the county of Butte. Resolution R-4024 03-Nev-49-PM 1.9 Right of way along State Route 49 at Woodridge Drive, in the county of Nevada. Resolution R-4025 10-Mer-165-PM 29.8 Right of way along State Route 165 at Westside Boulevard, in the county of Merced. Resolution R-4026	2.3c.	Teri Anderson Janice Benton	A	D
39	30 Resolutions of Necessity Resolutions C-21705 through C-21734	2.4b.	Teri Anderson Jennifer S. Lowden	A	D

Tab	Item Description	Ref#	Presenter	Type*	Agency*
40	Director's Deeds Items 1 through 29 Excess Lands - Return to State: \$13,744,860 Return to Others: \$0	2.4d.	Teri Anderson Jennifer S. Lowden	A	D
41	Allocation Amendments- Proposition 1B TCIF Projects: Request to deallocate a combined total of \$1,418,000 from the following projects, due to savings at project close out: <ul style="list-style-type: none"> • \$624,000 from TCIF Project 37 – Orangethorpe Avenue Grade Separation project in Orange County. (PPNO 12-TC37) - 2.5g.(5a) Resolution TCIF-AA-1819-14, Amending Resolution TCIF-AA-1819-08 • \$139,000 from TCIF Project 50 – Clay Street Railroad Grade Separation project in Riverside County. (PPNO 08-1126) - 2.5g.(5b) Resolution TCIF-AA-1819-15, Amending Resolution TCIF-A-1213-15 • \$562,000 from TCIF Project 82 – Marina Bay Parkway Grade Separation project in Contra Costa County. (PPNO 04-2008A) - 2.5g.(5c) Resolution TCIF-AA-1819-16, Amending Resolution TCIF-A-1112-05 • \$93,000 from TCIF Project 100 – I-10/Tippecanoe Avenue Interchange Improvements project in San Bernardino County. (PPNO 08-0154D) - 2.5g.(5d) Resolution TCIF-AA-1819-17, Amending Resolution TCIF-AA-1415-09 	2.5g.(5)	Dawn Cheser Bruce De Terra	A	D
42	<u>Amendment – STIP Transit Project</u> Request to amend Resolution MFP-17-05, approved in May 2018, for the Systemwide Light Rail Vehicles project to correct the vote box project description. There is no change to the allocation amount. (PPNO 4025) Resolution MFP-18-09, Amending Resolution MFP-17-05	2.6a.(1)	Teresa Favila Ron Sheppard	A	D
43	<u>Amendment – Multi Funded LPP & SCCP Project:</u> Request to amend Resolutions LPP-A-1819-08 and SCCP-A-1819-04, approved in October 2018, for the Redlands Passenger Rail project to reflect the “Outputs/Outcomes” in the Book Item attachment. There is no change to the allocation amount. (PPNO 1230) Resolution LPP-A-1819-25, Amending Resolution LPP-A-1819-08. Resolution SCCP-A-1819-09, Amending Resolution SCCP-A-1819-04	2.6s.(2)	Christine Gordon Ron Sheppard	A	D

Tab	Item Description	Ref#	Presenter	Type*	Agency*
44	<p><u>Allocation Amendments for Proposition 1B – Highway-Railroad Crossing Safety Account Projects:</u></p> <p>Request to deallocate a combined total of \$425,000 from the following projects due to savings at project close out:</p> <ul style="list-style-type: none"> \$7,00 from the North Spring Street Grade Separation project in Los Angeles County. (PPNO 75-Rail) 2.5g.(9a) <p>Resolution GS1B-AA-1819-01, Amending Resolution GS1B-A-1112-005</p> <ul style="list-style-type: none"> \$135,000 from the San Mateo Bridge Grade Separation Phase II project in San Mateo County. (PPNO 75-Rail) - 2.5g.(9b) <p>Resolution GS1B-AA-1819-02, Amending Resolution GS1B-A-1314-03</p> <ul style="list-style-type: none"> \$254,000 from the Marina Bay Parkway Grade Separation (aka Officer Bradley A. Moody Memorial Underpass) project in Contra Costa County. (PPNO 75-2008A) - 2.5g.(9c) <p>Resolution GS1B-AA-1819-03, Amending Resolution GS1B-A-1213-01</p> <ul style="list-style-type: none"> \$29,000 from the Moorpark Avenue Grade Crossing Improvement project in Ventura County. (PPNO 75-Rail) - 2.5g.(9d) <p>Resolution GS1B-AA-1819-04, Amending Resolution GS1B-A-1314-04.</p>	2.5g.(9)	Dawn Cheser Ron Sheppard	A	D

END OF CONSENT CALENDAR**Environmental Matters**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
45	<p><u>Approval of Project for Future Consideration of Funding</u></p> <p>07-LA-710, PM 26.7/32.1T SR 710 North Project Construct roadway improvements on a portion of State Route 710 in Los Angeles County. (FEIR) (EA 18790) (Local) Resolution E-19-48</p>	2.2c.(6)	Garth Hopkins Phil Stolarski	A	D

Right of Way

Tab	Item Description	Ref#	Presenter	Type*	Agency*
46	<p><u>Airspace Lease</u></p> <p>Request to approve terms, conditions and execution of an airspace lease with the City of Los Angeles for emergency shelter and feeding programs. (Los Angeles County)</p>	2.4c.	Chris Traina Jennifer S. Lowden	A	D

PROGRAM UPDATES

Tab	Item Description	Ref#	Presenter	Type*	Agency*
47	Project Delivery Update	4.8	Chris Traina Mike Keever	I	D

Projects with Costs that Exceed the Programmed Amount by More Than 20 Percent - Capital

Tab	Item Description	Ref#	Presenter	Type*	Agency*
48	Request for an allocation of \$4,742,000 (64 percent increase) in Construction Capital and \$1,255,000 (2 percent increase) in Construction Support for the SHOPP Roadside Safety Improvement project on State Route 1 in Monterey and Santa Cruz Counties. (PPNO 2452) Resolution FP-18-71	2.5d.(2)	Chris Traina Tim Gubbins	A	D

Capital - Supplemental Fund Request -Complete Construction

Tab	Item Description	Ref#	Presenter	Type*	Agency*
49	Request for an additional \$3,300,000 (10 percent increase) in Construction Capital for the SHOPP Operational Improvement project on State Routes 99 and 58 in Kern County, to complete construction. (PPNO 6891) Resolution FA-18-41	2.5e.(1)	Chris Traina Sharri Bender Ehlert	A	D

Senate Bill 1 Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
50	SB1 Baseline Agreements Status of Baseline Agreements for the Active Transportation, Local Partnership, Solutions for Congested Corridors, and Trade Corridor Enhancement Programs.	4.29	Dawn Cheser	I	C
51	Amendment to the 2019 Local Partnership Formulaic Program. Resolution G-19-11, Amending Resolution G-19-02	4.19	Christine Gordon	A	C

SHOPP Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
52	<u>Amendment - Major Damage Restoration Reserve</u> Request for an additional \$100,000,000, from \$540,000,000 to \$640,000,000, for the FY 18-19 Major Damage Restoration Reserve. Resolution G-19-09, Amending Resolution G-19-03	4.10	Chris Traina Dennis Agar	A	D
53	State Highway Operation and Protection Program - (SHOPP) 6 Baseline Agreements for Approval. Resolution SHOPP-P-1819-12B <i>(Related item under Ref. 2.5b.(2).)</i>	4.17	Teri Anderson	A	C
54	<u>SHOPP Amendments for Approval:</u> Request to: --Add 27 new projects into the 2018 SHOPP. --Revise 83 projects currently programmed in the 2018 SHOPP. --Develop 2 Long Lead projects and delete 1 Long Lead project. SHOPP Amendment 18H-009 <i>(Related item under Ref. 2.5b.(2).)</i>	2.1a.(1)	Teri Anderson Bruce De Terra	A	D

STIP Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
55	<u>Amendment for Approval:</u> The Department proposes to amend the STIP to split out \$4,637,000 in Interregional Improvement Program (IIP) funds from the Coast Subdivision Rail Corridor Improvements Project (PPNO 2194) currently programmed in the STIP for \$20,000,000. The \$4,637,000 in IIP funds will be for the Coast Subdivision - Positive Train Control Implementation project (PPNO 2194A) in various counties. The Capitol Corridor Joint Powers Authority and the Transportation Agency of Monterey County concur with this request. STIP Amendment 18S-13	2.1a.(2)	Teresa Favila Bruce De Terra	A	D
56	<u>Amendment for Notice:</u> The Department and Los Angeles County Metropolitan Transportation Authority propose to delay construction by one year, from FY 2019-20 to 2020-21, for the Bus Acquisition 1 - 305 Standard Buses project in Los Angeles County. (PPNO 5430) STIP Amendment 18S-17	2.1b.(1)	Teresa Favila Bruce De Terra	I	D
57	<u>Amendment for Notice:</u> Lake County and the Lake County/City Area Planning Council propose to amend the South Main Street Widening and Bike Lanes project (in Lake County, to delay construction from FY 2019-20 to 2020-021. (PPNO 3032R) STIP Amendment 18S-18	2.1b.(2)	Teresa Favila Bruce De Terra	I	D
58	<u>Amendment for Notice:</u> The Sacramento County and the Sacramento Area Council of Governments (SACOG) propose to amend the Power Inn Road Improvement project, in Sacramento County, to delay construction from FY 2019-20 to 2021-2022. (PPNO 1684/1799) STIP Amendment 18S-19	2.1b.(3)	Teresa Favila Bruce De Terra	I	D

Active Transportation Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
59	Adoption of the 2019 Active Transportation Program Metropolitan Planning Organization Component – 10 of 10 Large MPO's. Resolution G-19-12	4.21	Laurie Waters	A	C
60	<u>ATP Amendment for Approval:</u> 2017 Active Transportation Program project amendment for the Coachella Valley Association of Governments' CV Link - Multi-Modal Transportation Corridor project to divide it into seven segments. (PPNO 1019) Resolution ATP-A-18-10	4.22	Laurie Waters	A	C
61	<u>ATP Amendment for Approval:</u> 2017 Active Transportation Program project amendment for the Kern County Public Works' Rosamond Boulevard Pedestrian Path Project for a funding distribution change. (PPNO 2663) Resolution ATP-A-18-11	4.23	Laurie Waters	A	C

62	<u>ATP Amendment for Approval:</u> 2017 Active Transportation Program project amendment for the City of Santa Cruz's Rail Trail Segment 8 and 9 Design and Environmental Review Project for a funding distribution change. (PPNO 2835A and 2835B) Resolution ATP-A-18-12	4.24	Laurie Waters	A	C
63	<u>ATP –Scope Change for Approval</u> The City of Arcadia proposes to amend the Cycle 2 Active Transportation Program – City of Arcadia Bicycle Facility Improvement project in Los Angeles County, to revise the scope on Sierra Madre from a Class II to Class III bike lane (4,280 feet), add 4,350 feet of Class II and 24,570 feet of Class III lanes. (PPNO 5120) Resolution ATP-A-18-13	4.25	Laurie Waters Rihui Zhang	A	D

Transit and Intercity Rail Capital (TIRCP) Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
64	<u>Amendment – TIRCP Project</u> Request to amend Resolution TIRCP-1617-05, approved in January 2017, for Project 3 – Antelope Valley Transit Authority Component Southern California Zero Emission Regional Consortium project to remove the purchase of vanpool vehicles and vanpool expansion from the project scope. There is no change to the original allocation. (PPNO CP018) Resolution TIRCP-1819-10 Amending Resolution TIRCP-1617-05	2.6g.(2)	Teresa Favila Ronald Sheppard	A	D

Proposition 1B Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
65	Trade Corridor Improvement Fund (TCIF) Program Amendment to revise the Interstate 5 Improvement Project - Segment 1 in Orange County. Resolution TCIF-P-1819-06	4.27	Dawn Cheser	A	C
66	<u>TCIF – Baseline Amendment</u> The Department and Orange County Transportation Authority propose to amend the baseline agreement for TCIF Project 131 - Interstate 5 Improvement Project – Segment 1, in Orange County, to program an additional \$2,841,000 for Construction. The Department concurs with this request. (PPNO 2655) Resolution TCIF-P-1819-08 Amending Resolution TCIF-P-1819-03	2.1c.(5)	Dawn Cheser Bruce De Terra	A	D
67	<u>TCIF – Baseline Agreement</u> Approve the Baseline Agreement for the State Route 60 Archibald Interchange Improvement Project in San Bernardino County. Resolution TCIF-P-1819-07B	4.26	Dawn Cheser	A	C
68	Adoption of the Trade Corridor Improvement Fund Close-Out Policy. Resolution TCIF-P-1819-09	4.28	Dawn Cheser	A	C

ALLOCATIONS**SHOPP Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
69	Request of \$328,475,000 for 20 SHOPP projects. Resolution FP-18-63 <i>(Related item under Ref. 2.5c.(2).)</i>	2.5b.(1)	Teri Anderson Bruce De Terra	A	D
70	Request of \$6,266,000 for two SHOPP projects. Resolution FP-18-73	2.5b.(4)	Teri Anderson Bruce De Terra	A	D

Advance - SHOPP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
71	Request of \$2,907,000 for a SHOPP project that will replace aging roadside sign panels, in San Diego County, programmed in FY 19-20. (PPNO 1237) Resolution FP-18-72	2.5b.(3)	Teri Anderson Bruce De Terra	A	D

Capital Outlay Support (COS) SHOPP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
72	Request of \$64,636,000 for 76 2018 SHOPP preconstruction project phases for environmental, design and R/W support. Resolution FP-18-64 <i>(Related items under Ref. 2.1a.(1), 2.2c.(1), and 4.17)</i>	2.5b.(2)	Teri Anderson Bruce De Terra	A	D

STIP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
73	Request of \$36,189,000 for three locally-administered STIP projects, on the State Highway System. Resolution FP-18-65 <i>(Related item under Ref. 2.5b.(1).)</i>	2.5c.(2)	Teresa Favila Bruce De Terra	A	D
74	Request of \$4,010,000 for 10 locally-administered STIP projects, off the State Highway System. Resolution FP-18-66 <i>(Related item under Ref. 2.2c.(5).)</i>	2.5c.(3)	Teresa Favila Bruce De Terra	A	D

Advance –STIP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
75	Request of \$635,000 for one locally-administered STIP project, off the State Highway System, programmed in FY 19-20. Resolution FP-18-67	2.5c.(4)	Teresa Favila Bruce De Terra	A	D
76	Request of \$8,600,000 for the locally-administered STIP Silicon Valley Express Lanes Program – Phase 4 Electronic Tolling System project, on the State Highway System, in Santa Clara County, programmed in FY 19-20. (PPNO 04-2015G) Resolution FP-18-68	2.5c.(5)	Teresa Favila Bruce De Terra	A	D

Federal Earmark Project - Paul S. Sarbanes Transit in Parks Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
77	Request of \$350,000 for the State-Administered Middle Creek Trail Federal Earmark (Paul S. Sarbanes Transit in Parks Program) project, on the State Highway System, in Shasta County. (PPNO 02-3743) Resolution FP-18-69	2.5c.(10)	Teresa Favila Bruce De Terra	A	D

Environmental and Enhancement Mitigation Program

Tab	Item Description	Ref#	Presenter	Type*	Agency*
78	Allocation for the Ranchero Road Interchange Landscaping Project, in the City of Hesperia, programmed in the 2018 California Natural Resources Agency Environmental Enhancement and Mitigation Program Projects. Resolution FP-18-74 (Related Item under Ref. 2.2c.(3).)	2.5c.(9)	Christine Gordon	A	C

Local Partnership Program (LPP) Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
79	Request of \$4,097,000 for six locally-administered LPP projects, off the State Highway System. Resolution LPP-A-1819-23	2.5s.(3)	Christine Gordon Rihui Zhang	A	D

Advance - LPP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
80	Request of \$1,209,000 for two locally-administered LPP projects, off the State Highway System, programmed in FY 19-20. Resolution LPP-A-1819-24	2.5s.(4)	Christine Gordon Rihui Zhang	A	D

Trade Corridor Enhancement Program (TCEP) Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
81	Request of \$5,000,000 for the locally-administered TCEP Routes 57/60 Confluence Relief Program project, on the State Highway System, in Los Angeles County. (PPNO 07-5394) Resolution TCEP-A-1819-10	2.5s.(5)	Dawn Cheser Bruce De Terra	A	D

TCEP Rail Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
82	Request of \$12,456,000 for the locally-administered TCEP Freight Intelligent Transportation System (FTIS) rail project, in Alameda County. (PPNO 04-T0003) Resolution TCEP-A-1819-11	2.6s.(1)	Dawn Cheser Ron Sheppard	A	D

Active Transportation Program (ATP) Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
83	Request of \$21,674,000 for 21 ATP projects. Resolution FATP-1819-11	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

Advance – ATP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
84	Request of \$1,192,000 for six ATP projects, programmed in FY 19-20. Resolution FATP-1819-12	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
85	Request of \$8,000 for the Garfield Avenue Complete Streets Corridor ATP project, in Los Angeles County, programmed FY 20-21. (PPNO 07-5337) Resolution FATP-1819-13	2.5w.(3)	Laurie Waters Rihui Zhang	A	D

Waterborne Ferry Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
86	Request of \$3,343,000 for the FY 2019-20 Waterborne Ferry Program in the San Francisco Bay Area. Resolution MFP-18-10	2.6d.	Teresa Favila Ron Sheppard	A	D

Transit & Intercity Rail Capital Program (TIRCP) Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
87	Request of \$180,000 for the Building Up: LOSSAN North Improvement Program (Goleta Layover Facility Improvements) TIRCP project, in Santa Barbara County. (PPNO CP042) Resolution TIRCP-1819-09	2.6g.(1)	Teresa Favila Ron Sheppard	A	D

TIME EXTENSION REQUESTS**Project Allocation Time Extensions**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
88	Request to extend the period of allocation for four STIP projects off the State Highway system, per STIP Guidelines. Waiver 19-16	2.8a.(2)	Teresa Favila Rihui Zhang	A	D
89	Request to extend the period of allocation for 48 ATP projects, per ATP Guidelines. Waiver 19-17	2.8a.(3)	Laurie Waters Rihui Zhang	A	D
90	Request to extend the period of allocation for eight LPP projects, per LPP Guidelines. Waiver 19-18	2.8a.(4)	Christine Gordon Rihui Zhang	A	D
91	Request to extend the period of allocation for the locally administered I-10 Eastbound Truck Climbing Lane STIP project in San Bernardino County, on the State Highway System, per STIP guidelines. (PPNO 3009Q) Waiver 19-19	2.8a.(5)	Teresa Favila Bruce De Terra	A	D

Contract Award Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
92	Request to extend the period of contract award for the Waterfront Drive Connection Phase II STIP project, in Humboldt County, off the State Highway system, per STIP Guidelines. (PPNO 0302D) Waiver 19-21	2.8b.(2)	Teresa Favila Rihui Zhang	A	D
93	Request to extend the period of contract award for the BART Station Modernization Program – 19 th Street BART Station project in Alameda County, per STIP Guidelines. (PPNO 2010C) Waiver 19-22	2.8b.(3)	Teresa Favila Ron Sheppard	A	D
94	Request to extend the period of contract award for the South County Operations and Maintenance Facility project in Monterey County, per LPP Guidelines. (PPNO 2928) Waiver 19-23	2.8b.(4)	Christine Gordon Ron Sheppard	A	D
95	Request to extend the period of contract award for the Customer Service Center Rehabilitation project in Alameda County, per LPP Guidelines. (PPNO 2320A) Waiver 19-24	2.8b.(5)	Christine Gordon Ron Sheppard	A	D

Project Completion Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
96	Request to extend the period of project completion for the Proposition 1B Intercity Rail Auburn Wayside Power and Storage project, per Proposition 1B Guidelines. (PPNO 2118) Waiver 19-26	2.8c.(1)	Teresa Favila Ron Sheppard	A	D

97	Request to extend the period of project completion for two ATP projects, per ATP Guidelines. Waiver 19-27	2.8c.(2)	Laurie Waters Rihui Zhang	A	D
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Project Development Expenditure Time Extension

Tab	Item Description	Ref#	Presenter	Type*	Agency*
98	Request to extend the period of development expenditure for the Union Station Master Plan: Alameda Esplanade, in Los Angeles County, per ATP Guidelines. Waiver 19-28	2.8d.	Laurie Waters Rihui Zhang	A	D

Other Matters/Public Comment

Tab	Item Description	Ref#	Presenter	Type*	Agency*
	Other Matters/Public Comment	6	Fran Inman	I	C

Adjourn**Highway Financial Matters**

\$408,281,000 Total SHOPP/Minor Requested for Allocation

\$ 13,595,000 Total STIP Requested for Allocation

\$ 22,874,000 Total ATP Requested for Allocation

\$ 22,762,000 Total SB1 Requested for Allocation

\$ 3,300,000 Total Supplemental Funds Requested for Allocation

\$ 3,343,000 Waterborne Ferry Requested for Allocation

\$474,155,000 Sub-Total Project Funds Requested for Allocation

\$104,751,000 Delegated Allocations

\$578,906,000 Total Value

Total Jobs Created: 10,420 (Includes Direct, Indirect, and Induced)

\$ 1,843,000 Total De-allocations/Project Savings

Mass Transportation Financial Matters

\$ 180,000 Total TIRCP Requested for Allocation

\$ 180,000 Total State Allocations

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

CALIFORNIA TRANSPORTATION COMMISSION

1120 N Street, MS-52
Sacramento, CA 95814
(916) 654-4245

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

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

Mr. Paul Van Konynenburg -Vice Chair
Britton Konynenburg Partners
6373 Stoddard Road
Modesto, CA. 95356

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

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

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

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

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 2231 (MS-52)
Sacramento, CA 95814
(916) 654-4245

1.12

WELCOME TO THE REGION

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

Memorandum

To: CHAIR AND COMMISSIONERS
 CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 2.4a.
 Action Item

From: STEVEN D. KECK
 Chief Financial Officer

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

Subject: **RESOLUTIONS OF NECESSITY – WRITTEN APPEARANCE**

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-21704, for the parcel whose owners are contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

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

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

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

RECOMMENDATION:

The Department recommends the Commission adopt Resolution C-21704 summarized on the following page. This Resolution is for a transportation project on Interstate 5 in District 12, in Orange County.

*“Provide a safe, sustainable, integrated and efficient transportation system
 to enhance California’s economy and livability”*

BACKGROUND:

Discussions have taken place with the owners, who have been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which they may subsequently be entitled. Adoption of this Resolution will not interrupt the Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owners have been advised that the Department is requesting the Resolution at the Commission's May 15-16, 2019 meeting. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-21704 - Tesoro South Coast Company, LLC, a Delaware limited liability company
12-Ora-5-PM 13.0 – Parcel 202058-1,2 ,3, 4 - EA 0K0219.

Right of Way Certification Date: 05/16/19; Ready to List Date: 05/20/19. Freeway - add one lane in each direction between State Route 73 to Oso Parkway, reconstruct Avery Parkway Interchange and add auxiliary lane where needed. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the city of Mission Viejo at 28681 Marguerite Parkway. Assessor Parcel Number 740-014-01.

Attachments:

- Attachment A - Property Owners' letter to the Commission dated January 10, 2019 and April 11, 2019
- Attachment B - Department Response dated April 18, 2019
- Attachment C - Fact Sheet
- Exhibit A - Parcel Maps
- Exhibit B - Resolution of Necessity C-21704

ATTACHMENT A

HINSON GRAVELLE & ADAIR LLP

L A W Y E R S

A REGISTERED LIMITED LIABILITY PARTNERSHIP

DOUGLAS A. GRAVELLE
Direct Dial (661) 294-0116
gravelle@hinsongravelle.com

TELEPHONE (661) 294-0111
FACSIMILE (661) 294-0134
www.hinsongravelle.com

January 10, 2019

Executive Director
California Transportation Commission
P.O. Box 942873
Mail Station 52
Sacramento, CA 94273-0001
[Via U.S. Priority Mail]

Executive Director
California Transportation Commission
1120 "N" Street
Sacramento, CA 95814
[Via Messenger]

RECD BY CTC

JAN 09 2019

Received By CTC
1/9/19
Forwarded to
Right of Way
1/10/19
Copied to
Chris Trainor

Re: Request to Appear and Be Heard Regarding Notice of Intent to Adopt Resolution of Necessity Regarding Parcel 202058-1, -2, -3, -4 / Project #1214000096

Dear Gentilepersons:

We represent Tesoro South Coast Company, LLC ("Tesoro"), which holds a fee interest in the above-described real property also having APN# 740-014-01 and more commonly known as 28681 Marguerite Parkway, Mission Viejo ("Property"). We are sending this letter on behalf of Tesoro in response to the December 21, 2018 Notice of Intent to Adopt Resolution of Necessity to Acquire Certain Real Property or Interest in Real Property by Eminent Domain ("Notice").

Because the Notice was mailed on December 21, 2018 to Tesoro in San Antonio, Texas, the 15-day deadline described in the Notice to request an opportunity to appear and be heard at the hearing is extended by ten (10) days to January 15, 2019. *See, e.g.,* C.C.P. §1230.040 (providing that the rules of practice for civil actions apply to the rules for eminent domain) and C.C.P. §1013 (providing that in the event of a mailing to an address outside California, the time to respond thereto is extended 10 days).

Tesoro hereby requests an opportunity to appear and be heard at the January 30 and 31, 2019 hearing on the above-referenced matter.

Without limiting what comments and concerns it may raise at the hearing, Tesoro anticipates raising the following comments and concerns based upon its review of the Notice:

1. There is insufficient information in the Notice to allow Tesoro to determine if any fee interest the Property, *as opposed to other real property*, is necessary for the project. C.C.P. §1240.030(c).
2. There is insufficient information in the Notice to allow Tesoro to determine if the proposed *size of the fee interest* the Property that is sought (as opposed to a smaller portion of the Property) is necessary for the project. For example, if the proposed size of the fee taking is excessive, it runs afoul of Code of Civil Procedure Section 1240.030(c) (project sought to be acquired must be necessary for the project).
3. To the extent the proposed fee interest in the Property is necessary for the project (which Tesoro does not admit), Tesoro objects because such a taking will prevent any meaningful use of the remaining portion of the Property. C.C.P. §1240.030(b) (project is

not planned or located in a manner that will be most compatible with the least private injury). We note that in the State's October 12, 2018 letter to Tesoro, the State proposed purchasing the *entire* Property in fee.

4. There is insufficient information in the Notice to allow Tesoro to determine if any temporary construction easement ("TCE") in the Property is *necessary* for the project and/or whether, if a TCE is necessary, the proposed *size* of the TCE is necessary. C.C.P. § 1240.030(c). For example, if the proposed size of the TCE is excessive, it runs afoul of Code of Civil Procedure Section 1240.030(c) (property sought to be acquired must be necessary for the project).
5. Tesoro understands from the Notice that Caltrans is proposing a TCE of more than thirty-six (36) months, to December 1, 2023. There is insufficient information in the Notice to allow Tesoro to determine if a TCE of such *time period* is excessive and/or necessary for the project, C.C.P. § 1240.030(b) (project must be planned in a manner with the least private injury) and 1240.030(c) (property sought to be acquired must be necessary for the project). The term of a TCE, if any, should be the minimal amount of time necessary. For example, if only 30 days are necessary for the TCE, the term of the TCE should be 30 days.
6. There is insufficient information in the Notice to allow Tesoro to determine whether any anticipated *use(s)* of the TCE is reasonable and/or necessary and thus runs afoul of Code of Civil Procedure Sections 1240.030(b) (project must be planned in a manner with the least private injury) or 1240.030(c) (property sought to be acquired must be necessary for the project). For example, does the TCE only include work necessary for physical construction, or does it include storage too? If it includes storage too, storage of what (*e.g.*, vehicles, materials, *etc.*)?
7. There is insufficient information in the Notice for Tesoro to determine whether the TCE is exclusive or non-exclusive. *An exclusive TCE is most likely not reasonable or necessary*, and if so, would run afoul of Code of Civil Procedure Sections 1240.030(b) (project must be planned in a manner with the least private injury) and 1240.030(c) (property sought to be acquired must be necessary for the project).
8. The TCE described in the Notice is devoid of any *protections to ensure any disruptions to ongoing business operations at the Property are minimized*, and hence the TCE runs afoul of Code of Civil Procedure Section 1240.030(b) (project must be planned in a manner with the least private injury).

Tesoro also requests that this letter be made part of the official record of the hearing.

Respectfully,



Douglas Gravelle

cc: Tesoro
Craig Farrington and Alyson Suh (counsel for OCTA)

HINSON GRAVELLE & ADAIR LLP

L A W Y E R S

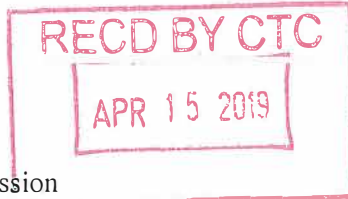
A REGISTERED LIMITED LIABILITY PARTNERSHIP

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www.hinsongravelle.com

April 11, 2019

Executive Director
California Transportation Commission
P.O. Box 942873
Mail Station 52
Sacramento, CA 94273-0001
[Via U.S. Priority Mail]



*Forwarded to
Right of way
4/15/19
copied to
Chris Trainor.*

Re: Resolution of Necessity Regarding Parcel 202058-1, -2, -3, -4 Project #1214000096

Dear Gentilepersons:

We represent Tesoro South Coast Company, LLC ("Tesoro"), which holds a fee interest in the above-described real property also having APN# 740-014-01 and more commonly known as 28681 Marguerite Parkway, Mission Viejo ("Property"). The Property is improved with a gasoline service station.

By this letter, Tesoro interposes and asserts the following objections to the proposed adoption of the above-referenced Resolution of Necessity regarding the Property. **It is Tesoro's understanding that this letter will be made part of the official record of the hearing on the proposed Resolution of Necessity and that Tesoro's personal attendance at the hearing is not necessary to assert the following objections or to make the following objections part of the official record of the hearing.**

The term "Notice" as used below refers to the December 21, 2018 Notice of Intent to Adopt Resolution of Necessity to Acquire Certain Real Property or Interest in Real Property by Eminent Domain regarding the Property ("Notice"), the **hearing dates thereon having been continued from January 30 and 31, 2019 to May 15 and 16, 2019.**

This letter supplements our prior January 10, 2019 letter because it, *inter alia*, accounts for information provided to Tesoro at the February 5, 2019 District Evaluation Meeting.

Tesoro objects to the proposed Resolution of Necessity as described in the Notice for the following reasons:

1. There is insufficient information to allow the California Transportation Commission ("CTC") to conclude any fee interest the Property, *as opposed to a fee interest in other real property*, is necessary for the project. C.C.P. §§ 1240.030(b) and (c). In other words, there is insufficient information for the CTC to conclude that property south of Avery Parkway, as opposed to property north of Avery Parkway, should be taken for the project.
2. It is Tesoro's understanding, based upon the February 5, 2019 District Evaluation Meeting, that the proposed size of the fee taking in the Property is based upon an assumption that Avery Parkway needs to be widened to a total of ten lanes (five lanes in each direction). However, there is insufficient information to allow the CTC to conclude

that ten lanes, as opposed to eight or nine lanes, is necessary for Avery Parkway, and thus to the extent it is not necessary to widen Avery Parkway to ten lanes (as opposed to eight or nine lanes), the proposed size of the fee taking in the Property (*i.e.*, the proposed size of Parcel 202058-1) is excessive and thus runs afoul of Code of Civil Procedure Sections 1240.030(b) and (c).

3. To the extent the CTC concludes the proposed fee taking in the Property is necessary for the project (which conclusion Tesoro does not admit is proper), Tesoro objects because such a fee taking will prevent any meaningful use of the remaining portion of the Property as a gasoline service station. C.C.P. §1240.030(b) (project is not planned or located in a manner that will be most compatible with the least private injury). We note that in the State's October 12, 2018 letter to Tesoro, the State proposed purchasing the *entire* Property in fee, thus underscoring and evidencing the State's understanding that the proposed fee taking of a portion of Property will prevent future use of the remaining portion of the Property as a gasoline service station.
4. The proposed size of the temporary construction easement ("TCE") in the Property, consisting of Parcel 202058-2, is not necessary for the project and thus runs afoul of Code of Civil Procedure Section 1240.030(c) (property sought to be acquired must be necessary for the project). Based upon the February 5, 2019 District Evaluation Meeting, it is Tesoro's understanding that the TCE is sought in two different areas of Parcel 202058-2 for two different purposes: (i) an approximately ten-foot wide strip of land along Marguerite Parkway and the [new] Avery Parkway for road construction purposes, and (ii) a TCE over all of Parcel 202058-2 for purposes of removing improvements that concurrently exist on both Parcel 202058-1 and 202058-2. If so, the size of the TCE needs to be revised so that there are two distinct TCE areas: (i) one that runs along just Marguerite Parkway and the [new] Avery Parkway, and (ii) one that only covers those portions of Parcel 202058-2 necessary to remove improvements that concurrently exist on both Parcel 202058-1 and 202058-2 (as opposed to a TCE that covers *all* of Parcel 202058-2).
5. Tesoro understands from the Notice that Caltrans is proposing a TCE of more than thirty-six (36) months. However, it is Tesoro's understanding, based upon the February 5, 2019 District Evaluation Meeting, that *far less time* is needed for the two intended purposes of the TCE (described above in objection #4). Hence, the proposed time period for the TCE is excessive and not necessary. C.C.P. §1240.030(b) (project must be planned in a manner with the least private injury) and C.C.P. §1240.030(c) (property sought to be acquired must be necessary for the project). The term of a TCE, if any, should be the minimal amount of time necessary for the two intended purposes (and there should be two different terms for the two different TCE areas).
6. The Notice does not expressly state the permitted use(s) allowed in the TCE. As noted above in objection #4, it is Tesoro's understanding the TCE is sought for two different purposes. If so, any Resolution of Necessity that is adopted needs to specifically limit use of the two different TCE areas to only such uses that are necessary for such purposes. A TCE that is not so limited runs afoul of Code of Civil Procedure Sections 1240.030(b) (project must be planned in a manner with the least private injury) and 1240.030(c) (property sought to be acquired must be necessary for the project).

7. There is insufficient information in the Notice to determine whether the TCE is exclusive or non-exclusive. If the TCE is intended to be exclusive, Tesoro objects because an exclusive TCE is not reasonable or necessary, and thus runs afoul of Code of Civil Procedure Sections 1240.030(b) (project must be planned in a manner with the least private injury) and 1240.030(c) (property sought to be acquired must be necessary for the project).
8. The TCE described in the Notice is devoid of any protections to ensure any disruptions to remaining and/or ongoing business operations at the Property are minimized, and hence the TCE runs afoul of Code of Civil Procedure Section 1240.030(b) (project must be planned in a manner with the least private injury).

Nothing herein is intended to be a waiver or release of any of Tesoro's right or remedies.

Respectfully,



Douglas Gravelle

cc: Tesoro
Caltrans

ATTACHMENT B

DEPARTMENT OF TRANSPORTATION

DISTRICT 12

1750 EAST 4TH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

www.dot.ca.gov/d12



*Making Conservation
A California Way of Life.*

April 18, 2019

Mr. Douglas A. Gravelle
Hinson, Gravelle, & Adair LLP
28470 Avenue Stanford, Suite 350
Valencia, CA 91355

12-ORA-I-5-PM 13.0
EA: 0K021_ (1214000096)
Parcel: 202058-1, -2, -3, -4
Grantor: Tesoro South
Coast Company, LLC

Dear Mr. Gravelle:

This letter is being sent to you with reference to our meeting on February 5, 2019. The following numbers 1 through 10 are your statements/questions and Department of Transportation (Caltrans) responses posed at the District Condemnation Evaluation Meeting (DCEM) and your letters to the California Transportation Commission dated January 10, 2019 and April 11, 2019:

1. Caltrans' Notice of Intent to Adopt a Resolution of Necessity ("Notice") had insufficient information to determine if any fee interest in the subject property, as opposed to other real property, is necessary for the project. Code of Civil Procedure Section 1240.030(c)

Caltrans provided Tesoro with a copy of the appraisal report and appraisal summary statement detailing the compensation, interests required, necessity of interests required, improvements, and damages, if any. Caltrans' offer for a full acquisition included an alternative for a partial acquisition (12,710 s.f. of Fee, 19,975 s.f. of Temporary Construction Easement, and two Access Controls along Avery Parkway, one for ingress only) was sent via certified mail to the property owner's address of record and to their physical address on October 12, 2018 after numerous unsuccessful attempted communications with the property owner via mail, emails, phone calls, and in-person inquiry at the subject property. Although the condemnation acquisition requirements were for a partial acquisition, a full acquisition offer was also made because in the after-condition, the property will be in a narrower shape and the location of the driveways may limit the development potential. The Caltrans' offer letter dated October 12, 2018 and during the DCEM, Caltrans communicated to Tesoro that the fee area is required to reconstruct Avery Parkway interchange and construct a 10-lane road. The fee area will be part of city street. The Temporary Construction Easement is required for our contractor to

demolish the existing improvements and for constructing the pedestrian improvements on the newly reconstructed Avery Parkway. During the DCEM, Tesoro informed Caltrans that it wanted to continue operations in the subject location in the after-condition. Studies were performed on the impacts of acquisition of properties on both sides of Avery Parkway; however, widening Avery Parkway on the north side requires reducing the weaving distance between the Avery Parkway on-ramp and the Crown Valley Parkway off-ramp. Caltrans standards require a 2,000 s.f. weaving area between freeway interchanges. Therefore, any road widening of the northside of Avery Parkway would exacerbate the existing condition.

2. Caltrans' Notice had insufficient information to allow Tesoro to determine if the proposed size of the fee taking in the property (Parcel 202058-1) that is sought (as opposed to a smaller portion of the Property) is necessary for the project. Tesoro also inquired whether the proposed lanes on Avery Parkway can be reduced or narrowed.

The fee area being sought is the necessary area required to reconstruct Avery Parkway interchange and construct a 10-lane road. A copy of the approved Traffic Study report was provided to Tesoro on February 7, 2019. The Traffic Report shows that the Level of Service (LOS) on the Avery and Marguerite intersection would be unacceptable in a "No-build" condition. With Alternative 2 (our project alternative), Level of Service is improved and acceptable per requirements of the Caltrans Highway Design Manual. The capacity utilization tables show that in design year 2045, the Avery/Marguerite intersection will not have enough capacity in a no-build scenario.

3. To the extent the proposed fee interest in the Property is necessary for the project (which Tesoro does not admit), Tesoro objects because such a taking will prevent any meaningful use of the remaining portion of the property as a gasoline service station. Tesoro notes that in the State's October 12, 2018 letter to Tesoro, the State proposed purchasing the entire Property in fee, thus underscoring and evidencing the States' understanding that the proposed fee taking of a portion of Property will prevent future use of the remaining portion of the Property as a gasoline service station.

Although the condemnation requirements for Tesoro's property are fee 12,710 s.f. of fee, 19,975 s.f. of TCE, and two access controls along Avery Parkway, one for ingress only, Caltrans' offer package dated October 12, 2018 did propose purchasing the entire property in Fee (32,685 s.f), because in the after-condition, the

existing building improvements are significantly impacted and the property will be a narrower shape and the location of the driveways may limit the development potential. Included in Caltrans' offer package dated October 12, 2018 was an alternative for a partial acquisition (12,710 s.f. in Fee, 19,975 s.f. TCE and two access controls along Avery Parkway, one for ingress only). Additionally, the project will leave the adjacent property (Caltrans parcel 202057) a landlocked remnant of 4,988 s.f. and thus the possibility of mitigating Tesoro's damages by allowing Tesoro to purchase and/or exchange this remnant. During the DCEM, Tesoro indicated that it wanted to continue operations as long as possible at the subject location. On February 7, 2019, Tesoro was provided with the CADD files for the property for its engineers to review whether Tesoro can continue operations in the after-condition.

4. Caltrans' Notice had insufficient information to allow Tesoro to determine if any Temporary Construction Easement (TCE) in the property (Parcel 202058-2) is necessary for the project and thus runs afoul of Code of Civil Procedures Section 1240.030(c). Per the DCEM it is Tesoro's understanding that the TCE is sought in two different areas of Parcel 202058-2 for two different purposes: (i) an approximately ten-foot wide strip of land along Marguerite Parkway and the [new] Avery Parkway for road construction purposes, and (ii) a TCE over all of Parcel 202058-2 for purposes of removing improvements that concurrently exist on both Parcel 202058-1 and 202058-2. If so, the size of the TCE needs to be revised so there are two distinct TCE areas.

Caltrans provided Tesoro with a copy of the appraisal report and appraisal summary statement detailing the compensation, interests required, necessity of interests required, improvements, and damages, if any. As stated in above #1, Caltrans' offer package dated October 12, 2018 and the appraisal explained to Tesoro the proposed requirements and the reason required. The TCE which encompasses the non-fee area of the parcel is required for various purposes including but not limited to demolition of existing facilities, this TCE extends to end of construction because of the uncertainty when demolition will occur (Tesoro has requested to remain within the construction zone until the last possible date). After the existing facilities have been demolished by the contractor, the TCE will become non-exclusive and Tesoro can use the TCE area concurrent with Caltrans.

Mr. Douglas A. Gravelle
April 18, 2019
Page 4

5. Tesoro understands from the Notice that Caltrans is proposing a TCE of more than thirty-six (36) months. However, it is Tesoro's understanding based on the DCEM, that far less time is needed for the two intended purposes of the TCE (described above in Objection #4). The proposed time period for the TCE is excessive and not necessary for the project. Tesoro further contends that the term of a TCE should be the minimal amount of time necessary for the two intended purposes (and there should be two different terms for the two different TCE areas).

The TCE which encompasses the non-fee area of the parcel is required for various purposes including but not limited to demolition of existing facilities, this TCE extends to end of construction because of the uncertainty when demolition will occur (Tesoro has requested to remain within the construction zone until the last possible date). After the existing facilities have been demolished by the contractor, the TCE will become non-exclusive and Tesoro can use the TCE area concurrent with Caltrans.

6. The Notice does not expressly state the permitted use(s) allowed in the TCE. As noted in Objection #4, it is Tesoro's understanding the TCE is sought for two different purposes. If so, any Resolution of Necessity that is adopted needs to specifically limit use of the two different TCE areas to only such uses that are necessary for such purposes.

Caltrans provided Tesoro with a copy of the appraisal report and appraisal summary statement detailing the compensation, interests required, necessity of interests required, improvements, and damages, if any.

7. There is insufficient information in the Notice for Tesoro to determine whether the TCE is exclusive or non-exclusive. Tesoro contends that an exclusive TCE is most likely not reasonable or necessary and would run afoul of Code of Civil Procedure Sections 1240.030(b) (project must be planned in a manner with the least private injury) and 1240.030(c) (property sought to be acquired must be necessary for the project).

At the DCEM, Caltrans explained that TCE will be exclusive to Caltrans use during the construction periods required. After the existing facilities have been demolished by the contractor, the TCE will become non-exclusive and Tesoro can use the TCE area concurrent with Caltrans.

8. The Notice is devoid of any protections to ensure any disruptions to ongoing business operations at the Property are minimized, and hence the TCE runs afoul of Code of Civil Procedure Section 1240.030(b). Tesoro also inquired if Caltrans is open to solutions and proposals before the gas station is closed? Tesoro stated that they are looking for solutions to minimize disruptions to operations until 2022. What can be done for access to the site and less impact? Also, what if there is a delay in taking the TCE after the Avery Parkway bridge is taken/being constructed?

Caltrans informed Tesoro that there is public outreach and mitigating construction measures for this project. Since the first order of work in this area is to replace the Avery Parkway bridge structure on I-5 and Tesoro's property is not needed by the contractor until the 1st quarter of 2022 for the widening of the Avery Parkway street area, Caltrans has offered Tesoro the opportunity to remain in business until the 1st quarter of 2022. If the project schedule slips, the owners can stay for the time frame of the schedule slip until the property is required by the contractor.

9. Tesoro is looking into proposed access points, circuitry of travel, and mitigation factor in maintaining fueling. Tesoro inquired if there's flexibility on widening of ingress from Avery Parkway into property in after-condition and requested a copy of the CADD file for the property.

Caltrans informed Tesoro that we will provide them with the CADD file for their engineers to review. On February 7, 2019, Caltrans provided Tesoro with the CADD files for the project for Tesoro's engineers to review. Caltrans is open to discussing the ingress widening/location from Avery Parkway in the after-condition.

10. Tesoro inquired if there was a hard deadline for their engineer to provide the information to #9.

There's no hard deadline but provide the information the sooner the better. Caltrans informed Tesoro that we will be requesting to obtain the Resolution of Necessity at the May 2019 California Transportation Commission Meeting (CTC) and will need to have a second review meeting, Condemnation Panel Review Meeting. However, subsequently, Tesoro informed that in lieu of physically appearing at the May 2019 CTC Meeting, it will submit written objections to the CTC to be incorporated into the records by April 12, 2019. Caltrans received a copy of letter dated April 11, 2019 with written objections to the CTC.

Mr. Douglas A. Gravelle
April 18, 2019
Page 6

Caltrans will proceed to adopt a Resolution of Necessity at the May 15-16, 2019 CTC meeting scheduled in San Diego, CA, with Caltrans' acquisition of fee (CT Parcel 202058-1), temporary construction easement (CT Parcel 202058-2) and access control (CT Parcel 202058-3,-4) for construction in the manner proposed. I hope we can move forward with our negotiations to reach a settlement in the near future. If you have any questions, please contact Alicia Ng, Acquisition Agent at (657) 328-6584.

Sincerely,



EVANGELINA WASHINGTON
Branch Chief, R/W Planning & Management/Project Coordination/
Acquisition - District 12

ATTACHMENT C

Resolution of Necessity Appearance Fact Sheet

PROJECT DATA 12-Ora-5-P.M. 12.4/14.5
Expense Authorization 0K0219 (Segment 1)
Project ID: 1214000096

Location: In Orange County, in the cities of Mission Viejo and Laguna Niguel on Interstate 5 from east of Alicia Parkway to south of Oso Parkway

Limits: From Post Mile 12.4 to Post Mile 14.5

Project Cost: Programmed construction cost: \$112,092,000.00 Current Right of Way cost estimate \$37,672,000.00

Funding Source: Regional Surface Transportation Program and Measure 2

Number of Lanes: Existing: Four general purpose lanes in each direction

Proposed: Increase capacity and improve traffic operations between Avery Parkway and Oso Parkway. Improve merging/diverging from freeway ramps and improve ramp intersections where needed to improve weaving operations.

Major Features: One new northbound and southbound general purpose lane, re-establish existing auxiliary lanes, modify on and off ramps and reconstruct Avery Parkway interchange.

Traffic: Existing (year 2011): 279,000 to 365,000 Annual Daily Traffic (ADT)
Proposed: (year 2045): 353,000 to 457,000 ADT

PARCEL DATA

Property Owner: Tesoro South Coast Company, LLC, a Delaware limited liability company

Parcel Location: 28681 Marguerite Parkway in the City of Mission Viejo

Present Use: Commercial (Gas Station/Convenience Store and Car Wash)

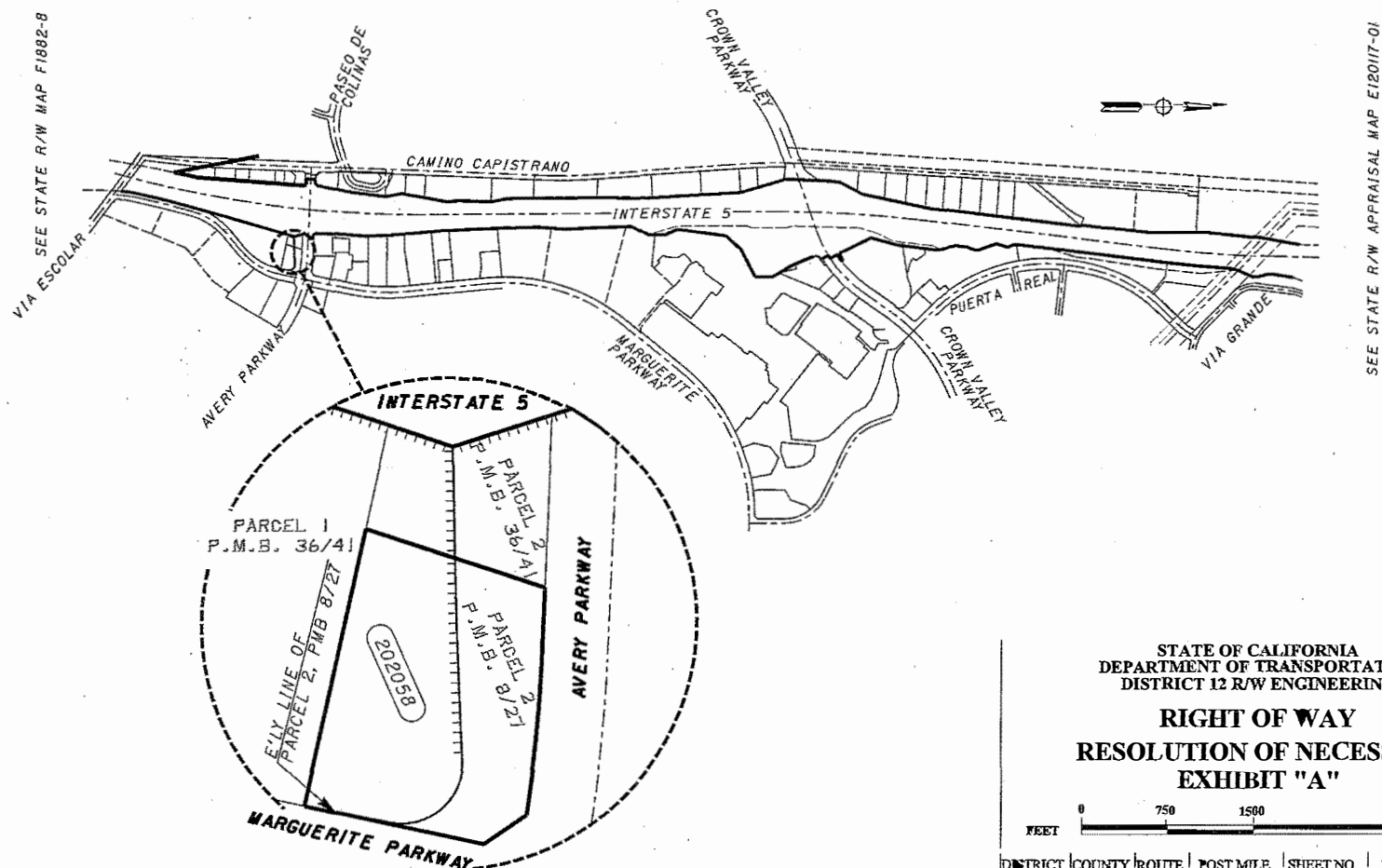
Area of Property: 32,685 Square Feet (SF)

Area Required: Parcel 202058-1: 12,710 SF-Fee
Parcel 202058-2: 19,975 SF- Temporary Construction Easement
Parcel 202058-3: 90 Lineal Feet (LF) Access Control
Parcel 202058-4: 65LF- Access Control Ingress Only

EXHIBIT A

INTERSTATE 5 WIDENING PROJECT CITIES OF LAGUNA NIGUEL AND MISSION VIEJO COUNTY OF ORANGE STATE OF CALIFORNIA

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



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 12 R/W ENGINEERING

RIGHT OF WAY RESOLUTION OF NECESSITY EXHIBIT "A"

DISTRICT	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
12	ORA	5	13.0	1	1

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.

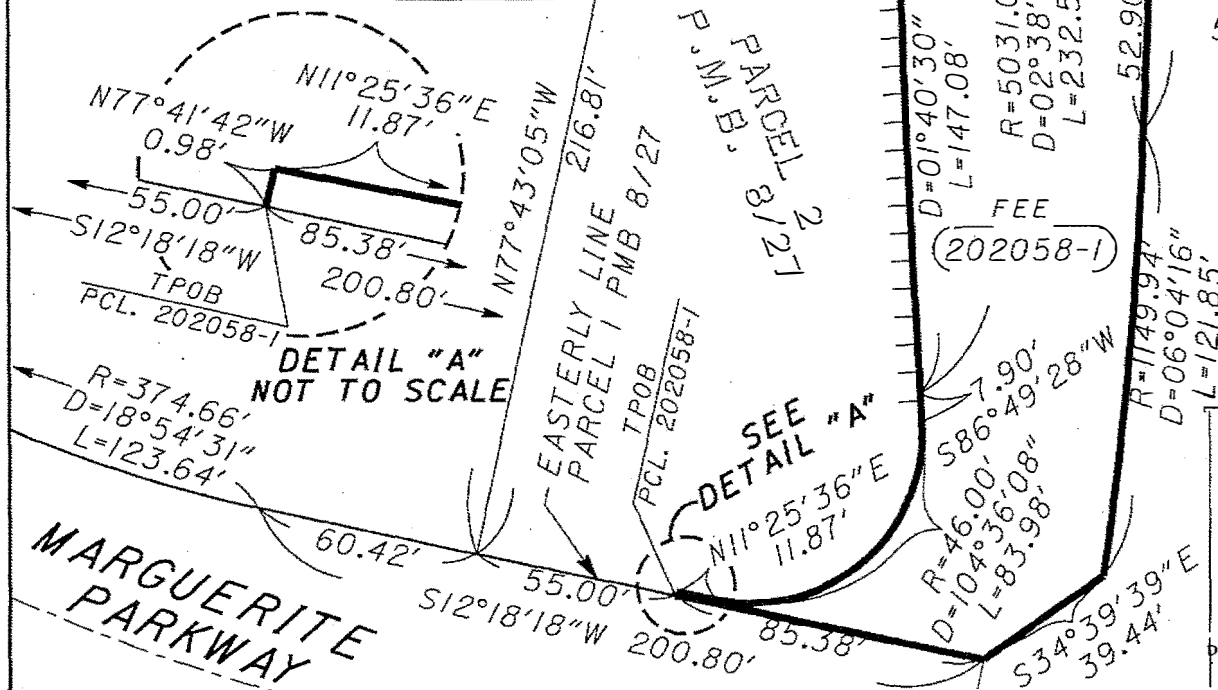


CURVE DATA:

NO.	DELTA	RADIUS	LENGTH
CI	00°35'35"	5020.76'	51.96'

LINE DATA:

NO.	BEARING	LENGTH
L1	N87°42'36"W	30.00'
L2	N43°07'23"W	28.42'



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 12 R/W ENGINEERING

RIGHT OF WAY RESOLUTION OF NECESSITY EXHIBIT "B"



DISTRICT	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
12	ORA	5	13.0	1	1

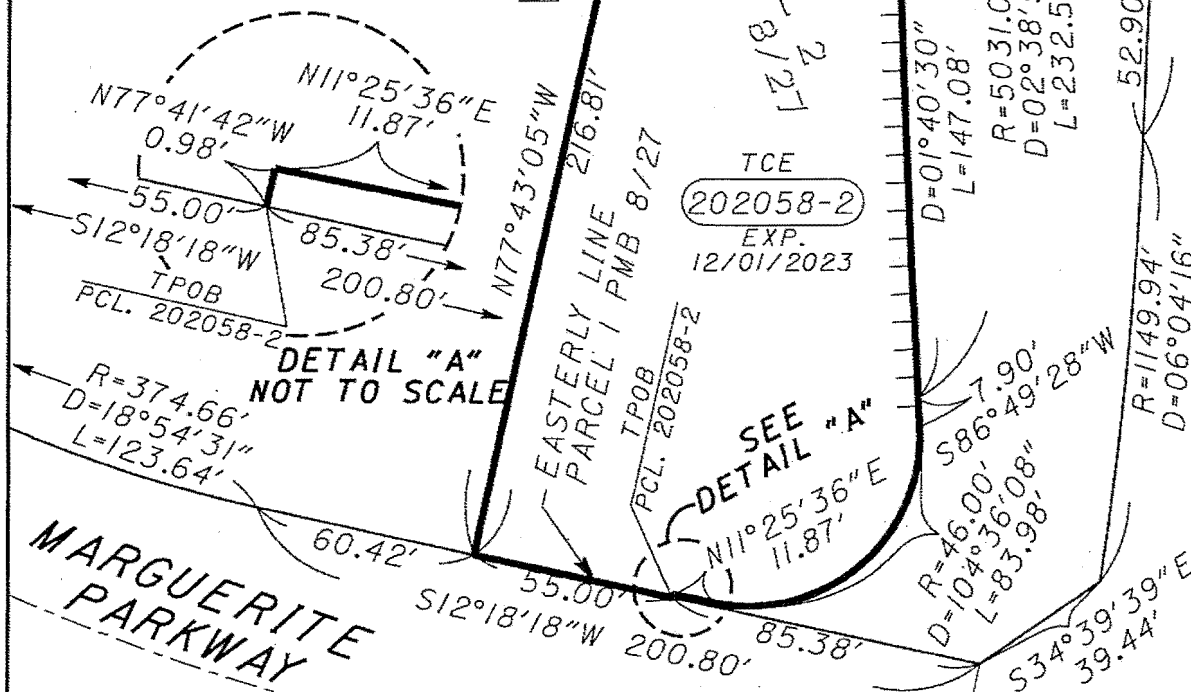
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

CURVE DATA:

NO.	DELTA	RADIUS	LENGTH
CI	00°35'35"	5020.76'	51.96'

LINE DATA:

NO.	BEARING	LENGTH
L1	N87°42'36"W	30.00'
L2	N43°07'23"W	28.42'



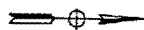
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 12 R/W ENGINEERING

RIGHT OF WAY RESOLUTION OF NECESSITY EXHIBIT "B"



DISTRICT	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
12	ORA	5	13.0	1	1

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.

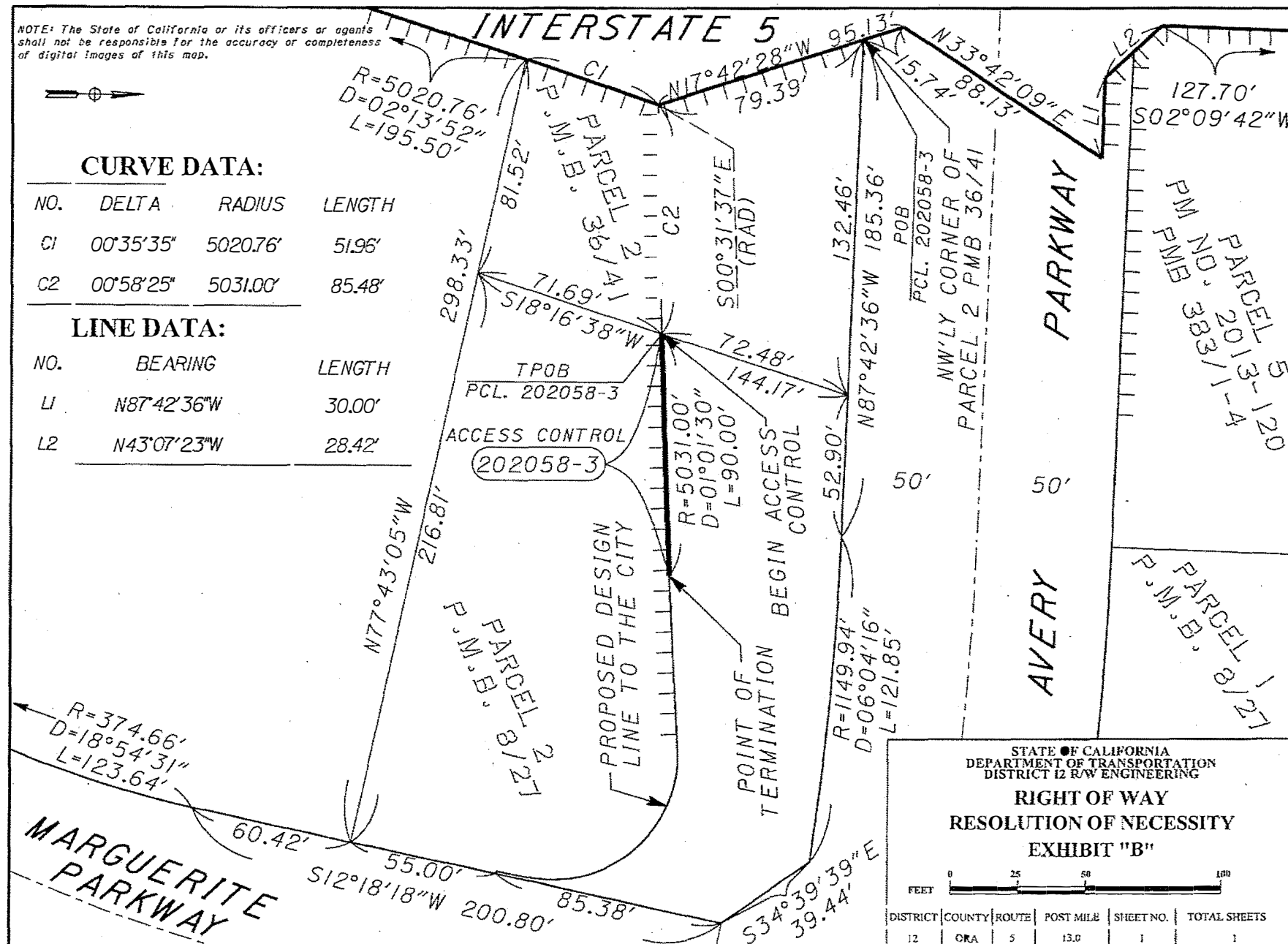


CURVE DATA:

NO.	DELTA	RADIUS	LENGTH
C1	00°35'35"	5020.76'	51.96'
C2	00°58'25"	5031.00'	85.48'

LINE DATA:

NO.	BEARING	LENGTH
L1	N87°42'36"W	30.00'
L2	N43°07'23"W	28.42'



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISTRICT 12 R/W ENGINEERING

RIGHT OF WAY RESOLUTION OF NECESSITY EXHIBIT "B"



DISTRICT	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
12	ORA	5	13.0	1	1

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.

CURVE DATA:

NO.	DELTA	RADIUS	LENGTH
C1	00°35'35"	5020.76'	51.96'
C2	00°58'25"	5031.00'	85.48'

LINE DATA:

NO.	BEARING	LENGTH
L1	N87°42'36"W	30.00'
L2	N43°07'23"W	28.42'

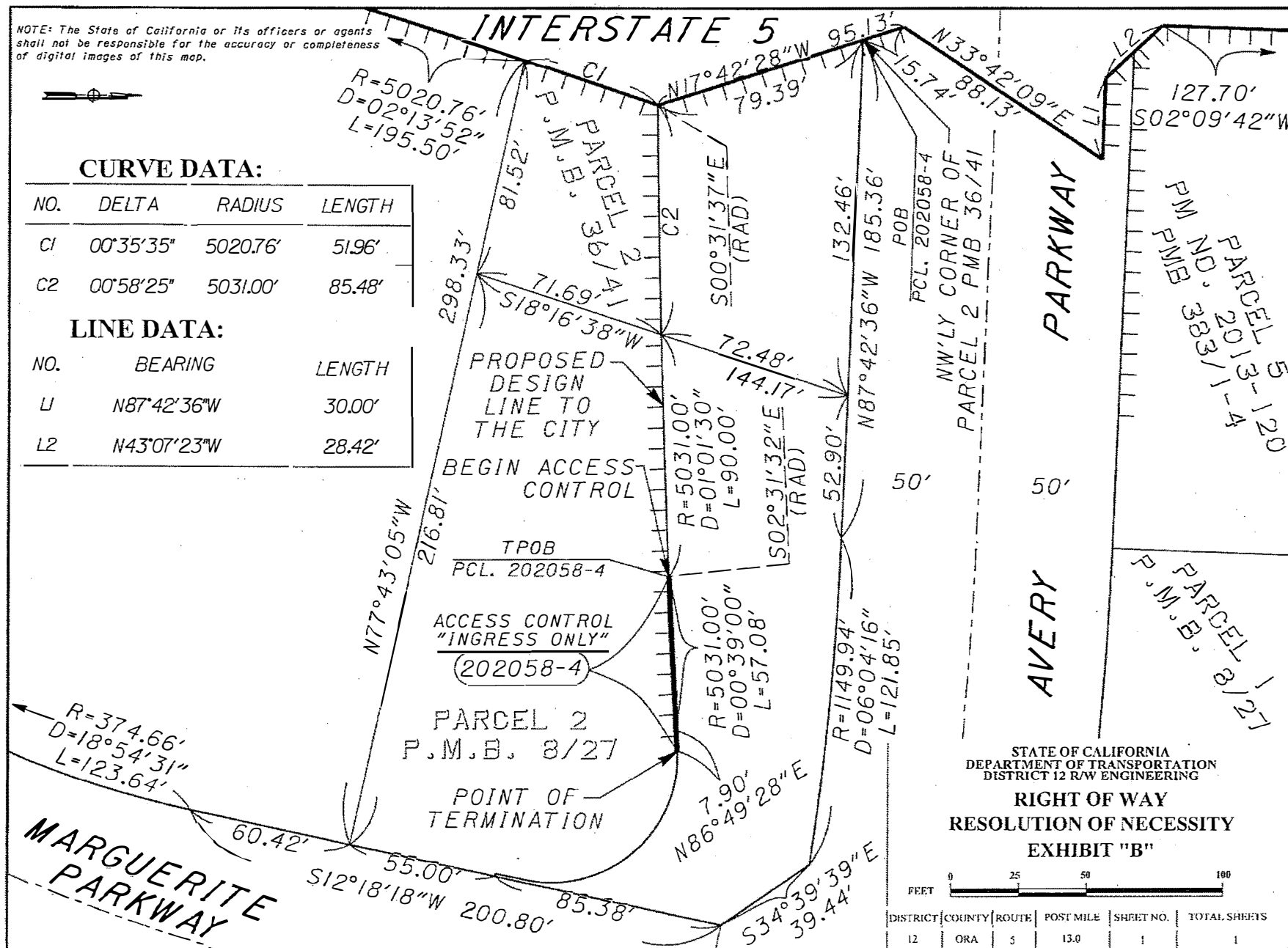


EXHIBIT B

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21704

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 12-Ora-5-PM 13.0 PARCEL 202058-1, 2, 3, 4
OWNER: Tesoro South Coast Company, LLC, a Delaware limited
liability company

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

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

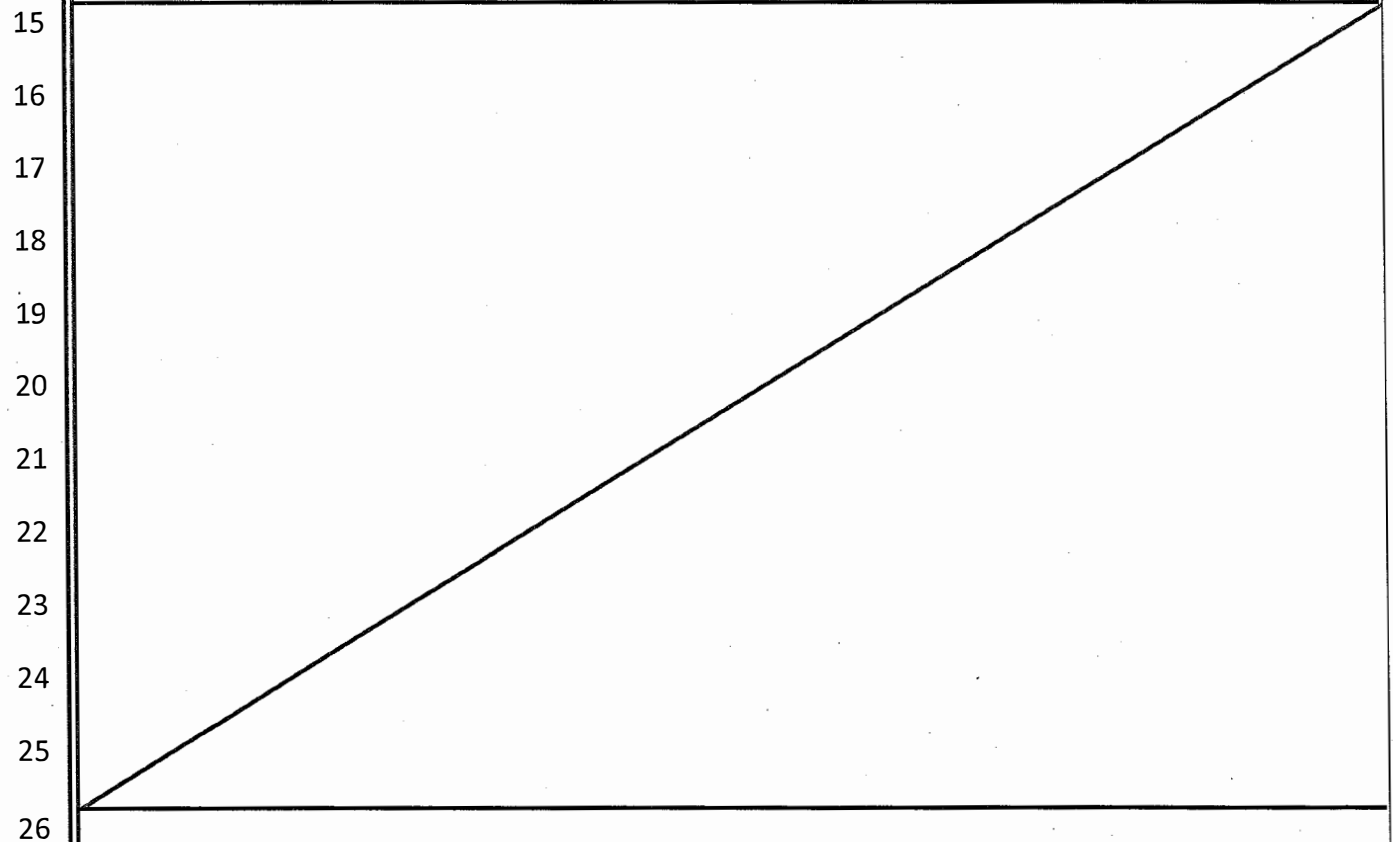
Attorney, Department of Transportation

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

11 The real property or interests in real property, which the
12 Department of Transportation is by this resolution authorized to
13 acquire, is situated in the County of Orange, State of California,
14 Highway 12-Ora-5 and described as follows:



Legal Description

PARCEL 202058-1_Fee

For freeway purposes, that certain parcel of land situated in the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 as per map filed in Book 8, Page 27, of Parcel Maps, Records of said County, lying easterly, northeasterly, and northerly of the following described line:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, formally "Rancho Viejo Road", 100.00 feet wide, as shown on said map;

thence South $12^{\circ}18'18''$ West 79.64 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North $77^{\circ}41'42''$ West 50.00 feet to the northerly terminus of the course shown as "North $12^{\circ}16'25''$ East 140.36 feet" in the easterly line of Parcel 2 per the map filed in Book 8, page 27 of Parcel Maps, Records of said County, said course having a bearing of North $12^{\circ}18'18''$ East for the purpose of this description;

thence South $12^{\circ}18'18''$ West 85.38 feet along said easterly line to the **True Point of Beginning**;

thence North $77^{\circ}41'42''$ West 0.98 feet;

thence North $11^{\circ}25'36''$ East 11.87 feet to a curve concave southwesterly having a radius of 46.00 feet;

thence northwesterly 83.98 feet along said curve through a central angle of $104^{\circ}36'08''$;

thence South $86^{\circ}49'28''$ West 7.90 feet to a curve concave northerly having a radius of 5031.00 feet;

thence westerly 232.57 feet along said curve through a central angle of $02^{\circ}38'55''$ to the southeasterly terminus of the course shown as "North $17^{\circ}43'03''$ West 79.38 feet" in the westerly line of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, having a bearing of North $17^{\circ}42'28''$ West for the purpose of this description and the **Point of Termination**.

Together with all of the existing improvements which are located partially within and partially outside the boundaries of the above described parcel.

Together with a temporary easement, to expire on December 1, 2023, over and across the following described parcel for the purpose of removing existing improvements. The temporary easement will be described as follows:

In the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 8, Page 27 of Parcel Maps, Records of said County, lying westerly, southwesterly, and southerly of the following described line:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, formally "Rancho Viejo Road", 100.00 feet wide, as shown on said map;

thence South $12^{\circ}18'18''$ West 79.64 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North 77°41'42" West 50.00 feet to the northerly terminus of the course shown as "North 12°16'25" East 140.36 feet" in the easterly line of Parcel 2 per the map filed in Book 8, page 27 of Parcel Maps, Records of said County, said course having a bearing of North 12°18'18" East for the purpose of this description;

thence South 12°18'18" West 85.38 feet along said easterly line to the **True Point of Beginning**;

thence North 77°41'42" West 0.98 feet;

thence North 11°25'36" East 11.87 feet to a curve concave southwesterly having a radius of 46.00 feet;

thence northwesterly 83.98 feet along said curve through a central angle of 104°36'08";

thence South 86°49'28" West 7.90 feet to a curve concave northerly having a radius of 5031.00 feet;

thence westerly 232.57 feet along said curve through a central angle of 02°38'55" to the southeasterly terminus of the course shown as "North 17°43'03" West 79.38 feet" in the westerly line of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, having a bearing of North 17°42'28" West for the purpose of this description and the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202058-2 Temporary Construction Easement

An easement for temporary construction purposes, In the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 8, Page 27 of Parcel Maps, Records of said County, lying westerly, southwesterly, and southerly of the following described line:

Commencing at the centerline intersection of Marguerite Parkway, 100.00 feet wide, and Avery Parkway, formally "Rancho Viejo Road", 100.00 feet wide, as shown on said map;

thence South $12^{\circ}18'18''$ West 79.64 feet along the centerline of said Marguerite Parkway;

thence leaving said centerline North $77^{\circ}41'42''$ West 50.00 feet to the northerly terminus of the course shown as "North $12^{\circ}16'25''$ East 140.36 feet" in the easterly line of Parcel 2 per the map filed in Book 8, page 27 of Parcel Maps, Records of said County, said course having a bearing of North $12^{\circ}18'18''$ East for the purpose of this description;

thence South $12^{\circ}18'18''$ West 85.38 feet along said easterly line to the **True Point of Beginning**;

thence North $77^{\circ}41'42''$ West 0.98 feet;

thence North $11^{\circ}25'36''$ East 11.87 feet to a curve concave southwesterly having a radius of 46.00 feet;

thence northwesterly 83.98 feet along said curve through a central angle of $104^{\circ}36'08''$;

thence South $86^{\circ}49'28''$ West 7.90 feet to a curve concave northerly having a radius of 5031.00 feet;

thence westerly 232.57 feet along said curve through a central angle of $02^{\circ}38'55''$ to the southeasterly terminus of the course shown as "North $17^{\circ}43'03''$ West 79.38 feet" in the westerly line of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County, having a bearing of North $17^{\circ}42'28''$ West for the purpose of this description and the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Rights to the above described temporary easement shall cease and terminate on December 1, 2023. The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Legal Description

PARCEL 202058-3 Access Control

For freeway purposes, the extinguishment of all easement of access appurtenant to that portion of the owner's remaining property over the following described line:

In the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 8, Pages 27 of Parcel Maps, Records of said County, described as follows:

Beginning at the northwesterly corner of Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County;

thence along the westerly line of said Parcel 2 South $17^{\circ}42'28''$ East 79.39 feet to an angle point therein and the beginning of a non-tangent curve concave northerly having a radius of 5031.00 feet, a radial line to said curve bears South $00^{\circ}31'37''$ East;

thence easterly along said curve a distance of 85.48 feet through a central angle of $00^{\circ}58'25''$ to the westerly line of said Parcel 2 filed in Book 8, Page 27 of Parcel Maps and the **True Point of Beginning**;

thence continuing easterly along said curve a distance of 90.00 feet through a central angle of $01^{\circ}01'30''$ to the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202058-4 Access Control "Ingress Only"

For freeway purposes, the extinguishment of all easement of access appurtenant to that portion of the owner's remaining property with ingress only, over the following described line:

In the City of Mission Viejo, County of Orange, State of California, being that portion of Parcel 2 per the map filed in Book 8, Pages 27 of Parcel Maps, Records of said County, described as follows:

Beginning at the northwesterly corner of said Parcel 2 per the map filed in Book 36, Page 41 of Parcel Maps, Records of said County;

thence along the westerly line of said Parcel 2 South $17^{\circ}42'28''$ East 79.39 feet to an angle point therein and the beginning of a non-tangent curve concave northerly having a radius of 5031.00 feet, a radial line to said curve bears South $00^{\circ}31'37''$ East;

thence easterly along said curve a distance of 85.48 feet through a central angle of $00^{\circ}58'25''$ to the westerly line of said Parcel 2 filed in Book 8, Page 27 of Parcel Maps;

thence continuing easterly along said curve a distance of 90.00 feet through a central angle of $01^{\circ}01'30''$ to the **True Point of Beginning**, said point also being the beginning of a non-tangent curve concave northerly having a radius of 5031.00 feet, a radial line to said curve bears South $02^{\circ}31'32''$ East;

thence easterly along said curve a distance of 57.08 feet through a central angle of $00^{\circ}39'00''$;

thence North $86^{\circ}49'28''$ East 7.90 feet to the **Point of Termination**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 1.2, Action

Prepared By: Douglas Remedios
Associate Governmental Program Analyst

Published Date: May 3, 2019

Subject: **Approval of Minutes for the March 13-14, 2019 Commission Meeting**

Issue:

Should the California Transportation Commission (Commission) approve the meeting minutes for the March 13-14, 2019 Commission meeting?

Recommendation:

Commission staff recommends that the Commission approve the meeting minutes for the March 13-14, 2019 Commission meeting.

Background:

California Code of Regulations, Title 21 California Administrative Code §8012, requires that:

The commission shall keep accurate minutes of all meetings and make them available to the public. The original copy of the minutes is that signed by the executive secretary and is the evidence of taking any action at a meeting. All resolutions adopted at a meeting shall be entered in the text of the minutes by reference.

In compliance with Title 21 California Administrative Code §8012, the Commission's Operating Procedures dated May 11, 2011 require that as an order of business, at each regular meeting of the Commission, the minutes from the last meeting shall be approved by the Commission.

Attachments:

Attachment A: March 13-14, 2019 meeting minutes

Minutes

CALIFORNIA TRANSPORTATION COMMISSION

March 13-14, 2019

Los Angeles, California

Wednesday, March 13, 2019

1:00 PM

**Commission Meeting
Los Angeles County Metropolitan
Transportation Authority
Boardroom, 3rd Floor
One Gateway Plaza
Los Angeles, CA 90012**

Thursday, August 16, 2019

9:00 AM

**Commission Meeting
Los Angeles County Metropolitan
Transportation Authority
Boardroom, 3rd Floor
One Gateway Plaza
Los Angeles, CA 90012**

* “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 State Transportation Agency (CalSTA) item.

FREQUENTLY USED TERMS: California Transportation Commission (Commission or CTC), California Department of Transportation (Department or Caltrans), Regional Improvement Program (RIP), Interregional Improvement Program (IIP), State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), Traffic Congestion Relief Program (TCRP), Public Transportation Account (PTA), Clean Air and Transportation Improvement Act of 1990 (Proposition 116), High Speed Passenger Train Bond Program (Proposition 1A), Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), Corridor Mobility Improvement Account (CMIA), State Route 99 Bond Program (RTE or SR 99), Local Bridge Seismic Retrofit Account (LBSRA), Trade Corridors Improvement Fund (TCIF), Highway-Railroad Crossing Safety Account (HRCSA), State-Local Partnership Program (SLPP), Traffic Light Synchronization Program (TLSP), Letter of No Prejudice (LONP), Environmental Phase (PA&ED), Design Phase (PS&E), Right of Way (RW), Fiscal Year (FY), Active Transportation Program (ATP), Intercity Rail (ICR), California Aid to Airports Program (CAAP), Acquisition & Development (A&D), Transit and Inter-City Rail Capital Program (TIRCP), Transportation Facilities Account (TFA), Trade Corridor Enhancement Program (TCEP), Local Partnership Program (LPP), Local Streets and Roads Program (LSRP), Solutions for Congested Corridors Program (SCCP).

**NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – May 15-16, 2019 in San Diego, CA**

GENERAL BUSINESS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
1	Roll Call	1.1	Fran Inman	I	C

ROLL CALL

Commissioners	Attendance
Chair Fran Inman	Present
Commissioner Bob Alvarado	Present
Commissioner Yvonne Burke	Present
Commissioner Lucetta Dunn	Present
Commissioner Jim Ghielmetti	Present
Commissioner Carl Guardino	Present
Commissioner Christine Kehoe	Present
Commissioner Joe Tavaglione	Absent
Commissioner Paul Van Konynenburg	Present

TOTAL - Present: 8 and Absent: 1

CTC Attendees	Attendance
Senator Jim Beall, Ex-Officio	Absent
Assembly member Jim Frazier, Ex-Officio	Absent

Tab	Item Description	Ref#	Presenter	Type*	Agency*
2	Welcome to the Region	1.12	Phillip A. Washington Stephanie Wiggins	I	R

Los Angeles Metropolitan Transportation Authority's Chief Executive Officer Phillip Washington and MetroLink's Chief Executive Officer Stephanie Wiggins presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
3	Approval of Minutes for January 30-31, 2019	1.2	Fran Inman	A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
4	Commissioner Meetings for Compensation	1.5	Fran Inman	A	C

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

Reports

Tab	Item Description	Ref#	Presenter	Type*	Agency*
5	Commission Executive Director	1.3	Susan Bransen	A	C

Commission Executive Director Susan Bransen presented this informational item. California Transportation Foundation Executive Director Sarah West introduced the Foundation's California Transportation Commission scholarship recipient Carly Hollas.

Speakers: Jared Sanchez – California Bicycle Coalition

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

Commission Executive Director - MEETING HANDOUT (Letter to the CTC from CA Bicycle Coalition, Climate Plan & California Walks)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
6	Commissioner Reports	1.4	Fran Inman	A	C

Chair Inman and Commissioners Van Konyneburg and Kehoe provided reports for this information item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
7	CalSTA Secretary and/or Undersecretary	1.6	Brian Annis	I	T

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
8	Caltrans Director and/or Deputy Director	1.7	Laurie Berman	I	D

California Department of Transportation Director Laurie Berman presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
9	FHWA California Division Administrator	1.11	Vincent Mammano	I	F

FHWA's California Division Administrator Vince Mammano presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
10	Regional Agencies Moderator	1.8	Luke McNeel-Caird	I	R

Regional Agencies Moderator Luke McNeel-Caird presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
11	Rural Counties Task Force Chair	1.9	Maura Twomey	I	R

Rural Counties Task Force Vice-Chair Woodrow Deloria presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
12	Self-Help Counties Coalition Executive Director	1.10	Keith Dunn	I	R

Self Help Counties Coalition Executive Director Keith Dunn presented this informational item.

POLICY MATTERS

Tab	Item Description	Ref#	Presenter	Type*	Agency*
13	Innovations in Transportation <ul style="list-style-type: none"> XpressWest – Proposed High-Speed Rail from Southern California to Las Vegas 	4.21	Garth Hopkins Husein Cumber	I	C

Commission Deputy Director Garth Hopkins and Florida East Coast Industries Executive Vice President for Corporate Development Husein Cumber presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
14	State and Federal Legislative Matters	4.1	Paul Golaszewski	A	C

Recommendation: Approval of staff recommendations

Action Taken: Approved

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

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konyneburg

Nays: None

Abstained: None

Speakers: Eric Reese - Private Citizen

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

State and Federal Legislative Matters- YELLOW MEETING HANDOUT

Tab	Item Description	Ref#	Presenter	Type*	Agency*
15	Budget and Allocation Capacity	4.2	Paul Golaszewski Clark Paulsen	I	D

Commission Deputy Director Paul Golaszewski and Caltrans Division Chief for Budgets Clark Paulsen presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
16	Discussion of the 2020 STIP Fund Estimate – Draft Assumptions	4.19	Paul Golaszewski Clark Paulsen	I	D

Commission Deputy Director Paul Golaszewski and Caltrans Division Chief for Budgets Clark Paulsen presented this informational item.

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

Discussion of the 2020 STIP Fund Estimate – Draft Assumptions - PINK MEETING HANDOUT

Tab	Item Description	Ref#	Presenter	Type*	Agency*
17	2020 Competitive Programs Update	4.22	Robert Nelson	A	C

Commission Deputy Director Robert Nelson provided this update. No action was taken.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
18	Local Streets and Roads Funding Program Update	4.8	Alicia Sequeira Smith	I	C

Commission Assistant Deputy Director Alicia Sequeira-Smith presented this informational item.

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
19	Active Transportation Program Resource Center	4.11	Laurie Waters Rihui Zhang	I	D

Commission Associate Deputy Director Laurie Waters, Caltrans Active Transportation Program Resource Center Project Manager Emily Abrahams, and Caltrans Division Chief for Local Assistance Rihui Zhang presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
20	Active Transportation Program (Quarterly Report)	3.13	Laurie Waters Rihui Zhang	I	D

Commission Associate Deputy Director Laurie Waters and Caltrans Division Chief for Local Assistance Rihui Zhang presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
21	Senate Bill 1 Program – Quarterly Report	3.15	Robert Nelson Nabeelah Abi-Rached	I	D

Commission Deputy Director Robert Nelson and Caltrans Senate Bill 1 Program Manager Nabeelah Abi-Rached presented this informational item.

INFORMATION CALENDAR

Tab	Item Description	Ref#	Presenter	Type*	Agency*
22	Informational Reports on Allocations Under Delegated Authority <ul style="list-style-type: none"> Emergency G-11 Allocations (2.5f (1)): \$67,592,000 for 17 projects. Minor G-05-16 Allocations: (2.5f (4)): \$4,951,000 for 5 projects. 	2.5f	Teri Anderson Bruce De Terra	I	D

This item was presented as part of the Information Calendar.

Monthly Reports on the Status of Contract Award for:

Tab	Item Description	Ref#	Presenter	Type*	Agency*
23	State Highway Projects, per Resolution G-06-08	3.2a	Teri Anderson Bruce De Terra	I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
24	Local Assistance STIP Projects, per Resolution G-13-07	3.2b	Teresa Favila Rihui Zhang	I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
25	Local Assistance ATP Projects, per Resolution G-15-04	3.2c	Laurie Waters Rihui Zhang	I	D

This item was presented as part of the Information Calendar.

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
26	Pre-Construction SHOPP Support Allocations, per Resolution G-06-08	3.3	Chris Traina Bruce De Terra	I	D

This item was presented as part of the Information Calendar.

Quarterly Report – Second Quarter – FY 2018-19

Tab	Item Description	Ref#	Presenter	Type*	Agency*
27	Caltrans Finance Report	3.5	Paul Golaszewski Clark Paulsen	I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
28	Caltrans Rail Operations Report	3.7	Teresa Favila Ron Sheppard	I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
29	Aeronautics – Acquisition & Development (A&D) and Airport Improvement Program (AIP)	3.8	Teri Anderson Ron Bolyard	I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
30	Proposition 1A – High-Speed Passenger Train Bond Program	3.10	Teresa Favila Ron Sheppard	I	D

This item was presented as part of the Information Calendar.

Other Reports

Tab	Item Description	Ref#	Presenter	Type*	Agency*
31	Quarterly Report – Local Assistance Lump Sum Allocation for the Period Ending December 31, 2018	3.11	Teresa Favila Rihui Zhang	I	D

This item was presented as part of the Information Calendar.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
32	First Quarter – Balance Report on AB 1012 “Use It or Lose it” Provision for Federal Fiscal Year 2017 Unobligated RSTP and CMAQ Funds	3.12	Teresa Favila Rihui Zhang	I	D

This item was presented as part of the Information Calendar.

Begin Consent Calendar – Chris Traina

Recommendation: Approval as revised

Action Taken: Approved

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

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konyneburg

Nays: None

Abstained: None

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
33	Approval of Project for Future Consideration of Funding: 02 – Shasta County Diestelhorst to Downtown Non-Motorized Improvements Project Construct trail improvements to connect with Sacramento River Trail. (MND) (PPNO 02-2578) (ATP, STIP) Resolution E-19-29 (Related Item under Ref. 2.5w.(1).)	2.2c.(2)	Jose Oseguera	A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
34	Approval of Project for Future Consideration of Funding: 04 – Napa County Devlin Road and Napa Valley Vine Trail Extension Project Construct the Devlin Road extension and other improvements. (MND) (PPNO 2130D) (STIP) Resolution E-19-31	2.2c.(4)	Jose Oseguera	A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
35	Approval of Project for Future Consideration of Funding: 08 – San Bernardino County Santa Ana River Trail Phase IV Project Construct a 3.3-mile long section of trail improvements. (MND) (PPNO 1202) (Local) Resolution E-19-32 (Related Item under Ref. 2.5w.(1).)	2.2c.(5)	Jose Oseguera	A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
36	Approval of Project for Future Consideration of Funding 10 – Alpine County Hot Springs Road Reconstruction Project Reconstruct Hot Springs Road. (MND) (PPNO 3115) (STIP) Resolution E-19-34 (Related Item under Ref 2.5w.(1).)	2.2c.(7)	Jose Oseguera	A	C

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

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
37 8 Ayes	9 Resolutions of Necessity Resolutions C-21695 through C-21703	2.4b	Chris Traina Jennifer S. Lowden	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:

7 Resolutions of Necessity:

Resolutions C-21695 through 21699, Resolutions C-21701 and C-21703

- Resolution C-21700 (05-SBt-156-PM 5.3, Parcel 11138 -1, 2, 3, 4, 5; EA 344909) – Timus Taylor Family Limited Partnership, a California Limited Partnership, which acquired titles as Timus Taylor Limited Partnership - Withdrawn prior to the CTC meeting
- Resolution C-21702, (06-Tul-99, PM 33.7, Parcel 86911-1; EA 360249) –Joseph Simas, Jr. and Marylou Simas, husband and wife, as Community Property - Withdrawn prior to the CTC meeting

Tab	Item Description	Ref#	Presenter	Type*	Agency*
38	Director's Deeds Items 1 through 19 Excess Lands: Return to State: \$3,034,689 Return to Others: \$0	2.4d	Teri Anderson Jennifer S. Lowden	A	D

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

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
39	<p>Approval of Projects for Future Consideration of Funding:</p> <p>01-DN-199, PM 6.65/36.27 Culvert Rehabilitation Project Rehabilitate or replace existing culverts on a portion of State Route 199 in Del Norte County. (ND) (PPNO 1055) (SHOPP) Resolution E-19-15 (Related Item under Ref. 2.5b.(2).)</p> <p>01-Hum-101, PM 75.3/77.6 Broadway ADA Project Construct ADA compliant improvements on a portion of US 101 in Humboldt County. (ND) (PPNO 2346) (SHOPP) Resolution E-19-16 (Related Item under Ref. 2.5b.(2).)</p> <p>01-Lak-29, PM 12.7/14.5 Coyote Grade Shoulder Widening Project Widen shoulders on a portion of SR 29 in Lake County. (MND) (PPNO 3102) (SHOPP) Resolution E-19-17 (Related Item under Ref. 2.5b.(2).)</p> <p>02-Las-299, PM 18.5/25.6, 02-Mod-299 PM 0.5/0.5, 1.1/1.8, 02-Mod-139, PM 0.1 Bieber to Adin Roadway Rehabilitation Project Rehabilitate a portion of SR 299 in Lassen and Modoc Counties. (MND) (PPNO 3467) (SHOPP) Resolution E-19-18 (Related Item under Ref. 2.5b.(2).)</p> <p>03-But-162, PM 18.46/19.85 Butte 162 Road Widening Project Construct roadway improvements on a portion of State Route 162 in Butte County. (MND) (PPNO 2635) (SHOPP) Resolution E-19-19 (Related Item under Ref. 2.5b.(2).)</p> <p>03-Sut,Yub-20, PM 17.0/17.1, 0.0/0.4 Feather River Bridge Scour Project Repair scour damage to an existing bridge on SR 20 in Sutter and Yuba Counties. (MND) (PPNO 8140) (SHOPP) Resolution E-19-20 (Related Item under Ref. 2.5b.(2).)</p> <p>04-Son-121, PM 3.36/6.50 State Route 121 Safety Improvements Project Construct roadway improvements on a portion of State Route 121 in Sonoma County. (ND) (PPNO 0738) (SHOPP) Resolution E-19-21 (Related Item under Ref. 2.5b.(2).)</p>	2.2c(1)	Jose Oseguera Jeremy Ketchum	A	D

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
	<p>06-Tul-190, PM 34.7/39.4 Tulare Culvert Replacement Project Replace culverts at two locations on State Route 190 in Tulare County (MND) (PPNO 6286) (SHOPP) Resolution E-19-22</p> <p>07-LA-91, PM 16.9/19.8, 07-LA-605, PM 5.0/5.8 Westbound State Route 91 Improvement Project Widen a portion of State Route 91 in Los Angeles County (ND) (PPNO 5388) (Local, STIP) Resolution E-19-23 (Related Items under Ref. 2.5s.(7) & 4.23.)</p> <p>08-Riv -15, PM 49.8/52.3, 08-SBd-15, PM 0.0/12.2 Interstate 15 Corridor Project Construct Express Toll Lanes on a portion of Interstate 15 in Riverside and San Bernardino Counties. (MND) (EA 0R800) (Local) Resolution E-19-24</p> <p>08-SBd-40, PM R125/R154.6 Interstate 40 Regrade Existing Median Project Regrade median on a portion of Interstate 40 in San Bernardino County. (MND) (PPNO 3003J) (SHOPP) Resolution E-19-25 (Related Item under Ref. 2.5b.(2).)</p> <p>10-Alp-Various, PM Various Mountain Counties Bridge Rails Project Upgrade rails on four bridges on State Routes 4, 88, and 89 in Alpine County. (MND) (PPNO 3134) (SHOPP) Resolution E-19-26 (Related Item under Ref. 2.5b.(2).)</p> <p>10-Sta-99, PM 9.5/11.4 State Route 99/Service Road/Mitchell Road Interchange Project Construct interchange improvements on State Route 99 at Mitchell Road in Stanislaus County. (MND) (PPNO 9399) (Local) Resolution E-19-27</p> <p>12-Ora-74, PM 11.5/13.28 & 13.33/16.60 State Route 74 Safety Improvement Project Construct roadway and safety improvements on portions of State Route 74 in Orange County. (MND) (PPNO 4218) (SHOPP) Resolution E-19-28 (Related Item under Ref. 2.5b.(2).)</p>				

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 Future Consideration of Funding

07-LA-91, PM 16.9/19.8, 07-LA-605, PM 5.0/5.8 - Westbound State Route 91 Improvement Project

- In the Book Item, on page 7, top of the page, the first full sentence should read as: "This project is fully funded and currently programmed with local Measure funds, SB 1 Trade Corridor Enhancement Program and 2018 State Transportation Improvement Program (STIP) funds for approximately \$187.8 million."

Amendment - Proposition 1B CMIA Project

Tab	Item Description	Ref#	Presenter	Type*	Agency*
40	Allocation Adjustment for Proposition 1B CMIA Project: Request to de-allocate \$400,000 in Proposition 1B CMIA Construction (due to savings) and re-allocate to Construction Support to process a construction claim for the Route 46 Corridor Improvements (Whitley 2A) project in San Luis Obispo County. There is no increase to the allocation amount. (PPNO 0226G) Resolution CMIA-AA-1819-01 Amending Resolution CMIA-AA-1213-01	2.5g(1)	Mathew Yosgott Bruce De Terra	A	D

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

Amendment - Proposition 1B TLSP Project

Tab	Item Description	Ref#	Presenter	Type*	Agency*
41	Allocation Amendment – Proposition 1B Traffic Light Synchronization Program Project Request to rescind \$748,000 from TLSP Project Adaptive Traffic Control System-Central Business District in Los Angeles County. (Project # 07-6760). Resolution TLS1B-AA-1819-21 Amending Resolution TLS1B-A-1617-02	2.5g(7a)	Chrstine Gordon Jesse Bhullar	A	D

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

Amendment - Proposition 1B Intercity Rail (ICR) Improvement Project

Tab	Item Description	Ref#	Presenter	Type*	Agency*
42	Allocation Amendment – Proposition 1B Intercity Rail Improvement Project: Request to deallocate \$123,000, from \$218,000 to \$95,000 from the Proposition 1B ICR Ventura County Sealed Corridor Grade Crossing Improvement Project in Ventura County, to reflect cost savings at closeout. (PPNO 2088) Resolution ICR1B-AA-1819-04 Amending Resolution ICR1B-A-1415-01	2.5g(8)	Teresa Favila Ron Sheppard	A	D

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

Amendment – Seismic Retrofit Program – Phase II – Proposition 192

Tab	Item Description	Ref#	Presenter	Type*	Agency*
43	Allocation Amendment – Seismic Retrofit Program – Phase II – Proposition 192 Projects: Request to amend Resolution FP-18-50, approved in January 2019, for three Seismic Retrofit Program – Phase II – Proposition 192 projects to correct the Budget Year and Project ID. There is no change to the original project allocations. Resolution FP-18-62, Amending Resolution FP-18-50	2.5g(15)	Chris Traina Clark Paulsen	A	D

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

END OF CONSENT CALENDAR**Policy Matters**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
44	Comments on the Draft State Highway System Management Plan	4.12	Chris Traina Michael Johnson	A	C

Recommendation: Approval

Action Taken: Approved

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

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg

Nays: None

Abstained: None

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

Comments on the Draft State Highway System Management Plan - PINK MEETING HANDOUT

Tab	Item Description	Ref#	Presenter	Type*	Agency*
45	Caltrans Update on Planning Documents <ul style="list-style-type: none"> California Transportation Plan 2050 Interregional Transportation Strategic Plan California Freight Mobility Plan California Aviation System Plan 	4.7	Garth Hopkins Chris Schmidt	I	D

Commission Deputy Director Garth Hopkins and Caltrans Transportation Planning Office Chief Chris Schmidt presented this informational item.

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
46	Santa Cruz Branch Rail Line Update	4.4	Robert Nelson Guy Preston	I	R

Commission Deputy Director Robert Nelson and Santa Cruz County Regional Transportation Commission Executive Director Guy Preston presented this informational item.

Speakers:

Brian Peoples - TrailNow.org

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

Santa Cruz Branch Rail Line Update

*MEETING HANDOUTS
(Letter to CTC from SCCRTC)
(Email to CTC from Friends of the Rail & Trail)*

Program Status

Tab	Item Description	Ref#	Presenter	Type*	Agency*
47	Caltrans' Project Delivery Update: Project Delivery Quarterly Report – FY 18-19 - Second Quarter	3.6	Chris Traina Mike Keever	I	D

Commission Deputy Director Chris Traina and Caltrans Acting Division Chief for Project Management Michael Keever presented this informational item.

Capital Outlay Support – Last Chance Grade Project

Tab	Item Description	Ref#	Presenter	Type*	Agency*
48	Request for an allocation of \$45,000,000 for the Project Approval, Environmental Document (PA&ED) phase for the SHOPP Major Damage (Permanent Restoration) project on US 101 in Del Norte County. (PPNO 1112) Resolution FP-18-57	2.5b.(3)	Chris Traina Matt Brady	A	D

Recommendation: Approval with the understanding that Caltrans will provide semi-annual updates on this project.

Action Taken: Approved

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

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg

Nays: None

Abstained: None

Speakers:

Lori Cowan – Chair, Del Norte County Board of Supervisors

Tamera Leighton – Del Norte County Transportation Commission

Chris Howard - Del Norte County Transportation Commission

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

*COS Supplemental Fund Allocation (Last Chance Grade) - MEETING HANDOUTS
SHOPP Major Damage Restoration on US 101 in Del Norte County (Letters to CTC from various Del Norte County entities)*

Capital Outlay Support (COS) Supplemental Fund Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
49	Request for an additional \$451,000 (35 percent increase) for the Project Approval, Environmental Document (PA&ED) phase for the SHOPP Collision Severity Reduction project on State Route 36 in Humboldt County. (PPNO 2379) Resolution FP-18-56	2.5e.(1)	Chris Traina Matt Brady	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konyneburg**Nays:** None**Abstained:** None*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:***COS Supplemental Fund Allocation - YELLOW REVISED ITEM****SHOPP Collision Severity Reduction Project on State Route 36 in Humboldt County (PPNO 2379)****Capital - Supplemental Fund Allocations (Complete Construction)**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
50	Request for an additional \$390,000 in Construction Capital (5 percent increase) and \$890,000 (41 percent increase) in Construction Support for the SHOPP Stormwater Mitigation project on State Route 4 in Calaveras County, to complete construction. (PPNO 3248) Resolution FA-18-39	2.5e.(4)	Chris Traina Dan McElhinney	A	D

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

Capital - Supplemental Fund Allocations (Award)

Tab	Item Description	Ref#	Presenter	Type*	Agency*
51	Request for an additional \$4,666,000 in Construction Capital (49 percent increase) for the SHOPP Pavement Rehabilitation project on Interstate 880 in Alameda County. (PPNO 0044Q) Resolution FA-18-38	2.5e.(3)	Chris Traina Tony Tavares	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Ghielmetti **Second:** Alvarado **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None**Capital - Supplemental Fund Allocation – Presidio Parkway (Closeout)**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
52	Request for an additional \$33,700,000 in Construction Capital for the Public Private Partnership Program - Presidio Parkway Project on Route 101 in San Francisco County, to complete construction, close out and achieve final contract acceptance. (PPNO 0619P) Resolution FA-18-40	2.5e.(5)	Chris Traina Tony Tavares	A	D

Recommendation: Approval of staff recommendation**Action Taken:** Approved**Motion:** Ghielmetti **Second:** Guardino **Recused:** None **Absent:** Tavaglione**Vote result:** 6-2**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, and Inman**Nays:** Kehoe and Van Konynenburg**Abstained:** None*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:*

*Capital Supplemental Fund Allocation – Presidio - YELLOW REPLACEMENT ITEM
Presidio Parkway Project on Route 101 in San Francisco County (PPNO 0619P)*

Program Updates

Tab	Item Description	Ref#	Presenter	Type*	Agency*
53	Approval of the 2018 California Natural Resources Agency Environmental Enhancement and Mitigation Program. Resolution G-19-08	4.14	Christine Gordan	A	C

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

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
54	Allocation for the 2018 California Natural Resources Agency Environmental Enhancement and Mitigation Program Projects. Resolution FP-18-60	2.5c.(9)	Christine Gordan	A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
55	Transit & Intercity Rail Capital Program.	3.14	Teresa Favila Ron Sheppard	I	D

Commission Associate Deputy Director Teresa Favila and Caltrans Acting Office Chief for Rail and Mass Transportation Ron Sheppard presented this informational item.

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

Transit & Intercity Rail Capital Program - YELLOW MEETING HANDOUT

Tab	Item Description	Ref#	Presenter	Type*	Agency*
56	Proposition 1B: <ul style="list-style-type: none"> Corridor Mobility Improvement Account (3.9a.) Route 99 Corridor Program (3.9b.) Local Bridge Seismic Retrofit Program (3.9c.) State-Local Partnership Program (3.9d.) Traffic Light Synchronization Program (3.9e.) Highway-Railroad Crossing Safety Account (3.9f.) Intercity Rail Improvement Program (3.9g.) Trade Corridors Improvement Fund (3.9h.) 	3.9	Robert Nelson Bruce De Terra Dan Mitchell Rihui Zhang	I	D

Commission Deputy Director Robert Nelson, Assistant Deputy Director Teri Anderson, City of Los Angeles Assistant General Manager Dan Mitchell and Caltrans Division Chief for Local Assistance Rihui Zhang presented this informational item.

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

Proposition 1B Quarterly Reports - YELLOW REPLACEMENT ITEM
(Intercity Rail Improvement Program Attachment only)

Baseline Agreements

Tab	Item Description	Ref#	Presenter	Type*	Agency*
57	SB 1 Baseline Agreements: State Highway Operation and Protection Program - (SHOPP) 17 Baseline Agreements for Approval. Resolution SHOPP-P-1819-11B (Related Item under Ref. 2.5b.(1) & 2.5b.(2).)	4.13	Teri Anderson	A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
58	SB 1 Baseline Agreements: Trade Corridor Enhancement Program - Approve the Baseline Agreement for the State Route 605/91 Interchange Improvement: Gateway Cities Freight Crossroads Project. Resolution TCEP-P-1819-09B (Related Items under Ref. 2.5s.(7) & 2.2c.(1).)	4.23	Dawn Cheser	A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
59	Status of Baseline Agreements for the Active Transportation, Local Partnership, Solutions for Congested Corridors, and Trade Corridor Enhancement Programs.	4.18	Dawn Cheser	I	C

Commission Associate Deputy Director Dawn Cheser presented this informational item.

Tab	Item Description	Ref#	Presenter	Type*	Agency*
60	Proposition 1B Baseline Agreements: Trade Corridor Improvement Fund - Approve the Baseline Agreement for Project 129 -Everport Terminal Berth Efficiency and Emission Reduction. Resolution TCIF-P-1819-05B (Related Item under Ref 2.5g.(5).)	4.17	Dawn Cheser	A	C

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

Program/Baseline Amendments

Tab	Item Description	Ref#	Presenter	Type*	Agency*
61	Amendment to the 2019 Local Partnership Formulaic Program Funding Share Distribution. Resolution G-19-07, Amending Resolution G-18-31	4.24	Christine Gordon	A	C

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
62	SHOPP Amendment: Request to: <ul style="list-style-type: none"> Add 24 new projects into the 2018 SHOPP. Revise 18 projects currently programmed in the 2018 SHOPP. Develop 2 Long Lead projects. SHOPP Amendment 18H-008 (Related Item under Ref. 2.5b.(2).)	2.1a.(1)	Teri Anderson Bruce De Terra	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Ghielmetti **Second:** Dunn **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:**SHOPP Amendments under SHOPP Amendment 18H-008 - YELLOW REPLACEMENT ITEMS
(Attachments 1-5 only)*

In Book Item Attachment 4,

- Project 5 (PPNO 3006U/EA 1H390) (08-SBd-15) – Revise the "Project Code" from 201.131 to 201.321
- Project 10 (PPNO 3131/EA 0Y600) (10-Mpa-140) – Revise the following under the "Project Cost (\$1,000)" column for:
 - PS&E \$528 Prior \$528
 - Total \$3,334 and \$3,817
- Project 14 (PPNO 1283/EA 4306U) (11-Imp-78) – Revise the "Project ID" from 1115000052 to 1119000081

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
63	STIP Amendment – Approval: The Riverside County Transportation Commission proposes to amend the 2018 STIP to program an AB 3090 replacement project (PPNO 3009Y) to advance the start of the Project Approval and Environmental Document (PA&ED) phase for the Interstate 15 Express Lanes – Southern Extension project (PPNO 3009X) by using local funds. STIP Amendment 18S-15	2.1a.(2)	Teresa Favila Bruce De Terra	A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
64	STIP Amendment – Notice: The Department and Los Angeles County Metropolitan Transportation Authority propose to delay construction by one year, from FY 19-20 to FY 20-21, for the Rosecrans/Marquardt Grade Separation project in Los Angeles County. (PPNO 2002A) STIP Amendment 18S-16	2.1b.	Teresa Favila Bruce De Terra	I	D

Commission Associate Deputy Director Teresa Favila presented this informational item.

ALLOCATIONS**SHOP Program****Minor Program Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
65	Request of \$8,250,000 for five District Minor projects. Resolution FP-18-51	2.5a.	Teri Anderson Bruce De Terra	A	D

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

SHOPP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
66	Request of \$328,825,000 for 31 SHOPP projects. Resolution FP-18-52 (Related Item under Ref. 4.13)	2.5b.(1)	Teri Anderson Bruce De Terra	A	D

Recommendation: Approval as revised**Action Taken:** Approved**Motion:** Kehoe **Second:** Dunn **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** NoneChanges to this item were listed on the pink "Changes to CTC Agenda" handout as follows:**SHOPP Allocations - \$243,322,000 for 28 SHOPP projects**

- Project 10 (PPNO 8920/EA 2H700) 03-Sac-5 for \$1,967,000 - Withdrawn prior to the CTC meeting.
- Project 11 (PPNO 6717/EA 2H570) 03-Sac-80 for \$1,336,000 - Withdrawn prior to the CTC meeting.
- Project 12 (PPNO 9812/EA 1E060) 03-Yub-70 for \$82,200,000 - Withdrawn prior to the CTC meeting.

SHOPP Capital Outlay Support Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
67	Request of \$78.1 million for 82 2018 SHOPP preconstruction project phases for environmental, design and R/W support: 2.5b.(2a) – \$49.8 million for 54 2018 SHOPP phases. 2.5b.(2b) – \$28.3 million for 28 2018 SHOPP – SB1 phases. Resolution FP-18-53 (Related Item under Ref. 2.1a.(1) & 2.2c.(1).)	2.5b.(2)	Teri Anderson Bruce De Terra	A	D

Recommendation: Approval as revised**Action Taken:** Approved**Motion:** Alvarado **Second:** Dunn **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** NoneChanges to this item were listed on the pink "Changes to CTC Agenda" handout as follows:**SHOPP Capital Outlay Support Allocations - YELLOW REPLACEMENT ITEM**

- Under Attachment 2.5b.(2a) – Project 1 (PPNO 3726/EA 4H460) 02-Teh-32 – PS&E for \$330,000 - Withdrawn prior to the CTC meeting
- Under Attachment 2.5b.(2b) – Project 8 (PPNO 0480A/EA 0J530) 04-Ala-880 – PS&E for \$1,980,000 and R/W Supplemental for \$704,000 - Withdrawn prior to the CTC meeting.

Advance - SHOPP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
68	Request of \$353,789,000 for four SHOPP projects programmed in FY 19-20. Resolution FP-18-61 (Related Items under Ref. 2.5c.(4) & 2.5s.(6).)	2.5b.(4)	Teri Anderson Bruce De Terra	A	D

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

Tab	Item Description	Ref#	Presenter	Type*	Agency*
69	Request of \$7,637,000 for 10 locally-administered STIP projects, off the State Highway System. 2.5c. (3a) -- \$4,378,000 for six STIP projects. 2.5c. (3b) -- \$3,259,000 for four STIP Planning, Programming, and Monitoring projects. Resolution FP-18-54	2.5c.(3)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Burke **Second:** Van Konynenburg **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None**STIP Transit Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
70	Request of \$26,200,000 for the locally administered STIP Transit Systemwide Light Rail Vehicles project, in Los Angeles County. (PPNO 07-4025) Resolution MFP-18-07	2.6a.(1)	Teresa Favila Ron Sheppard	A	D

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

STIP Rail Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
71	Request of \$2,000,000 for the locally-administered STIP Rail Del Mar Bluffs Stabilization Project 4 project, in San Diego County. (PPNO 75-2108) Resolution MFP-18-08	2.6a.(2)	Teresa Favila Ron Sheppard	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Kehoe **Second:** Dunn **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None**Advance – STIP Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
72	Request of \$7,400,000 for the State-Administered STIP State Route 70 Passing Lanes (Segment 1) project, on the State Highway System, in Butte County, programmed in FY 19-20. (PPNO 03-9801) Resolution FP-18-55 (Related Item under Ref. 2.5b.(4).)	2.5c.(4)	Teresa Favila Bruce De Terra	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Van Konynenburg **Second:** Ghielmetti **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** NoneChanges to this item were listed on the pink “Changes to CTC Agenda” handout as follows:*Advance – STIP Allocation - YELLOW REPLACEMENT ITEM**SR 70 Passing Lanes Segment 1 – Butte County – PPNO 9801 for \$7,400,000 - (Attachment only)***Transit & Intercity Rail Capital Program (TIRCP)****TIRCP Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
73	Request of \$1,555,000 for the Blue Line Rail Corridor Enhancement TIRCP project in San Diego County. (PPNO CP032) 2.6g.(1b) - \$1,555,000 for one TIRCP SB1 Augmentation for PTA project. Resolution TIRCP-1819-07	2.6g.(1)	Teresa Favila Ron Sheppard	A	D

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

Proposition 1B Program**Trade Corridor Improvement Fund (TCIF) Program Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
74	Request of \$5,430,000 for TCIF Rail Project 129-Everport Terminal Berth Efficiency and Emission Reduction Project, in Los Angeles County. (PPNO 75-TC129) Resolution TCIF-A-1819-02 (Related Item under Ref. 4.17.)	2.5g.(5)	Dawn Cheser Ron Sheppard	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Burke **Second:** Dunn **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None**Senate Bill 1 Program****Local Partnership Program (LPP)**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
75	Request of \$3,704,000 for two locally-administered LPP projects, off the State Highway System. 2.5s.(3a) - \$3,704,000 for two LPP – Formulaic projects. Resolution LPP-A-1819-20	2.5s.(3)	Christine Gordon Rihui Zhang	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Kehoe **Second:** Alvarado **Recused:** Van Konynenburg **Absent:** Tavaglione**Vote result:** 7-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, and Kehoe**Nays:** None**Abstained:** None**Advance – LPP Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
76	Request of \$822,000 for the locally-administered SB1 LPP-Formulaic Cabrillo Boulevard Pedestrian Improvements project, off the State Highway System, in Santa Barbara County, programmed in FY 19-20. (PPNO 05-1834B) Resolution LPP-A-1819-21	2.5s.(4)	Christine Gordon Rihui Zhang	A	D

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

Multi Funded – SCCP/LPP Project Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
77	Request of \$85,370,000 for the multi-funded/State-Administered SCCP/LPP US 101 Marin-Sonoma Narrows Segment C2 – HOV Lanes Gap Closure project, on the State Highway System, in Sonoma County. (PPNO 04-0360Q) Resolution SCCP-A-1819-06 Resolution LPP-A-1819-22	2.5s.(5)	Matthew Yosgott	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Ghielmetti **Second:** Guardino **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None**Advance – SCCP Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
78	Request of \$90,000,000 for the State-Administered SCCP US 50 Multimodal Corridor Enhancement Project/US 50 HOV Lanes (I-5 to Watt Avenue) project, on the State Highway System, in Sacramento County, programmed in FY 19-20. (PPNO 03-3301) Resolution SCCP-A-1819-08 (Related Item under 2.5b.(4).)	2.5s.(6)	Matthew Yosgott	A	D

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

Multi Funded TCEP/STIP Project Allocation

Tab	Item Description	Ref#	Presenter	Type*	Agency*
79	Request of \$26,000,000 for the multi-funded/locally-administered TCEP/STIP Route 605/91 Interchange Improvement: Gateway Cities Freight Crossroads Project, on the State Highway System, in Los Angeles County. (PPNO 07-5338) Resolution TCEP-A-1819-08 Resolution FP-18-58 (Related Items under Ref. 4.23 & 2.2c.(1).)	2.5s.(7)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Burke **Second:** Kehoe **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None**Multi-Funded TCEP/STIP/Proposition 1B SR99 Project Allocation**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
80	Request of \$43,080,000 for the multi-funded/State-Administered TCEP/STIP/SR99 Livingston Widening Northbound project, on the State Highway System, in Merced County, programmed in FY 21-22. (PPNO 10-0161A) Resolution TCEP-A-1819-09 Resolution FP-18-59 Resolution R99-A-1819-02	2.5s.(8)	Dawn Cheser Bruce De Terra	A	D

Recommendation: Approval of staff recommendation to approve non-proportional funding to allow Proposition 1B State Route 99 Corridor Improvement Program funds to be invoiced first.**Action Taken:** Approved**Motion:** Van Konynenburg **Second:** Alvarado **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** NoneChanges to this item were listed on the pink "Changes to CTC Agenda" handout as follows:Multi-Funded TCEP/STIP/Proposition 1B SR 99 Project (Livingston Widening Northbound - Merced County – PPNO 0161A)

In the Book Item Attachment, under "Final Project Development (IIP)", revise "Right of Way Estimate" to "Support Estimate"

Active Transportation Program (ATP) and ATP Allocations

Tab	Item Description	Ref#	Presenter	Type*	Agency*
81	Request of \$26,475,000 for 18 locally-administered ATP projects. 2.5w.(1a) -- \$11,603,000 for 11 ATP projects. 2.5w.(1b) -- \$14,872,000 for seven ATP SB1 Augmentation projects. Resolution FATP-1819-08 (Related Items under 2.2c.(2) & 2.2c.(5) & 2.2c.(7).)	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval as revised**Action Taken:** Approved**Motion:** Guardino **Second:** Dunn **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:**ATP Allocations – \$25,401,000 for 17 ATP projects**Under Attachment 2.5w.(1a) - Project 8 (PPNO 1202) Santa Ana River Trails Phase IV, Reaches B for \$1,074,000. - Withdrawn prior to the CTC meeting.***Advance – ATP Allocations**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
82	Request of \$2,601,000 for two locally-administered ATP projects, programmed in FY 19-20. 2.5w.(2a) -- \$2,601,000 for two ATP project programmed in FY 19-20. Resolution FATP-1819-09	2.5w.(2)	Laurie Waters Rihui Zhang	A	D

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

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
83	Request of \$95,000 for the locally administered ATP Las Lomas Drive Bicycle Lane and Pedestrian Project, in Monterey County, programmed in FY 20-21. (PPNO 05-2810) Resolution FATP-1819-10	2.5w.(3)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval**Action Taken:** Approved**Motion:** Ghielmetti **Second:** Guardino **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None**TIME EXTENSION REQUESTS****Project Allocation Time Extension**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
84	Request to extend the period of allocation for nine ATP projects, per ATP Guidelines. Waiver 19-07	2.8a.(2)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval as revised and as shown on the staff recommendations table.**Action Taken:** Approved**Motion:** Guardino **Second:** Kehoe **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** NoneChanges to this item were listed on the pink "Changes to CTC Agenda" handout as follows:Time Extensions – Project Allocation – 8 ATP Projects

- Project 4 (PPNO 07-5460) Ventura County-Potrero Road Bike Lanes – Phase I project - Withdrawn prior to the CTC meeting.

Contract Award Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
85	Request to extend the period of contract award for eight SHOPP projects, on the State Highway System, per Resolution G-06-08. Waiver 19-08	2.8b.(1)	Teri Anderson Bruce De Terra	A	D

Recommendation: Approval as revised to reflect project number three for a 12-month time extension and as shown on the staff recommendations table.

Action Taken: Approved

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

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg

Nays: None

Abstained: None

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

Time Extensions – Contract Award – 6 SHOPP projects

- *Project 1 (PPNO 4781/EA 03-2F340) – PLA-49 - Project was awarded prior to CTC meeting.*
- *Project 5 (PPNO 0033E/EA 08-0F030) – SBD-60 - Project was awarded prior to the CTC meeting.*

Tab	Item Description	Ref#	Presenter	Type*	Agency*
86	Request to extend the period of contract award for two Active Transportation Program projects, per ATP Guidelines. Waiver 19-09	2.8b.(2)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval as shown on the staff recommendations table.

Action Taken: Approved

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

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg

Nays: None

Abstained: None

Tab	Item Description	Ref#	Presenter	Type*	Agency*
87	Request to extend the period of contract award for the MacArthur Drive Widening and Reconstruction project, in San Joaquin County, STIP off the State Highway System, per STIP Guidelines. (PPNO 6629) Waiver 19-10	2.8b.(3)	Teresa Favila Rihui Zhang	A	D

Recommendation: Approval as shown on the staff recommendations table.

Action Taken: Approved

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

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg

Nays: None

Abstained: None

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
88	Request to extend the period of contract award for two locally-administered LPP projects, per 2018 LPP Guidelines. Waiver 19-11	2.8b.(4)	Christine Gordon Rihui Zhang	A	D

Recommendation: Approval as shown on the staff recommendations table.**Action Taken:** Approved**Motion:** Alvarado **Second:** Dunn **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** NoneChanges to this item were listed on the pink "Changes to CTC Agenda" handout as follows:

Time Extensions – Contract Award – 1 Local Partnership Program projects

- In the Book Item Attachment – correct the title in the header from Active Transportation Program to Local Partnership Program
 - Project 1 (PPNO 03-1926) City of Woodland – W. Main Street Bicycle Pedestrian Mobility and Safety Project. - Project was awarded prior to the CTC meeting.

Project Completion Time Extensions

Tab	Item Description	Ref#	Presenter	Type*	Agency*
89	Request to extend the period of project completion for the Gilroy Moves program project, in Santa Clara County, per ATP Guidelines. (PPNO 2150C) Waiver 19-12	2.8c.(1)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval as shown on the staff recommendations table.**Action Taken:** Approved**Motion:** Guardino **Second:** Ghielmetti **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None

CTC MEETING**ESTIMATED TIMED AGENDA****March 13-14, 2019**

Tab	Item Description	Ref#	Presenter	Type*	Agency*
90	Request to extend the period of project completion for the State-Administered Truck Climbing Lanes and Shoulder Stage 3 SHOPP project on Interstate 80 in Placer County, per the Interim SHOPP Guidelines. (PPNO 5067) Waiver 19-14	2.8c.(2)	Teri Anderson Bruce De Terra	A	D

Recommendation: Approval as shown on the staff recommendations table.**Action Taken:** Approved**Motion:** Alvarado **Second:** Dunn **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None*Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:**Time Extension – Project Completion – Truck Climbing Lane & Shoulders Stage 3 project (PPNO 5067) in Placer County*

- In the Book Item, under "Recommendation", third paragraph, third sentence down should read as: "project was delayed from early April 2016 to May 2017 which further delayed the completion of..."

Project Development Expenditure Time Extension

Tab	Item Description	Ref#	Presenter	Type*	Agency*
91	Request to extend the period of development expenditure for two ATP projects, per ATP Guidelines. Waiver-19-13	2.8d.	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval as shown on the staff recommendations table.**Action Taken:** Approved**Motion:** Burke **Second:** Kehoe **Recused:** None **Absent:** Tavaglione**Vote result:** 8-0**Ayes:** Alvarado, Burke, Dunn, Ghielmetti, Guardino, Inman, Kehoe, and Van Konynenburg**Nays:** None**Abstained:** None**Other Matters/Public Comment****Adjourn**_____
Susan Bransen, Executive Director_____
Date

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 1.13, Action

Prepared By: Douglas Remedios,
Associate Governmental Program Analyst

Published Date: May 3, 2019

Subject: **Approval of Minutes for the April 9, 2019 Joint Meeting of the California Transportation Commission and the California Air Resources Board**

Issue:

Should the California Transportation Commission (Commission) approve the meeting minutes for the April 9, 2019 Joint Meeting of the Commission and the California Air Resources Board (Board) meeting?

Recommendation:

Commission staff recommends that the Commission approve the meeting minutes for the April 9, 2019 Joint Meeting of the Commission and the Board.

Background:

California Code of Regulations, Title 21 California Administrative Code §8012, requires that:

The commission shall keep accurate minutes of all meetings and make them available to the public. The original copy of the minutes is that signed by the executive secretary and is the evidence of taking any action at a meeting. All resolutions adopted at a meeting shall be entered in the text of the minutes by reference.

In compliance with Title 21 California Administrative Code §8012, the Commission's Operating Procedures dated May 11, 2011 require that as an order of business, at each regular meeting of the Commission, the minutes from the last meeting shall be approved by the Commission.

Attachments:

Attachment A: April 9, 2019 Joint Meeting Minutes of the California Transportation Commission and the California Air Resources Board

MINUTES

California Air Resources Board/California Transportation Commission Joint Meeting

Sacramento Central Library
Tsakopoulos Library Galleria
828 I St., Sacramento, California 95814

April 9, 2019 -1:00 pm to 4:30 pm

Time	Description	Presenter(s)
1:00 P.M.	Chair Nichols opened the meeting	Mary Nichols, CARB Chair

Clerks of the Board and Commission called the rolls

CTC Attendees	Attendance
Chair Fran Inman	Present
Vice Chair Paul Van Konyneburg	Present
Commissioner Bob Alvarado	Present
Commissioner Yvonne Burke	Present
Commissioner Lucetta Dunn	Present
Commissioner Jim Ghielmetti	Absent
Commissioner Carl Guardino	Present
Commissioner Christine Kehoe	Present
Commissioner Joe Tavaglione	Absent
Assembly Member Jim Frazier, Ex-Officio	Absent
Senator Jim Beall, Ex-Officio	Absent

TOTAL - Present: 7 and Absent: 4

Resource Board Attendees	Attendance
Chair Mary Nichols	Present
Vice-Chair Sandra Berg	Present
Physician Member John Balmes	Present
Member Hector De La Torre	Absent
Member John Eisenhut	Present
Member Dean Florez	Absent
Supervisor John Gioia	Absent
Member Judy Mitchell	Present
Member Barbara Riordan	Present
Supervisor Ron Roberts	Absent
Supervisor Phil Serna	Absent
Member Dr. Alex Sherriffs	Present
Member Professor Dan Sperling	Present
Member Diane Takvorian	Present
Assembly member Eduardo Garcia, Ex-Officio	Absent
Senator Ricardo Lara, Ex-Officio	Absent

TOTAL - Present: 9 and Absent: 7

Chair Nichols and Chair Inman provided welcoming remarks.

Time	Description	Presenter(s)
1:10 P.M.	Updates Since the December Joint Meeting	Mary Nichols, CARB Chair Fran Inman, CTC Chair Susan Bransen, CTC Executive Director

Resources Board Chair Nichols, Commission Chair Inman and Commission Executive Director Bransen presented this informational item.

Comments provided by:
Commissioner Van Konyneburg
Member Sperling
Executive Director Corey

Time	Description	Presenter(s)
1:30 P.M.	Presentation of " Automated Vehicle Principles for Healthy and Sustainable Communities "	Chris Ganson, Senior Planner, Governor's Office of Planning and Research

Governor's Office of Planning and Research Senior Planner Chris Ganson presented this informational item.

Time	Description	Presenter(s)
1:40 P.M.	Presentation: Summary and Outcomes from UC ITS Roundtables, “California Leadership Perspectives on Innovative Mobility” & Panel reaction/discussion	<p><u>Presenter:</u> Dan Sperling, Board Member/UC ITS</p> <p><u>Panelists:</u></p> <ul style="list-style-type: none"> • Tilly Chang, SF County Transportation Agency • Laura Podolsky, UC ITS • Alvaro Sanchez, The Greenlining Institute • Dara Wheeler, Caltrans

Board member Sperling, UC Institute for Transportation Studies Assistant Director Laura Podolsky, San Francisco County Transportation Authority Executive Director Tilly Chang, Greenlining Institute Environmental Director Alvaro Sanchez, and Caltrans Division Research Innovation and System Information Dara Wheeler presented this informational item.

Comments provided by:

Commissioner Dunn
 Commissioner Guardino
 Commissioner Burke
 Member Mitchell
 Member Takvorian
 Member Dr. Balmes
 Commissioner Van Konynenburg
 Member Dr. Sheriffs
 Commissioner Kehoe
 Commissioner Guardino

Time	Description	Presenter(s)
2:40 P.M.	Governor’s Office perspectives	Kate Gordon, Director, Office of Planning and Research

Office of Planning and Research Director Kate Gordon presented this informational item.

Time	Description	Presenter(s)
3:00 P.M.	Public comment	Facilitated by Mary Nichols, CARB Chair

Resources Board Chair Nichols facilitated public comments from the attached list.

Time	Description	Presenter(s)
4:00 P.M.	Commissioners and Board Members discussion	Facilitated by Mary Nichols, CARB Chair

Resources Board Chair Nichols facilitated Board Members and Commissioners comments.

Comments provided by:

Chair Inman
 Vice-Chair Van Konynenburg

Time	Description	Presenter(s)
4:30 P.M.	Adjourn	Not Applicable

Meeting Adjourned at 4:04pm

Susan Bransen, Executive Director

Date

Witness List for the April 9, 2019, Board Meeting

JOINT CALIFORNIA AIR RESOURCES BOARD AND CALIFORNIA TRANSPORTATION COMMISSION COORDINATION MEETING

Witness Position: S = Support; N = Neutral; O = Oppose

#	Name/Organization	Notes	Witness Position			Written Comments Received
			S	N	O	
1.	Alberto Ayala, Sacramento Metro AQMD			X		No
2.	Rosa Park, Stanislaus Council of Governments	1 of 5			X	No
3.	Andrew Chesley, San Joaquin Council of Governments	2 of 5			X	No
4.	Kristine Cai, Fresno Council of Governments	3 of 5			X	No
5.	Rob Ball, Kern Council of Government	4 of 5			X	No
6.	Dylon Stone, Madera County Transportation Commission	5 of 5			X	No
7.	James Corless, SACOG			X		No
8.	Kim Kawada, SANDAG			X		No
9.	Tanisha Taylor, CALCOG			X		No
10.	Nancy Pfeffer, Gateway Cities COG			X		No
11.	Bill Boyce, SMUD		X			No
12.	Bill Magavern, Coalition for Clean Air			X		No
13.	Ella Wise, Climate Plan			X		#1
14.	Kevin Hamilton, Central CA Asthma Collaborative			X		No
15.	Sunne McPeak, CETF			X		No
16.	Chris Flores, SacRT			X		No

16 Commenters as of approximately 2:40 PM

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 1.5, Action

Prepared By: Douglas Remedios
Associate Governmental Program Analyst

Published Date: May 3, 2019

Subject: **Commissioner Meetings for Compensation**

Issue:

Should the California Transportation Commission (Commission) approve the following Commissioner meetings for compensation as provided below?

- 1) Meetings for Compensation – February 2019 (Attachment A)
- 2) Meetings for Compensation – March 2019 (Attachment B)
- 3) Amended Meetings for Compensation – January 2019 (Attachment C)

Recommendation:

Commission staff recommends that the Commission approve the Commissioner meetings for compensation as provided above.

Background:

Per Government Code Section 14509, each member of the Commission shall receive compensation of one hundred dollars (\$100) per day, but not to exceed eight hundred dollars (\$800) for any Commission business authorized by the Commission during any month, when a majority of the Commission approves the compensation by a recorded vote. 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.

Attachments:

Attachment A: Meetings for Compensation – February 2019

Attachment B: Meetings for Compensation – March 2019

Attachment C: Amended Meetings for Compensation – January 2019

MEETINGS FOR COMPENSATION

February 2019

Bob Alvarado

No meetings reported at this time.

Yvonne Burke

No meetings reported at this time.

Lucetta Dunn

February 8 – Meeting with John Russo, Michelle Grettenburg, Darrel Johnson, Terry Walker and Bryan Starr Re: Just One Trip a Week Campaign. Irvine

February 15 – Teleconference with the Mobility 21 Board Re: Board Meeting. Irvine

February 15 – Meeting with Mike Kraman Re: State Routes 91 and 241. Irvine

February 22 – Teleconference with Commission Staff Re: Planning Committee Meeting. Irvine

February 22 – Meeting with Darrell Johnson, Kia Mortazavi, Lance Larson, Kurt Brotcke, Kirk Avila, and Alicia Berhow Re: State Routes 91 and 24. Irvine

February 22 – Meeting with Mike Kraman and Les Card Re: State Routes 91 and 241. Irvine

February 25 – Teleconference with Susan Bransen Re: Commission Activities. Irvine

James Ghielmetti

No meetings reported at this time.

Carl Guardino

February 1 – Meeting with the Bay Area Legislative Caucus Re: Bay Area Transportation Priorities. Sonoma

February 3 – Meeting with Dave Cortese Re: Active Transportation Program. San Jose

February 4 – Teleconference with Susan Bransen Re: Grade Separation Funding. San Jose

February 6 – Meeting with Eric Filseth Re: Grade Separation Funding. Palo Alto

February 15 – Meeting with Nuria Fernandez Re: Active Transportation Program and BART. San Jose

February 18 – Meeting with Jeannie Bruins Re: Caltrain and Senate Bill 1. Los Altos

February 20 – Meeting with Mitch Weiss Re: Senate Bill 1 Competitive Programs. Sacramento

February 21 – Meeting with Margaret Abe Koga Re: Grade Separation Funding for Caltrain Tracks. Mountain View

February 26 – Meeting with Charles Stone Re: Grade Separation Funding. Palo Alto

Fran Inman

- February 7 – Meeting with Marlon Boarnet Re: Commission Structure and Operation. City of Industry
- February 12 – Meeting with Grant Mack Re: California Energy Commission Business Hearing. City of Industry
- February 13 – Attended the California Transportation Foundation Forum. Sacramento
- February 14 – Meeting with Doran Barnes Re: Foothill Transit Electrification Challenges. West Covina
- February 14 – Briefing with Panel Participants Re: California Maritime Annual Conference. City of Industry
- February 20 – Speaker at the California Maritime Annual Conference. Sacramento
- February 20 – Speaker at the California Energy Council Business Meeting. Sacramento
- February 26 – Attended the American Association of State Highway and Transportation Officials Conference. Washington D.C.
- February 27 – Attended the American Association of State Highway and Transportation Officials Conference. Washington D.C.
- February 28 – Attended the American Association of State Highway and Transportation Officials Conference. Washington D.C.

Christine Kehoe

- February 6 – Teleconference with Commission Staff and Active Transportation Program Advocates. San Diego
- February 19 – Teleconference with Susan Bransen Re: Commission Activities. San Diego
- February 21 – Meeting with Garth Hopkins and Marcus Bush Re: Regional Transportation Plans Schedule. San Diego
- February 22 – Meeting with Commissioners and Staff Re: Planning Committee Meeting. Irvine.

Joseph Tavaglione

No meetings reported at this time.

Paul Van Konynenburg

- February 5 – Meeting with Laurie Berman Re: Commission Priorities. Sacramento
- February 12 – Teleconference with Jim Davis Re: Commission Priorities. Modesto
- February 19 – Attended the UC Institute for Transportation Studies Roundtable. Fresno
- February 20 – Teleconference with Jim Davis Re: Commission Priorities. Modesto
- February 26 – Attended the California Transportation Planning Conference. San Diego
- February 27 – Attended the California Transportation Planning Conference. San Diego

MEETINGS FOR COMPENSATION

March 2019

Regular Commission Meeting Activities:

March 13 – Commission meeting in Los Angeles (Commissioner Tavaglione was absent. All other Commissioners attended all or part of the meeting)

March 14 – Commission meeting in Los Angeles (Commissioner Tavaglione was absent. All other Commissioners attended all or part of the meeting)

Additional Meetings

Bob Alvarado

No additional meetings reported at this time.

Yvonne Burke

March 7 – Teleconference with Los Angeles County Metropolitan Transportation Authority Staff Re: Commission Meeting Agenda Briefing. Los Angeles

March 11 – Teleconference with Commission Staff Re: Agenda Briefing. Los Angeles

Lucetta Dunn

No additional meetings reported at this time.

James Ghielmetti

March 4 – Teleconference with Matt Brady Re: Supplemental Funds Request. Pleasanton

March 6 – Teleconference with Commission Staff Re: Project Delivery Briefing. Pleasanton

March 7 – Meeting with Carol Dutra Re: State Route 84. Union City

March 8 – Attended the US 101 Express Lanes Groundbreaking. San Mateo

March 8 – Attended the UC Institute for Transportation Studies Roundtable. San Francisco

March 11 – Teleconference with Commission Staff Re: Agenda Briefing. Pleasanton

March 25 – Teleconference with Bob Doyle Re: Doolittle Drive Bay Trail Grant. Pleasanton

Carl Guardino

- March 1 – Meeting with Senator Jim Beall, Commission Staff, Supervisor Dave Cortese, and Mayor Sam Liccardo Re: Active Transportation Program. San Jose
- March 6 – Teleconference with Commission and Caltrans Staff Re: Highway 17 Safety and Congestion Issues. San Jose
- March 8 – Teleconference with Marco Sayoc Re: Highway 17. San Jose
- March 9 – Teleconference with Rob Renee Re: Highway 17. San Jose
- March 11 – Teleconference with Commission Staff Re: Agenda Briefing. San Jose
- March 15 – Speaker at the Yosemite Leadership and Policy Conference. Yosemite
- March 18 – Teleconference with Commission and Altamont Corridor Express Staff Re: Altamont Corridor Express Extension. San Jose
- March 22 – Speaker at the San Luis Obispo County Housing and Infrastructure Summit. San Luis Obispo
- March 29 – Teleconference with Mitch Weiss Re: Active Transportation Program. San Jose.

Fran Inman

- March 4 – Meeting with Alan Clelland Re: Institute for Transportation Studies Signalization Briefing. Anaheim
- March 6 – Attended the California Sustainable Freight Action Plan Competitiveness Working Group Meeting. Sacramento
- March 8 – Speaker at the Mobility 21 Go Momentum Conference. San Ramon
- March 11 – Teleconference with Commission Staff Re: Chair Briefing. Washington D.C.
- March 15 – Teleconference with Assembly Member O'Donnell Re: California Goods Movement Caucus. City of Industry
- March 25 – Speaker at the Southern California Association of Governments Freight Forum. Los Angeles
- March 26 – Attended the UC Institute for Transportation Studies Advisory Board. Sacramento
- March 28 – Meeting with Alex Hergott and Laurie Berman Re: California Transportation Federal Projects. Los Angeles

Christine Kehoe

- March 11 – Teleconference with Commission Staff Re: Agenda Briefing. San Diego
- March 25 – Attended the UC Institute for Transportation Studies Roundtable. San Diego
- March 27 – Speaker at the League of Women Voters Panel Discussion Re: Regional transportation Issues and the Role of the Commission. San Diego

Joseph Tavaglione

No additional meetings reported at this time.

Paul Van Konynenburg

March 6 – Teleconference with Commission Staff Re: Project Delivery Briefing. Modesto

March 8 – Attended Caltrans Contractor's Boot Camp. Stockton

March 11 – Teleconference with Commission Staff Re: Chair Briefing. Modesto

March 15 – Attended a Briefing on the Tri-Valley San Joaquin Valley Regional Rail
Authority. Sacramento

AMENDED MEETINGS FOR COMPENSATION

January 2019

Paul Van Konynenburg

January 24 – Attended the Tulare County Association of Governments Awards Event.
Visalia

January 28 – Teleconference with Commission Staff Re: Agenda Briefing. Modesto

Christine Kehoe

January 15 – Meeting with Hasan Ikhata Re: Regional Issues. San Diego

EXECUTIVE DIRECTOR'S REPORT

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

COMMISSION REPORTS

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

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.

REPORT BY CALTRANS' DIRECTOR
AND/OR DEPUTY DIRECTOR

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

REPORT BY UNITED STATES
DEPARTMENT OF TRANSPORTATION

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

**REPORT BY REGIONAL
AGENCIES MODERATOR**

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

REPORT BY RURAL COUNTIES
TASK FORCE CHAIR

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

REPORT BY SELF-HELP COUNTIES
COALITION MODERATOR

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.16, Information

Prepared By: Laurie Waters
Associate Deputy Director

Published Date: May 3, 2019

Subject: City of National City – Active Transportation Program Presentation

Summary:

Mr. Stephen Manganiello, the Acting City Manager for the City of National City, will provide an overview of National City's Active Transportation Program success. Mr. Manganiello also will highlight one of the City's active transportation projects.

Background:

National City has a population of approximately 59,000 and is located in the South Bay region of the San Diego metropolitan area, in southwestern San Diego County. National City has successfully competed in every cycle of the Active Transportation Program. The City was awarded \$7.7 million in Active Transportation Program funds for three projects in the 2019 Active Transportation Program (Cycle 4) statewide component.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.1, Action

Prepared By: Paul Golaszewski
Deputy Director

Published Date: May 10, 2019

Subject: State and Federal Legislative Matters

Issue:

Should the California Transportation Commission (Commission):

1. Accept the staff report on the proposed state legislation identified and monitored by staff as presented in Attachment A?
2. Adopt a position of support and submit a letter (included in Attachment B) to Assembly Member Rebecca Bauer-Kahan on AB 1475? This bill expands the authorization for regional transportation agencies to employ the Construction Manager/General Contractor project delivery tool.
3. Adopt a position of support and submit a letter (included in Attachment C) to Assembly Member Todd Gloria on AB 1413? This bill authorizes a local transportation authority to impose a sales tax applicable to only a portion of its county, subject to certain requirements.

Recommendation:

Commission staff recommends that the Commission:

1. Accept the staff report and provide direction on legislation of interest in Attachment A.
2. Adopt a position of support and approve the transmission of the letter to Assembly Member Rebecca Bauer-Kahan regarding AB 1475, included in Attachment B.
3. Adopt a position of support and approve the transmission of the letter to Assembly Member Todd Gloria regarding AB 1413, included in Attachment C.

Legislative Bills on Which the Commission Has Taken a Position

The Commission has adopted a support or support in concept position on four bills through actions taken at the January 30, 2019 and March 15, 2019 Commission meetings:

AB 252 (Daly)

This bill removes the sunset date for the California Department of Transportation (Caltrans) to assume responsibilities for work required under the National Environmental Protection Act. The bill has passed out of the Assembly Transportation Committee and is currently pending in the Assembly Appropriations Committee.

AB 659 (Mullin)

This bill creates the California Smart Cities Challenge Grant Program. The bill has passed out of the Assembly Transportation Committee and is currently pending in the Assembly Appropriations Committee.

AB 185 (Grayson)

This bill requires the Department of Housing and Community Development to participate in the joint meetings between the Commission and the California Air Resources Board. The bill has passed out of the Assembly Transportation Committee and the Assembly Appropriations Committee and will next be taken up by the full Assembly.

AB 371 (Frazier)

This bill requires the Governor's Office of Business and Economic Development to conduct a statewide economic growth, prosperity, and resiliency assessment of the state's freight industry. The bill has passed out of the Assembly Committee on Jobs, Economic Development, and the Economy as well as the Assembly Transportation Committee. It is currently pending in the Assembly Appropriations Committee.

Additional information on these bills is included in [Attachment A](#).

Additional Legislative Bills Being Monitored

Commission staff are monitoring an additional 45 bills, pursuant to the Commission's bill monitoring policy, included in Attachment A. Among these bills, Commission staff recommend adopting a position of support on AB 1475 (Bauer-Kahan) and AB 1413 (Gloria). Commission staff also are closely monitoring SB 152 (Beall) and AB 1013 (Obernolte) and have been working with the authors to address certain issues in these bills.

AB 1475 (Bauer-Kahan)

This bill expands the authorization for regional transportation agencies to employ the Construction Manager/General Contractor project delivery tool to include any transportation project that is not on the state highway system. Under the Construction Manager/General Contractor project delivery method, project sponsors engage with a construction firm early in the design process and, together, determine any issues with constructability while the design is being completed. The bill has passed out of the Assembly Transportation Committee and the Assembly Appropriations Committee and is pending a vote on the Assembly floor.

This bill would implement a recommendation from the Commission's 2018 Annual Report to authorize regional agencies to use alternative project delivery methods to deliver projects more efficiently. The Construction Manager/General Contractor project delivery method is one such alternative, which has proven effective. Caltrans, for instance, has found that it saves on project delivery time and provides earlier cost certainty.

Attachment B contains the support letter and a copy of the bill.

AB 1413 (Gloria)

This bill authorizes a local transportation authority to impose a sales tax applicable to only a portion of its county if the tax receives approval from two-thirds of voters residing in the portion of the county to which the tax would apply. The bill further requires that revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply. The bill has passed out of the Assembly Local Government Committee and is pending a vote on the Assembly floor.

This bill would implement a recommendation from the Commission's 2016 Annual Report to provide additional, reliable, and sufficient transportation funding. Although Senate Bill 1 (Beall) of 2017 provided critical funding increases for transportation, local governments still expect to face ongoing funding shortfalls to meet their transportation needs.

Attachment C contains the support letter and a copy of the bill.

SB 152 (Beall)

This bill changes the Active Transportation Program (ATP)'s funding distribution by reducing the share of funding for the statewide component from 50 percent to 25 percent, increasing the share for large metropolitan planning organizations (MPOs) from 40 percent to 60 percent, and increasing the share for small urban and rural areas from 10 percent to 15 percent. It provides the funding share for large MPOs via a lump sum and authorizes the Commission to delegate to Caltrans the authority to allocate a portion of the funding for the other two components. It also makes several additional changes, such as requiring the Commission to adopt separate guidelines for the MPO component. According to the author, the bill is intended to simplify the administration of the program and make funding more predictable for regional planning purposes. The bill has passed out of the Senate Transportation Committee and currently is pending a hearing in the Senate Appropriations Committee.

Commission staff have identified some adverse impacts of this legislation. First, the bill would reduce state-level accountability by removing some projects from the Commission's allocation process. Second, the bill would result in a disjointed program structure, as some projects will be allocated through the Commission and follow current policies and procedures, while others will be managed through an MPO/Caltrans process. This could diminish the Commission's ability to determine the program's delivery success and benefit achievements. Third, the bill potentially impacts the success of small urban and rural areas. This is because the legislation reduces the amount of funding which small urban and rural areas can potentially access by reducing the statewide component from 50 percent to 25 percent of total funding. Commission staff have shared these concerns with Senator Beall and his staff, and Senator Beall has committed to finding solutions to these issues as the legislation moves forward.

Attachment D contains a copy of the bill.

AB 1013 (Oberholte)

This bill would prohibit a state agency from selecting as an evaluator of a grant application a person who, within the five-year period preceding receipt of that application, was a representative, member, or staff member of an organization or person that is applying to receive grant funding from that state agency. The bill seeks to implement a California State Auditor's recommendation to the Legislature in a 2018 audit of the Department of Rehabilitation (DOR). The Auditor found that DOR did not ensure its prospective grant evaluators were free from conflicts of interest before selecting them to review grants. The bill has been passed by the Assembly and is pending an initial hearing in the Senate Governmental Organization Committee.

This bill would impact the Commission's evaluation process for competitive programs and the Commission's ability to utilize Caltrans staff as a resource. Commission staff have explained these impacts to the author's office and conveyed how the Commission's program guidelines and processes are developed in a public and transparent process and include specific requirements to increase assurance that evaluators do not have conflicts of interest in reviewing project applications. The author's office and Commission staff are working on amendments to mitigate the impact to the Commission's work.

Attachment E contains a copy of the bill.

Federal Legislation:

On April 30, 2019, House Speaker Nancy Pelosi and Senate Democratic leader Chuck Schumer announced that they had reached agreement with President Trump on a funding level for an infrastructure bill: \$2 billion. The details of the infrastructure package, including how to finance it, are subject to further discussion.

On May 1, 2019, the House Committee on Transportation and Infrastructure held a "Member Day Hearing" for Congressional Representatives to present their infrastructure priorities to the committee. Members discussed various issues, including the need for a multi-year reauthorization of surface transportation funding that addresses the insolvency of the federal Highway Trust Fund.

On May 7, 2019, Caltrans convened an initial meeting of the California Transportation Federal Affairs Working Group to discuss federal transportation policy issues, particularly federal surface transportation reauthorization legislation and the potential federal infrastructure package. In addition to sharing information, the group is working to develop a California Surface Transportation Reauthorization Consensus Principles document, as has been done in the past. Group members include representatives from state, regional, and local transportation agencies, as well as transportation advocates and legislative staff.

Attachments:

- Attachment A: Bills monitored by Commission staff
- Attachment B: AB 1475 (Bauer-Kahan): Support letter and bill text
- Attachment C: AB 1413 (Gloria): Support letter and bill text
- Attachment D: SB 152 (Beall): bill text
- Attachment E: AB 1013 (Obernolte): bill text

Bills with adopted positions by the Commission

[AB 185](#)

(Grayson D) California Transportation Commission: transportation policies: joint meetings.

Current Text: Introduced: 1/10/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Existing law requires the California Transportation Commission and the California Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would require the Department of Housing and Community Development to participate in those joint meetings.

[AB 252](#)

(Daly D) Department of Transportation: environmental review process: federal program.

Current Text: Introduced: 1/23/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.

[AB 371](#)

(Frazier D) Transportation: freight: statewide economic growth, prosperity, and resiliency assessment.

Current Text: Amended: 4/8/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the Governor's Office of Business and Economic Development, in consultation with the California Air Resources Board, the California Transportation Commission, and the California Transportation Agency, to prepare a statewide growth, prosperity, and resiliency assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders.

[AB 659](#)

(Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.

Current Text: Introduced: 2/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would establish the California Smart City Challenge Grant Program to enable municipalities to apply to the California Transportation Commission for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters. The bill would make implementation of the grant program contingent upon an appropriation in the annual Budget Act, not to exceed ten million dollars (\$10,000,000), and require the source of the moneys to come from Proposition 1B generally, with the specific source to be proposed by the commission.

Total Measures: 4

Total Tracking Forms: 4

Additional bills Commission staff is monitoring

[AB 146](#) **(Quirk-Silva D) State highways: property leases: County of Orange.**

Current Text: Introduced: 12/14/2018 [html](#) [pdf](#)

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: This bill would authorize the California Department of Transportation to lease airspace under a freeway, or real property acquired for highway purposes, in the County of Orange, that is not excess property, to a city located in the County of Orange, the County of Orange, a political subdivision of the state whose jurisdiction is located in the County of Orange, or another state agency for purposes of an emergency shelter or feeding program, subject to certain conditions. The bill would specifically authorize the Orange County Housing Finance Trust to enter into these leases.

[AB 176](#) **(Cervantes D) California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions: report.**

Current Text: Amended: 4/12/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law authorizes, until January 1, 2021, the California Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. This bill would require the authority, before July 1, 2020, to submit to the Legislature a report responding to the report of the Legislative Analyst's Office regarding the sales and use tax exclusion program and would require the report to address potential program overlap between the sales and use tax exclusion administered by the authority and the sale and use tax exemption administered by the California Department of Tax and Fee Administration.

[AB 245](#) **(Muratsuchi D) California Aerospace and Aviation Commission: establishment.**

Current Text: Amended: 4/10/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: This bill would establish, within the Governor's Office of Business and Economic Development, the California Aerospace and Aviation Commission consisting of 17 members, as specified, to serve as a central point of contact for businesses engaged in the aerospace and aviation industries and to support the health and competitiveness of these industries in California. The bill would require the commission to make recommendations on legislative and administrative action that may be necessary or helpful to maintain or improve the state's aerospace and aviation industries and authorize the commission to engage in various other activities in undertaking its mission and responsibilities.

[AB 246](#) **(Mathis R) State highways: property leases.**

Current Text: Introduced: 1/22/2019 [html](#) [pdf](#)

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: This bill would authorize the California Department of Transportation to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month, subject to certain conditions.

[AB 285](#) **(Friedman D) California Transportation Plan.**

Current Text: Amended: 3/6/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: This bill would require the California Department of Transportation (Caltrans) to address in the California Transportation Plan (CTP) how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and attain the air quality goals described in California's state implementation plans required by the federal Clean Air Act. Commencing with the 3rd update to the CTP to be completed by December 31, 2025, the bill would require Caltrans to include specified information in the CTP, including, among other things, a forecast of the impacts of advanced and emerging technologies over a 20-year horizon of infrastructure, access, and transportation systems.

[AB 313](#)**(Frazier D) Road Maintenance and Rehabilitation Account: University of California: California State University: reports.****Current Text:** Amended: 3/5/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the University of California and the California State University, on or before January 1 of each year, to each submit a report to the California Transportation Agency and specified legislative committees detailing its expenditures from the Road Maintenance and Rehabilitation Account for the previous year, including, but not limited to, research activities and administration.

[AB 380](#)**(Frazier D) Office of the Transportation Inspector General.****Current Text:** Amended: 3/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would eliminate the Independent Office of Audits and Investigations within the California Department of Transportation and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 4-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause.

[AB 449](#)**(Gallagher R) Local alternative transportation improvement program: Feather River crossing.****Current Text:** Amended: 3/6/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law, in certain cases, requires the California Transportation Commission to reallocate funds from canceled state highway projects to a local alternative transportation improvement program within the same county and exempts those funds from the fair share distribution formulas that would otherwise be applicable. This bill, with respect to planned state transportation facilities over the Feather River in the City of Yuba City and the Counties of Sutter and Yuba, which facilities are no longer planned to be constructed, would authorize the affected local agencies, acting jointly with the transportation planning agency having jurisdiction, to develop and file with the California Transportation Commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the area that was to be served by the canceled state facilities.

[AB 676](#)**(Frazier D) California Transportation Commission: annual report.****Current Text:** Introduced: 2/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the California Transportation Commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations and identifying timely and relevant transportation issues facing the state. This bill would instead require the commission to adopt and submit the annual report by December 31 of each year.

[AB 821](#)**(O'Donnell D) Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program.****Current Text:** Introduced: 2/20/2019 [html](#) [pdf](#)

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would require the commission to allocate not less than 10% of the funds that are required to be allocated to projects nominated by the California Department of Transportation to projects nominated pursuant to the California Port Efficiency Program, which this bill would create.

[AB 847](#)**(Grayson D) Housing: transportation-related impact fees grant program.**

Current Text: Amended: 3/27/2019 [html](#) [pdf](#)

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: This bill would require the Department of Housing and Community Development, upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as defined, by the local jurisdiction.

[AB 905](#)

(Chen R) Department of Transportation: Highway Design Manual: fire prone areas.

Current Text: Introduced: 2/20/2019 [html](#) [pdf](#)

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: This bill would require the California Department of Transportation to update its Highway Design Manual to incorporate the use of k-rails, weed mats, or other fire proofing devices in fire prone areas.

[AB 970](#)

(Salas D) California Department of Aging: grants: transportation.

Current Text: Amended: 4/12/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: This bill would require the California Department of Aging to administer a grant program for area agencies on aging and public transit operators to fund transportation to and from nonemergency medical services for older individuals and persons with a disability, for the purpose of reducing greenhouse gas emissions. The bill would require that transportation be made available using the purchase, lease, operation, or maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12, or 15 passengers.

[AB 1025](#)

(Grayson D) Transportation: California Transportation Commission: San Ramon Branch Corridor: reimbursement.

Current Text: Amended: 3/26/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: In the 1980s, the California Transportation Commission allocated funds appropriated to it from the Transportation Planning and Development Account to the County of Contra Costa for the acquisition of a specified right-of-way, and for associated projects, relating to the San Ramon Branch Corridor. The resolutions allocating the funds require the county to reimburse the state if the county fails to meet specified conditions. This bill would relinquish the rights of the state to reimbursement pursuant to those resolutions. The bill also would require the County of Contra Costa to revise the bylaws of the Iron Horse Corridor Management Program Advisory Committee to: (1) include a seat for a Contra Costa Transportation Authority representative, (2) expand the management program elements to include a new, seventh element that considers proposals to study new and emerging mobility modes and technologies in the corridor, and (3) include a new task in the committee's work program to recommend a framework for acting on these proposals.

[AB 1112](#)

(Friedman D) Shared mobility devices: local regulation.

Current Text: Amended: 5/7/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: This bill would authorize a local authority to regulate motorized scooters by, among other things, assessing limited penalties for moving or parking violations involving the use of motorized scooters. The bill would prohibit a local authority from subjecting the riders of shared scooters to requirements more restrictive than those applicable to riders of privately owned motorized scooters or bicycles. The bill would authorize a local authority to regulate scooter share operators by, among other things, requiring a scooter share operator to pay fees that do not exceed the reasonable cost to the local authority of regulating the scooter share operator.

[AB 1142](#)

(Friedman D) Regional transportation plans.

Current Text: Amended: 4/1/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with

populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.

[AB 1226](#) (Holden D) State highways: property leases: assessment.

Current Text: Amended: 4/8/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would authorize the California Department of Transportation to lease airspace that it owns to a city, county, or other political subdivision or another state agency for emergency shelter, feeding program, or wraparound services purposes, or any combination of these purposes, subject to specified terms and conditions.

[AB 1243](#) (Fong R) Traffic Relief and Road Improvement Act.

Current Text: Amended: 4/3/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, and certain miscellaneous State Highway Account revenues. The bill also would eliminate the use of weight fee revenues for state transportation general obligation bond debt service and retain those revenues in the State Highway Account. Additionally, the bill would prohibit the California Environmental Quality Act from applying to a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of existing transportation infrastructure, or to the addition of an auxiliary lane or bikeway to existing transportation infrastructure under certain conditions.

[AB 1262](#) (O'Donnell D) California Sustainable Freight Action Plan.

Current Text: Amended: 4/25/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require, by January 1, 2021, and every 5 years thereafter, the California Air Resources Board, the California Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development, in collaboration with relevant stakeholders, to update the California Sustainable Freight Action Plan.

[AB 1274](#) (Salas D) California Partnership for the San Joaquin Valley.

Current Text: Amended: 4/29/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: By executive order in 2005, and continued in existence by executive orders in 2006, 2008, and 2010, the California Partnership for the San Joaquin Valley was established as a public-private partnership to, among other things, identify projects and programs that will improve the economic vitality of the San Joaquin Valley. This bill would establish in statute the California Partnership for the San Joaquin Valley for the same purposes. The bill would incorporate language of the executive orders to, among other things, require the partnership to identify projects and programs that will improve the economic vitality of the San Joaquin Valley. Serving on the California Transportation Commission establishes eligibility for appointment by the Governor to a specified class of voting directors in the partnership.

[AB 1277](#) (Obernolte R) Transportation projects: oversight committees.

Current Text: Amended: 3/19/2019 [html](#) [pdf](#)

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require a public agency undertaking a publicly funded major transportation infrastructure construction project that is estimated to cost \$500,000,000 or more to form an oversight committee subject to applicable open meeting laws and to develop and use risk management plans throughout the course of the project. The bill would requires the oversight committee (1) to be composed of specified individuals, (2) to act as the authority for critical decisions regarding the project, and (3) to have sufficient staff to support decision making.

[AB 1374](#) (Fong R) Department of Transportation: state highways.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

2 year	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law establishes the California Department of Transportation (Caltrans) and the California Transportation Commission and provides that Caltrans has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs Caltrans to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.

[AB 1413](#) (Gloria D) Transportation: local transportation authorities: transactions and use taxes.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: This bill would authorize a local transportation authority to impose a tax applicable to only a portion of its county if 2/3 of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply.

[AB 1430](#) (Garcia, Eduardo D) State government: public investment opportunities: cost-effective definition.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law authorizes the California Public Utilities Commission, the California Air Resources Board, the California Transportation Commission, and the California Labor and Workforce Development Agency to invest public moneys on various project and programs. Current law requires some of those investments to be cost effective. This bill would require these agencies, by January 1, 2021, to provide a joint assessment of options for redefining the term "cost-effective" to the Legislature for the purposes of prioritizing public investment opportunities.

[AB 1442](#) (Rivas, Luz D) California Transportation Commission.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: In order to perform its duties and functions, existing law requires the California Transportation Commission to organize itself into at least four committees: (1) the Committee on Aeronautics, which shall consider issues related to aeronautics, (2) the Committee on Streets and Highways, which shall consider issues related to streets and highways, (3) the Committee on Mass Transportation, which shall consider issues related to the movement of groups of people within urban areas, and between rural communities and between cities, and (4) the Committee on Planning, which shall be responsible for transportation planning issues. This bill would authorize rather than require the commission to organize itself into at least four committees.

[AB 1456](#) (Kiley R) State highways: Route 193: relinquishment.

Current Text: Amended: 3/19/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Existing law acknowledges the relinquishment of a portion of Route 193 in the City of Lincoln, and requires the city to install and maintain signs directing motorists to the continuation of Route 193 and to other routes, and to ensure the continuity of traffic flow on the relinquished portion of Route 193. This bill would repeal those requirements on the city. The bill also would authorize the California Transportation Commission to relinquish to the City of Lincoln the portion of Route 193 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the California Department of Transportation and the city enter into an agreement providing for that relinquishment.

[AB 1475](#) (Bauer-Kahan D) Construction Manager/General Contractor method: transportation projects.

Current Text: Amended: 4/12/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: Current law authorizes regional transportation agencies, as defined, including a local transportation authority created pursuant to the Local Transportation Authority and Improvement Act, to use the Construction Manager/General Contractor (CM/GC) project delivery method, as specified, to design and construct certain projects, if there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method and the board of the regional transportation agency

adopts the procurement strategy in a public meeting. This bill would expand the authorization to use the CM/GC project delivery method under these provisions by expanding the definition of the term "project" to include any other transportation project that is not on the state highway system.

AB 1568 (McCarty D) Housing law compliance: prohibition on applying for state grants.

Current Text: Amended: 4/11/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law prescribes requirements for the preparation of a housing element, including a requirement that a planning agency submit a draft of the element or an amendment to the Department of Housing and Community Development. Current law requires the department to review the draft and report its written findings, including whether the draft substantially complies with the law. This bill would, on or before January 1, 2025, prohibit a city or county found to be in violation of the housing element law from applying for a state grant, unless (1) the fund source of the state grant is constitutionally protected under a provision related to state taxes and fees on motor vehicles and motor vehicle fuels, or (2) the state grant funds, if awarded to the city or county, would assist the city or county in complying with the housing element law.

AB 1810 (Committee on Transportation) Transportation.

Current Text: Introduced: 3/4/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would exclude the California Transportation Commission from the California Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role.

ACA 1 (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Current Text: Amended: 3/18/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

SB 5 (Beall D) Affordable Housing and Community Development Investment Program.

Current Text: Amended: 4/23/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria.

SB 7 (Portantino D) State Highway Route 710.

Current Text: Introduced: 12/3/2018 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property, if the tenant is a nonprofit organization or a city.

SB 59 (Allen D) Autonomous vehicle technology: Statewide policy.

Current Text: Amended: 4/1/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would establish guiding principles relating to autonomous vehicles in order to

ensure that these vehicles support the state's efforts to, among other things, reduce greenhouse gas emissions, reduce traffic congestion and vehicle miles traveled, and encourage efficient land use. The bill would require the Office of Planning and Research, in coordination with the California Air Resources Board, to convene an autonomous vehicle interagency working group of specified state agencies, including, among others, the California Transportation Agency, the California Department of Transportation, and the California Department of Motor Vehicles, to guide policy development for autonomous vehicle technology consistent with the guiding principles.

SB 127 (Wiener D) Transportation funding: active transportation: complete streets.

Current Text: Amended: 4/30/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the California Transportation Commission to give highest priority to projects funded from the State Highway Account that improve accessibility for all users of the transportation system and that improve the efficiency of moving people within existing roadways, reduce vehicle miles traveled, and promote public health. The bill would require the commission, in connection with the California Department of Transportation's (Caltrans) asset management plan, to adopt performance measures that include conditions of bicycle and pedestrian facilities, accessibility and safety for pedestrians, bicyclists, and transit users, and vehicle miles traveled on the state highway system. The bill would require that State Highway Operation and Protection Program projects include capital improvements relative to accessibility for pedestrians, bicyclists, and transit users. The bill also would establish a Division of Active Transportation within Caltrans and require that an undersecretary of the California Transportation Agency be assigned to give attention to active transportation program matters.

SB 128 (Beall D) Enhanced infrastructure financing districts: bonds: issuance.

Current Text: Amended: 3/21/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Current law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Current law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters.

SB 137 (Dodd D) Federal transportation funds: state exchange programs.

Current Text: Introduced: 1/15/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the California Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds.

SB 152 (Beall D) Active Transportation Program.

Current Text: Amended: 4/25/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes the Active Transportation Program for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the California Department of Transportation (Caltrans) and allocated to eligible projects by the California Transportation Commission. This bill would require that 60% of available funds be awarded to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis. With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds as a lump sum to Caltrans for disbursement to each MPO for projects selected by the applicable MPO, unless the MPO requests the commission to conduct the competitive selection process on its behalf. The bill also would authorize the commission to allocate to

Caltrans a portion of the funds in the small urban and rural and the statewide components. The bill would make the provisions of the bill apply only to the 5th and successive funding cycles of the Active Transportation Program.

[SB 162](#) (Galgiani D) California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.

Current Text: Introduced: 1/24/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2030, and would extend the sales and use tax exclusion until January 1, 2030.

[SB 211](#) (Beall D) State highways: leases.

Current Text: Amended: 3/19/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would authorize the California Department of Transportation to lease on a right of first refusal basis any airspace under a freeway, or real property acquired for highway purposes, that is not excess property, to the city or county in which the airspace or real property is located, or to a political subdivision of the city or county, for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels in the city or county, or political subdivision of the city or county, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified.

[SB 356](#) (McGuire D) North Coast Railroad Authority: rail right-of-way: Sonoma-Marin Area Rail Transit District.

Current Text: Introduced: 2/19/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the North Coast Railroad Authority, within 90 days of removing all of its debts, liabilities, and contractual obligations, to convey and transfer its rights, interests, privileges, and title, lien free, relating to a specified rail right-of-way, its licenses and certificates of public convenience and necessity, any common carrier obligations held by the authority or an associated freight operator, and the railroad assets the authority owns to the Sonoma-Marin Area Rail Transit District. The bill also would require the district to create and maintain a trail that runs in, or parallel to, the right-of-way, as appropriate, and connects to the district's bicycle and pedestrian pathways to the extent feasible.

[SB 498](#) (Hurtado D) Trade Corridors Improvement Fund: grant program: short-line railroads.

Current Text: Amended: 4/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the California Transportation Commission to establish a competitive grant program in the 2020–21 and 2021–22 fiscal years for the California Department of Transportation and regional transportation planning agencies, or both, to fund short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The grant program would be funded from Trade Corridor Improvement Fund program savings.

[SB 504](#) (Monning D) State highways: Route 1: relinquishment.

Current Text: Amended: 3/25/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would authorize the California Transportation Commission to relinquish to the City of Pismo Beach specified portions of Route 1 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the California Department of Transportation and the city enter into an agreement providing for that relinquishment.

[SB 526](#) (Allen D) Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities.

Current Text: Amended: 4/30/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the California Air Resources Board (CARB), by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization (MPO) in meeting the regional greenhouse gas emission reduction targets set by CARB. This bill would require CARB to adopt a regulation that requires an MPO to provide any data that CARB determines is necessary to fulfill the requirements of the above-described report and to determine if the MPO is on track to meet its 2035 greenhouse gas emission reduction target. The bill also would require the action element prepared by an MPO to identify near and long-term steps to be taken to implement a sustainable communities strategy and it would require the MPO to monitor progress toward implementing these steps and to report that progress to CARB. Additionally, the bill would establish an interagency working group to be administered by the Strategic Growth Council and to be composed of a specified membership, including the Chair of the California Transportation Commission, to develop and implement a State Mobility Action Plan for Healthy Communities.

[SB 628](#)

(Caballero D) Prunedale Bypass: disposition of excess properties: relinquishment: State Route 183.

Current Text: Introduced: 2/22/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would require the net proceeds from the sale of any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the California Transportation Commission, with the concurrence of the California Transportation Agency for Monterey County, for other state highway projects in that county, as specified. The bill would exempt these funds from the distribution formulas otherwise applicable to transportation capital improvement funds.

[SJR 5](#)

(Beall D) California transportation infrastructure.

Current Text: Amended: 3/13/2019 [html](#) [pdf](#)

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: This bill would urge the Congress and the President of the United States to (1) provide all federal resources promised to California and other states expeditiously and without delay, (2) work together to enact the robust bipartisan federal infrastructure legislation necessary to restore California's and other states' crumbling road and freight infrastructure, respond to growing traffic congestion, and increase investment in public transportation, most particularly, by expanding paratransit services for the elderly and those with special needs, and (3) address the shortfall in the federal Highway Trust Fund by restoring the lost purchasing power of the federal fuel tax, in order to provide the long-term funding stability necessary for California and other states.

Total Measures: 45

Total Tracking Forms: 45

Attachment B

FRAN INMAN, Chair
PAUL VAN KONYENBURG, Vice Chair
BOB ALVARADO
YVONNE B. BURKE
LUCETTA DUNN
JAMES C. GHIELMETTI
CARL GUARDINO
CHRISTINE KEHOE
JOSEPH TAVAGLIONE

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

SUSAN BRANSEN, Executive Director



CALIFORNIA TRANSPORTATION COMMISSION

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May 15, 2019

The Honorable Rebecca Bauer-Kahan
Member of the Assembly
State Capitol, Room 2130
Sacramento, CA 95814

Re: Support for Assembly Bill 1475

Dear Assembly Member Bauer-Kahan,

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature on state transportation policies and makes recommendations for legislation to improve California's transportation system.

The Commission adopted a position to support Assembly Bill 1475 at its May 15, 2019 meeting. This bill expands the authorization for regional transportation agencies to employ the Construction Manager/General Contractor project delivery tool to include any transportation project that is not on the state highway system.

In its 2018 Annual Report to the Legislature, the Commission recommends authorizing regional agencies to use alternative project delivery methods. The Construction Manager/General Contractor project delivery method is one such alternative method that allows project sponsors to engage with a construction firm early in the design process and, together, determine any issues with constructability while the design is being completed. This alternative delivery method has proven to be a successful tool for managing project costs. For instance, the California Department of Transportation has found that it saves on project delivery time and provides earlier cost certainty.

Assembly Member Bauer-Kahan
RE: Support for Assembly Bill 1475
May 15, 2019
Page 2

The Commission commends your leadership in seeking avenues to deliver transportation projects more efficiently. Commissioners and staff are available to provide information that may assist you in moving this legislation forward. If we can be of assistance, please contact the Commission's Executive Director, Ms. Susan Bransen, at (916) 654-4245.

Sincerely,

FRAN INMAN
Chair

c: Commissioners, California Transportation Commission
The Honorable Jim Frazier, Chair, Assembly Transportation Committee
Susan Bransen, Executive Director, California Transportation Commission
Brian Annis, Secretary, California State Transportation Agency

AMENDED IN ASSEMBLY APRIL 12, 2019

AMENDED IN ASSEMBLY MARCH 19, 2019

CALIFORNIA LEGISLATURE—2019–20 REGULAR SESSION

ASSEMBLY BILL

No. 1475

Introduced by Assembly Member Bauer-Kahan
(Coauthor: Senator Glazer)

February 22, 2019

An act to amend Section 6971 of the Public Contract Code, relating to public contracts.

LEGISLATIVE COUNSEL'S DIGEST

AB 1475, as amended, Bauer-Kahan. Construction Manager/General Contractor method: ~~local transportation authorities: bridge over Bollinger Canyon:~~ *transportation projects.*

Existing law authorizes regional transportation agencies, as defined, including a local transportation authority created pursuant to the Local Transportation Authority and Improvement Act, to use the Construction Manager/General Contractor (CM/GC) project delivery method, as specified, to design and construct *certain* projects, ~~including expressways that are not on the state highway system, and specified bridges, railroad grade separations, and a commuter rail project~~ if there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method and the board of the regional transportation agency adopts the procurement strategy in a public meeting. Existing law defines the term “project” for these ~~purposes:~~ *purposes to include expressways that are not on the state highway system and specified bridges that are not on the state highway system.*

Existing law requires specified information submitted under the CM/GC method to be verified under oath.

~~This bill would authorize the use of the CM/GC method for the construction of a bridge over Bollinger Canyon to extend the Iron Horse Trail. The bill would state the intent of the Legislature that the Contra Costa Transportation Authority may effectuate the construction of a bridge over Bollinger Canyon to extend the Iron Horse Trail using the CM/GC authority.~~ *expand the authorization to use the CM/GC project delivery method under these provisions by expanding the definition of the term “project” to include any other transportation project that is not on the state highway system.* By expanding the scope of the crime of perjury, the bill would impose a state-mandated local program.

~~This bill would make legislative findings and declarations as to the necessity of a special statute for the Contra Costa Transportation Authority.~~

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 ~~SECTION 1. It is the intent of the Legislature that the Contra~~
2 ~~Costa Transportation Authority may effectuate the construction~~
3 ~~of a bridge over Bollinger Canyon to extend the Iron Horse Trail~~
4 ~~using the Construction Manager/General Contractor authority. The~~
5 ~~geography, topography, and location of the bridge presents many~~
6 ~~potential complex challenges, and the Construction~~
7 ~~Manager/General Contractor method could reduce delays and~~
8 ~~ensure that those challenges are fully understood at the outset of~~
9 ~~construction.~~

10 ~~SEC. 2.~~

11 ~~SECTION 1.~~ Section 6971 of the Public Contract Code is
12 amended to read:

13 6971. (a) The Legislature finds and declares that the County
14 of Riverside should be considered a transportation planning agency
15 for the purposes of this chapter in order to effectuate the

1 construction of the railroad grade separations and bridge
2 rehabilitations and replacements specified in subparagraph (C) of
3 paragraph (4) of subdivision (b) using Construction
4 Manager/General Contractor authority. The passage of the Road
5 Repair and Accountability Act of 2017 (Chapter 5 of the Statutes
6 of 2017) provides additional transportation revenue to help close
7 the significant funding shortfalls and address the substantial
8 backlog of infrastructure projects that are in need of repair. The
9 geography, topography, and location of these railroad grade
10 separations and bridge rehabilitations and replacements projects
11 present many potential complex challenges, and the Construction
12 Manager/General Contractor method could reduce delays and
13 ensure that those challenges are fully understood at the outset of
14 construction.

15 (b) For purposes of this chapter, the following definitions apply:

16 (1) "Construction manager" means a partnership, corporation,
17 or other legal entity that is able to provide appropriately licensed
18 contracting and engineering services as needed pursuant to a
19 Construction Manager/General Contractor method contract.

20 (2) "Construction Manager/General Contractor method" means
21 a project delivery method in which a construction manager is
22 procured to provide preconstruction services during the design
23 phase of the project and construction services during the
24 construction phase of the project. The contract for construction
25 services may be entered into at the same time as the contract for
26 preconstruction services, or at a later time. The execution of the
27 design and the construction of the project may be in sequential
28 phases or concurrent phases.

29 (3) "Preconstruction services" means advice during the design
30 phase, including, but not limited to, scheduling, pricing, and
31 phasing to assist the regional transportation agency to design a
32 more constructible project.

33 (4) "Project" means any of the following:

34 (A) The construction of an expressway that is not on the state
35 highway system.

36 (B) The construction of the following bridges that are not on
37 the state highway system:

38 (i) Yerba Buena Island (YBI) West Side Bridges Seismic
39 Retrofit Project.

1 (ii) Yankee Jims Road Bridge Project in the County of Placer
2 (Replacement/Rehabilitation).

3 ~~(iii) Bridge over Bollinger Canyon to extend the Iron Horse~~
4 ~~Trail.~~

5 (C) The construction of railroad grade separations and bridge
6 rehabilitations and replacements in the County of Riverside, as
7 specified in Item 2660-110-0042 of Section 2.00 of the Budget
8 Act of 2016, as amended by Chapter 7 of the Statutes of 2017.

9 (D) The construction, alteration, repair, rehabilitation, or
10 improvement of the Golden Gate Bridge, as defined in Section
11 27502 of the Streets and Highways Code.

12 (E) A Metrolink commuter rail project.

13 *(F) Any transportation project that is not on the state highway*
14 *system.*

15 (5) “Regional transportation agency” means any of the
16 following:

17 (A) A transportation planning agency described in Section 29532
18 or 29532.1 of the Government Code.

19 (B) A county transportation commission established under
20 Section 130050, 130050.1, or 130050.2 of the Public Utilities
21 Code.

22 (C) Any other local or regional transportation entity that is
23 designated by statute as a regional transportation agency.

24 (D) A joint exercise of powers authority established pursuant
25 to Chapter 5 (commencing with Section 6500) of Division 7 of
26 Title 1 of the Government Code, with the consent of a
27 transportation planning agency or a county transportation
28 commission for the jurisdiction in which the transportation project
29 will be developed.

30 (E) A local transportation authority created or designated
31 pursuant to Division 12.5 (commencing with Section 131000) or
32 Division 19 (commencing with Section 180000) of the Public
33 Utilities Code.

34 (F) The Santa Clara Valley Transportation Authority established
35 pursuant to Part 12 (commencing with Section 100000) of Division
36 10 of the Public Utilities Code.

37 (G) The County of Placer.

38 (H) The County of Riverside.

39 (I) The Golden Gate Bridge, Highway and Transportation
40 District established pursuant to Chapter 18 (commencing with

1 Section 27500) of Part 3 of Division 16 of the Streets and
2 Highways Code.

3 (c) Nothing in this section shall extend any other authority to
4 the County of Riverside or the Golden Gate Bridge, Highway and
5 Transportation District, as a transportation planning agency under
6 any other law.

7 ~~SEC. 3. The Legislature finds and declares that a special statute~~
8 ~~is necessary and that a general statute cannot be made applicable~~
9 ~~within the meaning of Section 16 of Article IV of the California~~
10 ~~Constitution because of the unique circumstances regarding bridge~~
11 ~~transportation construction projects within the jurisdiction of the~~
12 ~~Contra Costa Transportation Authority.~~

13 ~~SEC. 4.~~

14 *SEC. 2.* No reimbursement is required by this act pursuant to
15 Section 6 of Article XIII B of the California Constitution because
16 the only costs that may be incurred by a local agency or school
17 district will be incurred because this act creates a new crime or
18 infraction, eliminates a crime or infraction, or changes the penalty
19 for a crime or infraction, within the meaning of Section 17556 of
20 the Government Code, or changes the definition of a crime within
21 the meaning of Section 6 of Article XIII B of the California
22 Constitution.

Attachment C

FRAN INMAN, Chair
PAUL VAN KONYENBURG, Vice Chair
BOB ALVARADO
YVONNE B. BURKE
LUCETTA DUNN
JAMES C. GHIELMETTI
CARL GUARDINO
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May 15, 2019

The Honorable Todd Gloria
Member of the Assembly
State Capitol, Room 2176
Sacramento, CA 95814

Re: Support for Assembly Bill 1413

Dear Assembly Member Gloria:

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature on state transportation policies and makes recommendations for legislation to improve California's transportation system.

The Commission adopted a position to support Assembly Bill (AB) 1413 at its May 15, 2019 meeting. This bill authorizes a local transportation authority to impose a sales tax applicable to only a portion of its county if the tax receives approval from two-thirds of voters residing in the portion of the county to which the tax would apply. The bill further requires that revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply.

In its 2016 Annual Report, the Commission recommended the Legislature provide additional, reliable, and sufficient transportation funding. Although Senate Bill 1 (Beall) of 2017 provided critical funding increases for transportation, local governments still expect to face ongoing funding shortfalls to meet their transportation needs. Thus, the Commission supports the financing concept included in AB 1413.

Assembly Member Gloria
RE: Support for Assembly Bill 1413
May 15, 2019
Page 2

The Commission commends your leadership in identifying new funding opportunities for transportation. Commissioners and staff are available to provide information that may assist you in moving this legislation forward. If we can be of assistance, please contact the Commission's Executive Director, Ms. Susan Bransen, at (916) 654-4245.

Sincerely,

FRAN INMAN
Chair

- c: Commissioners, California Transportation Commission
The Honorable Cecilia Aguiar-Curry, Chair, Assembly Local Government Committee
Susan Bransen, Executive Director, California Transportation Commission
Brian Annis, Secretary, California State Transportation Agency

ASSEMBLY BILL

No. 1413

Introduced by Assembly Member Gloria

February 22, 2019

An act to amend Sections 120480, 120481, 120483, 120485, 125480, 125481, 125483, 125485, 132301, 132307, 132322, 180201, 180206, and 180207 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1413, as introduced, Gloria. Transportation: local transportation authorities: transactions and use taxes.

Existing law authorizes the establishment of a local transportation authority in any county and authorizes the authority, with a $\frac{2}{3}$ vote of the authority and upon approval of $\frac{2}{3}$ of the voters, to impose a retail transactions and use tax for specified transportation purposes if a county transportation expenditure plan is adopted.

Existing law provides for the consolidation of certain regional transportation planning, programming, and related functions in the county of San Diego from various existing agencies including the San Diego County Regional Transportation Commission, the San Diego Association of Governments, the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System, and the North County Transit District. Existing law authorizes those agencies to impose transactions and use taxes for transportation purposes within their respective jurisdictions, subject to voter approval and various other requirements.

This bill would authorize a local transportation authority to impose a tax applicable to only a portion of its county if $\frac{2}{3}$ of the voters voting on the measure within the portion of the county to which the tax would

apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply. The bill would prohibit an authority from entering into a construction contract over \$1,000,000 that would be in part or wholly financed through a tax applicable to only a portion of the county with any entity unless the entity provides to each agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades, except as specified. The bill would also make conforming changes.

This bill would enact similar provisions specifically applicable to the San Diego County Regional Transportation Commission, the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the North County Transit District that would authorize each of those agencies to impose a transactions and use tax applicable to only a portion of each agency's territory.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 120480 of the Public Utilities Code is
2 amended to read:
3 120480. (a) A retail transactions and use tax ordinance
4 applicable ~~in~~ *to the entirety of, or a portion of,* the incorporated
5 and unincorporated territory within the area of the board pursuant
6 to Section 120054 shall be imposed by the board in accordance
7 with Section ~~120485 and Part 120485~~, *the Transactions and Use*
8 *Tax Law (Part 1.6 (commencing with Section 7251) of Division*
9 *2 of the Revenue and Taxation Code, Code)*, and Section 2 of
10 Article XIII C of the California Constitution. The tax ordinance
11 shall take effect at the close of the polls on the day of election at
12 which the proposition is adopted. The initial collection of the
13 transactions and use tax shall take place in accordance with Section
14 120483.
15 (b) If, at any time, the voters do not approve the imposition of
16 the transactions and use tax, this chapter remains in full force and

1 effect. The board may, at any time thereafter, submit the same, or
2 a different, measure to the voters in accordance with this chapter.

3 *(c) The portion of the area of the board to which the tax would*
4 *apply shall be determined by the board before the electors vote*
5 *on the measure.*

6 *(d) If the tax only applies to an area of the board, both of the*
7 *following shall apply:*

8 *(1) The incorporated area of each city within the area of the*
9 *board shall be either wholly included within that portion or wholly*
10 *excluded from that portion.*

11 *(2) (A) The board shall not enter into a construction contract*
12 *over one million dollars (\$1,000,000) that would be in part or*
13 *wholly financed through the tax with any entity unless the entity*
14 *provides to the commission an enforceable commitment that the*
15 *entity and its subcontractors at every tier will use a skilled and*
16 *trained workforce to perform all work on the project or a contract*
17 *that falls within an apprenticeship occupation in the building and*
18 *construction trades in accordance with Chapter 2.9 (commencing*
19 *with Section 2600) of Part 1 of Division 2 of the Public Contract*
20 *Code.*

21 *(B) This paragraph shall not apply if any of the following*
22 *requirements are met:*

23 *(i) The board has entered into a project labor agreement that*
24 *will bind all contractors and subcontractors performing work on*
25 *the project.*

26 *(ii) The board has contracted to use a skilled and trained*
27 *workforce and the entity has agreed to be bound by that project*
28 *labor agreement.*

29 *(iii) The project or contract is being performed under the*
30 *extension or renewal of a project labor agreement that was entered*
31 *into by the board before January 1, 2019.*

32 *(iv) The entity has entered into a project labor agreement that*
33 *will bind the entity and all its subcontractors at every tier*
34 *performing the project or the entity has contracted to use a skilled*
35 *and trained workforce.*

36 *(C) For purposes of this paragraph, “project labor agreement”*
37 *has the same meaning as defined in paragraph (1) of subdivision*
38 *(b) of Section 2500 of the Public Contract Code.*

1 (e) *The revenues derived from the tax shall be spent within, or*
2 *for the benefit of, the portion of the area of the board to which the*
3 *tax applies.*

4 (f) *Any revenues derived from the tax shall supplement, and not*
5 *supplant, other transportation revenues available to the portion*
6 *of the area of the board to which the tax applies.*

7 SEC. 2. Section 120481 of the Public Utilities Code is amended
8 to read:

9 120481. (a) The board, in the ordinance, shall state the nature
10 of the tax to be imposed, the tax rate or the maximum tax rate, the
11 purposes for which the revenue derived from the tax will be used,
12 *the portion of the area of the board to which the tax would apply,*
13 and may set a term during which the tax will be imposed. The
14 purposes for which the tax revenues may be used shall be limited
15 to public transit purposes serving the area of jurisdiction of the
16 board, as determined by the board, including the administration
17 of this division and legal actions related thereto. These purposes
18 include expenditures for ~~the~~ planning, environmental reviews,
19 engineering and design costs, and related right-of-way acquisition.
20 The ordinance shall contain an expenditure plan that shall include
21 the allocation of revenues for the purposes authorized by this
22 section.

23 (b) As used in this section, “public transit purposes” includes
24 the public transit responsibilities under the jurisdiction of the board
25 as well as any repair, redesign, or ongoing maintenance of a
26 right-of-way upon which transit is intended to travel, or any
27 bikeway, bicycle path, sidewalk, trail, pedestrian access, or
28 pedestrian accessway.

29 SEC. 3. Section 120483 of the Public Utilities Code is amended
30 to read:

31 120483. (a) ~~Any~~ A transactions and use tax ordinance adopted
32 pursuant to this article shall be operative on the first day of the
33 first calendar quarter commencing more than 150 days after
34 adoption of the ordinance.

35 (b) (1) ~~Prior to~~ *Before* the operative date of the ordinance, the
36 board shall contract with the California Department of Tax and
37 Fee Administration to perform all functions incident to the
38 administration and operation of the ordinance. The costs to be
39 covered by the contract may also include services of the types
40 described in Section 7272 of the Revenue and Taxation Code for

1 preparatory work up to the operative date of the ordinance. Any
2 disputes as to the amount of the costs shall be resolved in the same
3 manner as provided in that section.

4 (2) Notwithstanding Section 7272 of the Revenue and Taxation
5 Code, the maximum amount of preparatory costs incurred may
6 exceed those costs as described in paragraph (1), if the increased
7 amount reflects necessary preparatory costs.

8 (c) Within 45 days from the date the ordinance is approved by
9 the voters, the board shall provide the California Department of
10 Tax and Fee Administration with a complete alphabetical list of
11 all streets within the affected ~~unincorporated~~ area under the
12 jurisdiction of the board pursuant to Section 120054, which shall
13 include beginning and ending street numbers, and shall maintain
14 that list on its ~~Internet Web site~~ *internet website*. The board shall
15 also provide a legal description and a map or plat, that both
16 describe the boundaries of the applicable ~~unincorporated territory~~
17 ~~within the area of the board pursuant to Section 120054~~.

18 SEC. 4. Section 120485 of the Public Utilities Code is amended
19 to read:

20 120485. The board, subject to the approval of the ~~voters~~, *voters*
21 *within the portion of the county to which the tax would apply*, may
22 impose a maximum tax rate of one-half of 1 percent under this
23 article and ~~Part the Transactions and Use Tax Law (Part 1.6~~
24 ~~(commencing with Section 7251) of Division 2 of the Revenue~~
25 ~~and Taxation Code, Code)~~. The board shall not levy the tax at a
26 rate other than one-half or one-fourth of 1 percent unless
27 specifically authorized by the Legislature.

28 SEC. 5. Section 125480 of the Public Utilities Code is amended
29 to read:

30 125480. (a) A retail transactions and use tax ordinance
31 applicable ~~in to the entirety of, or a portion of,~~ the incorporated
32 and unincorporated territory within the area of the board pursuant
33 to Section 125052 shall be imposed by the board in accordance
34 with Section ~~125485 and Part 125485, the Transactions and Use~~
35 ~~Tax Law (Part 1.6 (commencing with Section 7251) of Division~~
36 ~~2 of the Revenue and Taxation Code, Code)~~, and Section 2 of
37 Article XIII C of the California Constitution. The tax ordinance
38 shall take effect at the close of the polls on the day of election at
39 which the proposition is adopted. The initial collection of the

1 transactions and use tax shall take place in accordance with Section
2 125483.

3 (b) If, at any time, the voters do not approve the imposition of
4 the transactions and use tax, this chapter remains in full force and
5 effect. The board may, at any time thereafter, submit the same, or
6 a different, measure to the voters in accordance with this chapter.

7 (c) *The portion of the area of the board to which the tax would*
8 *apply shall be determined by the board before the electors vote*
9 *on the measure.*

10 (d) *If the tax only applies to an area of the board, both of the*
11 *following shall apply:*

12 (1) *The incorporated area of each city within the area of the*
13 *board shall be either wholly included within that portion or wholly*
14 *excluded from that portion.*

15 (2) (A) *The board shall not enter into a construction contract*
16 *over one million dollars (\$1,000,000) that would be in part or*
17 *wholly financed through the tax with any entity unless the entity*
18 *provides to the commission an enforceable commitment that the*
19 *entity and its subcontractors at every tier will use a skilled and*
20 *trained workforce to perform all work on the project or a contract*
21 *that falls within an apprenticeship occupation in the building and*
22 *construction trades in accordance with Chapter 2.9 (commencing*
23 *with Section 2600) of Part 1 of Division 2 of the Public Contract*
24 *Code.*

25 (B) *This paragraph shall not apply if any of the following*
26 *requirements are met:*

27 (i) *The board has entered into a project labor agreement that*
28 *will bind all contractors and subcontractors performing work on*
29 *the project.*

30 (ii) *The board has contracted to use a skilled and trained*
31 *workforce and the entity has agreed to be bound by that project*
32 *labor agreement.*

33 (iii) *The project or contract is being performed under the*
34 *extension or renewal of a project labor agreement that was entered*
35 *into by the board before January 1, 2019.*

36 (iv) *The entity has entered into a project labor agreement that*
37 *will bind the entity and all its subcontractors at every tier*
38 *performing the project or the entity has contracted to use a skilled*
39 *and trained workforce.*

1 (C) For purposes of this paragraph, “project labor agreement”
2 has the same meaning as defined in paragraph (1) of subdivision
3 (b) of Section 2500 of the Public Contract Code.

4 (e) The revenues derived from the tax shall be spent within, or
5 for the benefit of, the portion of the area of the board to which the
6 tax applies.

7 (f) Any revenues derived from the tax shall supplement, and not
8 supplant, other transportation revenues available to the portion
9 of the area of the board to which the tax applies.

10 SEC. 6. Section 125481 of the Public Utilities Code is amended
11 to read:

12 125481. (a) The board, in the ordinance, shall state the nature
13 of the tax to be imposed, the tax rate or the maximum tax rate, the
14 purposes for which the revenue derived from the tax will be used,
15 *the portion of the area of the board to which the tax would apply*,
16 and may set a term during which the tax will be imposed. The
17 purposes for which the tax revenues may be used shall be limited
18 to public transit purposes serving the area of jurisdiction of the
19 board, as determined by the board, including the administration
20 of this division and legal actions related thereto. These purposes
21 include expenditures for the planning, environmental reviews,
22 engineering and design costs, and related right-of-way acquisition.
23 The ordinance shall contain an expenditure plan that shall include
24 the allocation of revenues for the purposes authorized by this
25 section.

26 (b) As used in this section, “public transit purposes” includes
27 the public transit responsibilities under the jurisdiction of the
28 district as well as any repair, redesign, or ongoing maintenance of
29 a right-of-way upon which transit is intended to travel, or any
30 bikeway, bicycle path, sidewalk, trail, pedestrian access, or
31 pedestrian accessway.

32 SEC. 7. Section 125483 of the Public Utilities Code is amended
33 to read:

34 125483. (a) ~~Any~~ A transactions and use tax ordinance adopted
35 pursuant to this article shall be operative on the first day of the
36 first calendar quarter commencing more than 150 days after
37 adoption of the ordinance.

38 (b) (1) ~~Prior to~~ Before the operative date of the ordinance, the
39 board shall contract with the California Department of Tax and
40 Fee Administration to perform all functions incident to the

1 administration and operation of the ordinance. The costs to be
2 covered by the contract may also include services of the types
3 described in Section 7272 of the Revenue and Taxation Code for
4 preparatory work up to the operative date of the ordinance. Any
5 disputes as to the amount of the costs shall be resolved in the same
6 manner as provided in that section.

7 (2) Notwithstanding Section 7272 of the Revenue and Taxation
8 Code, the maximum amount of preparatory costs incurred may
9 exceed those costs as described in paragraph (1), if the increased
10 amount reflects necessary preparatory costs.

11 (c) Within 45 days from the date the ordinance is approved by
12 the voters, the board shall provide the California Department of
13 Tax and Fee Administration with a complete alphabetical list of
14 all streets within the affected ~~unincorporated~~ area under the
15 jurisdiction of the board pursuant to Section 125052, which shall
16 include beginning and ending street numbers, and shall maintain
17 that list on its ~~Internet Web site~~ *internet website*. The board shall
18 also provide a legal description and a map or plat, that both
19 describe the boundaries of the applicable ~~unincorporated territory~~
20 ~~within the area of the board pursuant to Section 125052~~.

21 SEC. 8. Section 125485 of the Public Utilities Code is amended
22 to read:

23 125485. The board, subject to the approval of the ~~voters~~, *voters*
24 *within the portion of the county to which the tax would apply*, may
25 impose a maximum tax rate of one-half of 1 percent under this
26 article and ~~Part the Transactions and Use Tax Law (Part 1.6~~
27 ~~(commencing with Section 7251) of Division 2 of the Revenue~~
28 ~~and Taxation Code~~ *Code*). The board shall not levy the tax at a
29 rate other than one-half or one-fourth of 1 percent unless
30 specifically authorized by the Legislature.

31 SEC. 9. Section 132301 of the Public Utilities Code is amended
32 to read:

33 132301. (a) A retail transactions and use tax ordinance
34 applicable ~~in~~ *to the entirety of, or a portion of*, the incorporated
35 and unincorporated territory of the county shall be imposed by the
36 commission in accordance with Section 132307 and ~~Part the~~
37 ~~Transactions and Use Tax Law (Part 1.6~~ (commencing with
38 Section 7251) of Division 2 of the Revenue and Taxation ~~Code~~;
39 *Code*), if two-thirds of the electors voting on the measure *within*
40 *the portion of the county to which the tax would apply*, vote to

1 approve its imposition at a special election called for that purpose
2 by the commission. The tax ordinance shall take effect at the close
3 of the polls on the day of election at which the proposition is
4 adopted. The initial collection of the transactions and use tax shall
5 take place in accordance with Section 132304.

6 ~~If,~~

7 (b) *If, at any time, the voters do not approve the imposition of*
8 *the transactions and use tax, this chapter remains in full force and*
9 *effect. The commission may, at any time thereafter, submit the*
10 *same, or a different, measure to the voters in accordance with this*
11 *chapter.*

12 (c) *The portion of the county to which the tax would apply shall*
13 *be determined by the commission before the electors vote on the*
14 *measure.*

15 (d) *If the tax only applies to a portion of the county, both of the*
16 *following shall apply:*

17 (1) *The incorporated area of each city within the county shall*
18 *be either wholly included within that portion or wholly excluded*
19 *from that portion.*

20 (2) (A) *The commission shall not enter into a construction*
21 *contract over one million dollars (\$1,000,000) that would be in*
22 *part or wholly financed through the tax with any entity unless the*
23 *entity provides to the commission an enforceable commitment that*
24 *the entity and its subcontractors at every tier will use a skilled and*
25 *trained workforce to perform all work on the project or a contract*
26 *that falls within an apprenticeship occupation in the building and*
27 *construction trades in accordance with Chapter 2.9 (commencing*
28 *with Section 2600) of Part 1 of Division 2 of the Public Contract*
29 *Code.*

30 (B) *This paragraph shall not apply if any of the following*
31 *requirements are met:*

32 (i) *The commission has entered into a project labor agreement*
33 *that will bind all contractors and subcontractors performing work*
34 *on the project.*

35 (ii) *The commission has contracted to use a skilled and trained*
36 *workforce and the entity has agreed to be bound by that project*
37 *labor agreement.*

38 (iii) *The project or contract is being performed under the*
39 *extension or renewal of a project labor agreement that was entered*
40 *into by the commission before January 1, 2019.*

1 (iv) *The entity has entered into a project labor agreement that*
2 *will bind the entity and all its subcontractors at every tier*
3 *performing the project or the entity has contracted to use a skilled*
4 *and trained workforce.*

5 (C) *For purposes of this paragraph, “project labor agreement”*
6 *has the same meaning as defined in paragraph (1) of subdivision*
7 *(b) of Section 2500 of the Public Contract Code.*

8 (e) *The revenues derived from the tax shall be spent within, or*
9 *for the benefit of, the portion of the county to which the tax applies.*

10 (f) *Any revenues derived from the tax shall supplement, and not*
11 *supplant, other transportation revenues available to the portion*
12 *of the county to which the tax applies.*

13 (g) *As used in this section, “commission” shall refer to the*
14 *consolidated agency if the tax is to be imposed by the consolidated*
15 *agency pursuant to Section 132360.6.*

16 SEC. 10. Section 132307 of the Public Utilities Code is
17 amended to read:

18 132307. (a) The commission, subject to the approval of the
19 ~~voters~~, *voters within the portion of the county to which the tax*
20 *would apply*, may impose a maximum tax rate of 1 percent under
21 this chapter and ~~Part the Transactions and Use Tax Law (Part 1.6~~
22 ~~(commencing with Section 7251) of Division 2 of the Revenue~~
23 ~~and Taxation Code, Code)~~, and the commission may state the
24 maximum tax rate in terms of not to exceed 1 percent, or any lesser
25 percentage thereof. The commission shall not levy the tax at a rate
26 other than 1 percent or three-fourths, one-half, or one-fourth of 1
27 percent, unless specifically authorized by the Legislature.

28 (b) The tax rate adopted pursuant to this article, unless otherwise
29 prohibited, may be increased by the commission by ordinance
30 adopted in the manner and by the vote stated in Section 132301
31 and approved by a majority of the electors voting on the measure
32 at an election called for that purpose by the commission.

33 SEC. 11. Section 132322 of the Public Utilities Code is
34 amended to read:

35 132322. (a) An ordinance expanding, extending, or increasing
36 the retail transactions and use tax imposed under this chapter shall
37 be imposed by the commission and shall be applicable ~~in~~ *to the*
38 ~~entirety of, or a portion of,~~ the incorporated and unincorporated
39 territory of the county, if the constitutionally required percentage
40 of the electors voting on the measure *within the portion of the*

1 *county to which the tax would apply* vote to approve its imposition
2 at a special election called for that purpose by the commission.
3 The ordinance shall take effect on the day immediately following
4 the day of the election at which the proposition is adopted.

5 (b) If at any time the voters do not approve the imposition of
6 the expansion, extension, or increase of the ~~transactions and use~~
7 tax, the commission may, at any time thereafter, submit the same,
8 or a different, measure to the voters in accordance with this article.

9 (c) *As used in this section, "commission" shall refer to the*
10 *consolidated agency if the tax is to be imposed by the consolidated*
11 *agency pursuant to Section 132360.6.*

12 SEC. 12. Section 180201 of the Public Utilities Code is
13 amended to read:

14 180201. (a) A retail transactions and use tax ordinance
15 applicable ~~in~~ *to the entirety of, or a portion of,* the incorporated
16 and unincorporated territory of a county may be imposed by the
17 authority in accordance with this chapter and ~~Part the Transactions~~
18 ~~and Use Tax Law (Part 1.6 (commencing with Section 7251) of~~
19 ~~Division 2 of the Revenue and Taxation Code, Code),~~ if the tax
20 ordinance is adopted by a two-thirds vote of the authority and
21 imposition of the tax is subsequently approved ~~by a majority of~~
22 ~~the electors voting on the measure, or by any otherwise within the~~
23 ~~portion of the county to which the tax would apply, consistent with~~
24 ~~the applicable voter approval requirement, requirement under the~~
25 *California Constitution,* at a special election called for that purpose
26 by the board of supervisors, at the request of the authority, and a
27 county transportation expenditure plan is adopted pursuant to
28 Section 180206.

29 ~~A~~

30 (b) *The* retail transactions and use tax approved by the electors
31 shall remain in effect for the period of time specified in the tax
32 ordinance. The tax may be continued in effect, or reimposed, by
33 a tax ordinance adopted by a two-thirds vote of the authority and
34 the reimposition of the tax is approved ~~by any applicable majority~~
35 ~~of the electors.~~ *electors consistent with subdivision (a).*

36 (c) *The portion of the county to which the tax would apply shall*
37 *be determined by the authority before its adoption of the tax*
38 *ordinance.*

39 (d) *If the tax only applies to a portion of the county, both of the*
40 *following shall apply:*

1 (1) *The incorporated area of each city within the county shall*
2 *be either wholly included within that portion or wholly excluded*
3 *from that portion.*

4 (2) (A) *The authority shall not enter into a construction contract*
5 *over one million dollars (\$1,000,000) that would be in part or*
6 *wholly financed through the tax with any entity unless the entity*
7 *provides to the authority an enforceable commitment that the entity*
8 *and its subcontractors at every tier will use a skilled and trained*
9 *workforce to perform all work on the project or a contract that*
10 *falls within an apprenticeship occupation in the building and*
11 *construction trades in accordance with Chapter 2.9 (commencing*
12 *with Section 2600) of Part 1 of Division 2 of the Public Contract*
13 *Code.*

14 (B) *This paragraph shall not apply if any of the following*
15 *requirements are met:*

16 (i) *The authority has entered into a project labor agreement*
17 *that will bind all contractors and subcontractors performing work*
18 *on the project.*

19 (ii) *The authority has contracted to use a skilled and trained*
20 *workforce and the entity has agreed to be bound by that project*
21 *labor agreement.*

22 (iii) *The project or contract is being performed under the*
23 *extension or renewal of a project labor agreement that was entered*
24 *into by the authority before January 1, 2019.*

25 (iv) *The entity has entered into a project labor agreement that*
26 *will bind the entity and all its subcontractors at every tier*
27 *performing the project or the entity has contracted to use a skilled*
28 *and trained workforce.*

29 (C) *For purposes of this paragraph, “project labor agreement”*
30 *has the same meaning as defined in paragraph (1) of subdivision*
31 *(b) of Section 2500 of the Public Contract Code.*

32 (e) *The revenues derived from the tax shall be spent within, or*
33 *for the benefit of, the portion of the county to which the tax applies.*

34 (f) *Consistent with Section 180200, any revenues derived from*
35 *the tax shall supplement, and not supplant, other transportation*
36 *revenues available to the portion of the county to which the tax*
37 *applies.*

38 SEC. 13. *Section 180206 of the Public Utilities Code is*
39 *amended to read:*

1 180206. (a) A county transportation expenditure plan shall be
2 prepared for the expenditure of the revenues expected to be derived
3 from the tax imposed pursuant to this chapter, together with other
4 federal, state, and local funds expected to be available for
5 transportation improvements, for the period during which the tax
6 is to be imposed.

7 (b) A county transportation expenditure plan shall not be adopted
8 until it has received the approval of the board of supervisors and
9 of the city councils representing both a majority of the cities in the
10 *portion of the county to which the tax would apply* and a majority
11 of the population residing in the incorporated areas of the ~~county~~.
12 *portion of the county to which the tax would apply*.

13 (c) The plan shall be adopted ~~prior to~~ *before* the call of the
14 election provided for in Section 180201.

15 SEC. 14. Section 180207 of the Public Utilities Code is
16 amended to read:

17 180207. (a) The authority may annually review and propose
18 amendments to the county transportation expenditure plan adopted
19 pursuant to Section 180206 to provide for the use of additional
20 federal, state, and local funds, to account for unexpected revenues,
21 or to take into consideration unforeseen circumstances.

22 (b) The authority shall notify the board of supervisors and the
23 city council of each city in the *portion of the county to which the*
24 *tax applies* and provide them with a copy of the proposed
25 amendments.

26 (c) The proposed amendments shall become effective 45 days
27 after notice is given.

AMENDED IN SENATE APRIL 25, 2019

AMENDED IN SENATE MARCH 20, 2019

SENATE BILL

No. 152

Introduced by Senator Beall

January 22, 2019

An act to amend Sections 2381, 2382, and 2384 ~~of~~ *of, and to add Section 2384.5 to*, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 152, as amended, Beall. Active Transportation Program.

Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. Existing law requires the commission to award 50% of available funds to projects competitively awarded by the commission on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population. Existing law requires the commission to develop guidelines and project selection criteria for the program in consultation with various agencies and interested parties. To ensure that MPOs have sufficient discretion to develop regional guidelines, existing law authorizes the commission to adopt separate guidelines for the state and the MPOs with regard to project selection

criteria. Existing law requires the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter.

This bill would require that ~~75%~~ 60% of available funds be awarded to projects selected by MPOs in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and ~~10%~~ 25% to projects ~~of a transformative nature~~ competitively awarded by the commission on a statewide basis. The bill would require, rather than authorize, the commission to adopt separate guidelines for the MPOs to ensure that they have sufficient discretion to adopt regional ~~guidelines~~. *guidelines and would not limit those guidelines to project selection criteria.* The bill would authorize an MPO to perform its own competitive project selection process ~~using in accordance with~~ the regional guidelines adopted by the commission, or to request the commission to perform the competitive project selection process on the ~~MPO's~~ MPO's behalf ~~using in accordance with~~ guidelines adopted by the commission for the projects awarded in small urban and rural regions and on a statewide basis. With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds ~~to each MPO~~ as a lump sum *to the department for disbursement to each MPO* for award to projects selected by the applicable MPO, unless the MPO requests the commission to conduct the competitive selection process on behalf of the MPO. *The bill would authorize the commission to authorize the department to allocate a portion of the funds in the small urban and rural and the statewide distribution categories and, if the MPO requests the commission to perform the competitive project selection process on its behalf, to allocate a portion of those funds. The bill would make the provisions of the bill apply only to the 5th and successive funding cycles of the Active Transportation Program.*

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 2381 of the Streets and Highways Code
- 2 is amended to read:
- 3 2381. (a) The Active Transportation Program shall be funded
- 4 by state and federal funds from appropriations in the annual Budget

Act. Notwithstanding subdivision (b) of Section 2032, funds for the program shall be appropriated to the department, for allocation by the commission. With respect to funding provided pursuant to this chapter, it is the intent of the Legislature that any project savings or funds remaining if a project loses funding provided pursuant to this chapter remain in the Active Transportation Program. The amount to be appropriated annually shall include 100 percent of the federal Transportation Alternative Program funds, except for any federal Recreational Trails Program funds appropriated to the Department of Parks and Recreation; twenty-one million dollars (\$21,000,000) of federal Highway Safety Improvement *Program* funds or other federal funds; one hundred million dollars (\$100,000,000) from the Road Maintenance and Rehabilitation Account pursuant to subdivision (b) of Section 2032; and State Highway Account funds. Future funding may be augmented if state or federal funds increase, or if other funding sources are identified. Funds appropriated for the Active Transportation Program shall be distributed as follows:

(1) ~~Seventy-five~~—Sixty percent to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population. Funds awarded under this paragraph shall be obligated for eligible projects selected through a competitive process by the metropolitan planning organizations and in accordance with guidelines established pursuant to this chapter. These funds shall be allocated by the commission as a lump sum amount to ~~each metropolitan planning organization~~ *the department for disbursement to metropolitan planning organizations* in the same manner as other local assistance funds, except if the metropolitan planning organization requests the commission to perform the competitive selection process pursuant to subdivision (l) of Section 2382. In order to apply for funding for a project pursuant to this paragraph, a project applicant is not required to also apply for funding for that project pursuant to paragraph (3). *If a metropolitan planning organization requests the commission to perform the competitive project selection process on its behalf pursuant to subdivision (l) of Section 2382, the commission may authorize the department to allocate a portion of those funds.*

(2) Fifteen percent to small urban and rural regions with populations of 200,000 or less, with projects competitively awarded

1 by the commission to projects in those regions. *The commission*
2 *may authorize the department to allocate a portion of the funds to*
3 *be allocated pursuant to this paragraph.*

4 (3) ~~Ten~~ Twenty-five percent to projects of a transformative nature
5 competitively awarded by the commission on a statewide basis.
6 *basis with consideration of broad geographic balance. The*
7 *commission may authorize the department to allocate a portion*
8 *of the funds to be allocated pursuant to this paragraph.*

9 (b) For the purpose of paragraph (1) of subdivision (a), the
10 following shall apply in the region served by the Southern
11 California Association of Governments:

12 (1) The Southern California Association of Governments shall
13 consult with the county transportation commissions created
14 pursuant to Sections 130050, 130050.1, and 132800 of the Public
15 Utilities Code, the commission, and the department Code in the
16 development of competitive selection criteria to be adopted by the
17 Southern California Association of Governments, which should
18 include consideration of geographic equity, consistent with program
19 objectives.

20 (2) The Southern California Association of Governments shall
21 place priority on projects that are consistent with plans adopted
22 by local and regional governments within the county where the
23 project is located.

24 (3) The Southern California Association of Governments shall
25 obtain concurrence from the county transportation commissions,
26 adopt the projects selected in a comprehensive program of projects,
27 and make funds available to selected project recipients.

28 (c) The Legislature finds and declares that the program described
29 in this chapter constitutes a highway purpose under Article XIX
30 of the California Constitution and justifies the expenditure of
31 highway funds therefor, and all expenditures of Article XIX funds
32 under this program shall be consistent with Article XIX.

33 SEC. 2. Section 2382 of the Streets and Highways Code is
34 amended to read:

35 2382. (a) The commission shall develop guidelines and project
36 selection criteria applicable to paragraphs (2) and (3) of subdivision
37 (a) of Section 2381 for the Active Transportation Program in
38 consultation with the Active Transportation Program Workgroup,
39 which shall be formed for purposes of providing guidance on
40 matters including, but not limited to, development of and

1 subsequent revisions to program guidelines, schedules and
2 procedures, project selection criteria, performance measures, and
3 program evaluation. The workgroup shall include, but not be
4 limited to, representatives of government agencies and active
5 transportation stakeholder organizations with expertise in
6 pedestrian and bicycle issues, including Safe Routes to School
7 programs.

8 (b) The guidelines shall *be the complete and full statement of*
9 *the policies and criteria that the commission intends to be used in*
10 *selecting projects to be included in the program. The guidelines*
11 *shall* address subjects that include, but are not limited to, project
12 eligibility, application timelines, application rating and ranking
13 criteria, project monitoring, reporting, and transparency, and project
14 performance measurement.

15 (c) The guidelines shall include a process to ensure that no less
16 than 25 percent of overall program funds benefit disadvantaged
17 communities during each program cycle. The guidelines shall
18 establish a program definition for disadvantaged communities that
19 may include, but shall not be limited to, the description in Section
20 39711 of the Health and Safety Code and the definition of
21 low-income schools in paragraph (7) of subdivision (b) of former
22 Section 2333.5, as that section read on January 1, 2013. A project
23 eligible under this subdivision shall clearly demonstrate a benefit
24 to a disadvantaged community or be directly located in a
25 disadvantaged community.

26 (d) The guidelines shall allow streamlining of project delivery
27 by authorizing an implementing agency to seek commission
28 approval *or department approval, as applicable*, of a letter of no
29 prejudice that will allow the agency to expend its own funds for a
30 project programmed in a future year of the adopted program of
31 projects, in advance of allocation of funds to the project by the
32 ~~commission~~, *commission or department*, and to be reimbursed at
33 a later time for eligible expenditures.

34 (e) The commission shall adopt the guidelines and selection
35 criteria for, and define the types of projects eligible to be funded
36 through, the program following at least two public hearings.
37 Projects funded in this program shall be limited to active
38 transportation projects, including ancillary costs associated with
39 the construction of those projects. Ancillary costs may include
40 costs associated with followup bicycle and pedestrian counts,

1 installation of ongoing bicycle and pedestrian counters, and
2 changes to underlying utility and sewer systems necessitated by
3 the active transportation project, if these costs are consistent with
4 *the eligibility requirements of the funding sources and* requirements
5 applicable to any federal funding provided for the project. The
6 guidelines shall ensure that eligible projects meet one or more of
7 the goals set forth in Section 2380 and may give increased weight
8 to projects meeting multiple goals.

9 (f) In developing the guidelines with regard to project eligibility,
10 the commission shall include, but need not be limited to, the
11 following project types:

12 (1) Development of new bikeways and walkways, or
13 improvements to existing bikeways and walkways, that improve
14 mobility, access, or safety for nonmotorized users.

15 (2) Secure bicycle parking at employment centers, park and ride
16 lots, rail and transit stations, and ferry docks and landings.

17 (3) Bicycle-carrying facilities on public transit, including rail
18 and ferries.

19 (4) Installation of traffic control devices to improve the safety
20 of pedestrians and bicyclists.

21 (5) Elimination of hazardous conditions on existing bikeways
22 and walkways.

23 (6) Maintenance of bikeways and walkways.

24 (7) Recreational trails and trailheads, park projects that facilitate
25 trail linkages or connectivity to nonmotorized corridors, and
26 conversion of abandoned railroad corridors to trails.

27 (8) Safe Routes to School projects that improve the safety of
28 children walking and bicycling to school, in accordance with
29 Section 1404 of Public Law 109-59.

30 (9) Safe routes to transit projects, which will encourage transit
31 by improving biking and walking routes to mass transportation
32 facilities and schoolbus stops.

33 (10) Educational programs to increase biking and walking, and
34 other noninfrastructure investments that demonstrate effectiveness
35 in increasing active transportation. *Projects described in this*
36 *paragraph shall be eligible to receive funding in more than one*
37 *cycle.*

38 (g) In developing the guidelines with regard to project selection,
39 the commission shall ~~include~~ *include, but need not be limited to,*

1 the following criteria, unless the particular criteria does not apply
2 to the type of project:

3 (1) Demonstrated needs of the applicant.

4 (2) Potential for reducing pedestrian and bicyclist injuries and
5 fatalities.

6 (3) Potential for encouraging increased walking and bicycling,
7 especially among students.

8 (4) Identification of safety hazards for pedestrians and bicyclists.

9 (5) Identification of walking and bicycling routes to and from
10 schools, transit facilities, and community centers.

11 (6) Identification of the local public participation process that
12 culminated in the project proposal, which may include noticed
13 public meetings and consultation with local stakeholders.

14 (7) (A) Benefit to disadvantaged communities. ~~In~~

15 (B) *In developing guidelines relative to this paragraph, the*
16 *commission shall consider, but shall not be limited to, the definition*
17 *of disadvantaged communities as applied pursuant to subdivision*
18 *(c).*

19 *(C) In developing regional guidelines pursuant to paragraph*
20 *(1) of subdivision (1) relative to this paragraph, a metropolitan*
21 *planning organization shall consider the definitions of*
22 *disadvantaged communities included in the state guidelines*
23 *adopted by the commission. A metropolitan planning organization*
24 *may adopt an additional definition of disadvantaged communities*
25 *within its regional guidelines if the commission, in consultation*
26 *with the metropolitan planning organization, reviews and approves*
27 *that definition.*

28 *(D) A metropolitan planning organization that performs the*
29 *competitive project selection process in accordance with guidelines*
30 *adopted by the commission for metropolitan planning organizations*
31 *shall track and report to the commission the projects that it selects*
32 *that benefit disadvantaged communities in each program cycle.*

33 (8) Cost-effectiveness, defined as maximizing the impact of the
34 funds provided.

35 (9) The adoption by a city or county applicant of a bicycle
36 transportation plan, pursuant to Section 891.2, a pedestrian plan,
37 a safe routes to school plan, or an overall active transportation
38 plan.

39 (10) Use of the California Conservation Corps or a qualified
40 community conservation corps, as defined in Section 14507.5 of

1 the Public Resources Code, as partners to undertake or construct
2 applicable projects in accordance with Section 1524 of Public Law
3 112-141.

4 (11) Other factors, such as potential for reducing congestion,
5 improving air quality, reducing greenhouse gas emissions, and
6 increasing and improving connectivity and mobility of
7 nonmotorized users.

8 (h) For the use of federal ~~Transportation Alternative Surface~~
9 ~~Transportation Block Grant~~ Program funds, or other federal funds,
10 commission guidelines shall meet all applicable federal
11 requirements.

12 (i) For the use of federal Highway Safety Improvement Program
13 funds for active transportation projects specific to reducing
14 fatalities and serious injuries, the criteria for the selection of
15 projects shall be based on a data-driven process that is aligned
16 with the state's Strategic Highway Safety Plan.

17 (j) The guidelines may include incentives intended to maximize
18 the potential for attracting funds other than program funds for
19 eligible projects.

20 (k) In reviewing and selecting projects funded by federal funds
21 in the Recreational Trails Program, the commission shall
22 collaborate with the Department of Parks and Recreation to
23 evaluate proposed projects, and to ensure federal requirements are
24 met.

25 (l) (1) To ensure that ~~regional agencies~~ *metropolitan planning*
26 *organizations* charged with allocating funds to projects pursuant
27 to paragraph (1) of subdivision (a) of Section 2381 have sufficient
28 discretion to adopt regional guidelines, the commission shall adopt
29 separate guidelines for the ~~regional agencies~~ *state and for the*
30 *metropolitan planning organizations pursuant to this section* to
31 provide ~~regional agencies~~ *metropolitan planning organizations*
32 with greater flexibility in the application and evaluation process,
33 and in the administration of their programs. In the guidelines the
34 commission ~~adopts pursuant to this subdivision;~~ *adopts for*
35 *metropolitan planning organizations*, the commission shall ~~require~~
36 *do both of the following:*

37 (A) *Require* regular reporting on project status and benefits
38 pursuant to the commission's SB 1 Accountability and
39 Transparency Guidelines (Resolution G-18-09).

1 (B) *Ensure that metropolitan planning organizations comply*
2 *with adopted statewide goals and priorities set forth in state law*
3 *and by executive order.*

4 (2) ~~Each regional agency metropolitan planning organization~~
5 *may perform the competitive project selection process using in*
6 *accordance with the guidelines adopted pursuant to paragraph (1)*
7 *for metropolitan planning organizations or may request the*
8 *commission to perform the competitive project selection process*
9 *on its behalf using in accordance with the commission's guidelines*
10 ~~adopted pursuant to subdivision (a): for the state. Each~~
11 *metropolitan planning organization that performs its own*
12 *competitive project selection process shall share with the*
13 *commission its scoring criteria for review and comment to ensure*
14 *the criteria are consistent with the guidelines that the commission*
15 *adopts for metropolitan planning organizations.*

16 SEC. 3. Section 2384 of the Streets and Highways Code is
17 amended to read:

18 2384. (a) The commission shall adopt a program of projects
19 to receive funding pursuant to paragraphs (2) and (3) of subdivision
20 (a) of Section 2381. Each program shall cover a period of four
21 fiscal years beginning on July 1 of the year of adoption. The
22 commission shall form a multidisciplinary advisory group to assist
23 it in evaluating project applications.

24 (b) ~~A regional agency metropolitan planning organization~~ shall
25 adopt a program of projects to receive funding pursuant to
26 paragraph (1) of subdivision (a) of Section 2381. ~~A regional agency~~
27 *metropolitan planning organization shall adopt each program no*
28 *later than July 1 of each odd-numbered year. Each program shall*
29 *cover a period of four fiscal years beginning July 1 of the year of*
30 *adoption. If a regional agency metropolitan planning organization*
31 *requests the commission to perform the competitive project*
32 *selection process on its behalf, as described in subdivision (l) of*
33 *Section 2382, the commission shall adopt the program of projects*
34 *for the regional agency metropolitan planning organization*
35 *pursuant to subdivision (a).*

36 (c) *To allow additional time for guideline development and*
37 *stakeholder input, the commission and metropolitan planning*
38 *organizations may adopt the program of projects for the fifth*
39 *funding cycle pursuant to this chapter no later than October 31,*
40 *2021.*

1 *SEC. 4. Section 2384.5 is added to the Streets and Highways*
2 *Code, to read:*
3 *2384.5. Any funding awarded pursuant to this chapter in the*
4 *commission's fourth funding cycle, or in a previous funding cycle,*
5 *shall be governed by this chapter as it read on December 31, 2019.*

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AMENDED IN ASSEMBLY APRIL 8, 2019

CALIFORNIA LEGISLATURE—2019–20 REGULAR SESSION

ASSEMBLY BILL

No. 1013

Introduced by Assembly Member Obernolte

February 21, 2019

An act to add Section 11000.5 to the Government Code, relating to state government.

LEGISLATIVE COUNSEL’S DIGEST

AB 1013, as amended, Obernolte. State agencies: grant applications. Existing law authorizes various state agencies to award grant money for various purposes.

This bill would prohibit ~~any~~ a state agency from selecting as an evaluator of a grant application *a person who, within the five year period preceding receipt of that application, was a representative, former member, or former staff member of an organization or person that is applying to receive grant funding from that state agency.*

Vote: majority. Appropriation: no. Fiscal committee: no. State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 11000.5 is added to the Government
- 2 Code, to read:
- 3 11000.5. A state agency shall not select as an evaluator of a
- 4 grant application ~~a representative, former member, or former staff~~
- 5 ~~member~~ *a person who, within the five year period preceding*
- 6 *receipt of that application, was a representative, member, or staff*

- 1 *member* of an organization or person that is applying to receive
- 2 grant funding from that state agency.

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 4.2

Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, 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.

BACKGROUND:

As of March 31, 2019, the Commission has allocated approximately \$4.4 billion toward 637 projects in Fiscal Year 2018-19. Adjustments totaled approximately negative \$100 million, leaving approximately \$2.6 billion (38 percent) in remaining allocation capacity.

2018-19 Capital Allocations vs. Capacity Summary through March 31, 2019 (\$ in millions)										
	SHOPP	STIP	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
Allocation Capacity	\$3,149	\$520	\$3	\$355	\$486	\$729	\$316	\$1,160	209	\$6,926
Total Votes	2,461	519	1	195	401	337	64	418	30	4,427
Authorized Changes ¹	-104	3	0	0	0	0	0	0	0	-100
Remaining Capacity	\$791	-\$2	\$1	\$160	\$85	\$392	\$252	\$742	\$179	\$2,599

Note: Amounts may not sum to totals due to independent rounding.

¹ Authorized changes include project increases and decreases through March 31, 2019, pursuant to the Commission's G-12 process and project rescission.

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

BACKGROUND:

Through March 31, 2019, the California Department of Transportation has processed changes to capital construction budgets for both the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP). The STIP and SHOPP experienced a decrease of approximately \$100 million of the programmed amounts. This is the result of increases to 116 projects and decreases to 198 projects.

Savings is added to, or subtracted from, current year capacity to make funding immediately available for advancements and project cost increases. These amounts appear under "Authorized Changes," in the Capital Allocation vs. Capacity Summary on the preceding page.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 4.6
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: 2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE FINAL ASSUMPTIONS

ISSUE:

Should the California Transportation Commission (Commission) approve the final assumptions for the 2020 State Transportation Improvement Program (STIP) Fund Estimate and the 2020 Aeronautics Account Fund Estimate?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve the final assumptions for the 2020 STIP Fund Estimate and the 2020 Aeronautics Account Fund Estimate.

BACKGROUND:

At the May 2019 Commission meeting, the Department will be requesting the Commission to approve one alternative from each the following options located in Section One of the attached document:

- The Economic & Statutory Impact on Revenues (Consumption Values)
- Federal Revenues
- Capital Project Cost Escalation
- Minor Reservation
- Motor Vehicle Account Transfers

Once the Commission approves the assumptions for the 2020 Fund Estimates, the Department plans to present the two Draft 2020 Fund Estimates at its June 2019 meeting, and the final versions of both Fund Estimates for adoption at the August 2019 meeting.

At the March 2019 Commission meeting, the Department presented the 2020 STIP Fund Estimate Draft Assumptions and requested that the Commission consider the "Alternatives" included as part of the assumptions in Section One. The Department has met with Commission staff to discuss the final changes to the assumptions. Adjustments have also

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

been made to Section Three of the Draft Assumptions presented in March. These changes are detailed on Page 3 of the attachment titled "2020 STIP Fund Estimate Final Assumptions." Statute requires that the Fund Estimate be based on current state and federal guidelines for estimating revenues. Should any budgetary action require the Department to update the assumptions between now and subsequent presentations, the Department will inform Commission staff and present the changes during the upcoming Commission meetings.

The final assumptions for the 2020 STIP Fund Estimate provide the basis for forecasting available capacity for the 2020 STIP and the 2020 State Highway Operation and Protection Program, while the assumptions for the 2020 Aeronautics Account Fund Estimate determine available capacity for the Aeronautics Account. The 2020 STIP Fund Estimate Final Assumptions are attached.

Attachment



2020 STIP FUND ESTIMATE FINAL ASSUMPTIONS

PREPARED BY
THE DEPARTMENT OF TRANSPORTATION
DIVISION OF BUDGETS

INTRODUCTION

This report contains key assumptions and methodologies to be adopted during the California Transportation Commission (Commission) meeting on May 15, 2019, and contains three separate sections: Options, Significant Issues, and Assumptions. The purpose of Sections One and Two is to solicit discussion and obtain the Commission's feedback on various areas that influence the 2020 Fund Estimate (FE) as required by statute. The purpose of Section Three is to list all the various assumptions that are not considered key assumptions but still impact the 2020 FE.

Section One contains key assumptions and will include multiple alternatives with one recommendation from the California Department of Transportation (Department). In this section, the Department is seeking guidance from the Commission on the preferred assumption for each topic discussed. The Commission may select the Department recommended option, another listed alternative, elect to recommend an option not included in this document, or suggest a combination of such options.

Section Two contains key assumptions known as "significant issues" and will provide a background regarding an assumption that the Department is required to include in order to be in compliance with Section 14524(c) of the Government Code (GC). This code requires the Department to assume there will be no changes in existing state and federal statutes for display in the 2020 FE. The Department has no control over these assumptions, which will have inherent risks that may impact available funding and capacity as a result of complying with state and federal statute.

Section Three contains all the assumptions being included in the 2020 FE, including placeholders for assumptions derived in sections one and two of this report.

Between now and the August 2019 presentation date for the adoption of the 2020 FE, the 2019-20 Budget Act, trailer bills, and/or initiatives may be enacted and could affect these assumptions (see the estimated timeline below). The Department will update assumptions as required by statute. Once the methodology and assumptions are approved, the Department will use these assumptions in determining the available program capacity for the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP) over the next five years.

Date	Objective
May 15	FE Assumptions approved by Commission
June 26	Draft FE presented to Commission
August 14	Final FE presented to Commission for adoption

CHANGES TO DRAFT ASSUMPTIONS

The Department has worked with the Commission staff to update and make any necessary revisions to the 2020 STIP FE Draft Assumptions. The following items summarize changes since the March 13-14, 2019 Commission meeting:

SECTION THREE: ASSUMPTIONS

- **Public Transportation Account (PTA):**
 - **PTA 5 (Page 31)** – The Division of Rail and Mass Transportation provided a revised estimate in the amount of \$108 million for rail heavy equipment, maintenance, acquisition, technical services, and overhaul expenditures over the FE period. The previous amount provided was \$111 million.
 - **PTA 5 (Page 31)** – PTA 5C was removed. The Division of Rail and Mass Transportation anticipates it will be able to include contract service costs as a component of rail and mass transportation support costs.
- **Aeronautics Account:**
 - **AERO 6 (Page 33)** – Language regarding annual transfers from the Local Airport Loan Account was modified to clearly indicate that a legally mandated consensus or an agreement with the Department of Finance is required.

SECTION ONE: OPTIONS

THE ECONOMIC & STATUTORY IMPACT ON REVENUES

Option: What source should be used for forecasting of fuel consumption?

Economic Background: Many of the revenues forecasted in the FE fluctuate with the status of the economy. Despite improvements in fuel economy, California realized a slight increase in gasoline and diesel consumption during the economic growth associated with 2003 through 2006. California, also, attained record increases in weight fee revenues over that same time-frame. However, in later years, moderate decreases in both fuel consumption and weight fee revenues occurred during the housing market crisis from 2007 through 2012.

California's economy has since initiated a rebound from the downturn of the Great Recession and by many metrics, has surpassed pre-recession levels. The UCLA Anderson Forecast, one of the most widely watched and often-cited economic outlooks for California, finds that California is effectively at full-employment with 17.2 million non-farm payroll jobs as of October 2018, which is up from 16.6 million in October of 2016. Despite the record numbers, the December 2018 Forecast continues the trend of slow, steady gains in employment over the next two years, with payroll jobs expected to increase 1.5 percent in 2019 and 0.9 percent in 2020. The unemployment rate is currently at 4.2 percent and expected to increase slightly to an estimated 4.5 percent in both 2019 and 2020. Personal income (adjusted) is forecasted to grow by 3.7 percent in 2019 and 4.0 percent in 2020.

Although personal income is expected to increase, growing concerns over trade negotiations with China could bring about new tariffs on Chinese imports. It is estimated that a 20 percent tariff on all Chinese goods, totaling \$537 billion, would impose a \$107 billion tax on consumer goods. Increasing costs of goods would likely decrease disposable income for the average consumer and offset some or all personal income increases that have been forecasted in future years by the Anderson Forecast. Moreover, decreases in disposable income could impact demand for other goods and services, including oil and gas products. The effect of tariffs could, also, be expected to lower the demand for imported goods, subsequently lowering demand for transport of those goods that would translate to diminishing demand for the fuels required to transport goods. Lower fuel consumption would directly impact the Departments fuel taxes and resources.

Interest rates during the last recession were low, which helped the economy to pull out of the economic crisis. However, during those years, several large cap US corporations took advantage of lower interest rates by undertaking numerous debt-financed acquisitions. Even a slight economic downturn, could plunge many investment grade corporate bonds into the "junk" territory due to the highly leveraged position of many US corporations. If certain macroeconomic factors occur in the upcoming years, it could cause a negative direction in employment rates that translate to lower demand for gas and diesel consumption. Lower numbers of employed people would mean fewer people traveling to work, thus lowering demand for gas and diesel. While many macroeconomic factors are unpredictable, several historical and recent statutes have re-shaped the way the Department is funded.

Statutory Background: The base excise tax on gasoline was adjusted in 1994 to 18 cents per gallon. The incremental excise tax, previously known as Price-Based Excise Tax (PBET), was introduced in 2010 as part of the Fuel Tax Swap. The intent of the Swap was to replace gasoline sales tax with an excise tax, adjusted annually to equal what would have been generated had the sales and excise tax rates remained unchanged. Consequently, the price of gas directly impacted excise tax collections. The volatility in gas prices made forecasting total revenues difficult at best.

Assembly Bill (AB) 105 authorized the transfer of weight fee revenues from the SHA to the Transportation Debt Service Fund (TDSF). In turn, an off the top amount from the incremental excise tax on gasoline is transferred to the SHA in the form of backfill, with the remainder allocated to STIP, Local Streets and Roads, and SHOPP. The Department of Finance (DOF) projects that weight fee revenues will increase slightly over the FE period. Given that current statute directs the entirety of weight fees diversions to be reimbursed first, the remaining revenue available to fund such projects is heavily influenced by adjustments in the incremental excise tax rate.

In February 2017, the California Department of Tax and Fee Administration (CADTFA), formerly called the Board of Equalization, voted to increase the 2017-18 incremental excise tax on gasoline from 9.8 cents per gallon to 11.7 cents per gallon. Regarding diesel fuel, the CADTFA voted to leave the 2017-18 excise tax rate unchanged at 16 cents per gallon. In February 2018, the CADTFA, again, left diesel unchanged at 16 cpg and elected to not change the incremental excise tax, leaving the incremental tax at 11.7 cents per gallon. The enactment of SB 1 has established set rates for the incremental excise tax as well as base excise taxes and has ended the CADTFA role in establishing rates going forward.

Because rates will now be set per statute and indexed for inflation, revenue forecasting for incremental excise tax and base excise taxes will have fewer variables, gaining a higher degree of predictability. In the future, the greatest factor that will influence fuel-based taxes is consumption. Economic downturn or the proliferation of fuel efficient, alternative energy vehicles could reduce consumption along with fuel-based taxes in the future, which is why the Department should continue to explore modern transportation system funding alternatives.

Alternative A: This scenario utilizes the most recent ExxonMobil projections for gas and diesel consumption. Consumption values indicate a relatively flat or very slight decline in diesel and gas demand. Consumption changes are expected to be more than offset by the consumer price rate adjustments suggested by DOF. The incremental excise tax rate of 17.3 cents per gallon as required by SB 1 has been utilized in 2019-20 with an annual adjustment for inflation beginning in 2020-21. The net result is a display of steady growth in base excise and incremental excise tax resources over the five-year FE period.

Alternative B: This scenario utilizes the most recent Energy Information Administration projections for gas and diesel consumption. Consumption values indicate a relatively flat or very slight decline in diesel demand and some down trend in gas demand. Consumption changes are expected to be more than offset by the consumer price rate adjustments suggested by DOF. The incremental excise tax rate of 17.3 cents per gallon as required by SB 1 has been utilized in 2019-20 with an annual adjustment for inflation beginning in 2020-21. The net result is a display of early on growth in base excise and incremental excise tax resources that gradually flatten out by the end of the five-year FE period.

Alternative C (Recommended Alternative): This scenario utilizes the most recent DOF projections for gas and diesel consumption. Consumption values indicate a slow but gradual decline in diesel and gas demand. Consumption changes are expected to be more than offset by the consumer price rate adjustments suggested by DOF. The incremental excise tax rate of 17.3 cents per gallon as required by SB 1 has been utilized in 2019-20 with an annual adjustment for inflation beginning in 2020-21. The net result is a display of steady growth in base excise and incremental excise tax resources over the five-year FE period.

Alternative D: This scenario utilizes the most recent Air Resource Board projections for gas and diesel consumption. Consumption values indicate a steady downtrend in diesel and gas demand. Consumption changes are expected to be more than offset by the consumer price rate adjustments suggested by DOF. The incremental excise tax rate of 17.3 cents per gallon as required by SB 1 has been utilized in 2019-20 with an annual adjustment for inflation beginning in 2020-21. The net result is a display of slow and gradual growth in base excise and incremental excise tax resources over the five-year FE period.

(\$ in millions)

ALTERNATIVE A (Utilizing ExxonMobil Consumption Values)

Revenues	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total
State Base Excise Taxes on Fuel (Non-STIP)	2,111	2,241	2,298	2,373	2,443	2,514	11,869
Incremental Excise Tax on Gas (Non-STIP)	1,370	1,425	1,471	1,521	1,562	1,573	7,553
Weight Fees	1,210	1,251	1,293	1,338	1,373	1,373	6,627
Weight Fee Diversion (to General Fund)	(1,210)	(1,251)	(1,293)	(1,338)	(1,373)	(1,373)	(6,627)
Subtotal: Non-STIP	3,481	3,666	3,769	3,894	4,005	4,088	19,422

Incremental Excise Tax on Gas (STIP)	586	640	653	672	696	736	3,396
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ALTERNATIVE B (Utilizing EIA Consumption Values)

Revenues	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total
State Base Excise Taxes on Fuel (Non-STIP)	2,134	2,248	2,269	2,305	2,330	2,351	11,502
Incremental Excise Tax on Gas (Non-STIP)	1,371	1,422	1,463	1,506	1,539	1,541	7,472
Weight Fees	1,210	1,251	1,293	1,338	1,373	1,373	6,627
Weight Fee Diversion (to General Fund)	(1,210)	(1,251)	(1,293)	(1,338)	(1,373)	(1,373)	(6,627)
Subtotal: Non-STIP	3,505	3,670	3,732	3,811	3,869	3,892	18,974

Incremental Excise Tax on Gas (STIP)	589	629	622	617	611	618	3,097
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ALTERNATIVE C (Utilizing DOF Consumption Values) Recommended

Revenues	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total
State Base Excise Taxes on Fuel (Non-STIP)	2,079	2,185	2,221	2,271	2,317	2,364	11,358
Incremental Excise Tax on Gas (Non-STIP)	1,365	1,416	1,458	1,504	1,541	1,547	7,465
Weight Fees	1,210	1,251	1,293	1,338	1,373	1,373	6,627
Weight Fee Diversion (to General Fund)	(1,210)	(1,251)	(1,293)	(1,338)	(1,373)	(1,373)	(6,627)
Subtotal: Non-STIP	3,444	3,601	3,679	3,775	3,857	3,912	18,823

Incremental Excise Tax on Gas (STIP)	567	605	604	608	615	640	3,072
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ALTERNATIVE D (Utilizing ARB Consumption Values)

Revenues	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total
State Base Excise Taxes on Fuel (Non-STIP)	2,075	2,182	2,203	2,244	2,279	2,320	11,229
Incremental Excise Tax on Gas (Non-STIP)	1,364	1,416	1,456	1,501	1,537	1,542	7,451
Weight Fees	1,210	1,251	1,293	1,338	1,373	1,373	6,627
Weight Fee Diversion (to General Fund)	(1,210)	(1,251)	(1,293)	(1,338)	(1,373)	(1,373)	(6,627)
Subtotal: Non-STIP	3,439	3,598	3,659	3,745	3,816	3,862	18,680

Incremental Excise Tax on Gas (STIP)	564	605	599	598	601	619	3,022
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FEDERAL REVENUES

Option: How much Obligational Authority (OA) should the FE display over the 2020 FE period?

Background: Since 2003-04, Federal revenues have represented the majority of total resources available for the SHOPP. These revenues are transferred from the Federal Highway Trust Fund (FHTF), which is primarily funded from the federal excise tax on gasoline of 18.4 cents per gallon and 24.4 cents per gallon on diesel.

The state receives apportionments that are ultimately governed by California's contributions to federal excise tax, as a percentage share of total deposits into the FHTF. The actual amount of federal funds the state can use on projects each year is governed by the OA set by Congress in its annual Federal Appropriation Act.

The Fixing America's Surface Transportation (FAST) Act, approved on December 4, 2015, builds on the program structure and reforms established in MAP-21. The FAST Act is the first long-term transportation funding plan in over a decade and provides authorization of approximately \$225 billion for the federal-aid highway program from FFY 2016 to 2020. Over the five-year period, funding levels are estimated to increase by approximately 15 percent, which largely reflects the addition of new freight initiatives and incremental adjustments for inflation.

The 2020 FE covers fiscal years (FY) 2020-21 through 2024-25, which is mostly outside of the FAST Act's funding horizon. Historically, in the absence of a new Federal Highway Act, Congress has issued continuing resolutions to provide short-term transportation funding at levels consistent with the most recent Act. Because adjustments in federal funding brought about by a new Act are difficult to predict and may dramatically alter the resources available for allocation on projects, future FE cycles may incorporate adjustments in accordance with new federal authority.

Since 2001, revenues credited to the FHTF have been short of the outlays from the fund and since 2008, lawmakers have addressed the issue with several transfers to the fund, primarily from the Treasury's general fund. The FAST Act authorized the latest transfer of \$52 billion to the highway account and \$18 billion to the transit account. The Congressional Budget Office estimates that those transfers along with ordinary revenues and interest will permit the highway and transit accounts to pay all of their obligations through the end of 2020.

The FHWA provides several years of projected apportionment levels to be distributed to states based on national formulas outlined in the Federal Transportation Act. Apportionments are a type of Federal budget authority allowed by Congress to direct states on how they are to spend available resources. However, OA acts as an annual amount of the apportionment that the state can actually use on projects.

If OA assumptions are set too low, the Department risks not having enough projects to use all available authority; especially if a reservation of projects is not created. This unused OA would be unavailable for programming future years. If OA assumptions are set too high, the Department may have insufficient resources to fully fund its schedule of projects. Over-programming may cause delays, increasing total costs and adversely impacting future projects.

At this time, the FAST Act continues to provide federal funding for surface transportation programs. What should the 2020 FE display as an assumption for the level of OA over the next five-year STIP period?

Alternative A: Assume OA is equal to the FFY 2018 level of \$3.43 billion and escalated annually using a six-year average of actual OA growth from the past. This would result in about \$18.5 billion in OA over the FE period and would represent year over year growth in OA of about 1.6 percent. This alternative should be considered if federal support for transportation looks concerning.

Alternative B (Recommended Alternative): Assume OA is equal to the FFY 2018 level of \$3.43 billion and escalated annually based on the approximate inflationary funding rate remaining within the FAST Act funding window. This would result in about \$19.2 billion in OA over the FE period and would represent year over year growth in OA of about 2.3 percent. This alternative should be considered if federal support for transportation looks fair to strong.

Alternative C: Assume OA is equal to the FFY 2018 level of \$3.43 billion and escalated annually using the estimated inflationary rate from the entire FAST Act funding period. This would result in about \$19.7 billion in OA over the FE period and would represent year over year growth in OA of about 2.8 percent. This alternative would only be advisable if federal support for transportation is looking strong to aggressive.

CAPITAL PROJECT COST ESCALATION

Option: What escalation rate should be applied by the Department for highway construction capital during the 2020 FE cycle?

Background: A decision on the rate to use for escalating highway construction capital costs has become a growing topic of discussion over recent FE cycles. The nature of construction costs can be highly volatile and unpredictable. Since the economic recovery over the last several years, construction capital costs have consistently increased every year at rates that exceed the average. However, the Anderson Forecast and other sources indicate that market conditions could be shifting and that the economy could begin to level-off which could curb some of the recent inflation, including those seen in the construction industry.

Historically, the Department has utilized the California Highway Construction Cost Index (CHCCI) as an index for inflation. An assumption is normally made within the FE utilizing CHCCI rate changes over the past 20 plus years. One of the downsides to using the CHCCI is that the rate may include bids from contractors that did not become accepted as the final bid that is awarded. Some bids included in CHCCI may be higher or lower than the fair market value of bids that were awarded.

While the rate selected in this option will not be used directly in the FE development process, there is a value to properly trying to forecast capital project costs. If the Department selects a rate that is too high, costs are escalated excessively, and this would allow fewer projects to be programmed than estimated by FE capacity. Excess escalation could cause under programming of projects. On the other hand, if we estimate too low of a rate, we might over program projects creating the possible need to defer project development or possibly de-program projects.

The CHCCI rate that was applied in the prior cycle was 4.2 percent and was consistent with a 25-year CHCCI rate. Actual CHCCI rate changes over 2017 and 2018 averaged 4.4 percent. If we apply the same 25-year rate methodology used in the 2018 STIP FE, the new rate would be 5.3 percent which could turn out to be a greater than average rate to inflate construction costs. There is a concern in using a rate so high across the five-year FE period. The CHCCI rate is high due to large infusions of revenue making it less appropriate for long-term forecasting. What rate should be selected?

Alternative A: Use the same methodology from the 2018 STIP FE cycle that would produce a CHCCI rate of 5.3 percent as explained above.

Alternative B (Recommended Alternative): Use the most recent economic forecasted data provided by IHS Global Insight that pertains to Highway & Street Construction Cost Index changes. Averaging recent historic and forecasted rates suggested by IHS Global Insight over a five-year period would produce a rate of 3.2 percent.

Alternative C: Use the same rate of inflation that will be used for all other costs throughout the rest of the 2020 FE as proposed by DOF at the rate of 2.9 percent.

MINOR RESERVATION

Option: What should the Minor Program funding level be set at for the foreseeable future?

Background: The Minor Program is managed by the Department and the annual portfolio of projects are selected based on district priorities that represent the needs of each region. Minor projects are small in scope and are not capacity increasing. The Minor Program represents a subset of the overall SHOPP Program funding, so Minor Program funding is included within the SHOPP. Minor Program funding is intended to be available to expeditiously address small-scale needs of the SHOPP Program. Minor Program projects are not intended to require extensive project development as would be required for most other SHOPP projects. However, Minor Program projects are beyond the scope of the Maintenance Program.

On an annual basis, the Department submits a program of projects to the Commission that is to be included within the overall funding for the SHOPP Program.

The Department has recently been considering the need to increase Minor Program funding as it would be advantageous to the overall SHOPP Program. Increasing Minor Program funding would address certain key concerns such as providing more funding options for responding to emergencies, more funding options to utilize small businesses, greater opportunity to deliver quickly on short-term highway needs, greater capability to deliver a more robust portfolio of Minor Program projects, as well as several other opportunities that would benefit overarching district and highway needs.

Alternative A: Leave Minor Program funding at the current level of \$150 million annually.

Alternative B (Recommended Alternative): Increase Minor Program funding to \$250 million annually.

Alternative C: Increase Minor Program funding to \$350 million annually.

MOTOR VEHICLE ACCOUNT TRANSFERS

Option: What should the 2020 FE display as an assumption for the transfer of excess Motor Vehicle Account (MVA) funds to the SHA?

Background: Section 42273 of the Vehicle Code (VC) requires the State Controller's Office (Controller) to transfer the MVA balance remaining on the last day of the preceding month to the SHA, unless there is an immediate need of MVA funding. The 2019-20 Governor's Budget displays an estimated fund balance of about \$322 million in the MVA for 2019-20. From this balance, the unneeded portion should be calculated and transferred to the SHA. In at least the past 14 years, the Controller has not transferred these funds to the SHA.

Ordinarily it would be beneficial to display a transfer to the SHA as this would increase available funding for the SHOPP. However, if transfers are not made by the Controller and the 2020 FE displays an assumption that transfers would occur, SHA resources would be overstated.

As recommended by the Department in the 2018 FE, an assumption of \$10 million was chosen, but the SHA failed to receive any transfers from the MVA for Section 42273 of the VC; furthermore, February 26, 2019, the Legislative Analyst Office (LAO) released a report noting the MVA is expecting to become insolvent as of 2021-22 and at that time have a shortfall of approximately \$40 million that is forecasted to grow to \$150 million as of 2022-23. Considering the recent report by LAO, the Department is not recommending the same alternative as the preceding FE cycle.

Alternative A (Recommended Alternative): Assume the Controller will not make any transfers to the SHA over the FE period.

Alternative B: Assume the Controller will transfer \$10 million each year for the FE period.

Alternative C: Assume the Controller will transfer \$18 million each year for the FE period based on an analysis that would represent a 10 percent transfer of the lowest ending fund balance from the MVA in the past 10 years.

SECTION TWO: SIGNIFICANT ISSUES

Transfer to State Transit Assistance

Issue: Before the enactment of SB 1 there were two sales taxes on diesel fuel in California. Existing law required and still includes that a base sales tax on diesel (4.75 percent) be split 50 percent to the PTA and 50 percent to State Transit Assistance (STA). Statute prior to SB 1 also provided that the entirety of the second sales tax (1.75 percent) be redirected from PTA to STA. The enactment of SB 1 includes an additional sales tax on diesel fuel (4 percent). Provisions in SB 1 require 3.5 percent of the new tax to be directed to STA with the remaining 0.5 percent to be allocated to Intercity Rail and Commuter Rail. In 2019-20, this will result in approximately 77 percent of total sales tax on diesel revenues being directed to STA. It should be noted that sales tax revenues can be volatile because they are based on the price of fuel and the overall economy can impact the sales of diesel fuel, adding to volatility.

Background: On March 22, 2010, AB 9 of the Eighth Extraordinary Session of 2009-10 (ABX8 9) was signed into law, which among other items, required a 75 percent transfer of sales tax revenues deposited in the PTA to STA. This only applied to the state portion of sales tax on diesel fuel.

On November 2, 2010, voters approved Proposition 22, which amended Article XIX A of the California Constitution to require a 50 percent transfer of spillover, Proposition 111, and sales tax on diesel fuel revenues from the PTA to STA. In addition, Proposition 22 also amended Article XIX B of the California Constitution to require a 50 percent transfer of Proposition 42 revenues from the PTA to STA.

On November 2, 2010, voters approved Proposition 26, which amended Section 3 of Article XIII A of the California Constitution. This new law required two-thirds approval by the Legislature for any change in statute that resulted in taxpayer paying a higher tax. Further, this law required that legislation passed between January 1, 2010 and November 3, 2011, not in compliance with the two-thirds requirement, to be considered void unless reenacted with the requisite vote. On September 29, 2010, the Legislative Analyst's Office concluded that the Fuel Tax Swap (ABX8 6 and ABX8 9) was not in compliance with Proposition 26 and was voided on November 3, 2011.

On March 24, 2011, AB 105 of 2011 re-enacted the Fuel Tax Swap, created a weight fee swap, and redirected the state portion of sales tax on diesel from the PTA to STA, which funds local transit operations and capital. The bill created an increase to sales tax on diesel (1.75 percent in 2014-15 and thereafter) and required all of the additional increase to be directed to STA from the PTA. Combined with other existing statutes, STA receives the majority of sales tax on diesel revenues.

On April 28, 2017, SB 1 was enacted, increasing the sales tax rate on diesel fuel by 4 percent on top of the previous 1.75 percent for a net additional sales tax of 5.75 percent. The 4 percent increase in sales tax will again be directed from the PTA to the STA as well as Commuter and Intercity Rail creating no new resources for the PTA.

Streets & Highways Code Section 183.1 Revenues

Issue: Per Streets & Highways Code (S&HC) Section 183.1 money deposited into the SHA that is not protected by Article XIX of the California Constitution is to be transferred from the SHA into the Transportation Debt Service Fund (TDSF) for debt service on transportation bonds. Money not subject to Article XIX as defined by Section 183.1 includes, but is not limited to, the sale of documents, charges for miscellaneous services to the public, condemnation deposit fund investments, rental of state property, and other miscellaneous uses of property or money. New legislation could alter the transfer of money as defined by Section 183.1 which could impact Section 183.1 transfers from the SHA. In the interim, the 2020 FE assumptions will be based on current statute.

Background: On July 6, 2000, AB 2928 was signed into law, which among other items, added Section 183.1 to the S&HC. At that time, this section required that money not subject to Article XIX of the State Constitution be transferred from SHA into PTA. Section 183.1 was originally created during a period when PTA funding was in short supply. The money associated with the statute were transferred from the SHA to the PTA each year to help the fund remain solvent. At that time, since the money was not protected by the State Constitution, the Legislature could divert Section 183.1 resources to aid in GF shortfalls and/or offset future transportation bond debt service.

AB 105 (Chapter 6, Statutes of 2011), amended Section 183.1 of the S&HC, by requiring the Controller to transfer prior year money from the SHA to the TDSF for 2010-11 through 2012-13. Pursuant to AB 105, the money was scheduled to remain in the SHA until appropriated beginning in 2013-14, but SB 85 was signed into law, amending Section 183.1 to continue the annual transfer to the TDSF indefinitely.

The 2018 FE assumed that Section 183.1 resources would be transferred from the SHA into the TDSF annually. Since that time, attempts have been made by members of the Legislature to prohibit the transfer of SHA resources to fund transportation bond debt services. Because the 2020 FE is required to forecast based on current state statute, Section 183.1 transfers from SHA to TDSF will continue over the FE period.

SB 1 – Road Repair and Accountability Act of 2017

Issue: The 2020 STIP FE assumes revenue increases due to the enactment of SB 1 will continue.

SB 1 requires the incremental excise tax to be set at 17.3 cents per gallon in 2019-20, with an adjustment for inflation beginning in 2020-21 using the California Consumer Price Index (CCPI) as an inflator. Because SB 1 has indexed new tax rates for inflation, there should be a higher degree of predictability as to resources generated from the incremental excise tax. Assuming fuel consumption is flat, resources generated from incremental excise taxes are expected to grow at the estimated rate of inflation as provided by DOF. Increases in incremental excise tax resources would be realized by the SHA and would increase programming capacity for the 2020 FE period. However, decreases in fuel consumption would impact incremental excise tax resources and could decrease programming capacity in future. The Department should continue to explore alternative means of funding outside the traditional fuel-based, excise taxes as more fuel efficient, alternative energy vehicles continue to be manufactured with growing consumer interest.

SB 1 establishes the RMRA. After specified allocations, 50 percent of the remaining funds are to be continuously appropriated to the department for maintenance or SHOPP purposes. Over the five-year FE period, it is estimated this will amount to \$8.5 billion in additional resources to the SHOPP from the RMRA. Out of the \$8.5 billion in additional resources, \$2 billion is designated for bridge and culvert maintenance and rehabilitation.

SB 1 has also increased the additional sales tax rate on diesel fuel by 4 percent on top of the previous 1.75 percent for a net additional sales tax of 5.75 percent. The additional increase in sales tax will again be directed from the PTA to the STA.

Background: SB 1 was enacted April 28, 2017. The bill creates three new programs including the Road Maintenance and Rehabilitation Program, the Advanced Mitigation Program, and the Congested Corridors Program. It also creates two new funds including the RMRA and the Trade Corridors Enhancement Account. Finally, it creates several new revenue streams for the Department, as a whole, derived from a mix of new taxes and fees. Most additional taxes and fees generated from SB 1 have been indexed for inflation, which is a notable change from prior gas tax legislation.

Proposition 69 approved by the general public June 5, 2018, further protects certain transportation revenues provided by SB 1. Proposition 69 was a part of the legislative package that included the Road Repair and Accountability Act of 2017. Per statute, it is required that revenues from the diesel sales tax and Transportation Improvement Fee be dedicated for transportation-related purposes.

Proposition 6 was targeted at revoking key resources provided by SB 1. The majority of the public opposed Proposition 6 in the California General Election held November 6, 2018, which will leave SB 1 resources in place for the estimates to be provided in the current FE.

SB 132 – An Act to Amend the Budget Act of 2016

Issue: The enactment of SB 132 contains an appropriation of \$400 million in PTA resources over an estimated 10-year period. The bill requires funds appropriated be used for project specific purposes. The funds appropriated are required to be used for the extension of the Altamont Corridor Express to Ceres and Merced, including system improvements.

The enactment of SB 132 contains an appropriation of an additional \$527,172,000 in SHA resources over an estimated six-year period. The bill requires funds appropriated to be used for project specific purposes. The funds appropriated are required to be used for two projects including University of California, Merced Campus Parkway Project (\$100,000,000) and Riverside County Transportation Efficiency Corridor (\$427,172,000).

SECTION THREE: ASSUMPTIONS

METHODOLOGY

The FE is based on assumptions and methodologies used to forecast revenues and expenditures in order to determine the estimated remaining cash available for programming. This section includes the general methodologies used in the development of the FE.

Statutory Guidance

Section 14525(c) of the GC requires the FE to be based on current state and federal statutes for estimating revenues. Section 163 of the S&HC provides guidance for the use of all transportation funds available to the state, including the priority of expenditures for administration, maintenance and operation, rehabilitation, local assistance, and the STIP.

Unless otherwise noted, the most recent California DOF Price Letter will be used to determine an annual price escalation rate for state operations expenditures per Section 14525.1 of the GC. This does not include escalation rates for capital outlay support.

Section 14529.7 of the GC regulates reimbursement projects covered by AB 3090 where the Commission, Department, region, and local agency may enter into a financing arrangement. Under the cash reimbursement scenario, the local agency receives a direct, future cash reimbursement for early delivery of a programmed STIP project, with its own local funds.

Revenue & Expenditure Projections

- A. For each fund, the beginning cash balance will be calculated from the cash balance report from the Controller on July 1, 2019.
- B. Interest income to those funds with balances in the Surplus Money Investment Fund (SMIF) will be based on the most current published SMIF rate from the Controller.
- C. Revenue forecasts which cover the FE period (fiscal years 2020-21 through 2024-25) are based on historical trends, the economic outlook, and consultation with the DOF.
- D. The FE assumes usage of local assistance federal funding in the year received.
- E. The Department developed program expenditures and cash flow estimates by working with each respective Department Division.
- F. The FE displays an assumption that federal funding will be distributed to the state and local agencies based on a historical allocation of a 63/37 split of available resources, respectively. This also includes the allocation for the August Redistribution.

- G. The enactment of SB 1 provides that, after specified allocations are made from available resources, 50 percent of the remaining balance of revenues deposited into the RMRA go to the Department for maintenance or SHOPP purposes. Over the five-year FE period, it is projected this will generate over \$8.5 billion in additional resources to the SHOPP from the RMRA. Out of the \$8.5 billion in additional resources, \$2 billion is designated for bridge and culvert maintenance and rehabilitation.

Conversion to Capacity

- H. The 2020 FE will incorporate a “cash flow” model that schedules funding capacity based upon defined commitments and is consistent with the method used to manage the allocation of capital projects.
- Each FE table will display forecasted revenue estimates, less commitments (as defined by the approved assumptions) in order to determine the cash available for programming.
 - Conversion of cash available for programming to capacity is based on linear programming to optimize capacity, while maintaining a prudent cash balance and minimizing annual fluctuations of program levels. Methodology assumes that capital projects liquidate based on historical spending patterns.
 - Program capacity represents the total value of projects that can be funded, and includes support, local assistance, right-of-way (R/W), and construction.
 - In order to maximize the utilization of SHA assets, capacity will be made available as early as possible during FE development. Due to the high cash balance and slower than expected spending of the SHA, the Department is planning to frontload SHOPP capacity to further expedite project development.
- I. The county share system established by SB 45 (Chapter 622, Statutes of 1997) defines the methodology for determining the level of programming. The FE displays this system to identify the funds available for programming over the FE period.

STATE HIGHWAY ACCOUNT ASSUMPTIONS

Minimum Operating Cash:

The Department recognizes that the SHA needs to maintain a minimum level of operating cash sufficient to meet monthly operating commitments, daily fluctuations, and the revenue and expenditure cycles that occur during the year. In addition, the SHA balance must also cover monthly expenditures during delays in the adoption of state and federal budgets.

SHA 1. *Based on an ongoing analysis of monthly SHA receipts less expenditures, a minimum level of operating cash of \$415 million would sufficiently cover 90 percent of the monthly volatility in the SHA.*

SHA Revenues & Transfers

State Excise Tax on Fuel Revenues:

California adjusted its base excise tax on gasoline in 1994 to 18 cents per gallon. The excise tax on diesel fuel may fluctuate on an annual basis but was last adjusted to 16 cents per gallon in 2016. These consumption-based revenues are transferred from the Highway Users Tax Account (HUTA) to cities, counties, and the SHA per Sections 2104 through 2108 of the S&HC on a monthly basis. The Fuel Tax Swap of 2010 eliminated general statewide sales tax on gasoline and replaced it with PBET at the time, adjusted annually with the requirement of generating the same revenue as the sales tax. SB 1 was enacted April 2017, and provides an annual adjustment for inflation beginning 2020-21 to escalate the current gas and diesel excise taxes that were set by SB 1 at 18 and 16 cents per gallon, respectively. Proposed inflationary rates to adjust excise taxes are to be provided by DOF and will be built into the assumed revenue increases. However, other uncertain macroeconomic factors that could impact consumption have been discussed in The Economic & Statutory Impact on Revenues (shown above).

SHA 2. *See Section One – The Economic & Statutory Impact on Revenues*

Weight Fee Revenues:

Section 9400 of the VC authorizes the use of Motor Vehicle Registrations (Weight Fees) for transportation purposes. These revenues are derived from registration and renewal fees charged to commercial vehicles and pick-up trucks based on weight. AB 105 was enacted in 2011, authorizing transfers of weight fee revenues from the SHA to the TDSF for debt service on transportation bonds. To offset this diversion, an equivalent amount from what was, prior to SB 1, the incremental excise tax on gasoline is transferred to the SHA.

SHA 3. *See Section One – The Economic & Statutory Impact on Revenues*

Other State Revenues:

Other SHA revenues include interest received from the SMIF and revenues from Other Regulatory Licenses and Permits.

SHA 4. *Revenues from Other Regulatory Licenses and Permits will total approximately \$59 million over the FE period based on revenue model projections.*

S&HC Section 183.1 Transfers:

In 2013, SB 85 was signed into law, amending Section 183.1 of the S&HC to annually transfer the miscellaneous revenues not subject to Article XIX of the State Constitution from the SHA to the TDSF permanently, beginning in 2013-14.

SHA 5. *See Section Two – Section 183.1 Revenues*

S&HC Section 194 Transfers:

Section 194 of the S&HC requires the Controller to transfer funds for the pro-rata share of highway planning and exclusive public mass transit guideway planning from the SHA to the PTA.

SHA 6. *Section 194 transfers are based on PTA state operations expenditures and are projected to remain constant at approximately \$25 million a year over the FE period.*

MVA Transfers:

Pursuant to Section 42273 of the VC, the Controller mandates transfer of the MVA balance remaining on the last day of the preceding month, unless there is an immediate use of MVA funding.

SHA 7. *See Section One – Motor Vehicle Account Transfers*

Advanced Project Development Element (APDE):

Beginning with the 2000 STIP, Section 14529.01 of the GC (AB 1012, Chapter 783, Statutes of 1999) requires the Department to estimate resources available for the APDE. The APDE shall be no more than 25 percent of programmable resources estimated to be available for the STIP in the two years following the FE period.

SHA 8. *The APDE reservation for the 2020 STIP FE will be calculated separately at the time when programmable resources can be estimated and will be presented to the Commission should projects be nominated for inclusion in the APDE.*

Federal Revenues:

Federal revenues account for the majority of total SHA resources, excluding those that are dedicated to the STIP. These revenues come from the FHTF, which is primarily funded from the federal excise taxes on gasoline of 18.4 cents per gallon and 24.4 cents per gallon on diesel. The state receives apportionments set by the Federal Highway Act (FHA), which are ultimately governed by California's contribution as a percentage share of total contributions into the FHTF.

The most recent FHA, the FAST Act, was signed into law on December 4, 2015, and provides authorization of approximately \$225 billion for the federal-aid highway program from FFY 2016 to 2020. Over the five-year period, funding levels are estimated to increase approximately 15 percent, which largely reflects the addition of new freight initiatives and incremental adjustments for inflation.

The 2020 FE covers 2020-21 through 2024-25, which is largely outside of the FAST Act's funding horizon. Historically, in the absence of a new Federal Highway Act, Congress has issued continuing resolutions to provide short-term transportation funding at levels consistent with the most recent Act. Because adjustments in federal funding brought about by a new Act are difficult to predict, and may alter the resources available for projects, future FE cycles may incorporate adjustments in accordance with new federal authority.

SHA 9. *See Section One – Federal Revenues*

SHA 10. *The 2020 FE assumes an August Redistribution of \$193 million per year based on the average amount received by California from 2010-11 through 2016-17. The Redistribution will be split approximately \$121 million (63 percent) to the state, and \$72 million (37 percent) to the local agencies.*

SHA 11. *The 2020 FE does not include any supplemental funding received under the Federal-aid Highway Emergency Relief Program. This program, commonly referred to as the Emergency Relief Program, supplements the commitment of resources by states, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.*

SHA 12. *In order to utilize a portion of FAST Act funds for Coordinated Border Infrastructure (CBI) projects, the 2020 FE includes a \$16 million annual "set-aside" to be reserved from the state's share of "any-area" Surface Transportation Block Grant Program (STBGP) funds. This will not impact any federal funding available to local agencies. The amount proposed for set-aside is equal to five percent of "any-area" STBGP funds retained by the state and is well within the amount allowed in the FAST Act.*

Advanced Construction (AC):

AC is a federal guideline that allows the Department to authorize project expenditures against future federal funds. AC will be used as a cash management tool to minimize the impact of project delays by being able to start work on other projects designated as AC and converting the AC into OA. This can be performed without impact to the SHA. AC is also be used to create a reservation of federal eligible projects to leverage against project award savings and any unforeseen increases to federal or state revenues that would impact the SHOPP capacity.

SHA 13. *The Department will maintain an AC level that is equivalent to one year's worth of OA. AC will be used as a cash management tool and as a reservation of federal eligible projects to hedge against increases to available federal resources.*

Pre-Proposition 42 Loan Repayments:

In 2004, compacts were negotiated with Native American Tribes to secure bond financing backed by tribal gaming revenues for the purpose of repaying GF Pre-Proposition 42 loans. However, a lawsuit challenging these compacts held-up the issuance of these bonds. In the absence of the bond sale, partial loan repayments were authorized from annual compact revenues.

In an ongoing effort to reduce state debt, an accelerated Pre-Proposition 42 repayment schedule was proposed. An initial repayment of \$173 million was approved by AB 133 (2016) and transferred in December 2016.

Per SB 1, enacted April 28, 2017, a repayment schedule was defined in statute for the remaining balance. SB 1 identified that outstanding Pre-Proposition 42 loans total \$706 million and required repayment of the following amounts no later than June 30, 2020.

- \$225 million to the SHA
- \$256 million to the PTA (up to \$20 million may go to local and regional agencies)
- \$225 million to local streets and roads

SHA 14. *At this time, \$470 million of the \$706 million required has been repaid. The 2020 FE will display that the final Pre-Proposition 42 loan repayment is scheduled to occur in 2019-20.*

Transportation Loan Repayments:

Budget Acts and trailer bills have authorized loans from transportation accounts to the GF in the past to backfill for deficits created by economic issues.

From 2010 to 2018, approximately \$1.5 billion was loaned from the SHA to the GF. AB 115 postponed repayment to occur no later than June 30, 2021 and reclassified the debt as being derived from weight fees. This will require repayments be immediately transferred to the TDSF. As of December 2018, approximately \$1.2 billion of the loan is outstanding. The following schedule outlines the estimated payment amounts by year.

- \$311 million in 2018-19
- \$388 million in 2019-20
- \$484 million in 2020-21

SHA 15. *The 2020 FE will display repayment of weight fee revenue loans owed to the SHA and subsequent outgoing transfer to the TDSF as shown.*

SHA Expenditures

BCP Reservation:

Budget Change Proposals (BCP) and Finance Letters (FL) are proposals to change the level of service or funding for activities authorized by the State Budget or to request new program activities not currently authorized.

SHA 16. *The 2020 STIP FE will include a total reservation of \$150 million over the five-year FE period.*

State Funds for Local Assistance:

State funds for Local Assistance are used for the Surface Transportation Program State Match and Exchange, Freeway Service Patrol, Railroad Grade Separations, and Railroad Grade Crossing Maintenance, in addition to other miscellaneous local programs.

SHA 17. *State expenditures assume allocations of approximately \$131 million per year over the FE period, consistent with the Commission's 2018-19 initial lump sum allocation for Local Assistance (Resolution FM-17-03).*

STIP Commitments:

Section 163 of the S&HC identifies the priorities for the use of all transportation funds available to the state. These priorities include expenditures for administration, maintenance and operations, rehabilitation, and local assistance. Prior to calculation of resources available for new STIP, the FE set aside resources for existing STIP commitments.

SHA 18. *Capital Outlay Support (COS) expenditures are based on a continuation of all STIP components programmed prior to 2019-20 and all STIP components programmed to begin in 2019-20.*

SHA 19. *Capital expenditures are based on a continuation of all STIP project allocations prior to 2018-19, allocations in 2018-19, projects programmed in 2018-19, but not yet allocated, and projects programmed in 2019-20.*

SHA 20. *Prior R/W commitments are defined as all R/W projects in the STIP that are programmed for 2019-20 and prior years.*

SHA 21. *Non-programmed STIP R/W includes an annual estimate based on forecasted R/W lump sum allocations of non-programmed R/W components for project development fees, inverse condemnation, and post-certification costs.*

SHA 22. *See Section One – Capital Project Cost Escalation*

GARVEE Bond Financing:

SB 928 of 1999-00 added Section 14550 to the GC, authorizing the State Treasurer's Office (Treasurer) to issue federal highway GARVEE bonds. This bill also authorized the Commission to select and designate projects to be funded for accelerating construction from bond proceeds. The FE assumes no additional GARVEE bonds will be issued.

SHA 23. *The 2020 FE displays GARVEE debt service payments of about \$11.39 million for SHOPP in the base year of the FE only. GARVEE debt service payments for SHOPP will end in 2019-20. GARVEE debt service payments for STIP ended in 2014-15.*

SHOPP Commitments:

Prior to calculating resources available for the SHOPP, the SHA FE table will display a set-aside of resources for existing SHOPP commitments.

- SHA 24.** *COS expenditures are based on a continuation of all SHOPP components programmed prior to 2019-20, SHOPP preliminary engineering components programmed in 2019-20, and SHOPP construction engineering components programmed to begin in 2019-20.*
- SHA 25.** *Prior R/W commitments are defined as all R/W projects in the SHOPP that are programmed for 2019-20 and prior years.*
- SHA 26.** *Non-programmed SHOPP R/W includes an annual estimate based on forecasted R/W lump sum allocations of non-programmed R/W components for inverse condemnation and post-certification costs.*
- SHA 27.** *Capital expenditures are based on a continuation of all SHOPP project allocations prior to 2019-20, 2018-19 programmed projects not yet allocated, projects programmed in 2019-20, and GARVEE debt service payments.*
- SHA 28.** **See Section One – Capital Project Cost Escalation**
- SHA 29.** *Preparation costs for Project Initiation Documents (PID's) are included as a component of state operation expenditures and are based on the latest available data for base year relating to SHOPP as well as non-SHOPP PID's. Costs are escalated over the FE period at a rate consistent with other state operation expenditures.*
- SHA 30.** *Closeout capital savings average approximately five percent. This is primarily due to unused contingency funds. The 2020 FE assumes a five percent increase to programming capacity in order to offset these savings.*

Active Transportation Program:

The Active Transportation Program (ATP), articulated in SB 99 and signed into law in 2013, consolidated five separate programs that funded bicycle and pedestrian projects, including the federal Transportation Alternatives Program (TAP), federal Safe Routes to Schools Program, State Safe Routes to Schools Program, and the State Bicycle Transportation Account Program. The Recreational Trails Program was included as an optional part of the TAP funding. However, the FAST Act eliminated the MAP-21 TAP and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding. The intent of combining the five separate programs was to improve flexibility and reduce the administrative burden of having several small independent grant programs. A separate FE and adoption schedule is required for the ATP.

The enactment of SB 1 shall create and provide resources for the RMRA. ATP is scheduled to receive an additional \$100 million in annual resources.

- SHA 31.** *The ATP divides approximately \$123 million annually and is consistent with the 2019 ATP FE adopted by the Commission in May 2018. ATP funding is not available for SHOPP or STIP capacity.*
- SHA 32.** *Per SB 1, \$100 million in remaining revenues shall be made available annually from the RMRA for expenditure, upon appropriation by the Legislature, for ATP projects and are to be allocated by the Commission.*

SB 132 (2017):

SB 132 creates additional appropriation items for local assistance with funding payable from the SHA. Funds appropriated in these items are to be used for pre-established and project specific purposes as defined by statute. SB 132 requires \$527,172,000 in SHA resources be used for projects established in statute. Funding is to be available for encumbrance and liquidation until June 30, 2023.

SHA 33. *The Department will utilize project cash flow schedules provided by local agencies. SB 132 Project Commitments as estimated by local agencies are displayed as a line item on the Final 2018 FE within the SHA & FTF tables.*

ROAD MAINTENANCE & REHABILITATION ACCOUNT (RMRA) ASSUMPTIONS

RMRA Revenues & Transfers

Available Balance & Resources:

The RMRA is required to first distribute resources to self-help counties, ATP, bridges and culverts, Freeway Service Patrol, local planning grants, and other programs. After priority allocations, statute requires the remaining balance be shared 50/50 between local agencies and the Department for maintenance and SHOPP purposes. The DOF provides the primary resource values for RMRA on a cash basis, although the RMRA is a modified accrual account.

The beginning balance will be derived from values provided by the Controller's Office. The Controller provides values that match amounts being transferred to locals and is assumed to be the 50 percent match that is equal to allocations for maintenance and SHOPP purposes.

RMRA 1. *The Department will use the most recently calculated set of pending distributions from the RMRA after priority allocations to arrive at an estimated beginning balance.*

RMRA 2. *Annual, ongoing resources dedicated to the Department for maintenance and SHOPP purposes are provided by DOF. The Department will utilize the most recent values provided by DOF to estimate maintenance and SHOPP resources over the five-year FE period.*

RMRA 3. *Per SB 1, \$100 million in remaining revenues shall be made available annually from the RMRA for expenditure, upon appropriation by the Legislature, for ATP projects and are to be allocated by the Commission.*

RMRA Expenditures

Maintenance:

RMRA 4. *Maintenance expenditures for 2019-20 are based on estimated program needs to cover current support positions in 2018-19 as well as proposed positions for 2019-20. The balance of projected expenditures will be divided between bridges, highway maintenance, and field work. Limited-term costs for equipment are expected to be fully absorbed within position costs by end of 2021-22, which should lower position costs in the out years of the FE. Maintenance costs for 2021-22 through 2024-25 are assumed flat.*

Capital Outlay:

RMRA 5. *Capital expenditures are based on a continuation of all RMRA project allocations prior to 2019-20, 2018-19 programmed projects not yet allocated, and projects programmed in 2019-20.*

Capital Outlay Support:

RMRA 6. *COS expenditures are based on a continuation of all RMRA components programmed prior to 2019-20, RMRA preliminary engineering components programmed in 2019-20, and RMRA construction engineering components programmed to begin in 2019-20.*

PUBLIC TRANSPORTATION ACCOUNT ASSUMPTIONS

Minimum Operating Cash:

The PTA requires a minimum level of operating cash sufficient to meet its monthly operating commitments, daily fluctuations, and the revenue and expenditure cycles that occur during the year.

PTA 1. *Based on historical data and projected expenditures from updated analysis of monthly PTA receipts less expenditures, a minimum level of operating cash of \$100 million would sufficiently cover 95 percent of the monthly volatility in the PTA.*

PTA Revenues & Transfers

Sales Tax on Diesel:

The sales tax rate on diesel dedicated to transportation prior to the passage of SB 1 included a 6.50 percent sales tax per gallon of diesel fuel sold. The rate in excess of 4.75 percent (1.75 percent) was and still is dedicated to STA as a result of the Fuel Tax Swap of 2010. One half of the 4.75 percent is also dedicated to STA, while the other half remains in the PTA for other state purposes. SB 1 includes an increase of an additional 4 percent to the diesel sales tax rate for a total of 10.5 percent sales tax per gallon of diesel fuel for transportation purposes. Of the new 4 percent, 3.5 percent is dedicated to STA and the remaining 0.5 percent will be held short-term in the PTA for later allocations to Commuter and Intercity Rail. Approximately \$3.8 billion and \$244 million are to be transferred to STA and Commuter & Intercity Rail respectively over the FE period.

PTA 2. *The Department will utilize the most recently projected DOF estimated values of net Retail and Sales and Use Tax to calculate the percentage splits that flow out of the PTA to STA and to Commuter and Intercity Rail per SB 1.*

Transfer from the Aeronautics Account:

PTA 3. *Section 21682.5 of the Public Utilities Code requires an annual transfer equal to the pro rata share of transportation duties attributable to aviation planning and research from the Aeronautics Account. This amount is projected to remain constant at \$30,000 in each year of the FE.*

PTA Expenditures

State Operations:

PTA 4. *Assume no reservations for budget change proposals or finance letters over the five-year FE period.*

Intercity Rail Operations:

PTA 5. *Intercity rail is part of the state operations expenditures in the PTA.*

- A. Intercity rail and bus operations base expenditures for existing services (including one month of the San Joaquin Service 8th & 9th Roundtrip and one year of Pacific Surfliner Service 13th Roundtrip) will be used to forecast 2019-20 and costs will remain unadjusted over the five-year FE period.*
- B. The Department's estimated need for rail heavy equipment maintenance, acquisition, technical services, and overhaul over the FE period is approximately \$108 million.*

Local Assistance:

PTA 6. *Bay Area Ferry operation expenditures will escalate by one percent per year based on the signed cooperative agreement between the Department, Metropolitan Transportation Commission, and Bay Area Toll Authority on November 15, 2000.*

Prior PTA STIP Commitments:

Prior to calculating resources available for new STIP, the FE will display a set-aside of resources for existing STIP commitments.

PTA 7. *Capital expenditures are based on a continuation of all STIP components allocated prior to 2019-20, all STIP components programmed to begin in 2019-20, and non-highway AB 3090 projects.*

Altamont Corridor Express (SB 132):

SB 132 creates an appropriation item for local assistance with funding payable from the PTA. Funds appropriated in this item are to be used for the Altamont Corridor Express (ACE) to Ceres and Merced. SB 132 requires \$400 million in resources for ACE be derived from the PTA. Funding is to be available for encumbrance and liquidation until June 30, 2027.

PTA 8. *The Department assumes a 10-year allocation schedule as offered by CalSTA for the expected schedule of project cash flows to ACE from the PTA. It is estimated that as much as \$310 million could be allocated between 2019-20 and 2024-25. Assume that TIRCP will absorb the ACE impact to PTA resources totaling \$310 million in the 2020 FE.*

GENERAL OBLIGATION BONDS ASSUMPTIONS

General Obligation Bonds:

It is expected that the Treasurer will conduct general obligation bond sales semi-annually in the Spring and Fall. Given the state's more stable financial position, it is assumed that there will be no change to that schedule. However, should the need for additional funding arise between scheduled bond sales, the Treasurer has the option to issue Commercial Paper which consists of short-term notes issued for the purpose of meeting short-term financial obligations. These notes can generally be issued on very short notice and are eventually repaid from future general obligation bond sales.

The 2019-20 Governor's Budget proposal includes \$23 million in Proposition 1A bond expenditures. These funds are available for high-speed rail connectivity projects, which are intercity and commuter rail lines, and urban rail system projects that will connect to high-speed train system and its facilities once the state's high-speed rail project is operational.

The 2019-20 Governor's Budget proposal includes approximately \$138 million in expenditures for Proposition 1B programs. This represents a considerably lower level of expenditures than during the peak of Proposition 1B activity, as most programs have either completed or are nearing the full allocation of their original program of projects. As program savings are realized new projects will be programmed and allocated, but in amounts far lower than at the height of the program.

Bond 1. *The 2020 FE will display remaining capacity and a history of allocations and expenditures for all Proposition 1A and Proposition 1B general obligation bond funds administered by the Department. Bond funding is expected to be received semi-annually as the Treasurer's practice is to sell general obligation bonds in the Spring and Fall. It is assumed that the Department will continue to receive bond proceeds from future sales on an as needed basis, with the amount of proceeds received being based on projected cash needs for the ensuing six months.*

AERONAUTICS ACCOUNT ASSUMPTIONS

Aeronautics Revenues and Transfers

- Aero 1.** *The 2020 Aeronautics Account Fund Estimate (FE) will display the most recent beginning balance for the Aeronautics Account leading up to the release of the FE.*
- Aero 2.** *Projected revenues for excise taxes on aviation gasoline and jet fuel will be based on values provided by the Department of Finance (DOF) for the years of 2019-20 to 2023-24. The DOF has forecasted that aviation gasoline excise tax revenues and jet fuel excise tax revenues will decrease by approximately 1.2 percent throughout the FE period.*
- Aero 3.** *The FE will display Surplus Money Investment Fund interest income based on the projected year ending cash balance of the Aeronautics Account as of June 30, 2019.*
- Aero 4.** *Federal Trust Fund (FTF) resources represent federal reimbursement authority for various aviation activities completed by the Division of Aeronautics. Based on the DOF's price letter, FTF will be escalated by 2.9 percent per year for 2020-21 through 2023-24.*
- Aero 5.** *Section 21682.5 of the Public Utilities Code requires an annual transfer equal to the pro rata share of transportation duties attributable to aviation planning and research from the Aeronautics Account. This amount is projected to remain constant at \$30,000 in each year of the FE.*
- Aero 6.** *Section 21602(f)(2) of the Public Utilities Code authorizes transfers from the Local Airport Loan Account (LALA) to the Aeronautics Account in order to fund the California Aid to Airports Program, subject to the approval of the DOF and the Commission. Transfers may not decrease the LALA fund balance below \$5 million. The 2020 Aeronautics Account FE assumes a transfer in the amount of \$4 million from 2019-20 to 2023-24 subject to concurrence with the DOF.*

Aeronautics Expenditures

- Aero 7.** *The annual funding provided to 149 publicly-owned, public use and eligible General Aviation airports through the Annual Credit grant program will remain at the same level of \$10,000 per year for each qualified airport over the FE period.*
- Aero 8.** *The Airport Improvement Program (AIP) Matching Grant program total for each fiscal year is allocated by the Commission in the preceding year and is based on historic trends and available resources. The state match for the AIP Matching Grant is set by the Commission annually and is assumed to remain at 5 percent over the FE period.*

Aero 9. *Before adding to Acquisition & Development (A&D) capacity, resources must first fund the California Aid to Airports' AIP Matching Grant Program and Annual Credit Grant Program. The Commission may allocate all ending cash balances available for programming during the FE period, which may include funding for A&D. The 2018 Aeronautics Program included a list of A&D projects scheduled for funding through 2019-20. The Commission will determine future A&D projects when it adopts the next two-year Aeronautics A&D Program.*

Aero 10. *State operations include staffing for aeronautics and planning activities. State operations will display expenditures authorized in the 2019-20 Budget Act. Based on the DOF's price letter, state operations will be increased by 2.9 percent per year for 2020-21 through 2023-24.*

Aero 11. *The Federal Aviation Administration (FAA) amended a policy regarding proceeds attributed to aviation fuels, specifying that tax revenues derived from aviation gas and jet fuel must be allocated for airport related projects. The 2020 FE assumes no change to the disposition of aviation fuel taxes.*

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.4, Information

Prepared By: Amy MacPherson
Public Information Officer

Published Date: May 3, 2019

Subject: Overview of the Commission's Website Accessibility Project

Summary:

The California Department of Transportation (Department) will provide a presentation on the Website Accessibility Project currently underway to bring the California Transportation Commission's (Commission) website and its content into compliance with specified accessibility standards for state entities by July 1, 2019.

Background:

On October 14, 2017, Governor Edmund G. Brown Jr. signed Assembly Bill 434 (AB 434) requiring each state agency's Director and Chief Information Officer to post a signed certification on its public-facing website confirming that the agency's website and its contents meet specified accessibility standards. AB 434 stipulates that each agency must sign and post this certification online by July 1, 2019.

The Commission's website will also comply with the latest revisions to Section 508 of the Federal Rehabilitation Act, which requires electronic and information technology to be accessible to people with disabilities.

Accessible websites and their associated content are designed so people with disabilities can perceive, understand, navigate, and interact with the information posted. Web accessibility applies to all disabilities that affect access to the Internet, including but not limited to visual, auditory, cognitive, physical, neurological and speech impairment.

The Department hosts and maintains the Commission's website and provides assistance to Commission staff in maintaining and updating its content. In addition, the Department's Chief Information Officer serves as Chief Information Officer for the Commission. As such, the Department's Web Design and Support team is leading the Website Accessibility Project for the Commission.

The Commission's Website Accessibility Project includes three primary tasks that must be completed before the Department's Chief Information Officer will certify compliance by July 1, 2019. These tasks are as follows:

1. The Commission's website must be redesigned and rebuilt using the most recently revised version of the State of California's Website Template to ensure the underlying infrastructure is compliant with accessibility standards.
2. All content migrated to the Commission's newly redesigned website (documents, images, graphics, videos, etc.) must be converted to meet the accessibility criteria established in AB 434. This complex conversion process is commonly referred to as document remediation.
3. The Commission must remove content older than three years from its website, and save it internally to be provided upon request.

Commission staff met with California State Transportation Agency (Agency) and Department staff on April 3, 2019, to discuss website compliance issues. At that time, Commission staff learned from Agency and the Department that documents more than three years old should be removed from the Commission's website since a) the documents are not or might not be compliant with the new standards, and (b) the cost to comply with legal accessibility requirements outweighs the public benefit of leaving older documents on the website.

The Commission staff appreciates that the Department is remediating the Commission's documents for the last three years to ensure the Commission is in compliance by July 1, 2019. Since the Department Chief Information Officer's signature is required for certification in addition to the signature of the Commission's Executive Director, and given the cost of outsourcing remediation of all documents currently on the Commission's website to meet the July 1, 2019 deadline, the Commission has no viable option other than removing those documents older than three years from its website.

At present, the Commission's website allows a member of the public to find meeting notices, agendas, and briefing book materials, including attachments, going as far back as 2000. Commission staff has identified more than 1,000 documents totaling more than 40,000 pages that are less than three years old that the Department will remediate and migrate to the Commission's new website by July 1, 2019. Other select documents, such as meeting agendas, vote lists, and program guidelines that are more than three years old, will also be remediated through a phased process. All other documents not identified for remediation and migration to the new website will be saved and provided upon request in accordance with the Commission's Public Records Request and Records Retention Policies.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 4.7

Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Ron Bolyard, Acting Chief
Division of Aeronautics

Subject: DIVISION OF AERONAUTICS DRAFT CAPITAL IMPROVEMENT PLAN

SUMMARY:

The attached draft 2019–2028 Capital Improvement Plan (CIP) is being presented as an informational item to the California Transportation Commission (Commission). The CIP will be presented again at the Commission’s June 2019 meeting for approval.

BACKGROUND:

The CIP is a ten-year, fiscally unconstrained listing of capital and planning projects at California’s publicly-owned, public-use airports. Every two years, the Division of Aeronautics (Aeronautics) reaches out to local sponsors (including cities, counties, and airport districts) to submit projects for inclusion in the CIP, as required by California Public Utilities Code Sections 21702-21706. Inclusion in the CIP is a requirement for grant eligibility through the Aeronautics’ California Aid to Airports Program.

The Aeronautics’ Acquisition and Development Program grants are selected from the CIP using a priority matrix in the order of safety, capacity, and security. Additional factors, such as safety inspection reports and local sponsor input, are used as well.

Attachment

Aeronautics Capital Improvement Plan 2019 – 2028

Prepared by
Division of Aeronautics
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July 2019

Title VI of the Civil Rights Act of 1964 Prohibits discrimination on the grounds of race, color or national origin under any program or activity receiving Federal financial assistance. <https://www.justice.gov/crt/fcs/TitleVI-Overview>

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I. EXECUTIVE SUMMARY

EXECUTIVE SUMMARY OF THE AERONAUTICS CAPITAL IMPROVEMENT PLAN 2019–2028

The Capital Improvement Plan (CIP) is a ten-year, fiscally-unconstrained listing of capital and planning projects submitted to Caltrans. These projects are predominantly based on airport master plans or other comparable long-range planning documents. The CIP is compiled biennially (every two years) in accordance with the California Public Utilities Code (PUC) and is presented to the California Transportation Commission (Commission) for review, comment, and approval.

Not all projects listed in the CIP will be programmed or funded. Funding for projects may include federal, state, and local resources.

California Aid to Airports Program

The approved CIP also serves as the planning document that allows Caltrans to program grants for the California Aid to Airports Program (CAAP). The CAAP provides financial assistance to local sponsors in order to establish, maintain, and improve the statewide system of airports. The CAAP includes two grant programs: the Acquisition and Development program and the Airport Improvement Program state match program.

Airport Improvement Program

The Airport Improvement Program (AIP), administered by the Federal Aviation Administration (FAA), provides grants to public agencies—and in some cases, to private owners and entities—for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies nearly 3,400 existing and proposed airports nationwide that are significant to national air transportation and thus eligible to receive federal grants.

An AIP grant constitutes 90 percent of a project cost. The FAA requires that the local sponsor receiving the grant provide a 10 percent match. Depending on sponsor eligibility (including participation in the CIP) and available funds, the state may contribute up to 5 percent of the federal grant amount to the local sponsor to assist in meeting their 10 percent requirement.

Acquisition and Development Program

The Acquisition and Development (A&D) Program grants are provided by Caltrans for eligible projects in the CIP that are for General Aviation capital improvement and planning purposes. An A&D grant constitutes 90 percent of a project cost. The remaining 10 percent is matched by the local sponsor.

Every even-numbered year, Caltrans prepares, and the Commission approves, the Aeronautics Program, a three-year list of grant projects from the CIP for which funding is available. Projects are selected for the Aeronautics Program based on eligibility and

ranking. The Priority Ranking Matrix is used to rank projects. The ranking is based on project category and project description. Project categories listed in priority are: safety, capacity, and security. Other selection criteria may be used as well, such as input from the Caltrans Office of Airports and the sponsor.

Airport Land Use Compatibility Plans

A&D grants are also provided to local sponsors to prepare or update Airport Land Use Compatibility Plans (ALUCP). ALUCPs are prepared by County Airport Land Use Commissions as required by the PUC and contain land use measures that minimize the public's exposure to safety hazards within two-miles around public-use airports. Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility planning objective.

The Division of Aeronautics recommends a comprehensive review and update of an ALUCP at least every five years. Consistent funding for ALUCPs is vital for the protection of the California air transportation system and those communities surrounding the airports. The Commission has historically set 25 percent of the A&D Grant Program to help fund the preparation of ALUCPs.

Ground Access Projects

Ground access projects include improvements to off-airport roadways, highways, public transit systems, passenger shuttle systems, parking lots, and other transportation-related modes and facilities. Enhancements to these facilities provide more convenient and predictable access for passengers, employees, air cargo traffic, and general aviation users. This CIP contains a listing of planned ground access projects; however, these projects are not eligible for federal AIP funding or funding through the state CAAP.

II. CAPITAL IMPROVEMENT PLAN PROJECTS BY AIRPORT

**California Division of Aeronautics
2019 to 2028 CIP Projects by Airport**

Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
ADIN	Engineering Design & Repave Taxiway Tie Down Apron Area	A&D	2019	\$0	\$297,000	\$33,000
ADIN	No Projects 2020, 2023-2027		2020	\$0	\$0	\$0
ADIN	Engineering, Design, Construction Perimeter Fence	A&D	2021	\$0	\$247,500	\$27,500
ADIN	Engineer, Design & Slurry Seal Runway	A&D	2022	\$0	\$138,105	\$15,345
ADIN	Engineering, Design and Slurry Seal All Surfaces	A&D	2028	\$0	\$222,750	\$24,750
AGUA CALIENTE SPRINGS	No Project		2019	\$0	\$0	\$0
AGUA CALIENTE SPRINGS	No Project		2028	\$0	\$0	\$0
ALPINE COUNTY	Chip Seal and Restripe Runway	A&D	2020	\$0	\$126,000	\$14,000
ALPINE COUNTY	AC Overlay and Restripe Runway	A&D	2026	\$0	\$270,000	\$30,000
ALTURAS MUNICIPAL	Environmental Studies-Widen RWY 13-31/Extend Taxiway A&B	AIP	2019	\$104,535	\$5,227	\$6,388
ALTURAS MUNICIPAL	Obstruction Removal-Design & Implement	AIP	2019	\$67,500	\$3,375	\$4,125
ALTURAS MUNICIPAL	Reseal Joints and Cracks in All Pavements	AIP	2020	\$567,000	\$28,350	\$34,650
ALTURAS MUNICIPAL	Engineering Design for Ext. TXWY B	AIP	2021	\$135,900	\$6,795	\$8,305
ALTURAS MUNICIPAL	Engineering Design-Widen rwy 13/31	AIP	2022	\$160,200	\$8,010	\$9,790
ALTURAS MUNICIPAL	Extension of TXWY A & B	AIP	2022	\$954,000	\$47,700	\$58,300
ALTURAS MUNICIPAL	Widen Runway 13-31	AIP	2024	\$1,178,100	\$58,905	\$71,995
ALTURAS MUNICIPAL	Extend TXWY A to Serve Existing RWY 3/21	AIP	2025	\$117,000	\$5,850	\$7,150
ALTURAS MUNICIPAL	Construct Taxiway A Extension	AIP	2026	\$785,700	\$39,285	\$48,015
ALTURAS MUNICIPAL	Reconstruct Circle Hangar Taxilane	AIP	2027	\$546,750	\$27,338	\$33,413
ALTURAS MUNICIPAL	Expand Fuel Farm	AIP	2028	\$357,300	\$17,865	\$21,835
ANDY MCBETH	Obstruction Clearance	A&D	2019	\$0	\$0	\$25,000
ANDY MCBETH	Overlay & Restripe Pavement	A&D	2020	\$0	\$225,000	\$25,000
ANDY MCBETH	Perimeter Fencing	A&D	2021	\$0	\$225,000	\$25,000
AUBURN MUNICIPAL	ALUCP Update	A&D	2019	\$0	\$72,000	\$8,000
AUBURN MUNICIPAL	Construct New Helicopter Parking Area	AIP	2019	\$558,000	\$27,900	\$34,100
AUBURN MUNICIPAL	Design/Engineer New Helicopter Parking Area	AIP	2019	\$81,000	\$4,050	\$4,950
AUBURN MUNICIPAL	Pavement Maintenance Program	A&D	2019	\$0	\$45,000	\$5,000
AUBURN MUNICIPAL	Design Runway Rehabilitation (Pavement)	AIP	2020	\$40,500	\$2,025	\$2,475
AUBURN MUNICIPAL	Construct Runway Rehabilitation (Pavement)	AIP	2021	\$270,000	\$13,500	\$16,500
AUBURN MUNICIPAL	Obstruction Removal	AIP	2021	\$90,000	\$4,500	\$5,500
AUBURN MUNICIPAL	Wildlife Hazard Assessment	AIP	2021	\$36,000	\$1,800	\$2,200
AUBURN MUNICIPAL	Construct Perimeter Fencing Phase 2	AIP	2022	\$256,500	\$12,825	\$15,675

**California Division of Aeronautics
2019 to 2028 CIP Projects by Airport**

Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
AUBURN MUNICIPAL	Design Taxiway Rehabilitation (Rejuvenation/Maintenance)	AIP	2022	\$30,375	\$1,519	\$1,856
AUBURN MUNICIPAL	Construct Taxiway Rehabilitation (Rejuvenation/Maintenance)	AIP	2023	\$199,125	\$9,956	\$12,169
AUBURN MUNICIPAL	Construct East End Airfield Access/Run-Up Area Impmnts	AIP	2024	\$225,000	\$11,250	\$13,750
AUBURN MUNICIPAL	Design/Engineer East End Airfield Access/Run-Up Area Impmnts	AIP	2024	\$49,500	\$2,475	\$3,025
AUBURN MUNICIPAL	Access Road - Denham Property	AIP	2025	\$180,000	\$9,000	\$11,000
AUBURN MUNICIPAL	Design and Construction REIL	AIP	2025	\$108,000	\$5,400	\$6,600
AUBURN MUNICIPAL	Design Runway 7/25 Resurfacing	AIP	2026	\$150,000	\$7,500	\$9,167
AUBURN MUNICIPAL	Construct Runway 7/25 Resurfacing	AIP	2027	\$1,474,200	\$73,710	\$90,090
AUBURN MUNICIPAL	Construct Perimeter Fence Phase 3	AIP	2028	\$247,500	\$12,375	\$15,125
BAKERSFIELD MUNICIPAL	Rehabilitate North Apron Pavement, Sections A and C (Design)	AIP	2019	\$99,000	\$4,950	\$6,050
BAKERSFIELD MUNICIPAL	Rehab North Apron Pvmt, Section C (Base Bid) (Construction)	AIP	2020	\$478,350	\$23,918	\$29,233
BAKERSFIELD MUNICIPAL	Rehabilitate North Apron Pavement, Section A (Construction)	AIP	2021	\$532,800	\$26,640	\$32,560
BAKERSFIELD MUNICIPAL	Rehabilitate Runway MIRL (Design)	AIP	2022	\$135,000	\$6,750	\$8,250
BAKERSFIELD MUNICIPAL	Rehabilitate R/W 16-34 and T/W A Pavement (Design)	AIP	2022	\$122,265	\$6,113	\$7,472
BAKERSFIELD MUNICIPAL	Install R/W 16 PAPI (Design)	AIP	2022	\$54,000	\$2,700	\$3,300
BAKERSFIELD MUNICIPAL	Rehabilitate Runway MIRL (Construction)	AIP	2023	\$1,300,500	\$65,025	\$79,475
BAKERSFIELD MUNICIPAL	Rehabilitate R/W 16-34 and T/W A Pavement (Construction)	AIP	2023	\$634,500	\$31,725	\$38,775
BAKERSFIELD MUNICIPAL	Install R/W 16 PAPI (Construction)	AIP	2023	\$225,000	\$11,250	\$13,750
BAKERSFIELD MUNICIPAL	Rehabilitate T/W A Pavement (Construction)	AIP	2024	\$597,600	\$29,880	\$36,520
BAKERSFIELD MUNICIPAL	Main Apron Pvmt Rehab (North, Middle, & South Sec) (Design)	AIP	2025	\$49,500	\$2,475	\$3,025
BAKERSFIELD MUNICIPAL	Main Apron Pvmt Rehab (North, Middle, & South Sec) (Const.)	AIP	2026	\$499,500	\$24,975	\$30,525
BAKERSFIELD MUNICIPAL	Northeast Hangar Area Phase 3 Pavement Rehab (Design)	AIP	2027	\$40,500	\$2,025	\$2,475
BAKERSFIELD MUNICIPAL	Northeast Hangar Area Phase 3 Pavement Rehab (Construction)	AIP	2028	\$360,000	\$18,000	\$22,000
BANNING MUNICIPAL	Rehabilitate Runway 8-26 (Design)	AIP	2020	\$40,500	\$2,025	\$2,475
BANNING MUNICIPAL	Rehabilitate Runway 8-26 (Const)	AIP	2021	\$540,000	\$27,000	\$33,000
BISHOP	Airfield TW's Pavement Rehabilitation (Construction)	AIP	2019	\$6,795,000	\$339,750	\$415,250
BISHOP	RW 12-30 Pavement Rehabilitation and Markings (Design)	AIP	2020	\$270,000	\$13,500	\$16,500
BISHOP	Relocation of Parallel TW 'A' (Design)	AIP	2021	\$270,000	\$13,500	\$16,500
BISHOP	RW 12-30 Pavement Rehabilitation & Markings (Construction)	AIP	2022	\$7,065,000	\$353,250	\$431,750
BISHOP	Relocation of Parallel TW 'A' (Construction)	AIP	2023	\$7,065,000	\$353,250	\$431,750
BISHOP	Runway 8-26 Closure/Conversion	AIP	2024	\$360,000	\$18,000	\$22,000
BISHOP	Airport Perimeter Fence (Design & Construction)	AIP	2025	\$675,000	\$33,750	\$41,250
BISHOP	Design Central Terminal	AIP	2026	\$900,000	\$45,000	\$55,000

**California Division of Aeronautics
2019 to 2028 CIP Projects by Airport**

Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
BLYTHE	No Project		2019	\$0	\$0	\$0
BLYTHE	No Project		2020	\$0	\$0	\$0
BLYTHE	No Project		2021	\$0	\$0	\$0
BLYTHE	Perimeter Fencing and Apron Lighting-Design	AIP	2022	\$155,700	\$7,785	\$9,515
BLYTHE	Perimeter Fencing & Apron Lighting-Construction	AIP	2023	\$607,500	\$30,375	\$37,125
BLYTHE	Runway 8-26 Rehabilitation - Design	AIP	2024	\$612,900	\$30,645	\$37,455
BLYTHE	Runway 8-26 Rehabilitation - Construction	AIP	2025	\$6,930,000	\$346,500	\$423,500
BLYTHE	Taxiway A (East) Pavement and Lighting Reconstruction-Design	AIP	2026	\$270,000	\$13,500	\$16,500
BLYTHE	Taxiway A (East) Pvmt & Lighting Reconstruction-Construction	AIP	2027	\$2,182,500	\$109,125	\$133,375
BLYTHE	Airport Layout Plan Update with Narrative Report	AIP	2028	\$150,000	\$7,500	\$9,167
BOB HOPE	Delta Ramp Rehabilitation & Extension	AIP	2020	\$1,531,210	\$0	\$368,790
BOB HOPE	Hollyona Property Acquisition	AIP	2020	\$2,417,700	\$0	\$582,300
BOB HOPE	New Airfield Lighting Vault	AIP	2020	\$0	\$0	\$8,000,000
BOB HOPE	New ARFF Vehicle	AIP	2020	\$725,310	\$0	\$174,690
BOB HOPE	Residential Acoustical Treatment Program	AIP	2020	\$3,249,389	\$0	\$782,611
BOB HOPE	Taxiway D7 Connector Rehab	AIP	2020	\$221,623	\$0	\$53,378
BOB HOPE	Taxiway Golf Shoulders & Infield Rehabilitation	AIP	2020	\$322,360	\$0	\$77,640
BOB HOPE	Terminal A Taxilane Rehabilitaiton	AIP	2020	\$1,208,850	\$0	\$291,150
BOB HOPE	Replacment Passenger Terminal - Enabling (AIP Eligible)	AIP	2021	\$15,473,280	\$0	\$3,726,720
BOB HOPE	Residential Acoustical Treatment Program	AIP	2021	\$3,481,488	\$0	\$838,512
BOB HOPE	RPT ARFF Station Design	AIP	2021	\$2,014,750	\$0	\$485,250
BOB HOPE	RPT Terminal Apron Design	AIP	2021	\$2,095,340	\$0	\$504,660
BOB HOPE	Runway8 South Shoulder Rehabilitation	AIP	2021	\$334,241	\$0	\$37,138
BOB HOPE	TaxiwayC, Shoulders and Connectors Rehabilitation	AIP	2021	\$1,481,662	\$0	\$356,856
BOB HOPE	Residential Acoustical Treatment Program	AIP	2022	\$3,428,910	\$0	\$826,090
BOB HOPE	RPT Terminal Apron Construction	A&D	2022	\$72,531,000	\$0	\$17,469,000
BOB HOPE	Master Plan	AIP	2023	\$805,900	\$0	\$194,100
BOB HOPE	Design of Taxiway A & C Extension	AIP	2023	\$805,900	\$0	\$194,100
BOB HOPE	New ARFF Vehicle - Replacement of 2007 Vehicle	AIP	2023	\$725,310	\$0	\$174,690
BOB HOPE	RPT - ARFF Station Construction	AIP	2023	\$26,594,756	\$0	\$6,405,314
BOB HOPE	Service Road Rehabilitation	AIP	2023	\$1,611,800	\$0	\$388,200
BOB HOPE	Taxiway C6 & C7 Connector Rehabilitation	AIP	2023	\$362,655	\$0	\$87,345
BOB HOPE	Wildlife Mitigation/Bird Netting	AIP	2023	\$805,900	\$0	\$194,100

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
BOB HOPE	Demolitions of Old Terminal Area	AIP	2024	\$13,700,300	\$0	\$3,299,700
BOB HOPE	RPT - Taxiway A & C extension - Construction	AIP	2024	\$20,700,000	\$0	\$2,300,000
BOB MAXWELL MEMORIAL AIRFIELD	Rehab Rwy 6/24 and Twy A, Upgrade Rwy Markings-Construction	AIP	2019	\$1,620,000	\$81,000	\$99,000
BOB MAXWELL MEMORIAL AIRFIELD	Rehabilitate Tie-Down Apron - Design	AIP	2021	\$135,000	\$6,750	\$8,250
BOB MAXWELL MEMORIAL AIRFIELD	Rehabilitate Tie-Down Apron - Construction	AIP	2023	\$1,890,000	\$94,500	\$115,500
BOB MAXWELL MEMORIAL AIRFIELD	Acquire Land for Runway Object Free Area (ROFA)	AIP	2025	\$2,700,000	\$135,000	\$165,000
BOONVILLE	Environmental Assessment for Land Acquisition and Obstruction	AIP	2020	\$67,500	\$3,375	\$4,125
BOONVILLE	Land Acquisition	AIP	2021	\$405,000	\$20,250	\$24,750
BOONVILLE	Obstruction Removal - Design Only	AIP	2022	\$67,500	\$3,375	\$4,125
BOONVILLE	Slurry Seal Runway 13/31	AIP	2023	\$108,000	\$5,400	\$6,600
BOONVILLE	Obstruction Removal - Existing Dam and Spillway	AIP	2024	\$315,000	\$15,750	\$19,250
BOONVILLE	Hangars and Taxiways - Design	AIP	2026	\$67,500	\$3,375	\$4,125
BOONVILLE	Hangar Site Preparation And Taxiways	AIP	2027	\$270,000	\$13,500	\$16,500
BOONVILLE	Hangar Construction	AIP	2028	\$216,000	\$10,800	\$13,200
BORREGO VALLEY	Rehabilitate Taxiway	AIP	2025	\$2,880,000	\$144,000	\$176,000
BORREGO VALLEY	Conduct Environmental Study	AIP	2027	\$180,000	\$9,000	\$11,000
BRACKETT FIELD	Pavement Repairs & Maintenance - Crack Sealing/Patching		2019	\$0	\$45,000	\$5,000
BRACKETT FIELD	Ramp/Apron Pavement Reconstruction - (Construction)	AIP	2019	\$10,800,000	\$540,000	\$660,000
BRACKETT FIELD	Sewer Pump Replacement (Design and Built)	AIP	2019	\$1,008,000	\$50,400	\$61,600
BRAWLEY MUNICIPAL	Design Rehabilitation of Runway 8/26	AIP	2021	\$247,500	\$12,375	\$15,125
BRAWLEY MUNICIPAL	Construction of the Reconstruction of Runway 8/26	AIP	2022	\$2,722,500	\$136,125	\$166,375
BRAWLEY MUNICIPAL	Reconstruct Ken Bemis Drive	AIP	2022	\$585,000	\$29,250	\$35,750
BRAWLEY MUNICIPAL	Airport Layout Plan Narrative	AIP	2023	\$270,000	\$13,500	\$16,500
BRAWLEY MUNICIPAL	EA for Apron of the Future Executive Hangars and Shade Structure	AIP	2023	\$180,000	\$9,000	\$11,000
BRAWLEY MUNICIPAL	Seal Airfield Pavements and Stripe	AIP	2023	\$810,000	\$40,500	\$49,500
BRAWLEY MUNICIPAL	Design the Apron of the Future Executive Hangars and Shade Structure	AIP	2024	\$90,000	\$4,500	\$5,500
BRAWLEY MUNICIPAL	Construct Apron for Future Executive Hangars and Shades	AIP	2025	\$3,150,000	\$157,500	\$192,500
BROWN FIELD	Rehab of Rwy 8R-26L and Twy G1, Twy C Realign	AIP	2020	\$3,856,500	\$192,825	\$235,675
BROWN FIELD	Twy G (west) Rehab and New Twy G2 Construction	AIP	2022	\$6,642,900	\$332,145	\$405,955

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
BROWN FIELD	ALP Update	AIP	2023	\$216,000	\$10,800	\$13,200
BROWN FIELD	Perimeter Fence Enhancements	AIP	2023	\$534,600	\$26,730	\$32,670
BROWN FIELD	Transient/Customs Apron Rehab	AIP	2024	\$1,457,316	\$72,866	\$89,058
BRYANT FIELD	Land Use Compatibility Plan (ALUCP)	A&D	2019	\$0	\$270,000	\$30,000
BRYANT FIELD	Install Obstruction Lights	A&D	2019	\$0	\$54,000	\$6,000
BUCHANAN FIELD	Runway 14L/32R Overlay and Reconstruct	AIP	2019	\$3,780,000	\$0	\$420,000
BUCHANAN FIELD	Taxiway Echo, Golf and Alpha Reconstruct	AIP	2020	\$1,786,500	\$89,325	\$109,175
BUCHANAN FIELD	Construct New ARFF Facility	AIP	2021	\$2,700,000	\$0	\$300,000
BUCHANAN FIELD	Pavement Surface Treatment Runways 14R/32L and 01R/19L	AIP	2021	\$495,000	\$24,750	\$30,250
BUCHANAN FIELD	Airfield Electrical System Assessment	AIP	2022	\$315,000	\$15,750	\$19,250
BUCHANAN FIELD	Taxiway Alpha and Run-Up Area Design, Engineering and Environmental	AIP	2022	\$652,500	\$32,625	\$39,875
BUCHANAN FIELD	Taxiway Golf Design, Engineering and Environmental	AIP	2022	\$180,000	\$0	\$20,000
BUCHANAN FIELD	Taxiway Juliet Design, Engineering and Environmental	AIP	2022	\$472,500	\$23,625	\$28,875
BUCHANAN FIELD	Asphalt Overlay and Reconstruction Taxiway Golf and Runup Area	AIP	2023	\$1,080,000	\$0	\$120,000
BUCHANAN FIELD	Taxiway Alpha and Run-up Areas Asphalt Overlay and Reconstruction	AIP	2023	\$2,700,000	\$135,000	\$165,000
BUCHANAN FIELD	Design, Engineering and Environmental of Main Ramp Pavement	AIP	2024	\$270,000	\$0	\$30,000
BUCHANAN FIELD	Replace Airfield Signs and Electrical Systems	AIP	2024	\$2,250,000	\$112,500	\$137,500
BUCHANAN FIELD	Main Ramp Pavement Overlay and Reconstruction	AIP	2025	\$1,080,000	\$0	\$120,000
BUCHANAN FIELD	Taxiway Juliet and Run-Up Area Pavement Overlay and Reconstruction	AIP	2025	\$1,980,000	\$99,000	\$121,000
BUCHANAN FIELD	Complete Security Upgrades	AIP	2027	\$2,812,500	\$0	\$312,500
BUCHANAN FIELD	FAR Part 150 Update	AIP	2027	\$436,500	\$21,825	\$26,675
BUCHANAN FIELD	Noise Monitoring and Flight Track System	AIP	2028	\$1,215,000	\$60,750	\$74,250
BUCHANAN FIELD	Replace 1500 gallon ARFF Vehicle	AIP	2028	\$810,000	\$0	\$90,000
BUTTE VALLEY	No project		2019	\$0	\$0	\$0
BUTTE VALLEY	No Project		2028	\$0	\$0	\$0
BYRON	Wildlife Hazard Assessment	AIP	2021	\$45,000	\$2,250	\$2,750
BYRON	Install Safety Perimeter Fencing Upgrades	AIP	2022	\$1,170,000	\$58,500	\$71,500
BYRON	Taxiway Edge Lighting Design, Engineering and Environmental	AIP	2023	\$360,000	\$18,000	\$22,000
BYRON	Taxiway Edge Lighting Installation	AIP	2024	\$1,350,000	\$67,500	\$82,500
BYRON	Update ALP with Narrative Study	AIP	2025	\$450,000	\$22,500	\$27,500
BYRON	Environmental Review for the Purchase of Three Parcels	AIP	2026	\$247,500	\$12,375	\$15,125
BYRON	Land Purchase RSA RW 05/23	AIP	2028	\$1,980,000	\$99,000	\$121,000
BYRON	Runway 12/30 Extension 25% Design and Environmental	AIP	2028	\$495,000	\$24,750	\$30,250

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
CALAVERAS CO. - MAURY RASMUSSEN	Runway Pavement Reconstruction (Design)	AIP	2019	\$193,500	\$9,675	\$11,825
CALAVERAS CO. - MAURY RASMUSSEN	Runway Pavement Reconstruction (Construction)	AIP	2020	\$1,784,700	\$89,235	\$109,065
CALAVERAS CO. - MAURY RASMUSSEN	Design of Parallel Taxiway & Apron Connectors Pavement Recon.	AIP	2021	\$135,000	\$6,750	\$8,250
CALAVERAS CO. - MAURY RASMUSSEN	Design of (Runway) Taxiway Connectors Pavement Recon.	AIP	2021	\$85,500	\$4,275	\$5,225
CALAVERAS CO. - MAURY RASMUSSEN	Design of Runway 13 Precision Approach Path Indicator	AIP	2021	\$15,750	\$788	\$963
CALAVERAS CO. - MAURY RASMUSSEN	Construction of Parallel T/W A & Apron Connectors Pvmnt Recon.	AIP	2022	\$1,210,500	\$60,525	\$73,975
CALAVERAS CO. - MAURY RASMUSSEN	Construction of (Runway) Taxiway Connectors Pvmnt Recon.	AIP	2022	\$562,500	\$28,125	\$34,375
CALAVERAS CO. - MAURY RASMUSSEN	Construction of Runway 13 Precision Approach Path Indicator	AIP	2022	\$67,500	\$3,375	\$4,125
CALAVERAS CO. - MAURY RASMUSSEN	No Project		2023	\$0	\$0	\$0
CALAVERAS CO. - MAURY RASMUSSEN	No Project		2024	\$0	\$0	\$0
CALEXICO INTERNATIONAL	Taxiway Rehab Design	AIP	2019	\$234,625	\$11,731	\$14,338
CALEXICO INTERNATIONAL	Construct Taxiway Pavement Rehabilitation	AIP	2020	\$1,980,000	\$99,000	\$121,000
CALEXICO INTERNATIONAL	Design Runway Seal	AIP	2020	\$38,610	\$1,931	\$2,360
CALEXICO INTERNATIONAL	Design Southeast Apron Pavement Rehabilitation	AIP	2020	\$101,970	\$5,099	\$6,232
CALEXICO INTERNATIONAL	Deveolp Pavement Management Program	AIP	2020	\$26,730	\$1,337	\$1,634
CALEXICO INTERNATIONAL	North Hangar Area Pavement Rehab Design	AIP	2021	\$85,140	\$4,257	\$5,203
CALEXICO INTERNATIONAL	Runway Pavement Seal & SE Apron Rehab Construction	AIP	2021	\$2,072,250	\$103,613	\$126,638

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
CALEXICO INTERNATIONAL	RW 26 End Safety Area Environmental / Design	AIP	2021	\$225,000	\$11,250	\$13,750
CALEXICO INTERNATIONAL	Construct North Hangar Area Pavement Rehab	AIP	2022	\$1,341,450	\$67,073	\$81,978
CALEXICO INTERNATIONAL	Construct Runway End Safety Area	AIP	2023	\$1,633,500	\$81,675	\$99,825
CALEXICO INTERNATIONAL	2nd Street Realignment Design	AIP	2024	\$180,000	\$9,000	\$11,000
CALEXICO INTERNATIONAL	2nd Street Realignment Construction	AIP	2025	\$1,800,000	\$90,000	\$110,000
CALEXICO INTERNATIONAL	ALP Narrative/EA for new Southside Apron and Terminal	AIP	2025	\$396,000	\$19,800	\$24,200
CALEXICO INTERNATIONAL	Taxiway/Apron Pavement Seal-Design	AIP	2025	\$39,600	\$1,980	\$2,420
CALEXICO INTERNATIONAL	New Southside Apron & Terminal EA	AIP	2026	\$297,000	\$14,850	\$18,150
CALEXICO INTERNATIONAL	Taxiway/Apron Pavement Seal-Construction	AIP	2026	\$257,400	\$12,870	\$15,730
CALEXICO INTERNATIONAL	New Southside Apron & Terminal-Design	AIP	2027	\$277,200	\$13,860	\$16,940
CALEXICO INTERNATIONAL	New Southside Apron & Terminal-Construction	AIP	2028	\$2,574,000	\$128,700	\$157,300
CALIFORNIA CITY MUNICIPAL	Airport Fencing and Security Upgrades	AIP	2019	\$554,832	\$27,742	\$33,906
CALIFORNIA CITY MUNICIPAL	Airfiled Lighting Electrical Upgrades	AIP	2020	\$177,953	\$8,898	\$10,875
CALIFORNIA CITY MUNICIPAL	Airfiled Lighting Electrical Upgrades	AIP	2021	\$790,452	\$39,523	\$48,305
CALIFORNIA CITY MUNICIPAL	Airport Fueling Facility Relocation	AIP	2022	\$180,900	\$9,045	\$11,055
CALIFORNIA CITY MUNICIPAL	Airport Fueling Facility Relocation	AIP	2023	\$612,180	\$30,609	\$37,411
CALIFORNIA CITY MUNICIPAL	Municipal Drainage Study	AIP	2024	\$163,530	\$8,177	\$9,994
CALIFORNIA CITY MUNICIPAL	Carry Over	AIP	2025	\$0	\$0	\$0
CALIFORNIA CITY MUNICIPAL	Run-Up Areas with Blast Fence	AIP	2026	\$139,397	\$6,970	\$8,519

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
CALIFORNIA CITY MUNICIPAL	Run-Up areas with Blast Fence	AIP	2027	\$801,383	\$40,069	\$48,973
CALIFORNIA CITY MUNICIPAL	Center Taxiway C Relocation and Runway Run-Off Areas	AIP	2028	\$898,571	\$44,929	\$54,913
CALIFORNIA PINES	Maintenance - Crack Seal and Repaint Runway	A&D	2019	\$0	\$9,000	\$1,000
CALIFORNIA PINES	2014-Build Bathrooms with Lounge Area	A&D	2020	\$0	\$90,000	\$10,000
CALIFORNIA PINES	Sweeper	A&D	2022	\$0	\$45,000	\$5,000
CALIFORNIA PINES	Helio Pad	A&D	2024	\$0	\$180,000	\$20,000
CAMARILLO	Rehabilitate Taxiway H	AIP	2019	\$433,875	\$21,694	\$26,515
CAMARILLO	Update Comprehensive Land Use Plan (ACLUP)	A&D	2019	\$0	\$360,000	\$40,000
CAMARILLO	Runway 8-26 Reconstruction	AIP	2023	\$28,743,300	\$1,437,165	\$1,756,535
CAMARILLO	Taxiway Connector Reconstruction	AIP	2023	\$2,700,000	\$135,000	\$165,000
CAMARILLO	Master Plan Update	AIP	2024	\$540,000	\$27,000	\$33,000
CAMARILLO	PCC Rehabilitation TWYs F, G1, Key Hangar & Main Apron	AIP	2024	\$2,323,800	\$116,190	\$142,010
CAMARILLO	Rehabilitate Central Apron	AIP	2024	\$217,800	\$10,890	\$13,310
CAMARILLO	Rehabilitate Aviation Dr. & Durley Access Rds	AIP	2025	\$184,006	\$9,200	\$11,245
CAMARILLO	Rehabilitate East & West Aprons	AIP	2025	\$216,000	\$10,800	\$13,200
CAMARILLO	Rehabilitate Taxiways G, G2 & G3	AIP	2025	\$311,267	\$15,563	\$19,022
CAMARILLO	Rehabilitate West, Central & Key Hangar Areas	AIP	2025	\$395,664	\$19,783	\$24,179
CAMARILLO	Airfield Lighting Upgrade	AIP	2026	\$2,154,600	\$107,730	\$131,670
CAMARILLO	Rehabilitate NE Hangar Area Taxilanes	AIP	2027	\$1,260,000	\$63,000	\$77,000
CAMARILLO	Rehabilitate Runway 8-26 & Connector Taxiways	AIP	2028	\$1,474,056	\$73,703	\$90,081
CASTLE	AWOS III (Design)	AIP	2019	\$58,500	\$2,925	\$3,575
CASTLE	Runway Pavement Rehabilitation (Construction)	AIP	2019	\$1,710,000	\$85,500	\$104,500
CASTLE	Taxiway Pavement Rehabilitation (Construction)	AIP	2019	\$495,000	\$24,750	\$30,250
CASTLE	AWOS III (Design)	AIP	2020	\$58,500	\$2,925	\$3,575
CASTLE	Runway Pavement Rehabilitation (Construction)	AIP	2020	\$1,710,000	\$85,500	\$104,500
CASTLE	Taxiway Pavement Rehabilitation (Construction)	AIP	2020	\$495,000	\$24,750	\$30,250
CASTLE	AWOS III (Construction)	AIP	2020	\$247,500	\$12,375	\$15,125
CASTLE	Taxiway A Reconstruction, Phase I (Design)	AIP	2020	\$234,000	\$11,700	\$14,300
CASTLE	Taxiway E Reconstruction, Phase I (Design)	AIP	2020	\$112,500	\$5,625	\$6,875
CASTLE	Taxiway A Reconstruction, Phase II (Construction)	AIP	2021	\$2,520,000	\$126,000	\$154,000
CASTLE	New Beacon (Design)	AIP	2021	\$10,800	\$540	\$660
CASTLE	Guidance Sign Replacement (Design)	AIP	2021	\$63,000	\$3,150	\$3,850

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CASTLE	New Windcones (Design)	AIP	2021	\$22,500	\$1,125	\$1,375
CASTLE	Taxiway A Edge Lights (Design)	AIP	2021	\$157,500	\$7,875	\$9,625
CASTLE	Taxiway E Reconstruction, Phase II (Construction)	AIP	2022	\$990,000	\$49,500	\$60,500
CASTLE	New Beacon (Construction)	AIP	2022	\$112,500	\$5,625	\$6,875
CASTLE	Guidance Sign Replacement (Construction)	AIP	2022	\$585,000	\$29,250	\$35,750
CASTLE	New Windcones (Construction)	AIP	2022	\$90,000	\$4,500	\$5,500
CASTLE	Taxiway A Edge Lights (Construction)	AIP	2022	\$270,000	\$13,500	\$16,500
CASTLE	Perimeter Fencing (Design)	AIP	2023	\$166,500	\$8,325	\$10,175
CASTLE	Re-Pave Existing Service Road (Design)	AIP	2023	\$202,500	\$10,125	\$12,375
CASTLE	Perimeter Fencing (Construction)	AIP	2024	\$3,600,000	\$180,000	\$220,000
CASTLE	Re-Pave Existing Service Road (Construction)	AIP	2024	\$2,700,000	\$135,000	\$165,000
CEDARVILLE	Update PMMP	A&D	2019	\$0	\$79,200	\$8,800
CEDARVILLE	Replace Beacon and Add New Pole	A&D	2020	\$0	\$104,400	\$11,600
CEDARVILLE	Slurry Seal Runway	AIP	2022	\$212,400	\$10,620	\$12,980
CEDARVILLE	Slurry Seal Taxiway, Aprons & Tie Down	A&D	2022	\$0	\$144,000	\$16,000
CEDARVILLE	No projects from 2023-2027		2023	\$0	\$0	\$0
CEDARVILLE	Design-AWOS A-V, Seg Crcl, Ltd Wind Cone Jt Crk Seal	A&D	2028	\$0	\$291,600	\$32,400
CHARLES M. SCHULZ, SONOMA COUNTY	AIP 46 RSA Environmental Maintenance	A&D	2019	\$1,994,520	\$0	\$205,480
CHARLES M. SCHULZ, SONOMA COUNTY	Construct Terminal Apron Rehabilitation	A&D	2019	\$1,221,047	\$0	\$125,795
CHARLES M. SCHULZ, SONOMA COUNTY	Permanent Hold Room/Baggage Area Expansion	A&D	2019	\$20,000,000	\$0	\$5,000,000
CHARLES M. SCHULZ, SONOMA COUNTY	Taxiway A Reconstruction/Overlay and Shoulders - Design	A&D	2019	\$0	\$0	\$350,000
CHARLES M. SCHULZ, SONOMA COUNTY	Temporary Hold Room - Design and Construction	A&D	2019	\$3,082,440	\$0	\$317,560
CHARLES M. SCHULZ, SONOMA COUNTY	New ARFF Building	A&D	2020	\$0	\$0	\$750,000
CHARLES M. SCHULZ, SONOMA COUNTY	Taxiway A Reconstruction/Overlay and Shoulders	A&D	2020	\$3,173,100	\$0	\$326,900
CHARLES M. SCHULZ, SONOMA COUNTY	Airfield Wildlife Fence	A&D	2021	\$770,610	\$0	\$79,390
CHARLES M. SCHULZ, SONOMA COUNTY	New ARFF Vehicle	A&D	2021	\$679,950	\$0	\$70,050

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
CHARLES M. SCHULZ, SONOMA COUNTY	Runway 14-32 Overlay, Shoulders and Centerline Lighting	A&D	2021	\$0	\$0	\$700,000
CHARLES M. SCHULZ, SONOMA COUNTY	New ARFF Building	A&D	2022	\$7,252,800	\$0	\$747,200
CHARLES M. SCHULZ, SONOMA COUNTY	Terminal Ramp Reconstruction	A&D	2022	\$0	\$0	\$650,000
CHARLES M. SCHULZ, SONOMA COUNTY	Runway 14-32 Overlay, Shoulders and Centerline Lighting	A&D	2023	\$7,252,800	\$0	\$747,200
CHARLES M. SCHULZ, SONOMA COUNTY	Terminal Ramp Reconstruction	A&D	2024	\$6,527,520	\$0	\$672,480
CHARLES M. SCHULZ, SONOMA COUNTY	Apron E Reconstruction	A&D	2025	\$407,970	\$0	\$42,030
CHARLES M. SCHULZ, SONOMA COUNTY	Apron F Reconstruction	A&D	2025	\$3,803,822	\$0	\$391,878
CHARLES M. SCHULZ, SONOMA COUNTY	Apron E Reconstruction	A&D	2026	\$3,331,755	\$0	\$343,245
CHARLES M. SCHULZ, SONOMA COUNTY	Environmental Assessment for Taxiway Z	A&D	2026	\$226,650	\$0	\$23,350
CHARLES M. SCHULZ, SONOMA COUNTY	Taxiway J Reconstruction	A&D	2026	\$1,994,520	\$0	\$205,480
CHARLES M. SCHULZ, SONOMA COUNTY	Apron D Reconstruction	A&D	2027	\$7,207,470	\$0	\$742,530
CHARLES M. SCHULZ, SONOMA COUNTY	Runway 2-20 and Taxiway B & D Rehabilitation	A&D	2027	\$1,618,281	\$0	\$166,719
CHARLES M. SCHULZ, SONOMA COUNTY	T/W Z&K, Apron A Rehabilitation	A&D	2028	\$1,087,920	\$0	\$112,080
CHARLES M. SCHULZ, SONOMA COUNTY	Taxiway C, D and G Reconstruction	A&D	2028	\$5,548,392	\$0	\$571,608
CHARLES M. SCHULZ, SONOMA COUNTY	Taxiway E Realignment & Taxiway Z Demolition	A&D	2028	\$1,178,580	\$0	\$121,420
CHICO MUNICIPAL	Reconstruct Taxiway A Phase 2 - Construction	AIP	2019	\$2,402,100	\$120,105	\$146,795
CHICO MUNICIPAL	Reconstruct Taxiway A Phase 3 - Construction	AIP	2019	\$5,247,900	\$262,395	\$320,705
CHICO MUNICIPAL	Crack Seal Kettle	AIP	2019	\$76,500	\$3,825	\$4,675
CHICO MUNICIPAL	Reconstruct Aircraft Parking Apron Phase 4	AIP	2020	\$5,246,100	\$262,305	\$320,595
CHICO MUNICIPAL	Design - Reconstruct Runway 13L-31R	AIP	2020	\$999,000	\$49,950	\$61,050
CHICO MUNICIPAL	Construct: Reconstruct 13L-31R	AIP	2021	\$11,632,500	\$581,625	\$710,875
CHICO MUNICIPAL	Terminal Area Development Plan	AIP	2022	\$207,000	\$10,350	\$12,650

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CHICO MUNICIPAL	Crack Repair and Seal Cracks	AIP	2022	\$827,100	\$41,355	\$50,545
CHICO MUNICIPAL	RWY 13R-31L & Apron A1a and A3a Rehabilitation	AIP	2024	\$641,700	\$32,085	\$39,215
CHICO MUNICIPAL	Environmental Studies	AIP	2024	\$117,000	\$5,850	\$7,150
CHICO MUNICIPAL	Security Development - Design/Construct	AIP	2025	\$439,200	\$21,960	\$26,840
CHICO MUNICIPAL	North Hangars & Apron A1	AIP	2025	\$2,430,900	\$121,545	\$148,555
CHICO MUNICIPAL	Apron A3b & A4a and Taxiway H Rehabilitation	AIP	2025	\$185,400	\$9,270	\$11,330
CHICO MUNICIPAL	Design Terminal Expansion	AIP	2026	\$742,500	\$37,125	\$45,375
CHICO MUNICIPAL	Environmental Studies	AIP	2026	\$162,000	\$8,100	\$9,900
CHICO MUNICIPAL	Design Automobile Parking Lot Expansion	AIP	2026	\$140,400	\$7,020	\$8,580
CHICO MUNICIPAL	Apron 2 Rehabilitation	AIP	2026	\$105,300	\$5,265	\$6,435
CHICO MUNICIPAL	T-Hangar Taxilanes TL 1-8	AIP	2026	\$1,026,000	\$51,300	\$62,700
CHICO MUNICIPAL	Terminal Expansion Construction	AIP	2027	\$10,710,000	\$535,500	\$654,500
CHICO MUNICIPAL	Construct Automobile Parking Lot Expansion	AIP	2027	\$1,221,300	\$61,065	\$74,635
CHICO MUNICIPAL	Design Runway 13R/31L Extension	AIP	2028	\$743,400	\$37,170	\$45,430
CHIRIACO SUMMIT	No Project		2019	\$0	\$0	\$0
CHIRIACO SUMMIT	Widen Runway to 60 feet	A&D	2020	\$0	\$450,000	\$50,000
CHIRIACO SUMMIT	No Project		2021	\$0	\$0	\$0
CHIRIACO SUMMIT	Rehabilitate Taxiway Pavement	A&D	2022	\$0	\$315,000	\$35,000
CHIRIACO SUMMIT	No Project		2023	\$0	\$0	\$0
CHIRIACO SUMMIT	Reconstruct Apron	A&D	2024	\$0	\$585,000	\$65,000
CHIRIACO SUMMIT	No Project		2025	\$0	\$0	\$0
CHIRIACO SUMMIT	Install MIRL and Electrical Vault	A&D	2026	\$0	\$571,500	\$63,500
CHIRIACO SUMMIT	No Project		2027	\$0	\$0	\$0
CHIRIACO SUMMIT	Install Rotating Beacon	A&D	2028	\$0	\$180,000	\$20,000
CHOWCHILLA	Rehabilitate Rwy 12-30 (construct)	AIP	2019	\$2,925,900	\$146,295	\$178,805
CHOWCHILLA	Ea: Enviromental Assessment - East Side Development RPZ	AIP	2020	\$216,140	\$10,807	\$13,209
CHOWCHILLA	Land Acquisition - East Side Development RPZ (50 acres)	AIP	2022	\$1,485,000	\$74,250	\$90,750
CHOWCHILLA	Access Control, Perimeter Security Upgrades, and Apron	AIP	2023	\$594,000	\$29,700	\$36,300
CHOWCHILLA	Extend Taxiway B on East Side (30' x 2,690')	AIP	2023	\$166,500	\$8,325	\$10,175
CHOWCHILLA	Extend Taxiway B on East Side (30' x 2,690')	AIP	2024	\$1,327,500	\$66,375	\$81,125
CHOWCHILLA	East Side Access Road (30' x 4,550')(Design)	AIP	2025	\$220,500	\$11,025	\$13,475
CHOWCHILLA	East Side General Aviation Apron (380,000 sq. ft.)(Design)	AIP	2025	\$396,900	\$19,845	\$24,255
CHOWCHILLA	East Side Access Road (30' x 4,550') (Construction)	AIP	2026	\$1,858,500	\$92,925	\$113,575

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CHOWCHILLA	Airfield Pavement Rehabilitation (Design)	AIP	2027	\$28,800	\$1,440	\$1,760
CHOWCHILLA	Airfield Pavement Rehabilitation (Design)	AIP	2027	\$28,800	\$1,440	\$1,760
CHOWCHILLA	East Side General Aviation Apron (380,000 sq. ft.)(Const.)	AIP	2027	\$3,663,900	\$183,195	\$223,905
CHOWCHILLA	East Side Hangar Taxilanes (25' x 2,950') (Design)	AIP	2027	\$281,700	\$14,085	\$17,215
CHOWCHILLA	Airfield Pavement Rehabilitation (Construction)	AIP	2028	\$234,000	\$11,700	\$14,300
CHOWCHILLA	East Side Hangar Taxilanes (25' x 2,950') (Construction)	AIP	2028	\$2,362,500	\$118,125	\$144,375
CLOVERDALE MUNICIPAL	Construct Taxiway Pavement Rehabilitation	AIP	2019	\$450,000	\$22,500	\$27,500
CLOVERDALE MUNICIPAL	Environmental Studies for Infield Area Drainage Improvem	AIP	2020	\$202,500	\$10,125	\$12,375
CLOVERDALE MUNICIPAL	Design Infield Area Drainage Improvements	AIP	2021	\$135,000	\$6,750	\$8,250
CLOVERDALE MUNICIPAL	Construct Infield Area Drainage Improvements	AIP	2022	\$391,500	\$19,575	\$23,925
CLOVERDALE MUNICIPAL	Design Apron Pavement Reconstruction and Apron Lighting	AIP	2023	\$135,000	\$6,750	\$8,250
CLOVERDALE MUNICIPAL	Construct Apron Pavement Reconstruction	AIP	2024	\$450,000	\$22,500	\$27,500
CLOVERDALE MUNICIPAL	Construct Apron Lighting	AIP	2024	\$90,000	\$4,500	\$5,500
CLOVERDALE MUNICIPAL	Design AWOS	AIP	2025	\$76,500	\$3,825	\$4,675
CLOVERDALE MUNICIPAL	Construct AWOS	AIP	2026	\$247,500	\$12,375	\$15,125
CLOVERDALE MUNICIPAL	Design Pave Access within Property	AIP	2026	\$67,500	\$3,375	\$4,125
CLOVERDALE MUNICIPAL	Construct Pave Access within Property	AIP	2027	\$315,000	\$15,750	\$19,250
CLOVERDALE MUNICIPAL	Design Segmented Circle and Lighted Wind Cone	AIP	2028	\$45,000	\$2,250	\$2,750
CLOVERDALE MUNICIPAL	Wildlife Hazard Assessment	AIP	2028	\$112,500	\$5,625	\$6,875
COLUMBIA	AWOS Replacement	AIP	2019	\$150,000	\$7,500	\$9,167
COLUMBIA	B-II Environmental Assesment and Pre-Design	AIP	2019	\$2,250,000	\$112,500	\$137,500
COLUMBIA	ALUC Plan Update	A&D	2020	\$0	\$225,000	\$25,000
COLUMBIA	B-II Standards Design	AIP	2020	\$4,500,000	\$225,000	\$275,000
COLUMBIA	B-II Standards Construction Phase 1	AIP	2021	\$13,500,000	\$675,000	\$825,000
COLUMBIA	B-II Standards Construction Phase 2	AIP	2022	\$13,500,000	\$675,000	\$825,000
COLUMBIA	B-II Standards Construction Phase 3	AIP	2023	\$13,500,000	\$675,000	\$825,000
COLUMBIA	Runway 17/35 Rehab Design	AIP	2024	\$225,000	\$11,250	\$13,750
COLUMBIA	Runway 17/35 Rehab Construction	AIP	2025	\$2,700,000	\$135,000	\$165,000
COLUMBIA	VASI to PAPI	AIP	2025	\$450,000	\$22,500	\$27,500
COLUMBIA	Taxiway A Rehabilitation Design	AIP	2026	\$405,000	\$20,250	\$24,750
COLUMBIA	Taxiway A Rehabilitation	AIP	2027	\$4,050,000	\$202,500	\$247,500
COLUMBIA	Parking Apron Rehab Design	AIP	2028	\$135,000	\$6,750	\$8,250
COLUMBIA	Parking Apron Rehabilitation Construction - Phase 1	AIP	2028	\$927,000	\$46,350	\$56,650

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COLUMBIA	Parking Apron Rehabilitation Construction - Phase 2	AIP	2028	\$927,000	\$46,350	\$56,650
COLUSA COUNTY	Runway Pavement Preservation (Design)	AIP	2019	\$69,425	\$3,471	\$4,243
COLUSA COUNTY	Runway Pavement Preservation (Design)	AIP	2020	\$69,425	\$3,471	\$4,243
COLUSA COUNTY	Runway Pavement Preservation (Construction)	AIP	2020	\$360,900	\$18,045	\$22,055
COLUSA COUNTY	Perimeter Fence Installation (Design and Construction)	AIP	2021	\$45,000	\$2,250	\$2,750
COLUSA COUNTY	Infield Area Drainage and Erosion Improvements (Design)	AIP	2023	\$90,000	\$4,500	\$5,500
COLUSA COUNTY	Infield Area Drainage and Erosion Improvements (Construction)	AIP	2024	\$450,000	\$22,500	\$27,500
COLUSA COUNTY	CATEX for 2023 Projects	AIP	2027	\$40,500	\$2,025	\$2,475
COLUSA COUNTY	Helipad - Design	AIP	2027	\$45,000	\$2,250	\$2,750
COLUSA COUNTY	Runway, Taxiway & Ramp Pavement Rehabilitation	AIP	2027	\$675,000	\$33,750	\$41,250
COLUSA COUNTY	Helipad - Construction	AIP	2028	\$315,000	\$15,750	\$19,250
COMPTON-WOODLEY	Zero Emissions Vehicle and Infrastructure (ZEV) Program	A&D	2019	\$0	\$135,000	\$15,000
COMPTON-WOODLEY	Pavement Repairs & Maintenance - Crack Sealing/Patching	A&D	2019	\$0	\$45,000	\$5,000
COMPTON-WOODLEY	Land Use Compatibility Plan (ALUCP)	A&D	2020	\$0	\$270,000	\$30,000
COMPTON-WOODLEY	New Terminal Building	AIP	2020	\$2,250,000	\$112,500	\$137,500
COMPTON-WOODLEY	Rehabilitate South Taxi Lanes & Ramp/Apron (design)	AIP	2020	\$900,000	\$45,000	\$55,000
CORNING MUNICIPAL	Perimeter Security Fencing & Card Controlled Access	AIP	2019	\$163,800	\$8,190	\$10,010
CORNING MUNICIPAL	Seal & Remark Runway & Taxiways, Reconstruct Shoulder	AIP	2020	\$45,000	\$2,250	\$2,750
CORNING MUNICIPAL	Seal & Remark Runway and Taxiways, Reconstruct Shoulder	AIP	2021	\$463,500	\$23,175	\$28,325
CORNING MUNICIPAL	New Taxiway for New T-Hangar Construction - Design	AIP	2022	\$27,000	\$1,350	\$1,650
CORNING MUNICIPAL	New Taxiway for new T-Hangar Construction - Construction	AIP	2023	\$607,500	\$30,375	\$37,125
CORONA MUNICIPAL	Repave-Striping Taxiways	AIP	2019	\$180,000	\$9,000	\$11,000
CORONA MUNICIPAL	Upgrade City Tie-Down Area for Transient Planes	AIP	2019	\$63,000	\$3,150	\$3,850
CORONA MUNICIPAL	Repair North and South Flood Wall	AIP	2020	\$90,000	\$4,500	\$5,500
CORONA MUNICIPAL	Construct Public Restroom	AIP	2021	\$225,000	\$11,250	\$13,750
CORONA MUNICIPAL	Master Plan	AIP	2022	\$225,000	\$11,250	\$13,750
CORONA MUNICIPAL	Repair Storm Drain System	A&D	2023	\$0	\$90,000	\$10,000
DELANO MUNICIPAL	No Project	A&D	2019	\$0	\$0	\$0
DELANO MUNICIPAL	No Project	A&D	2020	\$0	\$0	\$0
DELANO MUNICIPAL	No Project	A&D	2021	\$0	\$0	\$0
DELANO MUNICIPAL	No Project	A&D	2022	\$0	\$0	\$0
DELANO MUNICIPAL	No Project	A&D	2023	\$0	\$0	\$0
DELANO MUNICIPAL	Perimeter Access Gates	AIP	2024	\$112,500	\$5,625	\$6,875

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DELANO MUNICIPAL	Perimeter Access Control	AIP	2025	\$99,000	\$4,950	\$6,050
DELANO MUNICIPAL	Construct Access Road and Infrastructure	AIP	2026	\$400,500	\$20,025	\$24,475
DELANO MUNICIPAL	Construct Individual Hangers in NW Area	AIP	2027	\$292,500	\$14,625	\$17,875
DELANO MUNICIPAL	Application of Rejuvenation and Stripe on Taxiway, Apron, T-Hangar	AIP	2028	\$148,500	\$7,425	\$9,075
DUNSMUIR MUNI-MOTT	Runway 14-32 & Connector Taxiways Reconstruction w/Reflec	AIP	2019	\$2,556,000	\$127,800	\$156,200
DUNSMUIR MUNI-MOTT	Aircraft Parking Apron Reconstruction - Phase 1 (Design)	AIP	2019	\$135,000	\$6,750	\$8,250
DUNSMUIR MUNI-MOTT	Aircraft Parking Apron Reconstruction - Phase 1 (Const)	AIP	2021	\$1,242,000	\$62,100	\$75,900
DUNSMUIR MUNI-MOTT	Aircraft Parking Apron Reconstruction - Phase 2 (Design)	AIP	2022	\$72,000	\$3,600	\$4,400
DUNSMUIR MUNI-MOTT	Aircraft Parking Apron Reconstruction - Phase 2 (Construc	AIP	2023	\$675,000	\$33,750	\$41,250
DUNSMUIR MUNI-MOTT	Taxiway Reconstruction (Design)	AIP	2024	\$72,000	\$3,600	\$4,400
DUNSMUIR MUNI-MOTT	Taxiway Reconstruction (Construction)	AIP	2024	\$666,000	\$33,300	\$40,700
DUNSMUIR MUNI-MOTT	Refurbish Beacon	AIP	2024	\$90,000	\$4,500	\$5,500
ELK HILLS-BUTTONWILLOW	No Project		2019	\$0	\$0	\$0
ELK HILLS-BUTTONWILLOW	No Project		2028	\$0	\$0	\$0
FALL RIVER MILLS	Rehabilitate Runway 02/20, Connector Taxiways, & Access Rd	AIP	2019	\$600,000	\$30,000	\$36,667
FALL RIVER MILLS	Land Use Compatibility Plan Update	A&D	2020	\$0	\$225,000	\$25,000
FALL RIVER MILLS	Design Reimbursement & Rehab Parallel Tway, Hanger Tway & Apron	AIP	2024	\$450,000	\$22,500	\$27,500
FALLBROOK COMMUNITY AIRPARK	Rehabilitate Runway	AIP	2028	\$1,080,000	\$54,000	\$66,000
FIREBAUGH	Fence and Gates Replacement	AIP	2019	\$90,000	\$4,500	\$5,500
FIREBAUGH	Airport Layout Plan Update	AIP	2020	\$180,000	\$9,000	\$11,000
FIREBAUGH	RSA Obstruction Removal	AIP	2022	\$72,000	\$3,600	\$4,400
FIREBAUGH	RSA Obstruction Removal	AIP	2023	\$540,000	\$27,000	\$33,000
FIREBAUGH	Additional Aircraft Apron	AIP	2024	\$67,500	\$3,375	\$4,125
FIREBAUGH	Additional Aircraft Apron	AIP	2025	\$387,000	\$19,350	\$23,650
FIREBAUGH	Install Medium Intensity Taxiway Lighting	AIP	2026	\$162,000	\$8,100	\$9,900
FIREBAUGH	Fuel Island and Segmented Circle	AIP	2027	\$27,000	\$1,350	\$1,650
FIREBAUGH	Fuel Island and Segmented Circle	AIP	2028	\$324,000	\$16,200	\$19,800
FORT BIDWELL	Resurfacing Material, grading, Eng, Rolling	A&D	2020	\$0	\$44,550	\$4,950
FORT BIDWELL	No Projects for 2021, 2023-2025, 2027-2028		2021	\$0	\$0	\$0
FORT BIDWELL	Engineering, Design and Add New Gravel for Runway	A&D	2022	\$0	\$45,000	\$5,000
FORT BIDWELL	Engineering, Design and Add New Gravel for Runway	A&D	2026	\$0	\$49,500	\$5,500
FRANKLIN FIELD	Rehabilitate Aircraft Parking Apron	AIP	2020	\$945,000	\$47,250	\$57,750

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FRANKLIN FIELD	Rehabilitate Runway 9/27	AIP	2021	\$495,000	\$24,750	\$30,250
FRANKLIN FIELD	Rehabilitate Taxiway ""A""	AIP	2022	\$450,000	\$22,500	\$27,500
FRANKLIN FIELD	Rehabilitate Parking Lot Entrance Road	AIP	2024	\$247,500	\$12,375	\$15,125
FRENCH VALLEY	R/W 18-36, T/W A, Connector T/W Rehab Design & Construction	AIP	2019	\$3,442,500	\$172,125	\$210,375
FRENCH VALLEY	TW A and Connector TWYs Rehabilitation-Phase 2 Construction	AIP	2020	\$612,000	\$30,600	\$37,400
FRENCH VALLEY	No Project		2021	\$0	\$0	\$0
FRENCH VALLEY	All Apron Pavement Rehabilitation - Design	AIP	2022	\$108,000	\$5,400	\$6,600
FRENCH VALLEY	Middle Apron Pavement Rehabilitation - Phase 1 Construction	AIP	2023	\$627,300	\$31,365	\$38,335
FRENCH VALLEY	North Apron Pavement Rehabilitation - Phase 2 Construction	AIP	2024	\$413,100	\$20,655	\$25,245
FRENCH VALLEY	Apron Pavement Rehab - Phase 3 South Apron Construction	AIP	2025	\$328,500	\$16,425	\$20,075
FRENCH VALLEY	Airport Layout Plan with Narrative Report	AIP	2026	\$150,000	\$7,500	\$9,167
FRENCH VALLEY	(N) South Apron W/Tiedowns Design	AIP	2027	\$108,000	\$5,400	\$6,600
FRENCH VALLEY	(N) South Apron W/Tiedowns Construction	AIP	2028	\$1,153,800	\$57,690	\$70,510
FRESNO CHANDLER EXECUTIVE	Beacon Replacement and Relocation	AIP	2020	\$135,000	\$6,750	\$8,250
FRESNO CHANDLER EXECUTIVE	Tower Removal and Infrastructure Rehab (Enviromental and Design)	AIP	2021	\$99,000	\$4,950	\$6,050
FRESNO CHANDLER EXECUTIVE	Tower Removal and Infrastructure Rehab (Construction)	AIP	2023	\$540,000	\$27,000	\$33,000
FRESNO CHANDLER EXECUTIVE	Perimeter Fence Replacement (Enviromental and Design)	AIP	2024	\$90,000	\$4,500	\$5,500
FRESNO CHANDLER EXECUTIVE	Perimeter Fence Replacement (Construction)	AIP	2025	\$1,080,000	\$54,000	\$66,000
FRESNO CHANDLER EXECUTIVE	Remove Part 77 Obstructions	AIP	2025	\$67,500	\$3,375	\$4,125
FRESNO CHANDLER EXECUTIVE	RPZ Land Use Control	AIP	2026	\$900,000	\$45,000	\$55,000
FRESNO CHANDLER EXECUTIVE	Design Standard Taxiway Connectors (Enviromental and Design)	AIP	2027	\$247,500	\$12,375	\$15,125
FRESNO CHANDLER EXECUTIVE	Design Standard Taxiway Connectors (Construction)	AIP	2028	\$2,790,000	\$139,500	\$170,500
FRESNO CHANDLER EXECUTIVE	Runway 12-30 Extension (Enviromental and Design)	AIP	2028	\$342,000	\$17,100	\$20,900

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FRESNO YOSEMITE INTERNATIONAL	Airfield Lighting Control System Replacement (Design and Construction)	AIP	2019	\$458,492	\$0	\$50,944
FRESNO YOSEMITE INTERNATIONAL	Airfield Perimeter Fencing Replacement (Phase 1)	AIP	2019	\$828,000	\$0	\$92,000
FRESNO YOSEMITE INTERNATIONAL	Gate 8 Modifications and Passenger Boarding Bridge	AIP	2019	\$2,266,290	\$0	\$251,810
FRESNO YOSEMITE INTERNATIONAL	Part 150 Residential Sound Insulation Program	AIP	2019	\$1,000,000	\$0	\$111,111
FRESNO YOSEMITE INTERNATIONAL	High Speed Exit Removal B6, B4, B3 - Replace with 90 degree Connector	AIP	2020	\$2,970,000	\$0	\$330,000
FRESNO YOSEMITE INTERNATIONAL	Part 150 Residential Sound Insulation Program	AIP	2020	\$1,000,000	\$0	\$111,111
FRESNO YOSEMITE INTERNATIONAL	Terminal East Apron Improvements (Design and Construction)	AIP	2020	\$5,456,979	\$0	\$606,331
FRESNO YOSEMITE INTERNATIONAL	Part 150 Residential Sound Insulation Program	AIP	2021	\$1,000,000	\$0	\$111,111
FRESNO YOSEMITE INTERNATIONAL	Terminal Improvement Program (Enviromental and Design)	AIP	2021	\$3,574,549	\$0	\$397,172
FRESNO YOSEMITE INTERNATIONAL	Part 150 Residential Sound Insulation Program	AIP	2022	\$1,000,000	\$0	\$111,111
FRESNO YOSEMITE INTERNATIONAL	Reconstruct Runway 11L-29R PCC (Design)	AIP	2022	\$2,070,000	\$0	\$230,000
FRESNO YOSEMITE INTERNATIONAL	Terminal Improvement Program (Construction)	AIP	2022	\$36,104,975	\$0	\$4,011,664
FRESNO YOSEMITE INTERNATIONAL	Part 150 Residential Sound Insulation Program	AIP	2023	\$1,000,000	\$0	\$111,111
FRESNO YOSEMITE INTERNATIONAL	Reconstruct Runway 11L-29R (Construction)	AIP	2023	\$40,500,000	\$0	\$4,500,000
FRESNO YOSEMITE INTERNATIONAL	ARFF Station (Enviromental and Design)	AIP	2024	\$1,260,000	\$0	\$140,000
FRESNO YOSEMITE INTERNATIONAL	Part 150 Residential Sound Insulation Program	AIP	2024	\$1,000,000	\$0	\$111,111
FRESNO YOSEMITE INTERNATIONAL	Reconstruct 29L Holdpad (Enviromental, Design and Construction)	AIP	2024	\$1,404,000	\$0	\$156,000

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
FRESNO YOSEMITE INTERNATIONAL	Reconstruct Taxiway A to Group-III Standards (Enviromental and Design)	AIP	2024	\$252,000	\$0	\$28,000
FRESNO YOSEMITE INTERNATIONAL	Rehabilitate GA Apron And Crossings (Enviromental and Design)	AIP	2024	\$395,339	\$0	\$43,927
FRESNO YOSEMITE INTERNATIONAL	Rehabilitate Terminal North Apron (Enviromental and Design)	AIP	2024	\$189,000	\$0	\$21,000
FRESNO YOSEMITE INTERNATIONAL	Part 150 Noise Mitigation Program	AIP	2025	\$992,790	\$0	\$110,310
FRESNO YOSEMITE INTERNATIONAL	Reconstruct Taxiway A to Group-III Standards (Construction)	AIP	2025	\$1,305,000	\$0	\$145,000
FRESNO YOSEMITE INTERNATIONAL	Rehabilitate Terminal North Apron (Construction)	AIP	2025	\$1,323,000	\$0	\$147,000
FRESNO YOSEMITE INTERNATIONAL	SMGCS Implementation (Design)	AIP	2025	\$243,000	\$0	\$27,000
FRESNO YOSEMITE INTERNATIONAL	ARFF Station (Construction)	AIP	2026	\$7,380,000	\$0	\$820,000
FRESNO YOSEMITE INTERNATIONAL	Part 150 Noise Mitigation Program	AIP	2026	\$992,790	\$0	\$110,310
FRESNO YOSEMITE INTERNATIONAL	Rehabilitate GA Apron And Crossings (Construction)	AIP	2026	\$4,050,000	\$0	\$450,000
FRESNO YOSEMITE INTERNATIONAL	SMGCS Implementation (Construction)	AIP	2026	\$2,610,000	\$0	\$290,000
FRESNO YOSEMITE INTERNATIONAL	GA STORAGE EXPANS SITE (ENV/DES)	AIP	2027	\$350,100	\$0	\$38,900
FRESNO YOSEMITE INTERNATIONAL	Part 150 Noise Mitigation Program	AIP	2027	\$992,790	\$0	\$110,310
FRESNO YOSEMITE INTERNATIONAL	GA Storage Expansion Site (Construction)	AIP	2028	\$6,177,600	\$0	\$686,400
FRESNO YOSEMITE INTERNATIONAL	Part 150 Noise Mitigation Program	AIP	2028	\$992,790	\$0	\$110,310
FULLERTON MUNICIPAL	Enhance Runway Edges	AIP	2021	\$1,125,000	\$56,250	\$68,750
FULLERTON MUNICIPAL	Slurry Seal Aircraft Parking Ramp	AIP	2025	\$450,000	\$22,500	\$27,500
GANSNER	Acquire Snowblower	AIP	2019	\$107,100	\$5,355	\$6,545
GANSNER	Design: Reseal Airfield Pavement Joints in TW A & Apron Slurry Seal	AIP	2020	\$488,700	\$24,435	\$29,865
GANSNER	Design/Construct: Snow Removal Equipment Building	AIP	2021	\$412,200	\$20,610	\$25,190

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
GANSNER	Design/Construct:New Beacon Tower and Light	AIP	2021	\$99,000	\$4,950	\$6,050
GANSNER	Environmental Assessment - Perimeter Fence	AIP	2022	\$355,230	\$17,762	\$21,709
GANSNER	No Development is Proposed for 2023		2023	\$0	\$0	\$0
GANSNER	Perimeter Fencing	AIP	2024	\$499,500	\$24,975	\$30,525
GANSNER	ALP Narrative including Updated ALP Drawings	AIP	2025	\$108,000	\$5,400	\$6,600
GANSNER	Update PMMP	AIP	2025	\$117,000	\$5,850	\$7,150
GANSNER	Engineering Design - Hangar Development	AIP	2026	\$265,500	\$13,275	\$16,225
GANSNER	Environmental Assessment - Fuel Facilities	AIP	2026	\$45,000	\$2,250	\$2,750
GANSNER	Site Preparation - New Tee Hangars	AIP	2027	\$559,800	\$27,990	\$34,210
GANSNER	Design - Fuel Facilities	AIP	2028	\$18,000	\$900	\$1,100
GANSNER	Environmental Assessment (EA) - Tee Hangars Development	AIP	2028	\$55,800	\$2,790	\$3,410
GANSNER	Land Acquisition for R/W Extension, RPZ & Hangar	AIP	2028	\$301,500	\$15,075	\$18,425
GANSNER	New 12-unit Tee Hangar Building	AIP	2028	\$1,049,400	\$52,470	\$64,130
GENERAL WILLIAM J FOX	Runway 06/24 Reconstruction - (Construction)	AIP	2019	\$13,340,700	\$667,035	\$815,265
GENERAL WILLIAM J FOX	Rehabilitate (Slurry Seal) South Taxi Lanes & Ramp/Apron	AIP	2021	\$720,000	\$36,000	\$44,000
GEORGETOWN	On- Obstruction Removal	AIP	2019	\$79,200	\$3,960	\$4,840
GEORGETOWN	New Beacon (Design and Construct)	AIP	2021	\$135,000	\$6,750	\$8,250
GEORGETOWN	Runway Pavement Removal for RSA (Design)	AIP	2021	\$90,000	\$4,500	\$5,500
GEORGETOWN	Runway Pavement Removal for RSA	AIP	2022	\$382,500	\$19,125	\$23,375
GEORGETOWN	New Connector Taxiway (Design)	AIP	2022	\$81,000	\$4,050	\$4,950
GEORGETOWN	New Connector Taxiway (Construction)	AIP	2023	\$382,500	\$19,125	\$23,375
GEORGETOWN	New Automated Weather Observation Station	AIP	2024	\$45,000	\$2,250	\$2,750
GILLESPIE FIELD	Improve Drainage	AIP	2019	\$5,337,000	\$266,850	\$326,150
GILLESPIE FIELD	Apron	AIP	2020	\$5,670,000	\$283,500	\$346,500
GILLESPIE FIELD	Improve Drainage	AIP	2021	\$3,960,000	\$198,000	\$242,000
GILLESPIE FIELD	Taxiway	AIP	2022	\$1,980,000	\$99,000	\$121,000
GILLESPIE FIELD	Rehabilitate Runway	AIP	2023	\$4,500,000	\$225,000	\$275,000
GNOSS FIELD	Runway 13-31 Reconstruction Reimbursment	AIP	2019	\$299,700	\$14,985	\$18,315
GNOSS FIELD	Enviro Mitigation Plan Development and Permit Application	AIP	2020	\$270,000	\$13,500	\$16,500
GNOSS FIELD	RW 13-31 and Parallel TW Extension Design Phase 1 & 2	AIP	2020	\$855,000	\$42,750	\$52,250
GNOSS FIELD	Environmental Mitigation for Runway 13-31 Extension	AIP	2021	\$5,580,000	\$279,000	\$341,000
GNOSS FIELD	Runway 13-31 and Parallel Taxiway Extension Construction	AIP	2021	\$3,420,000	\$171,000	\$209,000

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
GNOSS FIELD	RW 13-31 and Parallel TW Extension Const Ph 2 & CEQA Reimbursement	AIP	2022	\$1,916,934	\$95,847	\$117,146
GNOSS FIELD	Runway 13-31 Seal Coat and APMP Update - Design	AIP	2023	\$135,000	\$6,750	\$8,250
GNOSS FIELD	Runway 13-31 Seal Coat - Construction	AIP	2024	\$387,000	\$19,350	\$23,650
GUSTINE	Const. Drainage Improvements, East Side	AIP	2019	\$619,999	\$31,000	\$37,889
GUSTINE	ALP Update	AIP	2020	\$157,500	\$7,875	\$9,625
GUSTINE	ALP Update (Continuation)	AIP	2021	\$157,500	\$7,875	\$9,625
GUSTINE	Runway Rehab (Rehab/Maintenance Airfield Pavements)	AIP	2022	\$450,000	\$22,500	\$27,500
GUSTINE	Design Extend Parallel Taxiway, Phase 1	AIP	2023	\$198,000	\$9,900	\$12,100
HAIGH FIELD	Apron Drainage and Pavement Rehab, Design	AIP	2020	\$180,000	\$9,000	\$11,000
HAIGH FIELD	Taxiway Construction Project, Design	AIP	2020	\$72,000	\$3,600	\$4,400
HAIGH FIELD	Apron Drainage and Pavement Rehab, Construction	AIP	2021	\$261,000	\$13,050	\$15,950
HAIGH FIELD	Taxiway Construction Project, Construction	AIP	2021	\$162,000	\$8,100	\$9,900
HALF MOON BAY	Rehabilitate Runway 12/30, Phase I - Design	AIP	2020	\$112,500	\$5,625	\$6,875
HALF MOON BAY	Airfield Electrical Improvements - Design	AIP	2020	\$495,000	\$24,750	\$30,250
HALF MOON BAY	Rehabilitate Runway 12/30, Phase II - Construction	AIP	2021	\$585,000	\$29,250	\$35,750
HALF MOON BAY	Airfield Electrical Improvements, Phase II - Construction	AIP	2022	\$765,000	\$38,250	\$46,750
HALF MOON BAY	Airfield Electrical Improvements, Phase III - Construction	AIP	2023	\$855,000	\$42,750	\$52,250
HALF MOON BAY	Airfield Electrical Improvements, Phase IV - Construction	AIP	2024	\$1,575,000	\$78,750	\$96,250
HALF MOON BAY	Airfield Electrical Improvements, Phase IV - Construction	AIP	2025	\$405,000	\$20,250	\$24,750
HANFORD MUNICIPAL	Runway 14-32 Pavement Rehabilitation - Construction	AIP	2019	\$1,044,000	\$52,200	\$63,800
HANFORD MUNICIPAL	No Project (Entitlement Rollover)	AIP	2020	\$0	\$0	\$0
HANFORD MUNICIPAL	No Project (Entitlement Rollover)	AIP	2021	\$0	\$0	\$0
HANFORD MUNICIPAL	South Transient Apron Pavement Reconstruction-Design	AIP	2022	\$268,650	\$13,433	\$16,418
HANFORD MUNICIPAL	S. Transient Apron Pavement Reconstruction-Ph 1 Construction	AIP	2023	\$1,431,000	\$71,550	\$87,450
HANFORD MUNICIPAL	Taxiway A, Connector Taxiways, and Lg. Aircraft Apron Pavement	AIP	2023	\$83,070	\$4,154	\$5,077
HANFORD MUNICIPAL	S. Transient Apron Pavement Rehabilitation-Ph 2 Construction	AIP	2024	\$1,431,000	\$71,550	\$87,450
HANFORD MUNICIPAL	Taxiway A, Connector, and Lg. Aircraft Pavement Rehab-Const.	AIP	2024	\$686,520	\$34,326	\$41,954
HAPPY CAMP	No Project		2019	\$0	\$0	\$0
HAPPY CAMP	No Project		2028	\$0	\$0	\$0
HAYWARD EXECUTIVE	Sulphur Creek Safety Area Improvements - Construction	AIP	2020	\$3,780,000	\$189,000	\$231,000
HAYWARD EXECUTIVE	Taxiway Z Rehab & Lighting - Design	AIP	2021	\$440,100	\$22,005	\$26,895
HAYWARD EXECUTIVE	Taxiway Z Rehab - Construction	AIP	2022	\$3,991,500	\$199,575	\$243,925

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HAYWARD EXECUTIVE	Runway Safety Area Improvements Design	AIP	2023	\$569,700	\$28,485	\$34,815
HAYWARD EXECUTIVE	Runway Safety Area Improvements- Construction	AIP	2024	\$12,487,500	\$624,375	\$763,125
HEALDSBURG MUNICIPAL	TWY A, E. Apron, W. Apron Slurry Seal Pvmt Rehab (Design	AIP	2019	\$67,500	\$3,375	\$4,125
HEALDSBURG MUNICIPAL	Taxiway A Pavement Rehabilitation (Construction)	AIP	2020	\$216,000	\$10,800	\$13,200
HEALDSBURG MUNICIPAL	East Apron Pavement Rehabilitation (Construction)	AIP	2020	\$144,000	\$7,200	\$8,800
HEALDSBURG MUNICIPAL	West Apron Pavement Rehabilitation (Construction)	AIP	2020	\$270,000	\$13,500	\$16,500
HEALDSBURG MUNICIPAL	No Project	AIP	2021	\$0	\$0	\$0
HEALDSBURG MUNICIPAL	Runway 13-31 Pavement Rehabilitation (Design)	AIP	2022	\$180,000	\$9,000	\$11,000
HEALDSBURG MUNICIPAL	Runway 13-31 Pavement Rehabilitation (Construction)	AIP	2023	\$2,070,000	\$103,500	\$126,500
HEALDSBURG MUNICIPAL	No Project	AIP	2024	\$0	\$0	\$0
HEALDSBURG MUNICIPAL	West Transient Apron Rehab - Construct	AIP	2025	\$943,200	\$47,160	\$57,640
HEALDSBURG MUNICIPAL	T/W A, E Apron, W Hangar Apron SS - Design	AIP	2028	\$51,750	\$2,588	\$3,163
HEMET-RYAN	No Project		2019	\$0	\$0	\$0
HEMET-RYAN	Rehabilitation Taxiway B, East/West Apron Pavement-Design	AIP	2020	\$99,000	\$4,950	\$6,050
HEMET-RYAN	No Project		2021	\$0	\$0	\$0
HEMET-RYAN	Rehabilitation of East/West Apron Pavmnt-Phase1 Construction	AIP	2022	\$706,500	\$35,325	\$43,175
HEMET-RYAN	Rehab of TWY B & Hangar Taxilane Pavmnt- Phase2 Construction	AIP	2023	\$367,200	\$18,360	\$22,440
HEMET-RYAN	No Project		2024	\$0	\$0	\$0
HEMET-RYAN	R/W 5-23, T/W A, C, D Connector Overlay Rehabilitation Design	AIP	2025	\$270,000	\$13,500	\$16,500
HEMET-RYAN	R/W 5-23, T/W A, C, D Connector Overlay Construction	AIP	2026	\$3,330,000	\$166,500	\$203,500
HEMET-RYAN	No Project	AIP	2027	\$0	\$0	\$0
HEMET-RYAN	T/W B and Western Hangar T/L AC Pvmt Recon Design	AIP	2028	\$121,500	\$6,075	\$7,425
HERLONG	ALUCP- Land Use Compatibility Plan-Update County Wide	A&D	2019	\$0	\$202,500	\$22,500
HERLONG	Pavement Maintenance & Remarkings; RWY & TWY	A&D	2020	\$0	\$90,000	\$10,000
HOLLISTER MUNICIPAL	Construct - Partial Taxiway K	AIP	2019	\$3,153,938	\$157,697	\$192,741
HOLLISTER MUNICIPAL	Remove Taxiway Proceeding Rwy 6 and Install Connecting TW	AIP	2020	\$264,825	\$13,241	\$16,184
HOLLISTER MUNICIPAL	Remove Taxiway Proceeding Runway 6 and install Connecting TW	AIP	2021	\$2,510,775	\$125,539	\$153,436
HOLLISTER MUNICIPAL	Aiport Layout Plan Narrative	AIP	2022	\$198,000	\$9,900	\$12,100
HOLLISTER MUNICIPAL	Extend Runway 13, NEPA and Design	AIP	2023	\$243,000	\$12,150	\$14,850
HOLLISTER MUNICIPAL	Extend Runway 13 Construction	AIP	2024	\$1,989,000	\$99,450	\$121,550
HOLLISTER MUNICIPAL	Reconstruct Southwest Hangar Area Taxiway	AIP	2025	\$2,997,000	\$149,850	\$183,150
INDEPENDENCE	Install Rotating Beacon	A&D	2020	\$0	\$94,737	\$10,526
INDEPENDENCE	Terminal Area Fencing and Access Gate (Design/Construction)	A&D	2021	\$0	\$70,200	\$7,800

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
INYOKERN	Crack Fill and Seal Taxilanes	AIP	2019	\$99,000	\$4,950	\$6,050
INYOKERN	Reconstruct Runway 15-33 PCI=68 (Design only)	AIP	2020	\$220,500	\$11,025	\$13,475
INYOKERN	No Project		2021	\$0	\$0	\$0
INYOKERN	Reconstruct Runway 15-33. PCI = 68.0	AIP	2022	\$8,064,000	\$403,200	\$492,800
INYOKERN	Master Drainage Study	AIP	2023	\$108,000	\$5,400	\$6,600
INYOKERN	Reconstruct Runway 10-28. PCI = 29.0	AIP	2024	\$189,000	\$9,450	\$11,550
INYOKERN	No Project		2025	\$0	\$0	\$0
INYOKERN	Reconstruct Runway 10-28. PCI = 29.0	AIP	2026	\$4,590,000	\$229,500	\$280,500
INYOKERN	No Project		2027	\$0	\$0	\$0
INYOKERN	Taxiway rehabilitation	AIP	2028	\$1,710,000	\$85,500	\$104,500
JACK MCNAMARA FIELD	Mitigation and Monitoring	AIP	2019	\$666,000	\$0	\$74,000
JACK MCNAMARA FIELD	Part 77 Obstruction Clearance - Phase 1	AIP	2019	\$704,070	\$0	\$78,230
JACK MCNAMARA FIELD	Runway 18/36 Rehab - Phase 1	AIP	2019	\$630,000	\$0	\$70,000
JACK MCNAMARA FIELD	Hangar #8 Design and Construction	AIP	2020	\$135,000	\$0	\$15,000
JACK MCNAMARA FIELD	Part 77 Obstruction Clearance - Phase 2	AIP	2020	\$3,420,000	\$0	\$380,000
JACK MCNAMARA FIELD	Runway 18/36 Rehab - Phase 2	AIP	2020	\$7,200,000	\$0	\$800,000
JACK MCNAMARA FIELD	ARFF Truck Purchase	AIP	2021	\$450,000	\$0	\$50,000
JACK MCNAMARA FIELD	Taxiways A/B Rehab - Phase 1	AIP	2021	\$288,000	\$0	\$32,000
JACK MCNAMARA FIELD	Taxiways A/B Rehab - Phase 2	AIP	2022	\$2,250,000	\$0	\$250,000
JACK MCNAMARA FIELD	Runway 12/30 Rehab - Phase 1	AIP	2023	\$540,000	\$0	\$60,000
JACK MCNAMARA FIELD	Runway 12/30 Rehab - Phase 2	AIP	2024	\$6,750,000	\$0	\$750,000
JACK MCNAMARA FIELD	Master Plan Update	AIP	2025	\$450,000	\$0	\$50,000
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Part 150 Study Noise Compatibility Program Update of Noice Exposure Maps	AIP	2019	\$292,500	\$14,625	\$17,875
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Runway & Connector Taxiways Slurry Seal	AIP	2019	\$658,802	\$32,940	\$40,260
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Runway and Taxiway Lighting & Signage Replacement & Upgrade	AIP	2021	\$495,000	\$24,750	\$30,250
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Remove & Replace perimeter fence	AIP	2022	\$366,300	\$18,315	\$22,385
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Feasibility Study for Design/Construction of New Tower Building	AIP	2023	\$89,100	\$4,455	\$5,445
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Design of New Air Traffic Control Tower	AIP	2024	\$315,000	\$15,750	\$19,250

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Drainage Study and Design of New Storm Drain Facilities	AIP	2024	\$90,000	\$4,500	\$5,500
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Construction of New Storm Drain Facilities	AIP	2025	\$270,000	\$13,500	\$16,500
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Pavement Rehab Taxiways S and N and striping	AIP	2026	\$2,160,000	\$108,000	\$132,000
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Pavement Rehab RWY 7-25 & Twy Ramps & Pavement Marking	AIP	2027	\$2,700,000	\$135,000	\$165,000
JACK NORTHROP FIELD/ (HAWTHORNE MUNICIPAL)	Construction of New Air Traffic Control Tower	AIP	2028	\$3,870,000	\$193,500	\$236,500
JACQUELINE COCHRAN REGIONAL	No Project	AIP	2019	\$0	\$0	\$0
JACQUELINE COCHRAN REGIONAL	No Project	AIP	2020	\$0	\$0	\$0
JACQUELINE COCHRAN REGIONAL	No Project	AIP	2021	\$0	\$0	\$0
JACQUELINE COCHRAN REGIONAL	New Runway 35 PAPI and RWY Lighting-Design and Construction	AIP	2022	\$641,700	\$32,085	\$39,215
JACQUELINE COCHRAN REGIONAL	TW A Pavement Rehabilitation - Design	AIP	2023	\$234,000	\$11,700	\$14,300
JACQUELINE COCHRAN REGIONAL	TW A Pavement Rehabilitation - Construction	AIP	2024	\$810,000	\$40,500	\$49,500
JACQUELINE COCHRAN REGIONAL	No Project		2025	\$0	\$0	\$0
JACQUELINE COCHRAN REGIONAL	PCC Heavy Apron Crack and Joint Seal Repair-Design	AIP	2026	\$391,500	\$19,575	\$23,925
JACQUELINE COCHRAN REGIONAL	PCC Heavy Apron Crack and Joint Seal Repair Construction	AIP	2027	\$3,600,000	\$180,000	\$220,000
JACQUELINE COCHRAN REGIONAL	R/W 12-30 Pavement Rehabilitation - Design	AIP	2028	\$54,000	\$2,700	\$3,300
JACUMBA	Install Perimeter Fencing	A&D	2020	\$0	\$270,000	\$30,000
JACUMBA	Improve Drainage	A&D	2021	\$0	\$225,000	\$25,000
KERN VALLEY	Land Acquisition Reimbursement	AIP	2019	\$148,500	\$7,425	\$9,075
KERN VALLEY	Design Parallel Taxiway Realignment Project	AIP	2020	\$360,000	\$18,000	\$22,000
KERN VALLEY	Install Partial Perimeter Fencing to the Nort/East	AIP	2020	\$90,000	\$4,500	\$5,500

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
KERN VALLEY	Construction of the Taxiway Realignment Project	AIP	2021	\$1,800,000	\$90,000	\$110,000
KERN VALLEY	Design Runway Widening Project	AIP	2022	\$315,000	\$15,750	\$19,250
KERN VALLEY	Construction of Runway Widening Project	AIP	2023	\$1,800,000	\$90,000	\$110,000
KERN VALLEY	Install AWOS/ASOS Including Site Prep	AIP	2025	\$180,000	\$9,000	\$11,000
LAKE TAHOE	Reconstruct Fuel Farm Service Road	AIP	2019	\$157,500	\$7,875	\$9,625
LAKE TAHOE	Reconstruct GA Apron Phase 5	AIP	2019	\$4,500,000	\$225,000	\$275,000
LAKE TAHOE	Terminal Apron Rehabilitation	AIP	2019	\$587,104	\$29,355	\$35,879
LAKE TAHOE	Reconstruct TWY D	AIP	2020	\$405,000	\$20,250	\$24,750
LAKE TAHOE	Rehabilitate "T" Hangar Taxilanes	A&D	2020	\$0	\$405,000	\$45,000
LAKE TAHOE	Slurry Seal General Aviation Apron	AIP	2020	\$45,000	\$2,250	\$2,750
LAKE TAHOE	EIS/EIR- Obstruction Removal-Trees	AIP	2021	\$850,000	\$42,500	\$51,944
LAKE TAHOE	Runway & Apron Pavement Preservation, RWY Redesignation, etc.	AIP	2022	\$635,000	\$31,750	\$38,806
LAKE TAHOE	Avigational Easements	AIP	2024	\$500,000	\$25,000	\$30,556
LAKE TAHOE	Design & Permitting-Obstruction Removal (Trees)	AIP	2024	\$200,000	\$10,000	\$12,222
LAKE TAHOE	Construction - Obstruction Removal -Trees	AIP	2025	\$1,050,000	\$52,500	\$64,167
LAKE TAHOE	EA&Design - Realign West Storm Water Drainage Ditch	AIP	2026	\$200,000	\$10,000	\$12,222
LAKE TAHOE	Reconstruct TWY A and RW Connector TWYs	AIP	2027	\$5,650,000	\$282,500	\$345,278
LAKE TAHOE	Construct New AWOS III at New Site	AIP	2028	\$225,000	\$11,250	\$13,750
LAKE TAHOE	Construction-Replace RW 18 Localizer/DME	AIP	2028	\$400,000	\$20,000	\$24,444
LAMPSON FIELD	R/W 10-28 and T/W A Asphalt Slurry Seal Rehab - Construction	AIP	2019	\$1,018,310	\$50,916	\$62,230
LAMPSON FIELD	No Project	AIP	2020	\$0	\$0	\$0
LAMPSON FIELD	No Project	AIP	2021	\$0	\$0	\$0
LAMPSON FIELD	No Project	AIP	2022	\$0	\$0	\$0
LAMPSON FIELD	East Apron Pavement Rehabilitation - Design	AIP	2023	\$130,500	\$6,525	\$7,975
LAMPSON FIELD	East Apron Pavement Reconstruction - Construction Phase 1	AIP	2024	\$1,012,500	\$50,625	\$61,875
LEE VINING	Acquire Land	A&D	2019	\$0	\$99,000	\$11,000
LINCOLN REGIONAL - KARL HARDER FIELD	EA - Reconstruct RW 15-33, Regrade Shoulders and RSA	AIP	2019	\$256,928	\$12,846	\$15,701
LINCOLN REGIONAL - KARL HARDER FIELD	Design:Reconstruct RW 15--33, Regrade Shoulders & RSA	AIP	2020	\$486,900	\$24,345	\$29,755
LINCOLN REGIONAL - KARL HARDER FIELD	Reconstruct RW 15-33, Rehabilitate Runway Safety Areas	AIP	2021	\$7,650,000	\$382,500	\$467,500

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
LINCOLN REGIONAL - KARL HARDER FIELD	Design - Reconstruct TWs A,D,E, G,J, & K, Replace TW Lights	AIP	2022	\$378,000	\$18,900	\$23,100
LINCOLN REGIONAL - KARL HARDER FIELD	Reconstruct:TWsA,D, E, G, J, & K, Replace TW lights, Transfmr, cbls	AIP	2023	\$4,610,700	\$230,535	\$281,765
LINCOLN REGIONAL - KARL HARDER FIELD	Land Acquisition - 1.6 Acre	AIP	2024	\$36,000	\$1,800	\$2,200
LINCOLN REGIONAL - KARL HARDER FIELD	EA - West Side Development and RW Extension	AIP	2025	\$387,000	\$19,350	\$23,650
LINCOLN REGIONAL - KARL HARDER FIELD	Environmental Assessment - SE Hangar Site	AIP	2025	\$40,500	\$2,025	\$2,475
LINCOLN REGIONAL - KARL HARDER FIELD	PMMP Update	AIP	2025	\$108,000	\$5,400	\$6,600
LINCOLN REGIONAL - KARL HARDER FIELD	Engineering Design - SE Hangar Site	AIP	2026	\$126,000	\$6,300	\$7,700
LINCOLN REGIONAL - KARL HARDER FIELD	Engineering Design - West Side Phase 1	AIP	2027	\$189,000	\$9,450	\$11,550
LINCOLN REGIONAL - KARL HARDER FIELD	Southeast Hangar Site Development - 4 Hangars	AIP	2027	\$1,320,300	\$66,015	\$80,685
LINCOLN REGIONAL - KARL HARDER FIELD	A&D Building Design	AIP	2028	\$189,473	\$9,474	\$11,579
LINCOLN REGIONAL - KARL HARDER FIELD	Engineering Design - R/W 15R-33L & T/W & Apron Rehab	AIP	2028	\$661,500	\$33,075	\$40,425
LINCOLN REGIONAL - KARL HARDER FIELD	Engineering Design - RW 15R Extension, W. Side Service Road	AIP	2028	\$589,500	\$29,475	\$36,025
LINCOLN REGIONAL - KARL HARDER FIELD	Flightline Drive Rehabilitation Phase 2	AIP	2028	\$589,500	\$29,475	\$36,025
LINCOLN REGIONAL - KARL HARDER FIELD	Grade & Drain - West Side Phase 1 - Pave Apron	AIP	2028	\$2,048,400	\$102,420	\$125,180
LINCOLN REGIONAL - KARL HARDER FIELD	Runway and Taxiway Rehabilitation	AIP	2028	\$3,304,800	\$165,240	\$201,960
LITTLE RIVER	Rehabilitation of Taxiway, Connectors and South and Main Apron	AIP	2020	\$5,400,000	\$270,000	\$330,000
LITTLE RIVER	Update Land Use Compatibility Plan	A&D	2020	\$0	\$225,000	\$25,000

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
LITTLE RIVER	Airport Layout Plan with Narrative Report and AGIS Survey	AIP	2021	\$135,000	\$6,750	\$8,250
LITTLE RIVER	Runway and Runway Shoulder Rehabilitation Design	AIP	2021	\$148,500	\$7,425	\$9,075
LITTLE RIVER	Runway and Runway Shoulder Rehabilitation Construction	AIP	2022	\$967,500	\$48,375	\$59,125
LITTLE RIVER	Ramp, Hangar and Taxilane Pavement Reconstruction Design	AIP	2023	\$132,300	\$6,615	\$8,085
LITTLE RIVER	Ramp, Hangar and Taxilane Pavement Reconstruction Construction	AIP	2024	\$1,561,500	\$78,075	\$95,425
LIVERMORE MUNICIPAL	Design Geometry Plan Improvements	AIP	2019	\$292,500	\$14,625	\$17,875
LIVERMORE MUNICIPAL	Construct Geometry Plan Improvements, Phase I	AIP	2020	\$2,712,690	\$135,635	\$165,776
LIVERMORE MUNICIPAL	Design and Construct Runway 25R Grooving	AIP	2021	\$180,000	\$9,000	\$11,000
LIVERMORE MUNICIPAL	Design Northside Apron Pavement Preservation/Rehabilitation	AIP	2022	\$112,500	\$5,625	\$6,875
LIVERMORE MUNICIPAL	Construct Northside Apron Pavement Preservation, Phase I	AIP	2023	\$760,500	\$38,025	\$46,475
LIVERMORE MUNICIPAL	Construct Northside Apron Pavement Preservation, Phase II	AIP	2024	\$760,500	\$38,025	\$46,475
LIVERMORE MUNICIPAL	Design Southside Apron Pavement Preservation	AIP	2024	\$85,500	\$4,275	\$5,225
LONE PINE	Rwy/Twy Safety Areas Grading/Drainage Repairs(construction)	AIP	2019	\$3,420,000	\$171,000	\$209,000
LONE PINE	Apron/Hanger Areas Pavement Rehab. (design)	AIP	2020	\$90,000	\$4,500	\$5,500
LONE PINE	Apron/Hanger Areas Pavement Rehab. (Construction)	AIP	2023	\$450,000	\$22,500	\$27,500
LONE PINE	Lighting, Signs, and Visual Aids (Phase 2 Construction)	AIP	2024	\$756,000	\$37,800	\$46,200
LONE PINE	Fuel Farm (design and construction)	AIP	2025	\$180,000	\$9,000	\$11,000
LONE PINE	Design & Construct Terminal Area Fencing & Card Access Gate	AIP	2026	\$270,000	\$13,500	\$16,500
LONE PINE	Terminal Building Replacement (design and construction)	AIP	2028	\$405,000	\$20,250	\$24,750
LONG BEACH - DAUGHERTY FIELD	Imporvement to Taxiway L	AIP	2021	\$17,374,500	\$0	\$1,930,500
LONG BEACH - DAUGHERTY FIELD	Runway 16R-34L Conversion to Taxiway B	AIP	2021	\$5,405,400	\$0	\$600,600
LONG BEACH - DAUGHERTY FIELD	AGS Phase 5 - Taxilane F Reconstruction (Former RWY 16R)	AIP	2023	\$1,006,200	\$0	\$111,800
LONG BEACH - DAUGHERTY FIELD	AGS Phase 5 - Taxiway D Realignment and Reconstruction	AIP	2023	\$2,199,600	\$0	\$244,400
LONG BEACH - DAUGHERTY FIELD	AGS Phase 5 -Taxiway F Realignment and Reconstruction	AIP	2023	\$9,418,500	\$0	\$1,046,500

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LONG BEACH - DAUGHERTY FIELD	AGS Phase 9 - Taxiway L Extension North od RW 7L (8L)	AIP	2025	\$10,553,400	\$0	\$1,172,600
LONG BEACH - DAUGHERTY FIELD	Taxiway C (Future Apron) Rehabilitation	AIP	2025	\$7,020,000	\$0	\$780,000
LONG BEACH - DAUGHERTY FIELD	Taxiway A Reconstruction - East of R/W 12-30	AIP	2025	\$3,287,700	\$0	\$365,300
LONG BEACH - DAUGHERTY FIELD	Taxiway K Improvement	AIP	2027	\$15,689,700	\$0	\$1,743,300
LOS ANGELES INTERNATIONAL	Automated People Mover Train System	A&D	2019	\$0	\$0	\$1,949,193,819
LOS ANGELES INTERNATIONAL	Consolidated Rent-A-Car (ConRAC) Facility	A&D	2019	\$0	\$0	\$1,011,163,121
LOS ANGELES INTERNATIONAL	Intermodal Transportation Facility - West	A&D	2019	\$0	\$0	\$208,740,346
LOS ANGELES INTERNATIONAL	Roadway Improvements	A&D	2019	\$0	\$0	\$86,267,000
LOS ANGELES INTERNATIONAL	Construct Taxiway C14 (Phase 3)	AIP	2020	\$18,002,700	\$0	\$2,000,300
LOS ANGELES INTERNATIONAL	Secured Area Access Post - Westside	AIP	2020	\$12,024,000	\$0	\$1,336,000
LOS ANGELES INTERNATIONAL	Taxilane C Extension (West)	AIP	2020	\$16,380,000	\$0	\$1,820,000
LOS ANGELES INTERNATIONAL	Construct N Airfield Safety Imprvmt Prg (Phase 1)	AIP	2021	\$52,533,000	\$0	\$5,837,000
LOS ANGELES INTERNATIONAL	Construct N Airfield Safety Imprvmt Prg (Phase 2)	AIP	2022	\$55,107,000	\$0	\$6,123,000
LOS ANGELES INTERNATIONAL	Construct N Airfield Safety Improvement Prg (Phase 3)	AIP	2023	\$41,410,800	\$0	\$4,601,200
LOS ANGELES INTERNATIONAL	Rehabilitate Taxiway A	AIP	2024	\$53,889,053	\$0	\$5,987,673
LOS BANOS MUNICIPAL	Site Selection for Replacement	AIP	2020	\$180,000	\$9,000	\$11,000
LOS BANOS MUNICIPAL	Central Apron Rehabilitation	AIP	2021	\$35,528	\$1,776	\$2,171
LOS BANOS MUNICIPAL	Parallel Taxiway Overlay	AIP	2021	\$35,528	\$1,776	\$2,171
LOS BANOS MUNICIPAL	Runway 14-32 Overlay	AIP	2021	\$35,528	\$1,776	\$2,171
LOS BANOS MUNICIPAL	South Apron Pavement Rehabilitation	AIP	2021	\$35,528	\$1,776	\$2,171

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LOS BANOS MUNICIPAL	Central Apron Rehabilitation	AIP	2022	\$270,000	\$13,500	\$16,500
LOS BANOS MUNICIPAL	Parallel Taxiway Overlay	AIP	2022	\$405,000	\$20,250	\$24,750
LOS BANOS MUNICIPAL	Runway 14-32 Overlay	AIP	2022	\$765,000	\$38,250	\$46,750
LOS BANOS MUNICIPAL	South Apron Pavement Rehabilitation	AIP	2023	\$315,000	\$15,750	\$19,250
LOS BANOS MUNICIPAL	Internal Access Road Extension	AIP	2024	\$567,000	\$28,350	\$34,650
LOS BANOS MUNICIPAL	New Hangar Taxiways	AIP	2025	\$337,500	\$16,875	\$20,625
LOS BANOS MUNICIPAL	T-Hangars (12 Units)	AIP	2026	\$540,000	\$27,000	\$33,000
LOS BANOS MUNICIPAL	Apron and Taxiway Sealing & Marking	AIP	2027	\$180,000	\$9,000	\$11,000
LOS BANOS MUNICIPAL	Sealing and Marking Runways	AIP	2028	\$225,000	\$11,250	\$13,750
LOST HILLS - KERN COUNTY	No Project		2019	\$0	\$0	\$0
LOST HILLS - KERN COUNTY	No Project		2028	\$0	\$0	\$0
MADERA MUNICIPAL	Design - Apron and TW Drainage	AIP	2019	\$102,600	\$5,130	\$6,270
MADERA MUNICIPAL	Apron and Taxiway Drainage - Construct	AIP	2020	\$1,008,900	\$50,445	\$61,655
MADERA MUNICIPAL	Obstruction Removal	AIP	2021	\$288,000	\$14,400	\$17,600
MADERA MUNICIPAL	Design/Construct T-Hangar Devel. Phase I	AIP	2022	\$807,750	\$40,388	\$49,363
MADERA MUNICIPAL	Design/Construct: Tee Hangar Dev Phase II	AIP	2023	\$1,120,500	\$56,025	\$68,475
MADERA MUNICIPAL	Design: RW 12-30 and TWs P, A,B,C (North), D & E Mill & Fill	AIP	2024	\$450,000	\$22,500	\$27,500
MADERA MUNICIPAL	Engineering - R/W 12-30 & T/Ws Mill & Fill	AIP	2025	\$270,000	\$13,500	\$16,500
MADERA MUNICIPAL	Engineering Design - Extend Hang Dev Area III	AIP	2025	\$130,500	\$6,525	\$7,975
MADERA MUNICIPAL	Engineering Design - Extend RW 12-30 & T/W P	AIP	2025	\$229,500	\$11,475	\$14,025
MADERA MUNICIPAL	Engineering: Reconstruct GA Apron Phase III	AIP	2026	\$77,400	\$3,870	\$4,730
MADERA MUNICIPAL	Extend Hangar Development Phase III	AIP	2026	\$1,419,975	\$70,999	\$86,776
MADERA MUNICIPAL	Extend Runway 12-30, Extend Taxiway	AIP	2026	\$2,588,400	\$129,420	\$158,180
MADERA MUNICIPAL	T/Ws P, A, B, C, D, & E Mill & Fill	AIP	2026	\$1,179,000	\$58,950	\$72,050
MADERA MUNICIPAL	Engineering: West Hangar Area Access Road	AIP	2027	\$93,600	\$4,680	\$5,720
MADERA MUNICIPAL	Reconstruct GA Apron Phase III	AIP	2027	\$881,100	\$44,055	\$53,845
MADERA MUNICIPAL	ALP Narrative including ALP Updated Plans	AIP	2028	\$112,500	\$5,625	\$6,875
MADERA MUNICIPAL	Pavement Maintenance Management Program Update	AIP	2028	\$67,500	\$3,375	\$4,125
MADERA MUNICIPAL	West Hangar Area Development Access Road	AIP	2028	\$1,060,200	\$53,010	\$64,790
MAMMOTH YOSEMITE	12 Bay ARFF & Maintenance Bldg - Apron & Access Road	AIP	2019	\$4,612,500	\$0	\$512,500
MAMMOTH YOSEMITE	ALP Narrative including Updated ALP Drawings	AIP	2019	\$162,000	\$0	\$18,000
MAMMOTH YOSEMITE	Engineering Design - Widen RW Shoulders, Hold Apron...	AIP	2019	\$184,050	\$0	\$20,450
MAMMOTH YOSEMITE	Engineering Design Widen TWY Shoulders	AIP	2019	\$385,650	\$0	\$42,850

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MAMMOTH YOSEMITE	Environmental Assessment - Terminal Development	AIP	2019	\$540,000	\$0	\$60,000
MAMMOTH YOSEMITE	G.A. Apron North Expansion	AIP	2019	\$294,300	\$0	\$32,700
MAMMOTH YOSEMITE	Slurry Coat TWY A, Connectors A1-A5, Reconstruct TML Taxiway	AIP	2019	\$1,176,300	\$0	\$130,700
MAMMOTH YOSEMITE	Upgrade Wind Socks & Segmented Circle	AIP	2019	\$499,032	\$0	\$55,448
MAMMOTH YOSEMITE	Wildlife/Security Fence and Cameras	AIP	2019	\$1,349,460	\$0	\$149,940
MAMMOTH YOSEMITE	GA North Ramp Expansion	AIP	2020	\$2,700,000	\$0	\$300,000
MAMMOTH YOSEMITE	Grade ROFA	AIP	2020	\$4,476,600	\$0	\$497,400
MAMMOTH YOSEMITE	Reconstruct GA Auto Parking Lot	AIP	2020	\$1,203,750	\$0	\$133,750
MAMMOTH YOSEMITE	Reconstruct W. GA Apron	AIP	2020	\$2,700,000	\$0	\$300,000
MAMMOTH YOSEMITE	Widen Runway Shoulders to 20'	AIP	2020	\$1,499,400	\$0	\$166,600
MAMMOTH YOSEMITE	Widen Taxiway Shoulders to 20'	AIP	2020	\$3,427,200	\$0	\$380,800
MAMMOTH YOSEMITE	Architectural Design - Airline Terminal Building	AIP	2021	\$1,575,000	\$0	\$175,000
MAMMOTH YOSEMITE	Engineering Design - Terminal Apron	AIP	2021	\$603,000	\$0	\$67,000
MAMMOTH YOSEMITE	Terminal Access road, Parking Lot, Utilites	AIP	2021	\$698,400	\$0	\$77,600
MAMMOTH YOSEMITE	Airline Terminal Building	AIP	2022	\$17,347,500	\$0	\$1,927,500
MAMMOTH YOSEMITE	New Terminal Apron, Road, Auto Parking, and Utilities	AIP	2022	\$4,712,400	\$0	\$523,600
MAMMOTH YOSEMITE	Replace ARFF Vehicle	AIP	2022	\$891,000	\$0	\$99,000
MAMMOTH YOSEMITE	Terminal Apron, Deicing Pad, Taxiways, Ramp Connectors	AIP	2022	\$10,174,500	\$0	\$1,130,500
MAMMOTH YOSEMITE	Environmental Assessment - Land	AIP	2023	\$548,820	\$0	\$60,980
MAMMOTH YOSEMITE	Update PMMP	AIP	2023	\$58,500	\$0	\$6,500
MAMMOTH YOSEMITE	LADWP and USFS Land Acquisition and/or Use Permits	AIP	2025	\$630,000	\$0	\$70,000
MAMMOTH YOSEMITE	Crack Repair and Seal Apron A1 and A3	AIP	2026	\$111,600	\$0	\$12,400
MAMMOTH YOSEMITE	East Hangar Taxilane - Mill and Fill	AIP	2026	\$283,500	\$0	\$31,500
MAMMOTH YOSEMITE	Engineering Design - Crack Repair	AIP	2026	\$44,100	\$0	\$4,900
MAMMOTH YOSEMITE	Engineering Design - N. Hangar Taxilanes 2" Mill & Fill	AIP	2026	\$34,200	\$0	\$3,800
MAMMOTH YOSEMITE	Engineering Design - Obstruction Lights & Relocate Wind Sock	AIP	2026	\$30,600	\$0	\$3,400
MAMMOTH YOSEMITE	Engineering Design - Overlay T/Ws, Crack Repair Aprons	AIP	2026	\$207,000	\$0	\$23,000
MAMMOTH YOSEMITE	North Hangar Taxilanes - 2" Mill & Fill	AIP	2026	\$313,200	\$0	\$34,800
MAMMOTH YOSEMITE	Pavement Maintenance/Management Plan	AIP	2026	\$72,000	\$0	\$8,000
MAMMOTH YOSEMITE	Reconstruct GA Aircraft Parking Apron A2	AIP	2026	\$1,512,000	\$0	\$168,000
MAMMOTH YOSEMITE	Saw & Seal New Joints - Runway, Taxiway & Apron	AIP	2026	\$867,600	\$0	\$96,400
MAMMOTH YOSEMITE	Taxiway A5, A, and A1 - 4-inch Overlay	AIP	2026	\$1,827,900	\$0	\$203,100
MAMMOTH YOSEMITE	West Hangar Taxilanes - Mill and Fill	AIP	2026	\$459,000	\$0	\$51,000

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MAMMOTH YOSEMITE	Widen Aircraft Holding Aprons	AIP	2026	\$337,500	\$0	\$37,500
MAMMOTH YOSEMITE	Widen Taxiways from 50' to 75'	AIP	2026	\$3,962,700	\$0	\$440,300
MAMMOTH YOSEMITE	Crack Repair & Crack Seal - RW, TWs & Aprons	AIP	2027	\$456,300	\$0	\$50,700
MAMMOTH YOSEMITE	Engineering Design - Runway 9-27 Extension	AIP	2027	\$324,000	\$0	\$36,000
MAMMOTH YOSEMITE	Engineering Design - Saw & Seal New Joints and Mill & Fill	AIP	2027	\$108,000	\$0	\$12,000
MAMMOTH YOSEMITE	Environmental Assessment - RW 9-27 Extension	AIP	2027	\$108,000	\$0	\$12,000
MAMMOTH YOSEMITE	Abandon Green Church	AIP	2028	\$99,000	\$0	\$11,000
MAMMOTH YOSEMITE	Runway 9-27 Extension	AIP	2028	\$3,875,400	\$0	\$430,600
MARINA MUNICIPAL	Extend Twy B East to Threshold Rwy29	AIP	2019	\$1,440,000	\$72,000	\$88,000
MARINA MUNICIPAL	EA and Acquire 11.4 acres	AIP	2020	\$432,000	\$21,600	\$26,400
MARINA MUNICIPAL	Rehabilitate Taxiway A (Construct & Reimburse Design)	AIP	2021	\$1,260,000	\$63,000	\$77,000
MARINA MUNICIPAL	Acquire 11.4 acres for RPZ	AIP	2022	\$561,600	\$28,080	\$34,320
MARINA MUNICIPAL	Extend Rwy & Parallel Twy West (Design)	AIP	2022	\$351,000	\$17,550	\$21,450
MARINA MUNICIPAL	Extend Runway and Parallel Taxiway West (Construction)	AIP	2023	\$11,250,000	\$562,500	\$687,500
MARINA MUNICIPAL	No Project		2024	\$0	\$0	\$0
MARINA MUNICIPAL	Taxilane Expansion (Construct & Reimburse Design)	AIP	2025	\$1,260,000	\$63,000	\$77,000
MARINA MUNICIPAL	GA Terminal (Construct & Reimburse Design)	AIP	2026	\$4,230,000	\$211,500	\$258,500
MARINA MUNICIPAL	Apron Rehabilitation (Concrete) Design only	AIP	2027	\$81,000	\$4,050	\$4,950
MARINA MUNICIPAL	Apron rehabilitation (Concrete) Construct	AIP	2028	\$756,000	\$37,800	\$46,200
MARIPOSA - YOSEMITE	Runway Signing, Obstruction Lighting, and Vault Modification	AIP	2019	\$150,000	\$7,500	\$9,167
MARIPOSA - YOSEMITE	Apron Pavement Rehabilitation (PH. 2)	AIP	2020	\$303,300	\$15,165	\$18,535
MARIPOSA - YOSEMITE	Runway Blast Pads	AIP	2020	\$108,000	\$5,400	\$6,600
MARIPOSA - YOSEMITE	Runway Distance Remaining Signs and Obstruction Lights	AIP	2020	\$14,400	\$720	\$880
MARIPOSA - YOSEMITE	Tree Trimming	AIP	2020	\$26,100	\$1,305	\$1,595
MARIPOSA - YOSEMITE	Southeast Helicopter Parking w/ Retaining Wall	AIP	2021	\$247,500	\$12,375	\$15,125
MARIPOSA - YOSEMITE	Northwest Helicopter Parking with TaxiLane	AIP	2022	\$356,400	\$17,820	\$21,780
MARIPOSA - YOSEMITE	Perimeter Fencing with Card Access Gate	AIP	2023	\$358,200	\$17,910	\$21,890
MARIPOSA - YOSEMITE	Runway Exit Taxiway	AIP	2024	\$130,500	\$6,525	\$7,975
MARIPOSA - YOSEMITE	Self Serve Fueling System	AIP	2025	\$165,600	\$8,280	\$10,120
McCLELLAN-PALOMAR	Acquire Aircraft Rescue & Fire Fighting Vehicle	AIP	2022	\$1,080,000	\$0	\$120,000
McCLELLAN-PALOMAR	Construct, Extend or Improve a Runway Safety Area	AIP	2022	\$1,080,000	\$0	\$120,000
McCLELLAN-PALOMAR	Construct, Extend or Improve a Runway Safety Area	AIP	2024	\$11,250,000	\$0	\$1,250,000
McCLELLAN-PALOMAR	Rehabilitate Taxiway	AIP	2027	\$2,520,000	\$0	\$280,000

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MEADOWS FIELD	Carry-Over Entitlements		2019	\$0	\$0	\$0
MEADOWS FIELD	Security Perimeter Enhancements Upgrade - D&C	AIP	2020	\$675,000	\$0	\$75,000
MEADOWS FIELD	Taxiway A Construction Part 1	AIP	2020	\$5,000,000	\$0	\$555,556
MEADOWS FIELD	Taxiway A Construction Part 2	AIP	2021	\$5,000,000	\$0	\$555,556
MEADOWS FIELD	Taxiway A Construction Part 3	AIP	2022	\$5,000,000	\$0	\$555,556
MEADOWS FIELD	Taxiway A Construction Part 4	AIP	2023	\$5,000,000	\$0	\$555,556
MEADOWS FIELD	Design new Baggage system	AIP	2024	\$495,000	\$0	\$55,000
MEADOWS FIELD	Master Plan	AIP	2024	\$900,000	\$0	\$100,000
MEADOWS FIELD	Rehabilitation Runways and Airfield Pavements	AIP	2024	\$5,000,000	\$0	\$555,556
MEADOWS FIELD	Taxiway A Construction Part 5	AIP	2024	\$5,000,000	\$0	\$555,556
MEADOWS FIELD	Construct New Baggage System	AIP	2025	\$3,420,000	\$0	\$380,000
MEADOWS FIELD	Taxiway A8 and Fuel Farm Access Rehabilitate	AIP	2025	\$1,080,000	\$0	\$120,000
MEADOWS FIELD	Domestic Terminal Jet Bridge Expansion Project	AIP	2026	\$1,980,000	\$0	\$220,000
MEADOWS FIELD	Taxiway G Extension - Design	AIP	2026	\$360,000	\$0	\$40,000
MEADOWS FIELD	Relocate ARFF Station - Design	AIP	2027	\$810,000	\$0	\$90,000
MEADOWS FIELD	Taxiway G Extension - Construction	AIP	2027	\$3,600,000	\$0	\$400,000
MEADOWS FIELD	Relocate ARFF Building - Construction	AIP	2028	\$5,850,000	\$0	\$650,000
MEFFORD FIELD	Rehab Main Apron, Relocate Seg. Circle & Primary Wind Cone	AIP	2019	\$117,000	\$5,850	\$7,150
MEFFORD FIELD	No Project		2020	\$0	\$0	\$0
MEFFORD FIELD	Rehab Main Apron, Relocate Seg. Circle & Primary Wind Cone	AIP	2021	\$1,926,000	\$96,300	\$117,700
MEFFORD FIELD	Construct Two Helipads (Construct & Reimburse Design)	AIP	2022	\$225,000	\$11,250	\$13,750
MEFFORD FIELD	No Project		2023	\$0	\$0	\$0
MEFFORD FIELD	Rehab Twy, Install Twy Lighting, Conductor, Edge Lights, Sign	AIP	2024	\$172,800	\$8,640	\$10,560
MEFFORD FIELD	Rehab Taxiways, Install Taxiway Lighting, Edge Lights (Construction)	AIP	2025	\$1,890,000	\$94,500	\$115,500
MEFFORD FIELD	No Project		2026	\$0	\$0	\$0
MEFFORD FIELD	Rehab South end Taxilane and Area Paving (design only)	AIP	2027	\$126,000	\$6,300	\$7,700
MEFFORD FIELD	Rehab South End Taxilane and Area Paving (Construct)	AIP	2028	\$783,000	\$39,150	\$47,850
MESA DEL REY	ALUCP Update	A&D	2019	\$0	\$130,000	\$14,444
MESA DEL REY	Electrical Improvements (Re-package)	AIP	2019	\$328,500	\$16,425	\$20,075
MESA DEL REY	Taxiway Reconstruction & Rehabilitation (Design)	AIP	2019	\$85,500	\$4,275	\$5,225
MESA DEL REY	Reconstruction of Entrance Gate (Construction)	AIP	2020	\$175,000	\$8,750	\$10,694
MESA DEL REY	Security Entrance Gate Reconstruction (Deisgn)	AIP	2020	\$30,000	\$1,500	\$1,833
MESA DEL REY	Taxiway Reconstruction & Rehabilitation (Construction)	AIP	2020	\$801,000	\$40,050	\$48,950

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MESA DEL REY	Apron Rehabilitation (Design)	AIP	2021	\$112,500	\$5,625	\$6,875
MESA DEL REY	Fuel Pump Reconstruction & Rehabilitation (Design)	AIP	2021	\$22,500	\$1,125	\$1,375
MESA DEL REY	Instrument Approach Feasibility Study & AWOS (Design)	AIP	2021	\$72,000	\$3,600	\$4,400
MESA DEL REY	Apron Rehabilitation (Construction)	AIP	2022	\$630,000	\$31,500	\$38,500
MESA DEL REY	AWOS (Construction)	AIP	2022	\$135,000	\$6,750	\$8,250
MESA DEL REY	Fuel Pump Reconstruction & Rehabilitation (Construction)	AIP	2023	\$180,000	\$9,000	\$11,000
MESA DEL REY	Wildlife Hazardous Environmental Assessment	AIP	2024	\$108,000	\$5,400	\$6,600
MESA DEL REY	Drainage Improvements with Environmental Assessment (Design)	AIP	2025	\$170,000	\$8,500	\$10,389
MESA DEL REY	Drainage Improvements (Construction)	AIP	2026	\$500,000	\$25,000	\$30,556
MESA DEL REY	Service Road; Acquire Clear Zone	A&D	2027	\$0	\$135,000	\$15,000
MODESTO CITY - COUNTY - HARRY SHAM FIELD	Property Acquisition	AIP	2019	\$315,000	\$15,750	\$19,250
MODESTO CITY - COUNTY - HARRY SHAM FIELD	Design and Rehabilitate Taxiway C	AIP	2020	\$225,000	\$11,250	\$13,750
MODESTO CITY - COUNTY - HARRY SHAM FIELD	Reconstruct Taxiway C	AIP	2021	\$1,485,000	\$74,250	\$90,750
MODESTO CITY - COUNTY - HARRY SHAM FIELD	Design and Rehabilitate Taxiway E	AIP	2022	\$225,000	\$11,250	\$13,750
MODESTO CITY - COUNTY - HARRY SHAM FIELD	Reconstruction Taxiway E	AIP	2023	\$1,395,000	\$69,750	\$85,250
MODESTO CITY - COUNTY - HARRY SHAM FIELD	Design and Rehabilitate Taxiway D	AIP	2024	\$135,000	\$6,750	\$8,250
MODESTO CITY - COUNTY - HARRY SHAM FIELD	Reconstruct Taxiway D	AIP	2025	\$531,000	\$26,550	\$32,450
MOJAVE AIR AND SPACE PORT	Defer Entitlements to FY 2020□	AIP	2019	\$0	\$0	\$0
MOJAVE AIR AND SPACE PORT	Rehabilitate Runway 12-30 Phase 1: Pavement Improvements	AIP	2020	\$21,168,000	\$1,058,400	\$1,293,600
MOJAVE AIR AND SPACE PORT	Construct Taxiway C (Relocation): Phase 1□	AIP	2021	\$11,300,625	\$565,031	\$690,594
MOJAVE AIR AND SPACE PORT	Construct Taxiway C (Relocation): Phase 2	AIP	2022	\$11,300,625	\$565,031	\$690,594
MOJAVE AIR AND SPACE PORT	Rehab. RW 12-30 Ph. 2:TDZ Pvmnt. & TW A, F, & J, & D Reloc.	AIP	2023	\$16,427,250	\$821,363	\$1,003,888

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MOJAVE AIR AND SPACE PORT	Rehabilitate Runway 8-26 Phase 1: Pavement and Lighting	AIP	2024	\$15,435,000	\$771,750	\$943,250
MOJAVE AIR AND SPACE PORT	Rehabilitate Taxiway A Phase 1: Lighting	AIP	2024	\$1,433,250	\$71,663	\$87,588
MOJAVE AIR AND SPACE PORT	2025 - Construct Cargo Apron	AIP	2025	\$2,990,000	\$149,500	\$182,722
MOJAVE AIR AND SPACE PORT	2025 - Update ALP	AIP	2025	\$150,300	\$7,515	\$9,185
MOJAVE AIR AND SPACE PORT	2026 - Construct Fuel Farm	AIP	2026	\$862,500	\$43,125	\$52,708
MOJAVE AIR AND SPACE PORT	2027 - Rehab. Runway 12-30 Phase 3: Threshold Improvements	AIP	2027	\$2,070,000	\$103,500	\$126,500
MOJAVE AIR AND SPACE PORT	2028 - Extend Runway 8-26: Acquire Land and Construction	AIP	2028	\$8,970,000	\$448,500	\$548,167
MONTEREY REGIONAL	Infield Safety Area Rehab Part A & Taxiway F Reconfig	AIP	2019	\$4,449,911	\$0	\$494,435
MONTEREY REGIONAL	South Side Land Acquisition Part A (5.5 Acres)	AIP	2019	\$6,606,000	\$0	\$734,000
MONTEREY REGIONAL	Northside Design/Construction/ARFF Design	AIP	2020	\$17,511,348	\$0	\$1,945,705
MONTEREY REGIONAL	ARFF Construction/Demo ARFF	AIP	2021	\$15,311,974	\$0	\$1,701,330
MONTEREY REGIONAL	Terminal Apron Design/Construction/Demo old GA ramp	AIP	2023	\$38,009,318	\$0	\$4,223,258
MONTEREY REGIONAL	Replacement ARFF Vehicle	AIP	2024	\$756,000	\$0	\$84,000
MONTEREY REGIONAL	Terminal Building Design and Construction	AIP	2025	\$23,616,900	\$0	\$2,624,100
MONTGOMERY-GIBBS EXECUTIVE	Runway 10L/28R Grooving and Marking	AIP	2021	\$409,860	\$20,493	\$25,047
MONTGOMERY-GIBBS EXECUTIVE	Runway 10R/28L and Taxiways B/C/D/F Rehab	AIP	2022	\$6,880,248	\$344,012	\$420,460
MONTGOMERY-GIBBS EXECUTIVE	ALP Update	AIP	2023	\$216,000	\$10,800	\$13,200
MONTGOMERY-GIBBS EXECUTIVE	Taxiways H/A/J/B Rehab, Runways 28L and 28R Runup Apron	AIP	2023	\$5,310,000	\$265,500	\$324,500
MONTGOMERY-GIBBS EXECUTIVE	Taxiway K/Terminal Apron Rehab	AIP	2024	\$2,976,768	\$148,838	\$181,914
NAPA COUNTY	ALP Update and Narrative	AIP	2019	\$90,000	\$4,500	\$5,500
NAPA COUNTY	Envir Tech Studies Recon TW K, RW18R Hldg Apr, Sty Ar Gradg	AIP	2019	\$90,000	\$4,500	\$5,500
NAPA COUNTY	Reconst TW H Sec1,RW 6 Hldg Apron,Safety Area Grading Design	AIP	2019	\$328,500	\$16,425	\$20,075

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NAPA COUNTY	Envir Tech Studies TW H Sec 2 Reconst, RW 6-24 MIRL Replacement	AIP	2020	\$180,000	\$9,000	\$11,000
NAPA COUNTY	Recon TW H Sec 1,RW 6 Holding Apron, Safety Area Grading Constuction	AIP	2020	\$3,518,100	\$175,905	\$214,995
NAPA COUNTY	Reconstruct TW K, RW 18R Hlding Apron, Safety Area Gradg Design	AIP	2020	\$419,400	\$20,970	\$25,630
NAPA COUNTY	Environmental Tech Studies and EA RW 6 Safety Area Improvement	AIP	2021	\$900,000	\$45,000	\$55,000
NAPA COUNTY	Main Transient Apron Reconstruction Design	AIP	2021	\$720,000	\$36,000	\$44,000
NAPA COUNTY	Reconst TW K, RW 18R Holdg Apron, Safety Area Grading Const	AIP	2021	\$4,563,000	\$228,150	\$278,850
NAPA COUNTY	Reconstruct Taxiway H Section 2 and Safety Grading Design	AIP	2021	\$243,000	\$12,150	\$14,850
NAPA COUNTY	Replace & Relocate Airfield Elec Vault & Beacon Des & Const	AIP	2021	\$1,440,000	\$72,000	\$88,000
NAPA COUNTY	Replace L-821 Relay Panel and Homerun Circuit Design & Const	AIP	2021	\$450,000	\$22,500	\$27,500
NAPA COUNTY	Runway 6-24 MIRL Replacement (Construction)	AIP	2021	\$1,363,500	\$68,175	\$83,325
NAPA COUNTY	Runway 6-24 MIRL Replacement (Design)	AIP	2021	\$58,500	\$2,925	\$3,575
NAPA COUNTY	CatEx Reimbursement for Runway 6-24 Rehabilitation	AIP	2022	\$8,100	\$405	\$495
NAPA COUNTY	Envir Tech Stud RW 6-24 Rehab, RW 24 Sfy Area Grad, Seal 1L	AIP	2022	\$90,000	\$4,500	\$5,500
NAPA COUNTY	Main Transient Apron Reonstruction (Construction)	AIP	2022	\$14,040,000	\$702,000	\$858,000
NAPA COUNTY	Reconstruct TW H Sect 2 and Safety Area Grading Construction	AIP	2022	\$2,610,000	\$130,500	\$159,500
NAPA COUNTY	Rehabilitate Runway 6-24, and Safety Area Grading (Design)	AIP	2022	\$720,000	\$36,000	\$44,000
NAPA COUNTY	CatEx Reimbursement for Runway 18L-36R and Taxiway E Rehab	AIP	2023	\$8,100	\$405	\$495
NAPA COUNTY	Enviromental Tech Studies TW H Sec 3, TW B & Safety Area Grading	AIP	2023	\$90,000	\$4,500	\$5,500
NAPA COUNTY	Rehab RW 18L-36R and TW E, and Safety Area Grading (Design)	AIP	2023	\$90,000	\$4,500	\$5,500
NAPA COUNTY	Rehab RW 6-24 & RW 24 Safety Area Grading Design	AIP	2023	\$810,000	\$40,500	\$49,500
NAPA COUNTY	Runway 1R-19L and 1L-19R Seal Coat and Rubber Removal Design	AIP	2023	\$97,200	\$4,860	\$5,940
NAPA COUNTY	CatEx Reimbursement for Taxiway H Section 3 Rehabilitation	AIP	2024	\$8,100	\$405	\$495
NAPA COUNTY	Environmental Tech Studies for Taxiway E Rehabilitation	AIP	2024	\$90,000	\$4,500	\$5,500
NAPA COUNTY	Rehab TW H Sect 3 and TW B, and Safety Area Grading Design	AIP	2024	\$405,000	\$20,250	\$24,750
NAPA COUNTY	Rehabilitate Runway 6-24, and Safety Area Grading (Constr)	AIP	2024	\$10,350,000	\$517,500	\$632,500
NAPA COUNTY	Runway 18L-36R & Txwy E Rehab and Safety Area Grading Const	AIP	2024	\$1,800,000	\$90,000	\$110,000
NAPA COUNTY	Runway 1R-19L and 1L-19R Seal Coat and Rubber Removal	AIP	2024	\$964,800	\$48,240	\$58,960
NAPA COUNTY	CatEx Reimb for L-821Relay Panel & Homerun Circuit Replace	AIP	2025	\$8,100	\$405	\$495
NAPA COUNTY	Rehab TW H Sect 3 & TW B, & Safety Area Grading Construct	AIP	2025	\$4,320,000	\$216,000	\$264,000
NAPA COUNTY	Rehabilitate Taxiway E (Design)	AIP	2025	\$108,000	\$5,400	\$6,600
NAPA COUNTY	CatEx Reimbursement for Taxiway J Extension	AIP	2026	\$8,100	\$405	\$495

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NAPA COUNTY	Rehabilitate Taxiway E (Construction)	AIP	2026	\$2,340,000	\$117,000	\$143,000
NAPA COUNTY	Taxiway J Extension and Runway 36L Holding Apron (Design)	AIP	2026	\$225,000	\$11,250	\$13,750
NAPA COUNTY	CatEx Reimbursement for Runway 18L-36R Extension	AIP	2027	\$8,100	\$405	\$495
NAPA COUNTY	Runway 18L-36R Extension (Design)	AIP	2027	\$450,000	\$22,500	\$27,500
NAPA COUNTY	Taxiway J Exten & Runway 36L Hldg Apron (Construction)	AIP	2027	\$2,475,000	\$123,750	\$151,250
NAPA COUNTY	Taxiway J Extension and Runway 36L Holding Apron (Design)	AIP	2027	\$225,000	\$11,250	\$13,750
NAPA COUNTY	Runway 18L-36R Extension (Construction)	AIP	2028	\$4,500,000	\$225,000	\$275,000
NAPA COUNTY	Taxiway J Extension and Runway 36L Holding Apron (Constructi	AIP	2028	\$3,343,500	\$167,175	\$204,325
NERVINO	Acquire Snow Blower	AIP	2019	\$107,100	\$5,355	\$6,545
NERVINO	Design/Construct - Fuel Farm Expansion	AIP	2019	\$356,850	\$17,843	\$21,808
NERVINO	Design/Construct: New Beacon Tower	AIP	2020	\$82,800	\$4,140	\$5,060
NERVINO	Design/Construct: Snow Removal Equipment Building	AIP	2020	\$329,400	\$16,470	\$20,130
NERVINO	Design/Construct Reseal Joints in Pavements	AIP	2021	\$488,610	\$24,431	\$29,860
NERVINO	No Projects Planned for 2022		2022	\$0	\$0	\$0
NERVINO	Design/Construct -Replace 4-Unit Tee Hangar Building	AIP	2023	\$549,000	\$27,450	\$33,550
NERVINO	Design-Two 5-unit Tee Hangars w/Paved Apron & Tws	AIP	2024	\$128,700	\$6,435	\$7,865
NERVINO	ALP Narrative including Updated ALP Drawings	AIP	2025	\$108,000	\$5,400	\$6,600
NERVINO	Design - Two 5-Unit Nested Tee Hangars	AIP	2025	\$100,800	\$5,040	\$6,160
NERVINO	Construct Two 5-unit Nested Tee Hangars	AIP	2026	\$958,500	\$47,925	\$58,575
NERVINO	Design Jet Fuel Tank and Dispenser	AIP	2026	\$16,200	\$810	\$990
NERVINO	Jet Fuel Tank and Dispenser	AIP	2027	\$160,200	\$8,010	\$9,790
NEVADA COUNTY	Taxiway A and Ramp 1 Rehabilitation, Phase I (Construction)	AIP	2020	\$437,400	\$21,870	\$26,730
NEVADA COUNTY	Ramps 2 and 5 Rehabilitation, Phase II (Construction)	AIP	2021	\$426,600	\$21,330	\$26,070
NEVADA COUNTY	Runway Pavement Preservation (Design)	AIP	2021	\$76,500	\$3,825	\$4,675
NEVADA COUNTY	Runways 7 & 25 PAPI Relocation (Design)	AIP	2022	\$63,000	\$3,150	\$3,850
NEVADA COUNTY	Runways 7 & 25 REIL Installation (Design)	AIP	2022	\$54,000	\$2,700	\$3,300
NEVADA COUNTY	AWOS Relocation (Design)	AIP	2022	\$40,500	\$2,025	\$2,475
NEVADA COUNTY	Runway Pavement Preservation (Construction)	AIP	2022	\$612,000	\$30,600	\$37,400
NEVADA COUNTY	Runway 7 & 25 PAPI Relocation (Construction)	AIP	2023	\$225,000	\$11,250	\$13,750
NEVADA COUNTY	Runways 7 & 25 REIL Installation (Construction)	AIP	2023	\$180,000	\$9,000	\$11,000
NEVADA COUNTY	AWOS Relocation (Construction)	AIP	2023	\$139,500	\$6,975	\$8,525
NEVADA COUNTY	Service Road (Design)	AIP	2023	\$63,000	\$3,150	\$3,850
NEVADA COUNTY	Ramps 3 & 4 Repair (Design)	AIP	2023	\$90,000	\$4,500	\$5,500

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NEVADA COUNTY	Service Road Construction (Construction)	AIP	2024	\$235,800	\$11,790	\$14,410
NEVADA COUNTY	Ramps 3 and 4 Repair (Construction) - Phase II	AIP	2024	\$218,700	\$10,935	\$13,365
NEW JERUSALEM	TWY Rehab and Restriping	A&D	2021	\$0	\$315,000	\$35,000
NUT TREE	Taxiway & Hangar Taxiway Rehabilitations - Design	AIP	2019	\$112,500	\$5,625	\$6,875
NUT TREE	Taxiway & Hangar Taxiway Rehabilitations - Construction	AIP	2021	\$1,436,400	\$71,820	\$87,780
NUT TREE	South Apron Expansion - Design	A&D	2023	\$0	\$62,100	\$6,900
NUT TREE	Runway/Taxiway Lights Replacement - Design	AIP	2024	\$58,500	\$2,925	\$3,575
NUT TREE	South Apron Expansion - Construction	AIP	2024	\$843,300	\$42,165	\$51,535
NUT TREE	Runway/Taxiway Lights Replacement - Construction	AIP	2025	\$405,000	\$20,250	\$24,750
NUT TREE	Apron Lighting Refurbishment & New Rotating Beacon - Const	AIP	2026	\$153,000	\$7,650	\$9,350
OAKDALE MUNICIPAL	ALP Narrative Update & Report	AIP	2019	\$292,500	\$14,625	\$17,875
OAKDALE MUNICIPAL	No Projects - Entitlement Carryover Year	AIP	2020	\$0	\$0	\$0
OAKDALE MUNICIPAL	RSA and Drainage Improvements - EA or CatEx	AIP	2021	\$225,000	\$11,250	\$13,750
OAKDALE MUNICIPAL	Pavement Pres. Construction, Ph. II-Apron & Hangar Taxilanes	AIP	2021	\$1,080,000	\$54,000	\$66,000
OAKDALE MUNICIPAL	Pavement Pres. Construction, Ph. III-West Apron & Taxilanes	AIP	2022	\$2,070,000	\$103,500	\$126,500
OAKDALE MUNICIPAL	RSA and Drainage Improvements (Design)	AIP	2023	\$180,000	\$9,000	\$11,000
OAKDALE MUNICIPAL	No Projects - Entitlement Carryover Year	AIP	2024	\$0	\$0	\$0
OAKDALE MUNICIPAL	Runway Pavement Preservation (Design)	AIP	2025	\$67,500	\$3,375	\$4,125
OAKDALE MUNICIPAL	Runway Pavement Preservation (Construction)	AIP	2026	\$585,000	\$29,250	\$35,750
OAKDALE MUNICIPAL	RSA and Drainage Improvements (Construction)	AIP	2027	\$2,250,000	\$112,500	\$137,500
OAKDALE MUNICIPAL	No Projects - Entitlement Carryover Year	AIP	2028	\$0	\$0	\$0
OCEANO COUNTY	Intall New Electrical Vault & Assoc Elect. Design & Constr	AIP	2020	\$160,740	\$8,037	\$9,823
OCEANO COUNTY	Widen Runway to 60 feet and Widen Taxiway to 25 feet	AIP	2020	\$103,500	\$5,175	\$6,325
OCEANO COUNTY	Widen Runway	AIP	2021	\$566,910	\$28,346	\$34,645
OCEANO COUNTY	Widen Taxiway A & Miscellaneous Improvements	AIP	2022	\$1,111,500	\$55,575	\$67,925
OCEANO COUNTY	Install Aircraft Wash Rack - Designa and Construction	AIP	2023	\$198,720	\$9,936	\$12,144
OCOTILLO	No Project		2019	\$0	\$0	\$0
OCOTILLO	No Project		2028	\$0	\$0	\$0
OROVILLE MUNICIPAL	Design:Crack Seal Runway, Taxiway and Apron	AIP	2019	\$152,100	\$7,605	\$9,295
OROVILLE MUNICIPAL	Construct: Crack Seal Runway, Taxiway & Apron	AIP	2020	\$1,274,400	\$63,720	\$77,880
OROVILLE MUNICIPAL	Design: Develop New Tee Hangar Taxilane Site (Collector Tax)	AIP	2021	\$78,300	\$3,915	\$4,785
OROVILLE MUNICIPAL	Design: Upgrade Golf Course Taxiway,Crack Seal	AIP	2021	\$116,100	\$5,805	\$7,095
OROVILLE MUNICIPAL	Airport Layout Plan Narrative including ALP Updated Plans	AIP	2022	\$171,000	\$8,550	\$10,450

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OROVILLE MUNICIPAL	Construct: Develop New Tee Hangar Taxilane Site (Collector Tax)	AIP	2022	\$882,000	\$44,100	\$53,900
OROVILLE MUNICIPAL	Construct: Upgrade Golf Course Taxiway	AIP	2023	\$546,300	\$27,315	\$33,385
OROVILLE MUNICIPAL	Design : construct New Above Ground Fuel Farm Facility South	AIP	2023	\$88,200	\$4,410	\$5,390
OROVILLE MUNICIPAL	Construct New Aboveground Fuel Farm Facility	AIP	2024	\$584,100	\$29,205	\$35,695
OROVILLE MUNICIPAL	Crack Seal R/W, T/W & Apron	AIP	2025	\$711,000	\$35,550	\$43,450
OROVILLE MUNICIPAL	Design for New Storage Hangar for FBO Fac.	AIP	2025	\$184,500	\$9,225	\$11,275
OROVILLE MUNICIPAL	Construct Two 14-unit Tee Hangar Buildings	AIP	2026	\$2,311,200	\$115,560	\$141,240
OROVILLE MUNICIPAL	Construct NE Storage Hangar for FBO Facility	AIP	2027	\$2,124,000	\$106,200	\$129,800
OXNARD	Rehabilitate Pavement Runway 7-25	AIP	2020	\$7,200,000	\$360,000	\$440,000
OXNARD	Reconstruct Pavement TWYs A,B,C, D, E	AIP	2021	\$5,000,400	\$250,020	\$305,580
OXNARD	Rehab. E. Apron, Exec Hangar Area & Port. of Transient Apron	AIP	2023	\$793,800	\$39,690	\$48,510
OXNARD	Reconstruct Pavement TWY F	AIP	2024	\$4,120,200	\$206,010	\$251,790
OXNARD	Reconstruct Terminal Apron PCC/AC	AIP	2024	\$2,523,600	\$126,180	\$154,220
OXNARD	RPZ Property Purchases	AIP	2024	\$7,690,500	\$384,525	\$469,975
OXNARD	Rehab. Central & West Hangar Areas & ARFF Apron	AIP	2025	\$550,448	\$27,522	\$33,638
OXNARD	Rehab. Perim. & Term. Loop Rds., ATCT, Ops & Central Park.	AIP	2025	\$721,436	\$36,072	\$44,088
OXNARD	Airfield Lighting Upgrade	AIP	2026	\$1,437,377	\$71,869	\$87,840
OXNARD	Drainage Improv. for Perimeter Security & Wildlife Hazards	AIP	2027	\$3,589,650	\$179,483	\$219,368
OXNARD	Rehabilitation RWY 7-25 & Connector TWYs	AIP	2028	\$973,854	\$48,693	\$59,513
PALM SPRINGS INTERNATIONAL	PSP Project Design	AIP	2019	\$1,867,500	\$0	\$207,500
PALM SPRINGS INTERNATIONAL	Ticket Wing Capacity	AIP	2019	\$5,552,010	\$0	\$616,890
PALM SPRINGS INTERNATIONAL	Construction and Development	AIP	2020	\$3,735,000	\$0	\$415,000
PALM SPRINGS INTERNATIONAL	Equipment - Runway Sweeper	AIP	2020	\$585,000	\$0	\$65,000
PALM SPRINGS INTERNATIONAL	Project Design	AIP	2020	\$585,000	\$0	\$65,000
PALM SPRINGS INTERNATIONAL	Development	AIP	2021	\$4,234,500	\$0	\$470,500
PALM SPRINGS INTERNATIONAL	Project Design	AIP	2021	\$1,116,000	\$0	\$124,000

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PALM SPRINGS INTERNATIONAL	Taxiway Rehabilitation ""W"" and ""A1""	AIP	2022	\$8,010,000	\$0	\$890,000
PALM SPRINGS INTERNATIONAL	Master Plan Update	AIP	2023	\$540,000	\$0	\$60,000
PALM SPRINGS INTERNATIONAL	Terminal Development	AIP	2023	\$3,600,000	\$0	\$400,000
PALO ALTO	Construct Apron Reconstruction Ph. 3, (Bid Set C)-AP-16000	AIP	2019	\$12,690,000	\$634,500	\$775,500
PALO ALTO	ALP Nar. w/Aeronautical Survey, & Drainage Eval - AP-21000	AIP	2019	\$405,000	\$20,250	\$24,750
PALO ALTO	AWOS III (Design) - AP-19000	AIP	2021	\$67,500	\$3,375	\$4,125
PALO ALTO	Runway Lighting, including REIL's (Construction)	AIP	2022	\$1,575,000	\$78,750	\$96,250
PALO ALTO	Taxiway Lighting (Construction)	AIP	2022	\$1,350,000	\$67,500	\$82,500
PALO ALTO	Install PAPI Units (Construction)	AIP	2022	\$360,000	\$18,000	\$22,000
PALO ALTO	Windcone Installation (Construction)	AIP	2022	\$90,000	\$4,500	\$5,500
PALO ALTO	AWOS III (Construction) - AP-19000	AIP	2022	\$315,000	\$15,750	\$19,250
PASO ROBLES MUNICIPAL	Apron Expansion (Construct & Reimburse Design)	AIP	2020	\$3,240,000	\$162,000	\$198,000
PASO ROBLES MUNICIPAL	Airfield Electrical Upgrades (Construct & Reimburse Design)	AIP	2021	\$585,000	\$29,250	\$35,750
PASO ROBLES MUNICIPAL	Geometry Upgrades Twy D at Rwy 1-19	AIP	2023	\$2,520,000	\$126,000	\$154,000
PASO ROBLES MUNICIPAL	Geometry Upgrades Twy F at Rwy 1 & Holding Bay	AIP	2024	\$2,790,000	\$139,500	\$170,500
PASO ROBLES MUNICIPAL	Rehabilitate Runway 13-31(Construct & Reimburse Design)	AIP	2026	\$828,000	\$41,400	\$50,600
PASO ROBLES MUNICIPAL	Rehabilitate Parking Aprons (2 Ramps & Apron)	AIP	2028	\$576,000	\$28,800	\$35,200
PETALUMA MUNICIPAL	Runway 11-29 Electrical Improvements (Construction)	AIP	2019	\$519,675	\$25,984	\$31,758
PETALUMA MUNICIPAL	Based Aircraft Apron Reconstruction and Seal Coat (Const.)	AIP	2021	\$1,597,500	\$79,875	\$97,625
PETALUMA MUNICIPAL	Taxiway A Rehabilitation - Overlay (Design)	AIP	2022	\$108,000	\$5,400	\$6,600
PETALUMA MUNICIPAL	Taxiway A Rehabilitation - Overlay (Construction)	AIP	2024	\$898,200	\$44,910	\$54,890
PETALUMA MUNICIPAL	North, South, and Executive Hangar Seal Coat (Design)	AIP	2025	\$45,000	\$2,250	\$2,750
PETALUMA MUNICIPAL	Runway 11-29 Seal Coat (Design)	AIP	2025	\$45,000	\$2,250	\$2,750
PETALUMA MUNICIPAL	North, South, and Executive Hangar Seal Coat (Construction)	AIP	2026	\$414,000	\$20,700	\$25,300
PETALUMA MUNICIPAL	Runway 11-29 Seal Coat (Construction)	AIP	2026	\$367,200	\$18,360	\$22,440
PETALUMA MUNICIPAL	Apron C Reconstruction (Design)	AIP	2027	\$148,500	\$7,425	\$9,075
PETALUMA MUNICIPAL	Apron C Reconstruction (Construction)	AIP	2028	\$1,413,000	\$70,650	\$86,350
PETALUMA MUNICIPAL	South Hangar Area and Apron Taxilane Reconstruction (Design)	AIP	2028	\$184,500	\$9,225	\$11,275
PINE MOUNTAIN LAKE	Design for Runway 09/27	AIP	2019	\$270,000	\$13,500	\$16,500
PINE MOUNTAIN LAKE	Design for Taxiway Rehabilitation	AIP	2019	\$180,000	\$9,000	\$11,000

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PINE MOUNTAIN LAKE	Construction of Vehicle Access Roads and Drainage	AIP	2020	\$225,000	\$11,250	\$13,750
PINE MOUNTAIN LAKE	Design of Rehabilitation of AC Ramp and Helicopter Parking	AIP	2020	\$90,000	\$4,500	\$5,500
PINE MOUNTAIN LAKE	Install an AWOS System	AIP	2020	\$135,000	\$6,750	\$8,250
PINE MOUNTAIN LAKE	Rehabilitation of Taxiway	AIP	2020	\$1,800,000	\$90,000	\$110,000
PINE MOUNTAIN LAKE	Design Vehicle Access Roads and Drainage	AIP	2021	\$67,500	\$3,375	\$4,125
PINE MOUNTAIN LAKE	Runway 09/27 Rehabilitation	AIP	2021	\$2,700,000	\$135,000	\$165,000
PINE MOUNTAIN LAKE	Design of Parking Apron Rehabilitation	AIP	2022	\$67,500	\$3,375	\$4,125
PINE MOUNTAIN LAKE	Rehabilitation of AC Ramp and Helicopter Parking	AIP	2023	\$675,000	\$33,750	\$41,250
PINE MOUNTAIN LAKE	Design for Alleyway Reconstruction	AIP	2024	\$18,000	\$900	\$1,100
PINE MOUNTAIN LAKE	Parking Apron Rehabilitation	AIP	2025	\$315,000	\$15,750	\$19,250
PINE MOUNTAIN LAKE	Alleyway Reconstruction	AIP	2026	\$180,000	\$9,000	\$11,000
PLACERVILLE	Pavement Preservation and Remark Runway 5-23	AIP	2019	\$58,500	\$2,925	\$3,575
PLACERVILLE	Pavement Preservation for Taxiways and Aprons	AIP	2019	\$67,500	\$3,375	\$4,125
PLACERVILLE	Pavement Preservation and Remark Runway 5-23	AIP	2020	\$531,000	\$26,550	\$32,450
PLACERVILLE	Pavement Preservation for Taxiways and Aprons	AIP	2020	\$855,000	\$42,750	\$52,250
PLACERVILLE	Beacon Replacement	AIP	2021	\$135,000	\$6,750	\$8,250
PLACERVILLE	Obstruction Removal (Construction)	AIP	2022	\$315,000	\$15,750	\$19,250
PLACERVILLE	AWOS (Design)	AIP	2023	\$76,500	\$3,825	\$4,675
PLACERVILLE	AWOS (Construction)	AIP	2024	\$315,000	\$15,750	\$19,250
PORTERVILLE MUNICIPAL	Rehab Apron, Gates, and Access Control	AIP	2019	\$1,134,000	\$56,700	\$69,300
PORTERVILLE MUNICIPAL	Rehabilitate Parallel and Connecting Taxiways	AIP	2020	\$756,000	\$37,800	\$46,200
PORTERVILLE MUNICIPAL	EA: Relocate Runway 12-30	AIP	2022	\$405,000	\$20,250	\$24,750
PORTERVILLE MUNICIPAL	Acquire 0.35 acres of Real Property	AIP	2024	\$31,500	\$1,575	\$1,925
PORTERVILLE MUNICIPAL	Relocate Access Roads and Perimeter Fence (Design)	AIP	2024	\$243,000	\$12,150	\$14,850
PORTERVILLE MUNICIPAL	Relocate Access Roads and Perimeter Fence (Construction)	AIP	2025	\$2,430,000	\$121,500	\$148,500
PORTERVILLE MUNICIPAL	Runway & Parallel Taxiway Relocate to North (Design Only)	AIP	2026	\$315,000	\$15,750	\$19,250
PORTERVILLE MUNICIPAL	Runway and Parallel Taxiway Shift to the North (Construct)	AIP	2027	\$4,680,000	\$234,000	\$286,000
POSO-KERN COUNTY	Crack fill, Slurry Seal & Restripe runway	A&D	2020	\$0	\$135,000	\$15,000
POSO-KERN COUNTY	North Transient Parking Ramp Reconstruction	A&D	2021	\$0	\$207,000	\$23,000
POSO-KERN COUNTY	Relocate Windsock and construct Segmented Circle	A&D	2023	\$0	\$72,000	\$8,000
RAMONA	Rehabilitate Taxiway	AIP	2025	\$3,330,000	\$166,500	\$203,500
RAMONA	Rehabilitate Runway	AIP	2026	\$4,500,000	\$225,000	\$275,000
RAVENDALE	Pavement Maintenance & Remarking; RWY & TWY	A&D	2020	\$0	\$90,000	\$10,000

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RED BLUFF MUNICIPAL	Twy Rehab, Main Apron Rehab and Various- Design	AIP	2019	\$90,000	\$4,500	\$5,500
RED BLUFF MUNICIPAL	Helicopter Parking Pads and Apron Expansion - Design	AIP	2020	\$90,000	\$4,500	\$5,500
RED BLUFF MUNICIPAL	Twy Rehabilitation - Construction	AIP	2020	\$366,300	\$18,315	\$22,385
RED BLUFF MUNICIPAL	East-West Taxiway Rehab and Security Upgrade - Dsgn & CatEx	AIP	2021	\$99,000	\$4,950	\$6,050
RED BLUFF MUNICIPAL	Main Apron Pavement Rehabilitation - Construction	AIP	2021	\$307,800	\$15,390	\$18,810
RED BLUFF MUNICIPAL	Apron Expansion - Construction	AIP	2022	\$1,206,000	\$60,300	\$73,700
RED BLUFF MUNICIPAL	Helicopter Parking Pads - Construction	AIP	2022	\$36,000	\$1,800	\$2,200
RED BLUFF MUNICIPAL	East-West Taxiway Rehabilitation - Construction	AIP	2023	\$132,300	\$6,615	\$8,085
RED BLUFF MUNICIPAL	Security Upgrades; Fence, Surveillance - Construction	AIP	2023	\$31,500	\$1,575	\$1,925
RED BLUFF MUNICIPAL	Airport Layout Plan - Update	AIP	2024	\$157,500	\$7,875	\$9,625
RED BLUFF MUNICIPAL	Runway 15-33 Extension - Environmental Documents	AIP	2025	\$90,000	\$4,500	\$5,500
RED BLUFF MUNICIPAL	Runway 15-33 Extension - Design	AIP	2026	\$135,000	\$6,750	\$8,250
RED BLUFF MUNICIPAL	Runway 15-33 Extension - Construction	AIP	2027	\$585,000	\$29,250	\$35,750
REEDLEY MUNICIPAL	Apron Pavement Rehabilitation Design (Tie-Down Areas)	AIP	2019	\$157,500	\$7,875	\$9,625
REEDLEY MUNICIPAL	Apron Pavement Rehabilitation Design (Tie-Down Areas)	AIP	2020	\$157,500	\$7,875	\$9,625
REEDLEY MUNICIPAL	Apron Pavement Rehabilitation Construction (North Tie-Down)	AIP	2020	\$720,000	\$36,000	\$44,000
REEDLEY MUNICIPAL	Apron Pavement Rehabilitation Construction (Central Tie-down)	AIP	2021	\$702,000	\$35,100	\$42,900
REEDLEY MUNICIPAL	Apron Pavement Rehabilitation Design (South Tie-Down Apron)	AIP	2023	\$180,000	\$9,000	\$11,000
REEDLEY MUNICIPAL	Apron Pavement Rehabilitation Construction (South Tie-Down)	AIP	2024	\$900,000	\$45,000	\$55,000
REEDLEY MUNICIPAL	Apron Pavement Rehabilitation Construction (Fuel Apron)	AIP	2026	\$720,000	\$36,000	\$44,000
REEDLEY MUNICIPAL	Apron Pavement Rehabilitation Construction (Hangar Areas	AIP	2027	\$378,000	\$18,900	\$23,100
REEDLEY MUNICIPAL	Apron Pavement Rehabilitation Construction (Transient Apron)	AIP	2028	\$918,000	\$45,900	\$56,100
REID HILLVIEW	Prepare Pavement Management System	AIP	2019	\$40,500	\$2,025	\$2,475
REID HILLVIEW	Prepare Design, Bid Documents and Perform Perimeter Fence Rehab	AIP	2020	\$504,000	\$25,200	\$30,800
REID HILLVIEW	Prep Design and Bid docs for Shift of RW & Const of Parallel TW	AIP	2021	\$225,000	\$11,250	\$13,750
REID HILLVIEW	Perform shift of Runways and Construction of West Side Parallel RW	AIP	2022	\$1,980,000	\$99,000	\$121,000
REID HILLVIEW	Prepare Design and Bid Documents for Aircraft Shelter Area Pvmt Rehab	AIP	2022	\$99,000	\$4,950	\$6,050
RIVERSIDE MUNICIPAL	Electrical Project	AIP	2020	\$355,500	\$17,775	\$21,725
RIVERSIDE MUNICIPAL	Twy A Rehabilitation Design	AIP	2021	\$108,000	\$5,400	\$6,600
RIVERSIDE MUNICIPAL	Twy A Rehabilitation Construction	AIP	2022	\$450,000	\$22,500	\$27,500

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RIVERSIDE MUNICIPAL	RY 9/27 LED MIRL	AIP	2023	\$472,500	\$23,625	\$28,875
RIVERSIDE MUNICIPAL	Service Road	AIP	2024	\$810,000	\$40,500	\$49,500
RIVERSIDE MUNICIPAL	Apron Rehabilitation (Port-a-Port)	AIP	2025	\$810,000	\$40,500	\$49,500
RIVERSIDE MUNICIPAL	Runway 9/27 Slurry Coat	AIP	2026	\$540,000	\$27,000	\$33,000
ROGERS FIELD	Acquire Snowblower	AIP	2019	\$107,100	\$5,355	\$6,545
ROGERS FIELD	New Snow Plow Truck	AIP	2019	\$216,000	\$10,800	\$13,200
ROGERS FIELD	Des/Construct:Reseal Joints in RW, TW, and Taxilane Pavement	AIP	2020	\$846,000	\$42,300	\$51,700
ROGERS FIELD	Design - Develop East Hangar Area, Access Road and Taxilanes	AIP	2021	\$392,400	\$19,620	\$23,980
ROGERS FIELD	Design:Extend Taxiway A, Relocate Threshold RW 16	AIP	2021	\$172,800	\$8,640	\$10,560
ROGERS FIELD	Construct:Develop East Hangar Area Phase 1	AIP	2022	\$3,398,400	\$169,920	\$207,680
ROGERS FIELD	Construct:Extend Taxiway A, Relocate Threshold RW 16	AIP	2023	\$1,215,900	\$60,795	\$74,305
ROGERS FIELD	Design: Tee Hangar Site Development Phase 2	AIP	2023	\$282,600	\$14,130	\$17,270
ROGERS FIELD	Design/Construct: Snow Removal Equipment Building	AIP	2024	\$412,200	\$20,610	\$25,190
ROGERS FIELD	Airport Layout Plan Narrative with Updated ALP Plans	AIP	2025	\$135,000	\$6,750	\$8,250
ROGERS FIELD	Construct Develop East Hangar Area Phase 2	AIP	2025	\$1,350,000	\$67,500	\$82,500
ROGERS FIELD	Enviromental Assessment (EA) - Land	AIP	2025	\$108,000	\$5,400	\$6,600
ROGERS FIELD	Update Pavement Maintenance/Management Program	AIP	2025	\$72,000	\$3,600	\$4,400
ROGERS FIELD	Design: Reseal Joints in Pavement	AIP	2026	\$45,000	\$2,250	\$2,750
ROGERS FIELD	Environmental Assessment (EA)	AIP	2027	\$108,000	\$5,400	\$6,600
ROGERS FIELD	Land Acquisition - Runway 16-34 Extension	AIP	2027	\$144,000	\$7,200	\$8,800
ROGERS FIELD	Reseal Joints in Pavement	AIP	2027	\$524,700	\$26,235	\$32,065
ROGERS FIELD	Construct 16-unit Nested Tee Hangar	AIP	2028	\$1,467,000	\$73,350	\$89,650
ROUND VALLEY	Runway 10-28 Pavement Rehabilitation Design	AIP	2019	\$61,020	\$3,051	\$3,729
ROUND VALLEY	Runway 10-28 Pavement Rehabilitation Construction	AIP	2021	\$457,650	\$22,883	\$27,968
SACRAMENTO EXECUTIVE	Improve Runway 2/20 Safety Area	AIP	2019	\$900,000	\$45,000	\$55,000
SACRAMENTO EXECUTIVE	Rehabilitate Runway 2/20 (all phases)	AIP	2020	\$6,480,000	\$324,000	\$396,000
SACRAMENTO EXECUTIVE	Rehabilitate Runway 12/30	AIP	2022	\$1,890,000	\$94,500	\$115,500
SACRAMENTO EXECUTIVE	Rehabilitation of Taxiways M, N and W	AIP	2022	\$1,485,000	\$74,250	\$90,750
SACRAMENTO EXECUTIVE	Rehabilitate North T-Hangar Taxiways	AIP	2023	\$1,395,000	\$69,750	\$85,250
SACRAMENTO EXECUTIVE	Rehabilitation Taxiways E and H	AIP	2023	\$1,485,000	\$74,250	\$90,750
SACRAMENTO EXECUTIVE	Rehabilitate Taxiways C and D	AIP	2024	\$1,485,000	\$74,250	\$90,750
SACRAMENTO EXECUTIVE	Rehabilitate South T-Hangar Taxiways	AIP	2025	\$180,000	\$9,000	\$11,000

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SACRAMENTO INTERNATIONAL	Rehab of Runway 16R/34L ph 2 of 2 construction	AIP	2019	\$36,000,000	\$0	\$4,000,000
SACRAMENTO INTERNATIONAL	Rehabilitate Taxiway "Y"	AIP	2019	\$900,000	\$0	\$100,000
SACRAMENTO INTERNATIONAL	New ARFF Building	AIP	2020	\$9,675,000	\$0	\$1,075,000
SACRAMENTO INTERNATIONAL	Realign Taxiway A System (A5, A7, A9) 2 phases	AIP	2021	\$27,900,000	\$0	\$3,100,000
SACRAMENTO INTERNATIONAL	West Apron Rehab Construction	AIP	2021	\$9,675,000	\$0	\$1,075,000
SACRAMENTO INTERNATIONAL	RON/Deicing Apron Construction	AIP	2023	\$9,000,000	\$0	\$1,000,000
SACRAMENTO INTERNATIONAL	Strengthen & Overlay South Portion of Taxiway "A"	AIP	2024	\$20,700,000	\$0	\$2,300,000
SACRAMENTO MATHER	Overlay Runway 4L/22R Pavement, Construction	AIP	2019	\$18,000,000	\$900,000	\$1,100,000
SACRAMENTO MATHER	Rehab AC Section Runway 4R/22L Part 2 construction	AIP	2020	\$18,000,000	\$900,000	\$1,100,000
SACRAMENTO MATHER	Rehabilitate Taxiway "D" and "D1"	AIP	2021	\$792,000	\$39,600	\$48,400
SACRAMENTO MATHER	Rehabilitate General Apron and Drainage	AIP	2022	\$3,150,000	\$157,500	\$192,500
SACRAMENTO MATHER	Remove Excess Markings and Pavement	AIP	2022	\$1,404,000	\$70,200	\$85,800
SALINAS MUNICIPAL	ALUCP	A&D	2019	\$0	\$157,500	\$17,500
SALINAS MUNICIPAL	Construct Runway 8-26 and Helipad Pavement Rehabilitation	AIP	2019	\$1,080,000	\$54,000	\$66,000
SALINAS MUNICIPAL	Master Plan Update	AIP	2021	\$495,000	\$24,750	\$30,250
SALINAS MUNICIPAL	Design Apron Pavement Rehabilitation	AIP	2022	\$247,500	\$12,375	\$15,125
SALINAS MUNICIPAL	Design Perimeter Road Pavement Rehabilitation	AIP	2022	\$157,500	\$7,875	\$9,625
SALINAS MUNICIPAL	Construct Apron Pavement Rehabilitation, Phase I	AIP	2023	\$834,408	\$41,720	\$50,992
SALINAS MUNICIPAL	Construct Perimeter Road Pavement Rehabilitation, Phase I	AIP	2023	\$451,548	\$22,577	\$27,595
SALINAS MUNICIPAL	Construct Apron Pavement Rehabilitation, Phase II	AIP	2024	\$957,150	\$47,858	\$58,493
SALINAS MUNICIPAL	Construct Perimeter Road Pavement Rehabilitation, Phase II	AIP	2024	\$270,198	\$13,510	\$16,512
SALINAS MUNICIPAL	NEPA - RWY RSA Enhancements Safety Environmental	AIP	2025	\$270,000	\$13,500	\$16,500
SALINAS MUNICIPAL	Design - Enhance Runway Safety (RWY 13-31 RSA Standards)	AIP	2026	\$279,000	\$13,950	\$17,050
SALINAS MUNICIPAL	Construction - Enhance Runway Safety (RWY 13-31)	AIP	2027	\$5,134,500	\$256,725	\$313,775
SALINAS MUNICIPAL	Enhance Rw 8-26 RSA Shift RWY 8-26 Environmental	AIP	2028	\$232,200	\$11,610	\$14,190
SAMOA FIELD	Resurface Runway/Repaint Markings	A&D	2019	\$0	\$135,000	\$15,000
SAMOA FIELD	T-Hangar Improvements	A&D	2021	\$0	\$180,000	\$20,000

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SAMOA FIELD	Resurface Parking Areas	A&D	2022	\$0	\$0	\$0
SAMOA FIELD	Design Ten T Hangars	A&D	2023	\$0	\$270,000	\$30,000
SAMOA FIELD	Construct 10 T Hangars	A&D	2024	\$0	\$2,700,000	\$300,000
SAMOA FIELD	Removal/Pruning Willow Stand	A&D	2026	\$0	\$37,800	\$4,200
SAMOA FIELD	Install Runway Lights	A&D	2027	\$0	\$495,000	\$55,000
SAMOA FIELD	Construct Security Fencing	A&D	2028	\$0	\$139,500	\$15,500
SAN BERNARDINO INTERNATIONAL	Taxiway Rehabilitation Project - Taxiway Shoulders	AIP	2020	\$2,465,550	\$123,278	\$150,673
SAN BERNARDINO INTERNATIONAL	ARFF Response Vehicle	AIP	2021	\$720,000	\$36,000	\$44,000
SAN BERNARDINO INTERNATIONAL	Runway 6 Overrun Project - Phase 1	AIP	2022	\$432,691	\$21,635	\$26,442
SAN BERNARDINO INTERNATIONAL	Runway 6/24 Crack, Joint, Spall Repair Phase-1	AIP	2023	\$1,020,231	\$51,012	\$62,347
SAN BERNARDINO INTERNATIONAL	Apron Rehabilitation Project	AIP	2024	\$2,356,700	\$117,835	\$144,021
SAN BERNARDINO INTERNATIONAL	Construct Heliport	AIP	2024	\$450,000	\$22,500	\$27,500
SAN BERNARDINO INTERNATIONAL	EA for Extension of Runway 6/24 & Taxiway ""A""	AIP	2024	\$450,000	\$22,500	\$27,500
SAN BERNARDINO INTERNATIONAL	Runway 6 Overrun Project - Phase 2	AIP	2025	\$2,240,451	\$112,023	\$136,916
SAN BERNARDINO INTERNATIONAL	Construct Taxiway to Corporate Hangars	AIP	2026	\$903,600	\$45,180	\$55,220
SAN BERNARDINO INTERNATIONAL	EIS for Second Runway	AIP	2027	\$540,000	\$27,000	\$33,000
SAN BERNARDINO INTERNATIONAL	Construct General Aviation Runway & Taxiway	AIP	2028	\$7,137,000	\$356,850	\$436,150
SAN CARLOS	Rehabilitate Runway 12/30, Phase II - Construction	AIP	2019	\$832,500	\$41,625	\$50,875
SAN CARLOS	Rehabilitate Taxiway Sealcoat and Restripe Taxiways J, K	AIP	2020	\$1,116,000	\$55,800	\$68,200
SAN CARLOS	Crack Seal, Seal Coat and Restripe Transient Parking Ram	AIP	2021	\$652,500	\$32,625	\$39,875
SAN CARLOS	Crack Seal, Seal Coat and Restripe All Parking Ramps	AIP	2022	\$121,500	\$6,075	\$7,425
SAN CARLOS	Crack Seal, Seal Coat and Restripe All Parking Ramps	AIP	2024	\$855,000	\$42,750	\$52,250
SAN DIEGO INTERNATIONAL	Preparation of Land Use Compatability Plans	A&D	2019	\$0	\$500,000	\$700,000

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SAN DIEGO INTERNATIONAL	Rehabilitate Apron Pavement	AIP	2020	\$8,475,000	\$0	\$2,825,000
SAN DIEGO INTERNATIONAL	Residential Sound Attenuation	A&D	2020	\$11,627,848	\$0	\$2,906,962
SAN DIEGO INTERNATIONAL	Construct Terminal Apron	A&D	2021	\$40,000,000	\$0	\$111,400,000
SAN DIEGO INTERNATIONAL	Residential Sound Attenuation	A&D	2021	\$11,627,848	\$0	\$2,906,962
SAN DIEGO INTERNATIONAL	Construct Taxiway "A"	A&D	2022	\$30,617,587	\$0	\$10,205,863
SAN DIEGO INTERNATIONAL	Residential Sound Attenuation	A&D	2022	\$11,627,848	\$0	\$2,906,962
SAN DIEGO INTERNATIONAL	VALE - Hydrant Fueling 30 Gates	A&D	2022	\$63,375,000	\$0	\$21,125,000
SAN DIEGO INTERNATIONAL	VALE - Install PCAir and 400Hz at 30 Gates	A&D	2022	\$12,075,000	\$0	\$4,025,000
SAN DIEGO INTERNATIONAL	Construct Remain Overnight (RON) Parking	A&D	2023	\$37,725,000	\$0	\$12,575,000
SAN DIEGO INTERNATIONAL	Rehabilitate Taxiway "B"	A&D	2023	\$24,450,000	\$0	\$8,150,000
SAN DIEGO INTERNATIONAL	Replace and Upgrade EMAS	A&D	2023	\$14,475,000	\$0	\$4,825,000
SAN DIEGO INTERNATIONAL	Residential Sound Attenuation	A&D	2023	\$11,627,848	\$0	\$2,906,962
SAN DIEGO INTERNATIONAL	Replace Airfield Signage	A&D	2024	\$750,000	\$0	\$250,000
SAN DIEGO INTERNATIONAL	Residential Sound Attenuation	A&D	2024	\$11,627,848	\$0	\$2,906,962
SAN FRANCISCO INTERNATIONAL	9-1-1 Phone System Upgrade	A&D	2019	\$0	\$255,000	\$745,000
SAN FRANCISCO INTERNATIONAL	Noise Insulation Program	AIP	2019	\$5,773,500	\$0	\$641,500
SAN FRANCISCO INTERNATIONAL	Runway 1L-19R Overlay and Reconstruction	AIP	2019	\$21,600,000	\$0	\$2,400,000
SAN FRANCISCO INTERNATIONAL	Taxiway F1 Realignment	AIP	2019	\$20,700,000	\$0	\$2,300,000
SAN FRANCISCO INTERNATIONAL	Taxiway T and D Realignment	AIP	2019	\$22,500,000	\$0	\$2,500,000
SAN FRANCISCO INTERNATIONAL	Taxiway C Reconstruction Phase I	AIP	2020	\$15,678,355	\$0	\$1,742,039
SAN FRANCISCO INTERNATIONAL	Taxiway C Reconstruction Phase II	AIP	2023	\$450,000	\$0	\$50,000
SAN FRANCISCO INTERNATIONAL	Taxiway C3 and R Reconstruction/Realignment	AIP	2023	\$450,000	\$0	\$50,000
SAN FRANCISCO INTERNATIONAL	Taxiway F and N Reconstruction	AIP	2023	\$450,000	\$0	\$50,000
SAN FRANCISCO INTERNATIONAL	Taxiway G and H Reconstruction	AIP	2023	\$3,755,051	\$0	\$417,228

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
SAN FRANCISCO INTERNATIONAL	Taxiway L Reconstruction	AIP	2023	\$450,000	\$0	\$50,000
SAN FRANCISCO INTERNATIONAL	Taxiway Z Reconstruction Phase I	AIP	2023	\$450,000	\$0	\$50,000
SAN GABRIEL VALLEY (EL MONTE)	Land Use Compatibility Plan (ALUCP)	A&D	2019	\$0	\$270,000	\$30,000
SAN GABRIEL VALLEY (EL MONTE)	Pavement Repairs & Maintenance - Crack Sealing/Patching	A&D	2019	\$0	\$45,000	\$5,000
SAN GABRIEL VALLEY (EL MONTE)	Runway & Taxiway Reconstruction - [Design]	AIP	2021	\$450,000	\$22,500	\$27,500
SAN GABRIEL VALLEY (EL MONTE)	Runway & Taxiway Reconstruction - [Construction]	AIP	2023	\$7,200,000	\$360,000	\$440,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Aircraft Rescue and Fire Fighting (ARFF) Facility	AIP	2019	\$18,000,000	\$0	\$2,000,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Airfield Electrical System Rehabilitation Phase 2	AIP	2019	\$3,600,000	\$0	\$400,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Terminal B Ramp Rehabilitation Phase 4	AIP	2019	\$7,920,000	\$0	\$880,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Airfield Electrical System Rehabilitation Phase 3	AIP	2020	\$3,150,000	\$0	\$350,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Electric Ground Support Equipment (VALE) Phase 1	AIP	2020	\$450,000	\$0	\$50,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Pavement Management Study	AIP	2020	\$360,000	\$0	\$40,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Runway Incursion Mitigation (RIM) Implementation Phase 1	AIP	2020	\$15,000,000	\$0	\$1,666,667
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Safety Management Systems (SMS) Program	AIP	2020	\$450,000	\$0	\$50,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Terminal B Ramp Rehabilitation Phase 5	AIP	2020	\$6,030,000	\$0	\$670,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Zero Emission Buses	AIP	2020	\$4,500,000	\$0	\$500,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Airfield Electrical System Rehabilitation Phase 4	AIP	2021	\$2,700,000	\$0	\$300,000

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SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Electric Ground Support Equipment (VALE) Phase 2	AIP	2021	\$450,000	\$0	\$50,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Runway Incursion Mitigation (RIM) Implementation Phase 2	AIP	2021	\$15,000,000	\$0	\$1,666,667
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Runway Incursion Mitigation (RIM) Implementation Phase 3	AIP	2022	\$15,000,000	\$0	\$1,666,667
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Noise Monitoring System (ANOMS) Replacement	AIP	2024	\$1,800,000	\$0	\$200,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Electric Ground Support Equipment (VALE) Phase 3	AIP	2024	\$450,000	\$0	\$50,000
SAN JOSE INTERNATIONAL , NORMAN Y. MINETA	Obstruction Survey	AIP	2024	\$450,000	\$0	\$50,000
SAN LUIS OBISPO COUNTY REGIONAL	Conduct Drainage Study	AIP	2019	\$270,000	\$0	\$30,000
SAN LUIS OBISPO COUNTY REGIONAL	Rehabilitate Terminal Apron	AIP	2019	\$373,770	\$0	\$41,530
SAN LUIS OBISPO COUNTY REGIONAL	Runway 11-29 Rehabilitation	AIP	2019	\$10,300,779	\$0	\$1,144,531
SAN LUIS OBISPO COUNTY REGIONAL	Rehabilitate Taxiways A, F & H	AIP	2020	\$3,485,790	\$0	\$387,310
SAN LUIS OBISPO COUNTY REGIONAL	Relocate Navigational Aids (Glide Slope/VASI) and Apprch Light	AIP	2020	\$303,930	\$0	\$33,770
SAN LUIS OBISPO COUNTY REGIONAL	Taxiway A Realignment and Rehabilitation Phase 2 - Construct	AIP	2020	\$1,474,290	\$0	\$163,810
SAN LUIS OBISPO COUNTY REGIONAL	Master Plan	AIP	2021	\$360,000	\$0	\$40,000
SAN LUIS OBISPO COUNTY REGIONAL	Relocate Nav Aid and ALS Phase 2 - Design	AIP	2021	\$429,660	\$0	\$47,740
SAN LUIS OBISPO COUNTY REGIONAL	Relocate Nav Aids (GS/VASI) and Apprch Phase 3, Construct	AIP	2022	\$4,296,150	\$0	\$477,350
SAN LUIS OBISPO COUNTY REGIONAL	Reconfigure Taxiway E	AIP	2023	\$7,175,160	\$0	\$797,240
SANTA MARIA PUBLIC	Rehabilitate Terminal Apron, Ph 3	AIP	2019	\$3,330,000	\$0	\$370,000
SANTA MARIA PUBLIC	Rehabilitate Runway 12-30	AIP	2020	\$6,120,000	\$0	\$680,000
SANTA MARIA PUBLIC	Rehab. Twy A & S & T, Construct Twys A4, A6, A7, A8	AIP	2021	\$6,525,000	\$0	\$725,000

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Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
SANTA MARIA PUBLIC	No Project		2022	\$0	\$0	\$0
SANTA MARIA PUBLIC	Environmental Assessment (EA) to Extend Taxiway B	AIP	2023	\$495,000	\$0	\$55,000
SANTA MARIA PUBLIC	No Project		2024	\$0	\$0	\$0
SANTA MARIA PUBLIC	Extend Taxiway B south from Taxiway E to Taxiway B7	AIP	2025	\$4,410,000	\$0	\$490,000
SANTA MARIA PUBLIC	No Project		2026	\$0	\$0	\$0
SANTA MARIA PUBLIC	Rehabilitate Terminal Apron, Phase 4	AIP	2027	\$2,340,000	\$0	\$260,000
SANTA MARIA PUBLIC	Rehabilitate Taxiways E and H	AIP	2028	\$3,960,000	\$0	\$440,000
SANTA YNEZ	Mid-Field Security Enhncemnts, Apron Reconstruct (Design)	AIP	2019	\$166,500	\$8,325	\$10,175
SANTA YNEZ	AWOS	AIP	2020	\$144,000	\$7,200	\$8,800
SANTA YNEZ	Mid-Field Security Enhncmnts, Apron Reconstruct (Construction)	AIP	2021	\$1,620,000	\$81,000	\$99,000
SANTA YNEZ	Pavement Rehabilitation, Aprons and Taxilanes.	AIP	2023	\$603,000	\$30,150	\$36,850
SANTA YNEZ	Pole-Mounted Mpron Lighting (Construct & Reimburse Design)	AIP	2025	\$234,000	\$11,700	\$14,300
SANTA YNEZ	Rehabilitate Runway 8-26.	AIP	2027	\$864,000	\$43,200	\$52,800
SANTA YNEZ	Rehabilitate Parallel and Connecting Taxiways	AIP	2028	\$882,000	\$44,100	\$53,900
SCOTT VALLEY - BUD DAVIS FIELD	Taxiway/Apron Runway Slurry Seal (Bid/Award & Construction)	AIP	2020	\$67,500	\$3,375	\$4,125
SCOTT VALLEY - BUD DAVIS FIELD	ALP Update With Narrative Report	AIP	2021	\$135,000	\$6,750	\$8,250
SEQUOIA FIELD	Runway 13-31 and Exists Rehabilitation	AIP	2019	\$360,000	\$18,000	\$22,000
SEQUOIA FIELD	Parallel Taxiway	AIP	2020	\$135,000	\$6,750	\$8,250
SEQUOIA FIELD	Apron and Taxialnes	AIP	2021	\$90,000	\$4,500	\$5,500
SEQUOIA FIELD	12000 Gal. AVGAS Fuel Island	AIP	2022	\$180,000	\$9,000	\$11,000
SEQUOIA FIELD	16 Unit Nested T-Hangar Buildings	AIP	2023	\$720,000	\$36,000	\$44,000
SEQUOIA FIELD	No New Projects	AIP	2024	\$0	\$0	\$0
SEQUOIA FIELD	No New Projects	AIP	2025	\$0	\$0	\$0
SEQUOIA FIELD	No New Projects	AIP	2026	\$0	\$0	\$0
SEQUOIA FIELD	Runway and Taxiway Pavement Maintenance	AIP	2027	\$270,000	\$13,500	\$16,500
SHELTER COVE	ALP Update	A&D	2019	\$0	\$93,060	\$10,340
SHELTER COVE	Taxiway Realignment Planning	A&D	2019	\$0	\$81,000	\$9,000
SHELTER COVE	Tiedown Area Paving, Southeast and Northwest Tiedown Apron	AIP	2019	\$504,000	\$25,200	\$30,800
SHELTER COVE	Improve Drainage - Southeast Tiedown Area	A&D	2020	\$0	\$450,000	\$50,000
SHELTER COVE	Pilots Lounge	A&D	2020	\$0	\$67,500	\$7,500
SHELTER COVE	Taxiway Realignment	AIP	2020	\$630,000	\$31,500	\$38,500

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SHELTER COVE	10 Space Pilot's Parking Lot Planning and Design	A&D	2026	\$0	\$23,400	\$2,600
SHELTER COVE	10 Space Pilot's Parking Lot	A&D	2027	\$0	\$90,000	\$10,000
SHOSHONE	Segmented Circle	A&D	2020	\$0	\$29,700	\$3,300
SHOSHONE	Replace Runway Lighting Control System	A&D	2021	\$0	\$31,500	\$3,500
SHOSHONE	Construct Turnarounds	A&D	2022	\$0	\$99,000	\$11,000
SHOSHONE	Widen RW 15-33	A&D	2024	\$0	\$450,000	\$50,000
SHOSHONE	Reconstruct RW 15-33	A&D	2028	\$0	\$675,000	\$75,000
SIERRAVILLE DEARWATER	Widen Runway to 60 feet	A&D	2021	\$0	\$225,000	\$25,000
SIERRAVILLE DEARWATER	New Parallel Taxiway-One Half Length	A&D	2022	\$0	\$297,000	\$33,000
SIERRAVILLE DEARWATER	Land Acquisition for Aviation Easement	A&D	2023	\$0	\$162,000	\$18,000
SIERRAVILLE DEARWATER	ALP/Master Plan	A&D	2024	\$0	\$16,200	\$1,800
SIERRAVILLE DEARWATER	Construct Turnaround RW 3	A&D	2025	\$0	\$36,000	\$4,000
SIERRAVILLE DEARWATER	New Parallel Taxiway-One Half Length	A&D	2026	\$0	\$297,000	\$33,000
SIERRAVILLE DEARWATER	Runway Reconstruction	A&D	2027	\$0	\$540,000	\$60,000
SIERRAVILLE DEARWATER	Reconstruct apron	A&D	2028	\$0	\$360,000	\$40,000
SISKIYOU COUNTY	ALP Update With Narrative Report	AIP	2021	\$135,000	\$6,750	\$8,250
SISKIYOU COUNTY	Taxiway Rehabilitation (Design)	A&D	2022	\$0	\$135,000	\$15,000
SISKIYOU COUNTY	Taxiway Rehabilitation (Construction)	A&D	2023	\$0	\$2,700,000	\$300,000
SOUTHARD FIELD	Pavement Maintenance & Remarking RWY, TWY & Tiedown	A&D	2019	\$0	\$90,000	\$10,000
SOUTHARD FIELD	Segmented Circle Repair	A&D	2021	\$0	\$27,000	\$3,000
SPAULDING	Pavement Maintenance & Remarking; RWY, TWY & Tiedown	A&D	2019	\$0	\$90,000	\$10,000
SPAULDING	Design & Relocate Beacon & Reconstruct Segmented Circle	A&D	2021	\$0	\$81,000	\$9,000
SUSANVILLE MUNICIPAL	Design and Construct Pavement Project	AIP	2019	\$53,062	\$2,653	\$3,243
SUSANVILLE MUNICIPAL	2019-ALUCP (Land Use Compatibility Plan)	A&D	2019	\$0	\$225,000	\$25,000
SUSANVILLE MUNICIPAL	Construct Apron Reconstruction, Phase II	AIP	2020	\$855,000	\$42,750	\$52,250
SUSANVILLE MUNICIPAL	Safety Perimeter Fence	AIP	2020	\$270,000	\$13,500	\$16,500
SUSANVILLE MUNICIPAL	Construct Taxiway Rehabilitation	AIP	2023	\$765,000	\$38,250	\$46,750
SUTTER COUNTY	Apron Asphalt Maintenance - South	AIP	2019	\$432,000	\$21,600	\$26,400
SUTTER COUNTY	Fuel Farm Replacement	AIP	2020	\$121,500	\$6,075	\$7,425
SUTTER COUNTY	Additional Hangar Site Preparations	AIP	2021	\$135,000	\$6,750	\$8,250
SUTTER COUNTY	Airport Layout Plan Update	AIP	2021	\$45,000	\$2,250	\$2,750
TAFT	Airport Layout Plan/Narrative & AGIS Report	A&D	2019	\$0	\$211,500	\$23,500
TAFT	Renovate Runway Lighting system	A&D	2021	\$0	\$225,000	\$25,000

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TAFT	Rehabilitate Taxiway to Aircraft Aprons	A&D	2022	\$0	\$585,000	\$65,000
TAFT	Pavement Management Plan	A&D	2023	\$0	\$11,700	\$1,300
TAFT	Runway Pavement Rehabilitation and Restripe	A&D	2024	\$0	\$315,000	\$35,000
TAFT	Transient Parking Apron Rehabilitation	A&D	2025	\$0	\$498,600	\$55,400
TEHACHAPI MUNICIPAL	Rehab South Paralel & Connect Taxiways, Safety Grading Design	AIP	2019	\$189,000	\$9,450	\$11,550
TEHACHAPI MUNICIPAL	No Project	AIP	2020	\$0	\$0	\$0
TEHACHAPI MUNICIPAL	Rehabilitate South Parallel and Connect Taxiways Const.	AIP	2021	\$702,000	\$35,100	\$42,900
TEHACHAPI MUNICIPAL	Rehabilitate South Parallel and Connecting Taxiways	AIP	2022	\$3,600,000	\$180,000	\$220,000
TEHACHAPI MUNICIPAL	Rehabilitate Runway 11-29 (Construct & Reimburse Design)	AIP	2023	\$1,710,000	\$85,500	\$104,500
TEHACHAPI MUNICIPAL	Land Acquisition: 040-450-13. (0.3 Acres)	AIP	2024	\$243,000	\$12,150	\$14,850
TEHACHAPI MUNICIPAL	Fuel Facility Upgrades	AIP	2025	\$810,000	\$40,500	\$49,500
TEHACHAPI MUNICIPAL	Environmental Assessment (EA): North Side Parallel Taxiway	AIP	2026	\$270,000	\$13,500	\$16,500
TEHACHAPI MUNICIPAL	No Project		2027	\$0	\$0	\$0
TEHACHAPI MUNICIPAL	North Side Parallel T/W. Phase 1 Construction and Design	AIP	2028	\$1,350,000	\$67,500	\$82,500
TRACY MUNICIPAL	Airport Layout Plan Narrative with Updated ALP Drawings & AG	AIP	2019	\$217,080	\$10,854	\$13,266
TRACY MUNICIPAL	Replace PAPI and AWOS Home Run Cable	AIP	2019	\$75,330	\$3,767	\$4,604
TRACY MUNICIPAL	Perimeter Fencing (700 LF)	AIP	2020	\$45,000	\$2,250	\$2,750
TRACY MUNICIPAL	Construct Helicopter Parking Area	AIP	2021	\$563,400	\$28,170	\$34,430
TRACY MUNICIPAL	Medium Intensity Taxiway Edge Lights Taxiways A, B, D, and E	AIP	2022	\$1,134,900	\$56,745	\$69,355
TRACY MUNICIPAL	Fuel Island and Fuel Farm Expansion	AIP	2023	\$832,500	\$41,625	\$50,875
TRACY MUNICIPAL	Engineering Design - Taxilanes and Access Road	AIP	2024	\$212,400	\$10,620	\$12,980
TRACY MUNICIPAL	Construct: Tee Hangar Taxilanes	AIP	2025	\$596,700	\$29,835	\$36,465
TRACY MUNICIPAL	Construct:Corporate Hangar Taxilanes and Access Road	AIP	2026	\$1,101,150	\$55,058	\$67,293
TRUCKEE-TAHOE	2019: Construct New Wash Rack	AIP	2019	\$365,625	\$18,281	\$22,344
TRUCKEE-TAHOE	2019: Medical Services Apron	AIP	2019	\$382,500	\$19,125	\$23,375
TRUCKEE-TAHOE	Runway 11-29 East Blast Pad - Reconstruct	AIP	2019	\$152,100	\$7,605	\$9,295
TRUCKEE-TAHOE	Saw & Seal New Joints - Hangar Taxilanes J & K	AIP	2019	\$83,700	\$4,185	\$5,115
TRUCKEE-TAHOE	Construct New Apron F4 - 192,000 sq. ft.	AIP	2020	\$2,448,900	\$122,445	\$149,655
TRUCKEE-TAHOE	2020: Reconstruct - TWs A, B, C, D	AIP	2020	\$421,650	\$21,083	\$25,768
TRUCKEE-TAHOE	Reconstruct T/Ws A, B, C, & D	AIP	2021	\$3,730,950	\$186,548	\$228,003
TRUCKEE-TAHOE	Recon. Existing RW 2-20 Replace VASI w/New 2box PAPI	AIP	2021	\$657,000	\$32,850	\$40,150
TRUCKEE-TAHOE	ALP Narrative including Updated ALP Drawings	AIP	2022	\$121,500	\$6,075	\$7,425
TRUCKEE-TAHOE	Reconstruct Existing RW 2-20, Replace VASI with New PAPI	AIP	2022	\$8,726,400	\$436,320	\$533,280

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TRUCKEE-TAHOE	Update PMMP	AIP	2022	\$63,000	\$3,150	\$3,850
TRUCKEE-TAHOE	Reconstruct Apron A2	AIP	2023	\$2,475,000	\$123,750	\$151,250
TRUCKEE-TAHOE	Crack Repair & Reseal Existing Joints -R/W 11-29 (East)	AIP	2023	\$416,250	\$20,813	\$25,438
TRUCKEE-TAHOE	Reconstruct Apron A1	AIP	2024	\$1,800,000	\$90,000	\$110,000
TRUCKEE-TAHOE	Crack Repair, Seal Cracks, Fog Seal - Hangars J-K	AIP	2026	\$85,500	\$4,275	\$5,225
TRUCKEE-TAHOE	Reconstruct R/W 11-29	AIP	2026	\$1,399,500	\$69,975	\$85,525
TRUCKEE-TAHOE	Saw & Seal New Joints & Fog Seal - Apron A1	AIP	2026	\$26,370	\$1,319	\$1,612
TRUCKEE-TAHOE	Saw & Seal New Joints & Fog Seal - Hangars A-H	AIP	2026	\$54,900	\$2,745	\$3,355
TRUCKEE-TAHOE	Saw and Seal New Joints & Fog Seal - R/W 11-29	AIP	2026	\$653,400	\$32,670	\$39,930
TRUCKEE-TAHOE	Saw & Seal New Joints - Hangars A-H	AIP	2027	\$65,700	\$3,285	\$4,015
TULELAKE	Environmental - Habitat/Security Fence - Phase	AIP	2019	\$268,079	\$13,404	\$16,383
TULELAKE	Design/Construct: 8-ft. Habitat/Security Fence	AIP	2020	\$706,500	\$35,325	\$43,175
TULELAKE	Design/Construct: New Tee Hangar site and taxi lanes	AIP	2020	\$661,500	\$33,075	\$40,425
TULELAKE	Design/Construct 10-unit hangar building	AIP	2020	\$927,000	\$46,350	\$56,650
TULELAKE	Design New AWOS A-V, Segmented Circle & Lighted Wind Cone	AIP	2021	\$48,600	\$2,430	\$2,970
TULELAKE	Construct: New AWOS A-V	AIP	2022	\$294,300	\$14,715	\$17,985
TULELAKE	Construct Segmented Circle, and Lighted Wind Cone	AIP	2022	\$198,900	\$9,945	\$12,155
TULELAKE	Design: Extend Taxiway A to Full Length	AIP	2023	\$166,500	\$8,325	\$10,175
TULELAKE	Construct: Extend Taxiway A to Full Lgth of Runway 11-29	AIP	2024	\$1,676,700	\$83,835	\$102,465
TURLOCK MUNICIPAL	Apron A1; Wind Indicator & Segmented Circle Construction	AIP	2019	\$585,000	\$29,250	\$35,750
TURLOCK MUNICIPAL	Rehab Apron A1; Relocate Wind Indicator & Seg. Circle	AIP	2019	\$585,000	\$29,250	\$35,750
TURLOCK MUNICIPAL	Rehab Apron A1; Relocate Wind Indicator & Seg. Circle (Des)	AIP	2019	\$150,000	\$7,500	\$9,167
TURLOCK MUNICIPAL	Widen RW, Grading, RSA & Infrastructure Improvements	AIP	2019	\$2,415,000	\$120,750	\$147,583
TURLOCK MUNICIPAL	Extend Parallel Taxi "A"; 3 New Runway/Taxiway - Design	AIP	2020	\$150,000	\$7,500	\$9,167
TURLOCK MUNICIPAL	Extend Parallel TW "A"; Const 3 New RW/TW Connectors (Des)	AIP	2020	\$150,000	\$7,500	\$9,167
TURLOCK MUNICIPAL	Extend Parallel Taxiway "A"; 3 New RW/TW Connectors	AIP	2021	\$675,000	\$33,750	\$41,250
TURLOCK MUNICIPAL	Extend Parallel TW "A"; Construct 3 New RY/TW Connectors	AIP	2021	\$675,000	\$33,750	\$41,250
TURLOCK MUNICIPAL	Update Master Plan	AIP	2022	\$180,000	\$9,000	\$11,000
UKIAH MUNICIPAL	R/W 15-33 Pvmnt Rehab, Cnst T/W A2, Demo T/W B - Construct	AIP	2019	\$2,713,901	\$135,695	\$165,849
UKIAH MUNICIPAL	Reimbursable Agreement for PAPI Design	AIP	2019	\$35,505	\$1,775	\$2,170
UKIAH MUNICIPAL	Replace VASI w/ PAPI, Relocate REILs - Construction	AIP	2019	\$532,461	\$26,623	\$32,539
UKIAH MUNICIPAL	R/W 15-33 Demo Shldrs, Install LED MIRL & Thrshld Lts - Cnst	AIP	2020	\$1,237,883	\$61,894	\$75,648
UKIAH MUNICIPAL	Pvmnt Rehab of T/W A, A3, A5 - Design	AIP	2021	\$54,000	\$2,700	\$3,300

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UKIAH MUNICIPAL	Demo T/W D, Construct T/W A4 - Design	AIP	2021	\$51,705	\$2,585	\$3,160
UKIAH MUNICIPAL	Pvmt Rehab of T/W A, A3, A5 - Construction	AIP	2022	\$565,259	\$28,263	\$34,544
UKIAH MUNICIPAL	Demo T/W D, Construct T/W A4 - Construction	AIP	2022	\$506,160	\$25,308	\$30,932
UKIAH MUNICIPAL	No Project	AIP	2023	\$0	\$0	\$0
UKIAH MUNICIPAL	No Project	AIP	2024	\$0	\$0	\$0
VAN NUYS	Reconstruct Taxiway A & B and Improve Lighting (Phase 3)	AIP	2019	\$11,137,500	\$556,875	\$680,625
VAN NUYS	Taxiway A and B Service Road Improvements (Phase 3)	AIP	2019	\$1,266,300	\$63,315	\$77,385
VAN NUYS	Rehabilitate Runway 16R-34L (Slurry Seal/Remark)	AIP	2020	\$543,600	\$27,180	\$33,220
VAN NUYS	Reconstruct Runway 16L-34R	AIP	2021	\$6,886,800	\$344,340	\$420,860
VAN NUYS	Reconstruct Taxilane B1	AIP	2022	\$2,875,500	\$143,775	\$175,725
VAN NUYS	Rehabilitate Taxiway P	AIP	2023	\$1,287,900	\$64,395	\$78,705
VAN NUYS	Reconstruct Taxilane A4	AIP	2024	\$6,815,642	\$340,782	\$416,511
VAN NUYS	Reconstruct Taxiway E	AIP	2024	\$2,983,503	\$149,175	\$182,325
VAN NUYS	Reconstruct Taxiway H	AIP	2024	\$1,492,200	\$74,610	\$91,190
VISALIA MUNICIPAL	Engineering Design - Crack Repair & Seal	AIP	2019	\$322,200	\$16,110	\$19,690
VISALIA MUNICIPAL	Update Airfield Guidance Signs	AIP	2019	\$172,800	\$8,640	\$10,560
VISALIA MUNICIPAL	Airport Layout Plan Update	AIP	2020	\$135,000	\$6,750	\$8,250
VISALIA MUNICIPAL	Crack Repair & Seal- Runway 12/30	AIP	2020	\$1,462,500	\$73,125	\$89,375
VISALIA MUNICIPAL	Reconstruct Taxiways A & B and Tiedown Apron	AIP	2021	\$268,200	\$13,410	\$16,390
VISALIA MUNICIPAL	Reconstruct Taxiways A & B and Tiedown Apron	AIP	2022	\$2,371,500	\$118,575	\$144,925
VISALIA MUNICIPAL	Design - Reconstruct Hangar Lane H1 & H2	AIP	2023	\$144,000	\$7,200	\$8,800
VISALIA MUNICIPAL	Reconstruct Hangar Rows H1 & H2	AIP	2024	\$1,178,100	\$58,905	\$71,995
WARD FIELD	Runway Rehab- Overlay and Restripe RWY & APRON	A&D	2020	\$0	\$225,000	\$25,000
WARD FIELD	Perimeter Fencing	A&D	2021	\$0	\$225,000	\$25,000
WASCO-KERN	No Project		2019	\$0	\$0	\$0
WASCO-KERN	No Project		2028	\$0	\$0	\$0
WATSONVILLE MUNICIPAL	Construct- Seal Cracks, Slurry Seal & Remark RW 9-27 & TW B	AIP	2019	\$524,790	\$26,240	\$32,071
WATSONVILLE MUNICIPAL	Update ALP Including Runway Length Determination	AIP	2019	\$171,000	\$8,550	\$10,450
WATSONVILLE MUNICIPAL	EA- Rehab Drainage E G.A. & Hangars/ S. FBO Apron & Hangars	AIP	2020	\$244,800	\$12,240	\$14,960
WATSONVILLE MUNICIPAL	EA- RWY 2 Complex Extension	AIP	2021	\$326,700	\$16,335	\$19,965
WATSONVILLE MUNICIPAL	Eng. Design- Rehab Drainage E. G.A. / S. FBO & Hang	AIP	2022	\$221,400	\$11,070	\$13,530
WATSONVILLE MUNICIPAL	Rehab Drainage - E. G.A. Apron & Hangars-Construction	AIP	2022	\$1,365,300	\$68,265	\$83,435
WATSONVILLE MUNICIPAL	Eng. Design RWY 2 Complex Extension/ Reconstruct RWY 2-20	AIP	2023	\$737,100	\$36,855	\$45,045

**California Division of Aeronautics
2019 to 2028 CIP Projects by Airport**

Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
WATSONVILLE MUNICIPAL	Rehab Drainage - So. FBO Apron & Hangars- Construction	AIP	2023	\$749,700	\$37,485	\$45,815
WATSONVILLE MUNICIPAL	Construction: RWY 2 Complex Extension, Reconstruct RWY 2-20	AIP	2024	\$7,550,820	\$377,541	\$461,439
WEED	Taxiway/Apron Rehab Reconstruction (Construction)	A&D	2019	\$0	\$969,543	\$107,727
WEED	ALP Update with Narrative Report	AIP	2021	\$135,000	\$6,750	\$8,250
WEED	Electrical Upgrade	A&D	2022	\$0	\$315,000	\$35,000
WESTOVER FIELD AMADOR COUNTY	Perimeter Fencing Design	AIP	2020	\$157,500	\$7,875	\$9,625
WESTOVER FIELD AMADOR COUNTY	Perimeter Fencing Construction	AIP	2021	\$1,440,000	\$72,000	\$88,000
WESTOVER FIELD AMADOR COUNTY	Airfield Drainage Study	AIP	2022	\$112,500	\$5,625	\$6,875
WESTOVER FIELD AMADOR COUNTY	EA for Drainage Improvements	AIP	2023	\$225,000	\$11,250	\$13,750
WESTOVER FIELD AMADOR COUNTY	Runway and Taxiway Pavement Rehabilitation (Design)	AIP	2024	\$99,000	\$4,950	\$6,050
WESTOVER FIELD AMADOR COUNTY	Runway and Taxiway Pavement Rehabilitation (Construction)	AIP	2025	\$607,500	\$30,375	\$37,125
WESTOVER FIELD AMADOR COUNTY	Drainage & Retention Pond (Construction)	AIP	2026	\$540,000	\$27,000	\$33,000
WESTOVER FIELD AMADOR COUNTY	Construction Public Restrooms (Design)	A&D	2026	\$0	\$9,000	\$1,000
WESTOVER FIELD AMADOR COUNTY	East/West and north/south txwys, Access Rd & Security lights	AIP	2026	\$72,000	\$3,600	\$4,400
WESTOVER FIELD AMADOR COUNTY	Expand Apron and Security Lighting (Construction)	AIP	2026	\$157,500	\$7,875	\$9,625
WESTOVER FIELD AMADOR COUNTY	Hangar One Reconstruction (Bid/Award & Construction)	A&D	2026	\$0	\$450,000	\$50,000
WESTOVER FIELD AMADOR COUNTY	Upgrade MIRL/MITL with LED lighting	AIP	2026	\$45,000	\$2,250	\$2,750
WESTOVER FIELD AMADOR COUNTY	Construct Public Restrooms (Construction)	A&D	2027	\$0	\$54,000	\$6,000
WESTOVER FIELD AMADOR COUNTY	Land Acquisition	AIP	2028	\$900,000	\$45,000	\$55,000
WESTOVER FIELD AMADOR COUNTY	Reconstruct Terminal Building (Design)	A&D	2028	\$0	\$67,500	\$7,500

**California Division of Aeronautics
2019 to 2028 CIP Projects by Airport**

Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
WHITEMAN	Airport Land Use Compatibility Plan (ALUCP)	A&D	2020	\$0	\$270,000	\$30,000
WHITEMAN	Exit Taxiways	AIP	2020	\$687,600	\$34,380	\$42,020
WHITEMAN	Pavement Repairs & Maintenance - Crack Sealing/Patching	A&D	2020	\$0	\$45,000	\$5,000
WHITEMAN	Construct Non-Airworthy Aircraft Parking Area	AIP	2021	\$501,840	\$25,092	\$30,668
WHITEMAN	Enhance Blast Protection & Stripe Vehicle Zipper Lane	AIP	2021	\$270,000	\$13,500	\$16,500
WHITEMAN	Acquire 10.8 Acres in Avigation Easements	AIP	2022	\$364,500	\$18,225	\$22,275
WHITEMAN	Relocate Runway Thresholds and Approach Markings	AIP	2022	\$610,875	\$30,544	\$37,331
WHITEMAN	Reconfigure Entrance Road & Construct Runway 30 Hold Apron	AIP	2023	\$2,250,000	\$112,500	\$137,500
WHITEMAN	Survey Underground Utilities - Develop Utility Map	AIP	2023	\$432,000	\$21,600	\$26,400
WILLITS MUNICIPAL	AWOS 2 Installation - Construction	AIP	2019	\$274,500	\$13,725	\$16,775
WILLITS MUNICIPAL	Runway 16-34 Rehabilitation and Threshold Relocation - Const	AIP	2020	\$900,000	\$45,000	\$55,000
WILLITS MUNICIPAL	North Apron Area Reconstruction - Design	AIP	2021	\$54,000	\$2,700	\$3,300
WILLITS MUNICIPAL	South Apron Area Seal Coat - Design	AIP	2021	\$54,000	\$2,700	\$3,300
WILLITS MUNICIPAL	Environmental Assessment for Removal of Tree Obstructions	AIP	2022	\$180,000	\$9,000	\$11,000
WILLITS MUNICIPAL	North Apron Area Reconstruction - Construction	AIP	2022	\$387,000	\$19,350	\$23,650
WILLITS MUNICIPAL	South Apron Area Seal Coat - Construction	AIP	2022	\$72,000	\$3,600	\$4,400
WILLITS MUNICIPAL	Removal of Tree Obstructions	AIP	2023	\$67,500	\$3,375	\$4,125
WILLITS MUNICIPAL	Segmented Circle Rehabilitation - Design	AIP	2023	\$40,500	\$2,025	\$2,475
WILLITS MUNICIPAL	Segmented Circle Rehabilitation - Construction	AIP	2024	\$99,000	\$4,950	\$6,050
WILLITS MUNICIPAL	Removal of Tree Obstructions	AIP	2025	\$67,500	\$3,375	\$4,125
WILLITS MUNICIPAL	Removal of Tree Obstructions	AIP	2026	\$67,500	\$3,375	\$4,125
WILLITS MUNICIPAL	Removal of Tree Obstructions	AIP	2027	\$67,500	\$3,375	\$4,125
WILLITS MUNICIPAL	Removal of Tree Obstructions	AIP	2028	\$67,500	\$3,375	\$4,125
WILLOWS - GLENN COUNTY	Apron Rehabilitation, Design Phase	AIP	2019	\$180,000	\$9,000	\$11,000
WILLOWS - GLENN COUNTY	Update ALP and Narrative Report	AIP	2019	\$135,000	\$6,750	\$8,250
WILLOWS - GLENN COUNTY	Apron Rehabilitation Project, Construction Phase	AIP	2020	\$405,000	\$20,250	\$24,750
WOODLAKE	Runway Reconstruction	AIP	2020	\$1,250,660	\$62,533	\$76,429
WOODLAKE	Parallel Taxiway Reconstruction	AIP	2021	\$478,224	\$23,911	\$29,225
WOODLAKE	Apron Reconstruction	AIP	2022	\$1,627,313	\$81,366	\$99,447
WOODLAKE	Lighting wity Signs, Reflectors, Wind Cone	AIP	2023	\$450,000	\$22,500	\$27,500
WOODLAKE	Perimeter fencing	AIP	2024	\$183,600	\$9,180	\$11,220
WOODLAKE	T-Hangars (6 Units)	AIP	2025	\$168,300	\$8,415	\$10,285
WOODLAKE	T-Hangars (8 Units)	AIP	2026	\$225,000	\$11,250	\$13,750

**California Division of Aeronautics
2019 to 2028 CIP Projects by Airport**

Airport Name	Project Name	Project Type	Program Year	FAA Grant Amount	State Grant Amount	Local Matching Amount
YOLO COUNTY-DAVIS WOODLAND WINTERS	Drainage Basin #1 (Construction)	AIP	2019	\$1,012,500	\$50,625	\$61,875
YOLO COUNTY-DAVIS WOODLAND WINTERS	Run-up Apron - Ph 1 (R/W 16) & Ph 2 (R/W 34) (Construction)	AIP	2020	\$941,850	\$47,093	\$57,558
YOLO COUNTY-DAVIS WOODLAND WINTERS	Runway 16-34 Rehabilitation (Design)	AIP	2021	\$139,500	\$6,975	\$8,525
YOLO COUNTY-DAVIS WOODLAND WINTERS	Runway 16-34 Rehabilitation (Construction)	AIP	2022	\$1,228,500	\$61,425	\$75,075
YOLO COUNTY-DAVIS WOODLAND WINTERS	T/W A & B Rehab & T/W Safety Area Grading (Design)	AIP	2022	\$124,200	\$6,210	\$7,590
YOLO COUNTY-DAVIS WOODLAND WINTERS	T/W A & B Rehab and T/W Safety Area Grading (Construction)	AIP	2023	\$900,000	\$45,000	\$55,000
YOLO COUNTY-DAVIS WOODLAND WINTERS	No Project	AIP	2024	\$0	\$0	\$0
YUBA COUNTY	Runway 5-23 Rehabilitation - Design	AIP	2019	\$72,000	\$3,600	\$4,400
YUBA COUNTY	Runway 5-23 Rehabilitation - Construction	AIP	2020	\$333,000	\$16,650	\$20,350
YUBA COUNTY	New Hangar Area Taxiway and Taxiway A/A4 - Design	AIP	2021	\$180,000	\$9,000	\$11,000
YUBA COUNTY	Demolition of Existing Taxiway A4 - Construction	AIP	2022	\$72,000	\$3,600	\$4,400
YUBA COUNTY	New Hangar Area Taxiway and Taxiway A/A4 - Construction	AIP	2022	\$990,000	\$49,500	\$60,500
YUBA COUNTY	Taxiways A & B Rehabilitation - Design	AIP	2022	\$63,000	\$3,150	\$3,850
YUBA COUNTY	Taxiways A & B Rehabilitatin - Construction	AIP	2023	\$189,000	\$9,450	\$11,550
YUBA COUNTY	Design to Update and Replace Existing Electrical	AIP	2024	\$108,900	\$5,445	\$6,655
YUBA COUNTY	Rehabilitation to Update and Replace Existing Electrical	AIP	2025	\$198,000	\$9,900	\$12,100
YUBA COUNTY	Environmental and Permits for Drainage Improvements	AIP	2026	\$117,000	\$5,850	\$7,150
YUBA COUNTY	Design Drainage Improvements	AIP	2027	\$225,000	\$11,250	\$13,750
YUBA COUNTY	Construct Drainage Improvements	AIP	2028	\$2,520,000	\$126,000	\$154,000
ZAMPERINI FIELD	No Publicly Funded Projects		2019	\$0	\$0	\$0
ZAMPERINI FIELD	No Publicly Funded Projects		2028	\$0	\$0	\$0

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.11, Information

Prepared By: Garth Hopkins
Deputy Director

Published Date: May 3, 2019

Subject: **Metropolitan Planning Organization Perspective on the Proposed Federal Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule**

Issue:

Hasan Ikhata, the Executive Director of the San Diego Association of Governments will provide a regional perspective on the federal Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule.

Background:

In August 2018, the National Highway Traffic Safety Administration proposed the SAFE Vehicles Rule. As proposed by the federal government, the rule would maintain the fuel economy standards at the 2020 level of 37 miles per gallon. Reducing federal fuel efficiency requirements will increase fuel consumption nationwide resulting in additional air quality impacts. According to the California Air Resources Board, if the state was required to follow the federal rollback proposal, global warming emissions could increase by almost 15 million metric tons per year by 2030. That is roughly equivalent to putting an additional 2.8 million cars on the state's roads for a year. Emissions of nitrogen oxides (NOx), a key smog-forming pollutant in the state, would increase to 430 tons in 2030.

With the rule, the federal government has also proposed to withdraw the January 9, 2013 federal Clean Air Act Waiver for California's Advanced Clean Cars Program, zero-emission vehicle mandates, and greenhouse gas emission standards.

According to the California Association of Councils of Governments, once the National Highway Traffic Safety Administration and U.S. Environmental Protection Agency finalize the SAFE Vehicles Rule, California's air quality conformity model known as Emissions Factor or "EMFAC", developed by the California Air Resources Board will be invalidated as it will not meet federal air quality planning requirements regarding "latest planning assumptions." California's air quality non-attainment regions will be without a valid EMFAC model in place to demonstrate transportation air quality

conformity under the federal Clean Air Act. As a result, implementation of this rule by the federal government may delay approximately 2,000 transit and highway projects in California totaling over \$130 billion. It is currently unclear if other states may experience similar transportation project delays as well.

On May 16, 2019 the Commission will hold a joint workshop with the California Air Resources Board to discuss the proposed SAFE Vehicles Rule including potential impacts should the rule become final.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.12, Information

Prepared By: Garth Hopkins
Deputy Director

Published Date: May 3, 2019

Subject: Road Charge Technical Advisory Committee Update

Summary:

Commission staff will provide an update on the issues discussed at the April 26, 2019 Road Charge Technical Advisory Committee meeting.

Background:

Senate Bill (SB) 1077 (DeSaulnier, 2014) created the Road Charge Technical Advisory Committee and required the development of the Road Charge Pilot Program to evaluate an alternative to the current fuel tax. The pilot was completed in 2017.

SB 1328 (Beall, 2018) extended the Road Charge Technical Advisory Committee from January 2019 to January 2023; and reiterated that the committee shall continue to assess the potential for alternatives to the fuel tax.

The Road Charge Technical Advisory Committee met for the first time this year on April 26th. At this meeting, committee members received an update on road charge activities at the national level and in western states from the Washington State Department of Transportation, as well as an overview of the work planned by the California Department of Transportation. The committee also requested an update from the California State Transportation Agency in response to road charge policy recommendations issued by the Technical Advisory Committee and the Commission in 2018. The committee members approved the Road Charge Technical Advisory Committee's Guiding Objective and Action Plan as a framework in moving forward to position California for implementation of a road charge program.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.13, Information

Prepared By: Teri Anderson
Associate Deputy Director

Published Date: May 3, 2019

Subject: **Presentation of the Draft SHOPP Guidelines**

Summary:

The State Highway Operation and Protection Program (SHOPP) Guidelines describe the California Transportation Commission's (Commission) policy, standards, criteria, and procedures for the development, adoption and management of the SHOPP. These guidelines communicate the Commission's expectations and specifically emphasize program and project accountability that allow for transparent and effective decisions with timely delivery of transportation projects.

The Interim SHOPP Guidelines were adopted by the Commission on June 16, 2017 and amended on October 18, 2017. The attached Draft SHOPP Guidelines were prepared in consultation with the Department of Transportation (Department) with input from stakeholders gathered at the SHOPP guidelines webinar held on March 28, 2019.

To better define the Commission's expectations and reflect necessary changes for the timely delivery of projects, amendments to the Interim SHOPP Guidelines are necessary. The proposed SHOPP Guidelines will continue to emphasize the coordination between the Department and local agencies in making investment decisions addressing the most critical corridor needs regardless of mode choice, ensure consistency of the proposed projects in the SHOPP to the Commission adopted Transportation Asset Management Plan, and require allocations of the Department's capital outlay support resources by project phase to provide public transparency for project budget estimates.

Background:

The SHOPP is a biennial four-year plan adopted by the Commission that funds major capital improvements that are necessary to preserve and protect the state highway

system. Projects included in the program shall be limited to improvements relative to the maintenance, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. Each new SHOPP adds two new years to prior programming commitments. The 2018 SHOPP was adopted in March 2018 and the next SHOPP must be adopted by April 1, 2020.

Per the Interim SHOPP Guidelines, the Commission may amend the adopted SHOPP guidelines after first giving notice of the proposed amendment and conducting at least one public hearing. It is anticipated that the final SHOPP Guidelines will be brought forward at the June 2019 meeting for a public hearing and for the Commission to consider adopting. Revisions to several Commission resolutions related to the management of the SHOPP will also be brought forward in June for Commission consideration.

Significant proposed changes to the Guidelines address:

- Section alignment to coincide with the flow of a project through the project delivery process.
- Assembly Bill 515 (Frazier, Statutes of 2017) requirements to prepare the State Highway System Management Plan, which replaced the Ten-Year SHOPP Plan and Five-Year Maintenance Plan.
- Terminology and requirements for the project scoping document referred to as a "Project Initiation Document".
- Requirements for projects with right of way capital of \$10 million or greater to receive Commission approval for project allocations.
- The time expenditure for right of way support and capital from 36 months to 72 months.
- Commission approval requirements for changes to project performance measures.
- SHOPP baseline agreement requirements for projects with a total project cost equal to or greater than \$40 million. Additionally, revises the timing of baseline agreement approval to be within two Commission meetings after a project has achieved project approval and completion of the environmental document.

Attachment:

- Attachment A: Draft SHOPP Guidelines

CALIFORNIA TRANSPORTATION COMMISSION

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM GUIDELINES

DRAFT

CALIFORNIA TRANSPORTATION COMMISSION
STATE HIGHWAY OPERATION AND PROTECTION PROGRAM GUIDELINES

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CALIFORNIA TRANSPORTATION COMMISSION

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM GUIDELINES

I. INTRODUCTION

1. Purpose

These guidelines describe the policy, standards, criteria and procedures for the California Transportation Commission's (Commission) development, adoption, and management of the State Highway Operation and Protection Program (SHOPP).

2. Commission Mission

The Commission is an independent public agency dedicated to ensuring a safe, financially sustainable, world-class multimodal transportation system that reduces congestion, improves the environment, and facilitates economic development through the efficient movement of people and goods.

3. Guidelines Objectives

These guidelines were developed and adopted with the following basic objectives:

- a. Develop the SHOPP as a resource management document that is consistent with the Transportation Asset Management Plan (TAMP) and the State Highway System Management Plan.
- b. Accelerate project delivery, to ensure efficient use of funds, and to address deferred maintenance on the state highway system.
- c. Establish allocation thresholds that the Commission determines are necessary to ensure efficiency and provide exceptions as needed so that projects are not unnecessarily delayed.
- d. Recognize that accountability, flexibility, and simplicity are key components to the objectives of the Guidelines.

4. Statutory Authority

See Appendix B for a listing of the Statutory Authority related to the SHOPP Guidelines.

5. Applicability of SHOPP Guidelines

The SHOPP Guidelines apply to projects programmed in the SHOPP. The SHOPP Guidelines do not apply to transportation programming requirements specified in federal Transportation Improvement Programs (FTIP) and the federal Statewide Transportation Improvement Program (FSTIP) required by federal statutes. Generally, all projects receiving federal transportation funds must be programmed in a FTIP (for projects in urbanized regions) and in a FSTIP. Metropolitan

Planning Organizations are responsible for developing and adopting FTIPs and Caltrans is responsible for preparing the FSTIP. The requirements for FTIPs and the FSTIP are specified in federal statutes (Title 23 United States Code) and federal regulations (23 Code of Federal Regulations part 450).

6. Compliance with Federal and State Requirements

Caltrans shall comply with all federal and state requirements.

7. Amendments to the Guidelines

The Commission may amend the adopted SHOPP guidelines after first giving notice of the proposed amendment and conducting at least one public hearing.

8. Delegation of Authority

As of the date of these SHOPP Guidelines, the Commission has taken formal action to delegate certain authorities to Caltrans. The following resolutions are included in Appendix C.

- Resolution G-05-16: Sub-allocation and Adjustment of Minor Capital Construction Projects.
- Resolution G-06-13: Allocation of Funds for Safety Projects.
- Resolution G-11-16: Funding Emergency Condition Response Projects.
- Resolution G-12-16: Adjustment and Modification of Project Allocations and Descriptions.

II. SHOPP DOCUMENT OVERVIEW AND DEVELOPMENT

9. General

The SHOPP is a biennial program adopted no later than April 1 of each even-numbered year. Consistent with the Biennial State Transportation Improvement Program (STIP) Fund Estimate, each SHOPP will cover the last two years of the previous SHOPP and add two new years of programming capacity.

10. SHOPP Preparation

Pursuant to Government Code Section 14526.5(a), and consistent with the TAMP, Caltrans shall prepare a four-year SHOPP for the expenditure of transportation funds for major capital improvements needed to preserve and protect the state highway system. Consistent with the TAMP and the State Highway System Management Plan, each new SHOPP document shall include projects carried forward from the previous SHOPP, new projects, and reservations. The total amount programmed in each fiscal year of the SHOPP shall not exceed the amount specified in the STIP Fund Estimate.

11. SHOPP Development Schedule

The following schedule lists the major milestones for the development and adoption of the SHOPP:

Milestone	Deadline
Caltrans submits the proposed State Highway System Management Plan to the Commission for review and comments	By February 15 of odd-numbered years.
Commission reviews and comments on the State Highway System Management Plan	March of odd-numbered years
Caltrans submits final State Highway System Management Plan to Governor and Legislature	By June 1 of odd-numbered years
Caltrans presents Draft Fund Estimate to the Commission	By July 15 of odd-numbered years
Commission adopts Fund Estimate	By August 15 of odd-numbered years
Caltrans and Regional Transportation Planning Agencies coordinate in the development of candidate projects	Ongoing
Caltrans to share initial draft of proposed SHOPP with Regional Transportation Planning Agencies	Beginning of December of odd-numbered years
Caltrans submits proposed SHOPP	By January 31 of even-numbered years
SHOPP Hearing in Northern California	February of even-numbered years
SHOPP Hearing in Southern California	March of even-numbered years
Commission Adopts SHOPP and Submits to Legislature and Governor	By April 1 of even-numbered years

12. Eligibility

Projects eligible for SHOPP funds include major capital improvements that are necessary to preserve and protect the state highway system and are consistent with the TAMP. Projects included in the program shall be limited to improvements relative to the maintenance, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.

Examples of SHOPP-eligible operation improvement projects include, but are not limited to the following:

- a. Auxiliary lanes for merging or weaving between adjacent interchanges.
- b. Intersection modifications including traffic signals.
- c. Slow vehicle lanes on conventional highways and four lane freeways.
- d. Curve and vertical alignment corrections.

- e. Two-way left turn lanes.
- f. Channelization.
- g. Turnouts.
- h. Chain control and truck brake inspection sites.
- i. Shoulder widening.
- j. Traffic Management Systems.
- k. Traffic Management Centers.
- l. Multimodal corridor projects.

Pursuant to Streets and Highways Code Section 2030 (2), to the extent possible and cost-effective, and where feasible, Caltrans shall:

- a. Use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.
- b. Use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies that may include, but are not necessarily limited to, charging or fueling opportunities for zero-emission vehicles, and provision of infrastructure-to-vehicle communications for transitional or full autonomous vehicle systems.
- c. In the context of both the project scope and the risk level for the asset due to global climate change, include features in projects to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.
- d. In the context of facility type, right of way, project scope, and quality of nearby alternative facilities, incorporate complete street elements, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.

13. Display of Project Scope, Budget, Schedule, and Performance Measure

The SHOPP document shall include the following information for each project:

- a. The project title, including a brief description of the project location and limits (community name, corridor, street name, etc.), and a phrase describing the type and scope of the project. The project description should be based on quantified and qualitative information to document transparently and in plain language how the project is consistent with the Commission-approved TAMP.
- b. A unique project identification number provided by Caltrans.

- c. For projects on the state highway system, the route number and post-mile limits.
- d. Any appropriate funding restriction or designation, including projects requiring state-only funding, or projects requiring federal funds.
- e. Planned performance measure(s) for each project.
- f. A notation indicating that the project has met the threshold and will be required to submit a Senate Bill (SB) 1 SHOPP Baseline Agreement.

14. Project Budget

For each project in the SHOPP, Caltrans shall identify each phase of a project and include the specified budget, including the source and amounts of non-SHOPP funds, if any, committed to the project phase and overall project. Pursuant to Government Code Section 14526.5(c)(1), Caltrans, at a minimum, shall specify, for each project in the SHOPP (where applicable), the budget for each of the following project phases:

- PA&ED (only consists of support)
- PS&E (only consists of support)
- Right of way (support and capital)
- Construction (support and capital)

15. Project Milestone Dates

Each phase of a project must have a specified schedule. Pursuant to Government Code Section 14526.5(c)(2), Caltrans shall specify a projected delivery date for each of the following components:

- PA&ED completion
- PS&E completion (signified as RTL)
- Right of way certification
- Start of Construction

16. Database

Caltrans is responsible for maintaining an electronic database record of the adopted SHOPP documents and Commission actions that amend the SHOPP. The current database is known as the California Transportation Improvement Program System (CTIPS).

Consistent with this database, Caltrans shall develop and maintain a transparent system to display in plain language each SHOPP project's support and capital budget, schedule, scope, expected performance benefits and updates thereof to enhance communication among the districts and headquarters, to ensure efficient management of the entire portfolio, and to provide public transparency.

III. RELATED STATUTORY DOCUMENTS

17. Transportation Asset Management Plan

Pursuant to Government Code Section 14526.4, Caltrans in consultation with the Commission shall prepare a robust Transportation Asset Management Plan to guide selection of projects for the SHOPP. The Commission reviews and approves the Transportation Asset Management Plan and adopts targets and performance measures reflecting state transportation goals and objectives. The Transportation Asset Management Plan is a strategic and systematic process of operating, maintaining, and upgrading physical assets effectively through their lifecycle by focusing on business and engineering practices for resource allocation and utilization based on well-defined objectives. Pursuant to Government Code Section 14526.7(a), Caltrans shall incorporate the performance targets adopted by the Commission pursuant to Government Code Sections 14526.4 and 14526.5. On March 26, 2015, the Commission approved four asset classes for the first phase of the Transportation Asset Management Plan that included: pavement, bridge, culverts, and Traffic Management System (TMS) elements.

Notwithstanding the foregoing, SB 1 (Beall, Chapter 4, Statute of 2017) states the Legislature's intent that Caltrans meet the following preliminary performance outcomes for additional state highway investments by the end of 2027, in accordance with applicable state and federal standards:

- Not less than 98 percent of pavement on the state highway system in good or fair condition.
- Not less than 90 percent level of service achieved for maintenance of potholes, spalls, and cracks.
- Not less than 90 percent of culverts in good or fair condition.
- Not less than 90 percent of the transportation management system units in good condition.
- Fix not less than an additional 500 bridges.

18. State Highway System Management Plan

Pursuant to Streets and Highways Code Section 164.6(a)(1), Caltrans shall prepare a State Highway System Management Plan. The State Highway System Management Plan shall include a ten-year state highway system rehabilitation plan for the rehabilitation or reconstruction, or combination thereof, by the SHOPP, of all state highways and bridges owned by the state.

Pursuant to Streets and Highways Code Section 164.6(a)(2), the State Highway System Management Plan shall also include a five-year maintenance plan that addresses the maintenance needs of the state highway system. The maintenance plan shall be updated every two years. The maintenance plan shall include only maintenance activities that, if the activities are not performed, could result in increased SHOPP costs in the future. The maintenance plan shall identify any existing backlog in those maintenance activities and shall recommend a strategy, specific activities, and an associated funding level to reduce or prevent any backlog during the plan's five-year period.

IV. FUNDING

19. Biennial STIP Fund Estimate

By July 15 of each odd-numbered year, Caltrans shall submit to the Commission a proposed fund estimate for the following five-year STIP period which also includes proposed program funding levels for the SHOPP. The Commission shall adopt the STIP Fund Estimate by August 15 of that same year. The assumptions on which the STIP Fund Estimate is based shall be determined by the Commission in consultation with Caltrans, regional agencies, and county transportation commissions.

20. State-Only Funding

Projects must follow the Federal-Aid Project Funding Guidelines as adopted by the Commission. The Commission will assume that all projects will be qualified for federal transportation funding unless specifically exempt per the Federal-Aid Project Funding Guidelines. Whenever Caltrans deviates from the Federal-Aid Project Funding Guidelines and designates a project to be programmed for state-only (non-Federal) funding, it will explain the reason for this designation. Unless consistent with the Federal-Aid Project Funding Guidelines, projects programmed without a state-only designation and later proposed for state-only funding allocations will be subject to Commission approval at allocation.

21. Joint State and Local Funding

If Caltrans and a local or regional agency agree, they may, if consistent with all applicable laws and regulations, recommend that a new project or a project cost increase be jointly funded from state and local funds and execute a cooperative agreement to reflect the agreed participations.

22. GARVEE Bonding

If the fund estimate projects the availability of federal funding for the SHOPP, the Commission may, by SHOPP amendment, select SHOPP eligible projects proposed for accelerated construction through Grant Anticipation Revenue Vehicle (GARVEE) bonding. The Commission will select projects for GARVEE bonding that rehabilitate and/or improve operation of corridors and gateways for interregional travel and goods movement, especially projects that promote economic development and projects that are too large to be programmed within the SHOPP on a pay-as-you-go basis. The Commission's expectation is that, generally, these will be projects with very high costs.

Each bond will be structured for debt service payments over a term of not more than 12 years. In designating SHOPP projects for bonding and scheduling bond sales, the Commission will give consideration to an overall annual debt service limit of 15 percent of Federal revenues available to the SHOPP.

GARVEE bonds cover only the federally-funded portion of a project's cost (generally 88.5 percent). GARVEE bonding in California is structured so that the state's future federal transportation apportionments pay all debt service. This requires that the entire non-federal portion of project cost (including costs of issuance and interest) be provided at the time of construction on a pay-as-you-go basis. The Commission's policy is that the non-federal portion of project costs will be programmed within the current SHOPP capacity. Although local funds may be applied to the non-federal share, the ability of a local agency to contribute its funding to a SHOPP project will not be a major criterion in the selection of SHOPP projects for GARVEE bonding.

V. ADOPTION/PROGRAMMING

23. SHOPP Submittal

Pursuant to Government Code Section 14526.5(d), Caltrans shall submit the proposed SHOPP to the Commission no later than January 31 of each even year. Caltrans shall provide the Commission with detailed information for all projects including, but not limited to, cost, scope, schedule, and performance outcomes, goals/targets and benefits. The SHOPP document will describe in plain language its overall adequacy and consistency with the State Highway System Management Plan as well as the Commission approved Transportation Asset Management Plan, funding priorities established in Streets and Highways Code Section 167, the level of annual funding needed to implement the program, and the impact of those expenditures on the STIP. Prior to submitting its proposed program, Caltrans shall make a draft of the proposed SHOPP available to transportation planning agencies for review and comment and shall include the comments in its submittal to the Commission.

24. Adoption

Pursuant to Government Code Section 14526.5(e), the Commission shall review each SHOPP document relative to its overall adequacy and consistency with the

Transportation Asset Management Plan prepared and approved pursuant to Government Code Section 14526.4 and funding priorities established in Streets and Highways Code Section 167, the level of annual funding needed to implement the program, and the impact of those expenditures on the STIP.

Not later than April 1 of each even numbered year the Commission shall adopt the SHOPP document and submit it to the Legislature and to the Governor. The Commission may decline to adopt the SHOPP if the Commission determines that the program is inadequate or it is not sufficiently consistent with the State Highway System Management Plan and Transportation Asset Management Plan.

Pursuant to Government Code Section 14526.5 (f), as part of the Commission's review, the Commission shall hold at least one hearing in northern California and one hearing in southern California regarding the proposed program.

Each SHOPP document shall be a statement of the Commission's intent for allocation and expenditure of funds for the following four years as well as a resource management document to assist in the planning and utilization of transportation resources in a cost-effective manner. Each adopted SHOPP document shall remain in effect until a new SHOPP is adopted.

Caltrans will publish the SHOPP document within 75 days of the SHOPP adoption and make copies available to the Commission. To facilitate development, analysis and management of the SHOPP, Caltrans will provide the Commission appropriate access to the SHOPP database.

Projects allocated for construction in prior SHOPP documents, but which have not achieved final acceptance, are incorporated by reference in the newly adopted SHOPP document until final acceptance is achieved and a final report of actual expenditures against Commission allocations is provided to the Commission.

25. Project Initiation Documents

A new project may only be programmed in the SHOPP with a complete Project Initiation Document that defines and justifies the project scope, cost, schedule, and expected outcomes and benefits including performance goals/targets. A Project Initiation Document is a report that meets the standards of the Commission's *Guidelines for the Preparation of Project Study Reports*. The Project Initiation Document must provide a preliminary estimate of costs for all components. The Project Initiation Document must be submitted, or a link may be provided to view the document electronically. Each Project Initiation Document must account for known risks that might impact the project budget, scope, schedule, and achievement of performance outcomes, benefits and goals/targets from initiation through construction completion.

26. Project Selections

Consistent with the Transportation Asset Management Plan and the State Highway System Management Plan, Caltrans shall establish a transparent selection process to select quality eligible projects for each SHOPP document. Each eligible project's planned performance measures for achievement of goals

and targets must be identified consistent with the Transportation Asset Management Plan.

27. Programming Project Components Sequentially

Caltrans may not begin project development work on SHOPP projects until the project is programmed in the SHOPP document. Pursuant to Commission Resolution G-00-13, a SHOPP eligible project may be programmed for environmental work only. The Commission recognizes a particular benefit in programming projects for environmental work only, since project costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. The premature programming of post-environmental components can needlessly tie up SHOPP programming resources while other transportation needs go unmet.

The Commission will program a project component only if it makes a determination that the component itself is fully funded, either from SHOPP funds or from other committed funds. The Commission will regard non-SHOPP funds as committed when the local agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution and has entered into a cooperative agreement with Caltrans.

When applicable for federal formula funds, including Regional Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program, the commitment may be by Federal TIP adoption.

A project that is programmed prior to receiving federal approval for construction must receive the federal approval for construction prior to construction allocation.

28. Programming of Long-Lead and Contingency Projects

Commission Resolution G-00-13, approved in June 2000, provides Caltrans with a means to commence project delivery efforts on SHOPP Long Lead projects that require periods longer than the four-year SHOPP time frame to develop. Subject to the approval of the Commission, Long Lead projects shall be programmed in the SHOPP and will be subject to the same delivery, management, and reporting requirements as all other SHOPP projects in the Commission-adopted program.

The Commission further authorized Caltrans to program contingency projects for pre-construction development only, when appropriate, thus creating projects that address performance goals without committing SHOPP resources to construction capital and support prematurely, before the resources are actually needed.

29. Multi-Modal Corridor Projects

SHOPP eligible Multi-Modal Corridor projects may be programmed in the SHOPP when consistent with the Transportation Asset Management Plan and the State Highway System Management Plan. A corridor is defined as a largely linear geographic band defined by existing and forecasted travel patterns involving both people and goods. The corridor serves a particular travel market or markets affected by similar transportation needs and mobility issues. It includes various

modes that provide similar or complementary transportation functions, including cross-mode connections.

30. Completion of Environmental Process

The Commission may program funding for project right of way or construction only if it makes a determination that Caltrans will complete the environmental process and can proceed with right of way acquisition or construction within the four-year period of the SHOPP.

Pursuant to Public Resources Code Section 21102, the Commission will not allocate funds to projects for design, right of way or construction until the final environmental document is complete and the Commission has approved the environmentally cleared project for consideration of future funding. For projects that are categorically cleared, a Caltrans determination of categorical exemption is acceptable.

31. Programming Combined SHOPP and Non-SHOPP Projects

Where a project or project component is to be programmed and funded from both SHOPP and non-SHOPP sources, the project description shall indicate whether the non-SHOPP programming commitment is for a particular dollar amount, a particular percentage of total project cost, or a particular element or item of work. All SHOPP projects must be expended proportionally, except as otherwise approved by the Commission. The Commission must approve non-proportional spending for the initial expenditure of SHOPP funds before other non-SHOPP resources. For projects funded from both SHOPP and non-SHOPP sources and where the Commission has approved non-proportional spending allowing for the expenditure of SHOPP funds before other funds (sometimes referred to as sequential spending), the project is not eligible for an increase (supplemental) allocation under the authority delegated to Caltrans by Commission Resolution G-12-16 until all other non-SHOPP funds committed to the project have been expended.

32. Programming Escalations

Caltrans is responsible to apply escalations when recommending projects to the Commission for programming. The amount programmed for each project phase shall be escalated to the mid-point of the duration of each phase. The standard escalation rate shall be the rate specified in the last Commission adopted Fund Estimate for the SHOPP. Caltrans may elect to use alternative escalation factors as it deems appropriate.

VI. ALLOCATIONS

33. Safety Projects

Pursuant to Commission Resolution G-06-13 Caltrans may allocate up to 120 percent of the programmed construction funds to SHOPP safety projects. Caltrans shall bring forward for Commission consideration any safety project with

a construction allocation greater than or equal to 120 percent of the programmed amount.

34. Emergency Condition Response Projects

Pursuant to Commission Resolution G-11-16 Caltrans is authorized to allocate funds for emergency condition response projects and associated right of way acquisition from appropriate state and federal fund sources to immediately perform emergency work on state-owned transportation facilities and property or related work in adjacent areas, with the understanding that these allocations will be amended into the SHOPP and reported to the Commission at its next meeting.

35. Minor Projects

Pursuant to Commission Resolution G-05-16, the Commission delegated authority to Caltrans for sub-allocations and/or adjustment authority to streamline and help in the management of minor projects. The Minor Reserve in the SHOPP is for SHOPP-eligible projects only that are consistent with the Commission adopted Transportation Asset Management Plan. The Commission will not allocate funds from the SHOPP minor program for enhancements, mitigation, or cost increases for STIP projects.

36. Allocation of Support and Construction Funds

Pursuant to Government Code Section 14526.5(g) the Commission is required to allocate Caltrans' capital outlay support resources by project phase, including preconstruction. Through this action, the Commission will provide public transparency for Caltrans' budget estimates, increasing assurance that the annual budget forecast is reasonable. The following applies to the Commission's allocations effective July 1, 2017:

- a. The Commission allocates the programmed support and construction capital funds for all projects listed in the SHOPP. This establishes the original allocation budget for each phase.
- b. The Commission will consider allocation of funds for a programmed project or programmed phase when it receives an allocation request and recommendation from Caltrans. The Commission will only consider an allocation of construction capital and/or construction support funds to projects that are ready to advertise.
- c. For ready-to-advertise projects, the Commission expects Caltrans to certify that a project's PS&E is complete, constraints are cleared for environmental and right of way, and all necessary permits and agreements (including railroad construction and maintenance) are secured. These projects are considered ready to list (RTL) by Caltrans.
- d. Projects not ready for advertisement will not be placed on the Commission's agenda for allocation approval.
- e. Unless otherwise approved by the Commission in accordance with the Timely Use of Funds provisions, all construction capital allocations are

valid for six months from the date of allocation unless the Commission approves a contract award time extension.

- f. Unless otherwise approved by the Commission in accordance with the Timely Use of Funds provisions, all allocations for support are valid for six months from the date of allocation unless the Commission approves a project expenditure time extension.
- g. All allocations will be made in units of \$1,000, and all allocation requests shall therefore be in units of \$1,000.
- h. The allocation request will include a determination of the availability of funding and a recommendation on the source of funding. The recommendation on the source of funding shall include the amounts by fund account (i.e., State Highway Account, Public Transportation Account, Road Maintenance and Rehabilitation Account, or Federal Trust Fund) as well as the fund type within the account. Caltrans' recommendation to the Commission for state-only funding of a project will be made in accordance with Caltrans' current policy for exceptions to federal funding. The final determination of fund type available for a project will be made in the Commission's allocation of funds to the project. The Commission will approve the allocation only if the funds are available and are necessary to implement the project as programmed in the SHOPP.
- i. Pursuant to Public Resources Code Section 21102, the Commission may not allocate funds for design, right of way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA). For projects that are categorically cleared, a Caltrans determination of categorical exemption is acceptable. As a matter of policy, the Commission will not allocate funds for design, right of way, or construction of a federally funded project prior to documentation and/or determination as appropriate of environmental clearance under the National Environmental Policy Act (NEPA). Exceptions to this policy may be made in instances where federal law allows for the acquisition of right of way prior to completion of NEPA review and the project is not subject to CEQA or compliance with CEQA is achieved.
- j. Each project's phase must be allocated on time consistent with the fiscal year programmed by the Commission. Scheduled fiscal year allocations must be completed no later than June 30th of each year.
- k. Projects using design-build or design-sequencing procurement shall be identified at the time of allocation. If the procurement strategy is changed at a later date, the project shall be amended accordingly. The allocation may be a combined amount to include design, right of way, and construction support and construction.
- l. Projects using the Construction Management/General Contractor delivery method should be identified at the time of programming. If a

Construction Management/General Contractor delivery strategy is determined at a later date, the project shall be amended accordingly. During the design phase, the Construction Management/General Contractor contract costs are considered design phase expenditures. Upon award of the construction contract, expenditures will be reported as construction phase expenditures. The project will be programmed and allocated in the same manner as projects utilizing design-bid-build delivery, although flexibility in schedule, scope and cost may be requested and approved consistent with allocation and programming capacity, and timely use of funds rules.

- m. If a project or project phase is ready for implementation earlier than the fiscal year that it is programmed in the SHOPP, Caltrans may request an allocation in advance of the programmed year. The Commission may make an allocation in advance of the programmed year if it finds that the allocation will not delay availability of funding for other projects.

37. Allocation of Right of Way Capital

Pursuant to Commission Resolution G-01-09, the Commission delegated authority to Caltrans for sub-allocations and/or adjustment authority to streamline and help in the management of right of capital. Annually, Caltrans will present for Commission review and acceptance a Right of Way Capital Plan. Only programmed projects may be included in the Right of Way Capital Plan. The annual right of way capital allocation will not exceed the amount programmed for capital project costs. Unprogrammed right of way commitments such as post-certification costs and inverse condemnation are funded through the right of way capital fund reservation established in the STIP Fund Estimate.

Prior to the approval of the environmental document, Caltrans is restricted from right of way expenditures with exception of the following activities that may occur during the PA&ED phase:

- Permits to enter
- Environmental permit fees
- Positive location of utilities
- Railroad preliminary engineering
- Railroad flagging contracts
- Preliminary title fees

Starting with projects that are programmed with right of way capital for FY 2019-20 or later, projects with right of way capital of \$10 million or more must receive Commission approval for project level allocations prior to expenditure of funds. If a project that initially falls below this threshold increases to an amount equal to or exceeding the threshold requirement, an individual project allocation will be required.

Caltrans will provide the Commission with quarterly status reports on right of way

capital plan expenditures. The report shall include a summary, by program, of the funds programmed, allocated, and expended. Changes to the allocation amounts for individual projects must be included in the quarterly report. Any project identified by Caltrans as needing right of way capital after the Commission acceptance of the Right of Way Plan will need to be reported in the quarterly report, including information on how the additional right of way costs will be managed within the lump sum allocation.

VII. MANAGEMENT & DELIVERY OF THE SHOPP

38. Scope, Cost, Schedule

Caltrans is responsible for managing the entire SHOPP portfolio of projects to meet the state's transportation needs and ensuring that each project is delivered within scope, budget, and schedule consistent with the Transportation Asset Management Plan and State Highway System Management Plan.

39. Management of Reservation Projects

Reservations established at Commission SHOPP adoption are managed on a fiscal year basis, where projects approved by the Commission for amendment in the SHOPP reduce the reservation amount. An increase or decrease to a reservation amount between programming cycles requires Commission action.

40. Management of Minor Projects

Minor projects are managed on a fiscal year basis within a financially constrained annual minor program reservation. Caltrans is responsible for managing within the Commission approved annual minor reservation and assuring that all minor projects are awarded within the approved reservation by the conclusion of each fiscal year.

41. Stewardship

It is a Commission policy that all transportation funds programmed be allocated, awarded, and expended in a timely manner to ensure projects are delivered as promised, public benefits are achieved, the accumulation of excessive fund balances as well as lapsing federal funds are avoided, and performance from each dollar invested to improve California's transportation system is tracked and reported.

42. Timely Use of Funds for PA&ED, PS&E, and Construction Support

The following requirements apply to timely use of funds allocated by the Commission for SHOPP PA&ED, PS&E, and Construction support:

- a. Funds that are programmed for these support costs are available for allocation only until the end of the fiscal year identified in the SHOPP. Whenever programmed funds are not allocated by this deadline, the project phase lapses and the phase will be deleted from the SHOPP, unless Caltrans requests an allocation time extension that is approved

by the Commission before the end of the fiscal year. If the lapsed phase is critical to the delivery of the project, the project is considered a failed project and all unallocated phases will be de-programmed from the SHOPP.

- b. Funds allocated for PA&ED and PS&E support phases must initiate expenditure within 6 months of the date of allocation unless the Commission approves a project expenditure time extension. Whenever allocated support funds have not initiated expenditure within six months of the date of allocation, these allocated funds will be rescinded.
- c. After the Commission's allocation for PA&ED and PS&E, Caltrans has up to 36 months to complete the scope of work specific to that project phase. At the time of allocation, the Commission may extend the deadline for completion of work and the expenditure of funds if necessary to accommodate the proposed expenditure plan for the project.
- d. Funds allocated for construction support must initiate expenditure within one month after the award of the contract or these allocated funds will be rescinded. Caltrans has up to 36 months to complete the scope of work specific to that project phase. At the time of fund allocation, the Commission may extend the deadline for completion of work and the expenditure of funds if necessary to accommodate the proposed expenditure plan for the project. For the purpose of this section, the construction support phase is deemed to end at construction contract acceptance.
- e. Caltrans will provide a report at each Commission meeting on projects which have not started expending allocated support funds within four months of the date of the Commission's allocation.

43. Timely Use of Funds for Right of Way Support and Capital

The following requirements apply to timely use of funds allocated by the Commission for SHOPP right of way support and capital costs:

- a. Funds that are programmed for Caltrans' right of way support and capital costs are available for allocation only until the end of the fiscal year identified in the SHOPP. Whenever programmed funds are not allocated by this deadline, the project phase lapses and the phase will be deleted from the SHOPP, unless Caltrans requests an allocation time extension that is approved by the Commission before the end of the fiscal year. If the lapsed phase is critical to the delivery of the project, the project is considered a failed project and all unallocated phases will be de-programmed from the SHOPP.
- b. Funds allocated for right of way support and capital must initiate expenditure within 6 months of the date of allocation unless the Commission approves a project expenditure time extension. Whenever allocated right of way support or capital funds have not initiated

expenditure within six months of the date of allocation these allocated funds will be rescinded.

- c. Right of way activities occur during the design and construction phases. To allow sufficient time for completion of work during these two phases, after the Commission's allocation for right of way support or capital, Caltrans has up to 72 months to complete the scope of work specific to that project phase. This policy applies to right of way support or capital allocations that have occurred beginning with June 2017.
- d. At the time of allocation, the Commission may extend the deadline for completion of work and the expenditure of funds if necessary to accommodate the proposed expenditure plan for the project.
- e. Caltrans will provide a report at each Commission meeting on projects which have not started expending allocated support or capital funds within four months of the date of the Commission's allocation.

44. Timely Use of Funds for Construction Capital

The following requirements apply to timely use of construction capital funds allocated by the Commission for SHOPP projects:

- a. Funds programmed for Caltrans' construction capital costs are available for allocation only until the end of the fiscal year identified in the SHOPP. Whenever programmed funds are not allocated by this deadline, the project is considered a failed project and will be deleted from the SHOPP, unless the Commission approves an allocation time extension before the end of the fiscal year.
- b. Funds allocated for construction capital must be encumbered by the award of a construction contract within six months of the date of allocation unless the Commission approves a contract award time extension. The project will be deleted from the SHOPP if funds are not encumbered within approved deadlines.
- c. After the award of the construction contract, Caltrans has up to 36 months to complete (accept) the construction contract. At the time of fund allocation, the Commission may extend the deadline for completion of work and the expenditure of funds if necessary to accommodate the proposed expenditure plan for the project.
- d. Whenever allocated funds are not encumbered by the award of a construction contract or expended within the deadlines specified in section (b) above, all unencumbered or unexpended funds from the allocation will be rescinded for that project.
- e. Caltrans will provide a report at each Commission meeting on projects which have not been awarded within four months of the date of the Commission's allocation.

45. Timely Use of Funds – Extension

- a. Where a programmed project or project phase will not be ready for allocation as programmed in the current fiscal year, Caltrans shall request an extension of the allocation deadline. In the event where a programmed project or project phase is not ready for allocation as programmed in the current fiscal year, Caltrans is prohibited from submitting a SHOPP amendment.
- b. The Commission may allow a one-time extension of up to 20-months for unforeseen and extraordinary circumstance beyond the control of Caltrans and only for the period of delay directly attributed to the extraordinary circumstance. Acceptable time extensions are identified as:
 - Allocation Time Extension
 - Project Expenditure Time Extension
 - Contract Award Time Extension
 - Completion Time Extension
- c. For right of way support and capital, the Commission may allow a one-time expenditure time extension for an unforeseen and extraordinary circumstance beyond the control of Caltrans and only for the period of delay directly attributed to the extraordinary circumstance.
- d. Except for the allocation of funds, the request to extend the deadline for any of the above must be received by Commission staff prior to the expiration date. For allocation of funds, the time extension must be approved by the Commission by June 30th of the year the funds are programmed, otherwise the funds will lapse.
- e. The extension request should describe the specific circumstance that justifies the extension and identifies the delay directly attributable to that circumstance.

VIII. CHANGE MANAGEMENT

46. Introduction

During the project development process, changes to a programmed project might be necessary to update project phases and to realign a project to meet its objectives and goals. Caltrans is responsible for adjusting and managing project programming changes efficiently. Depending on the circumstance, Caltrans has a number of options available that include: managing each SHOPP project within its delegated authority or allocation, updating the programmed cost through project amendments, and supplemental allocations.

- a. Supplemental Allocations. Once allocated, projects that experience increases in capital or support costs above the amounts in the Commission's allocation and above Commission established thresholds shall require a supplemental project allocation. Caltrans shall, for each project requiring a supplemental project allocation, submit a detailed

request to the Commission for its approval.

- b. Construction. The costs programmed and allocated for Caltrans construction projects are to be based on the engineer's final estimate presented to the Commission for an allocation vote. For allocation requests equal to or greater than 120 percent of the programmed amount, Caltrans shall submit a detailed request to the Commission for its approval.
- c. Support. The costs programmed and allocated for Caltrans support is the amount identified and presented to the Commission for allocation. For allocation requests equal to or greater than 120 percent of the programmed amount, Caltrans shall submit a detailed request to the Commission for its approval.
- d. No adjustments to support or construction capital will be made by Caltrans beyond the authority delegated by Commission Resolution G-12-16.
- e. Changes to project performance measures must be approved by the Commission.
- f. The Commission will not amend the SHOPP to change the program year of the funding or the funding amount for any project phase programmed in the current fiscal year except to reprogram funds from a construction project to later mitigation work required for that project, including landscaping or mitigation. The Commission will consider the amendment only if it is proposed concurrently with an allocation of funds programmed for the project in the current fiscal year. These types of amendments are adjustments that may be incorporated into the Commission's allocation action.

47. Managing Within the Commission's Delegated Authority

Pursuant to the Commission Resolution G-12-16, the Caltrans Director is delegated authority to increase the Commission-approved project phase values within pre-established thresholds.

48. Changes via Commission Amendment

Any programmed, unallocated project phase may be updated before the year of delivery of that phase via a Caltrans amendment request. Except for updates necessary at the end of PA&ED or PS&E, only updates for unforeseen and extraordinary circumstances beyond the reasonable control of Caltrans will be considered. A Commission action is needed to amend the project. The Commission encourages Caltrans to implement and recommend procedures that streamline the amendment process and enhance accountability.

IX. REPORTING & ACCOUNTABILITY

49. SB 1 SHOPP Baseline Agreements

The Road Repair and Accountability Act of 2017 (Senate Bill 1, Chapter 5, Statutes of 2017) states that “it is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported.” Pursuant to the Commission-adopted SB 1 Accountability and Transparency Guidelines, SHOPP projects that meet certain requirements will be subject to the following: front-end, in-progress, and follow-up accountability requirements. For additional details related to accountability requirements, refer to the Commission’s SB 1 Accountability and Transparency Guidelines.

- a. SB 1 SHOPP Baseline Agreements are required for projects with a total project cost of \$40 million or greater adopted in the 2018 SHOPP and subsequent program amendments and adoptions. This requirement is retroactive to July 1, 2018.
- b. If a project that initially falls below the threshold listed above later increases to an amount equal to or exceeds the threshold requirements, an SB 1 SHOPP Baseline Agreement will be required.
- c. Each Baseline Agreement shall be signed by the District Director, the Department’s Director, and the Commission’s Executive Director.
- d. The Department shall request the Commission to approve all SB 1 SHOPP Baseline Agreements at a regular Commission meeting, within two meetings after a project has achieved the PA&ED milestone.
- e. SB 1 SHOPP Baseline Agreements will not be required for SHOPP Emergency Response projects that are necessary to respond promptly to damages to the state highway system caused by floods, slides, earthquakes, fires, and other significant events.

50. Report on Targets and Performance Measures

Pursuant to Government Code Section 14526.7(b), Caltrans shall report to the Commission on its progress toward meeting the targets and performance measures consistent with the Transportation Asset Management Plan and 2027 targets set forth in SB 1. Caltrans will provide the Commission with quarterly status reports on its project delivery by November 15, February 15, May 15, and August 15 of each fiscal year. The report shall include:

- a. A list of completed projects by phase showing planned and actual performance measures including progress made towards achieving the Commission approved targets and 2027 targets set forth in SB 1.
- b. A summary, by phase and fund type, of the funds programmed, allocated, and expended at the time the construction contract was accepted.
- c. For projects with a total project cost of less than \$50 million and a total SHOPP programmed amount (in right of way and/or construction) of less than \$15 million, the information may be aggregated.

- d. For projects with a total cost of \$50 million or greater or a total SHOPP programmed amount (in right of way and/or construction) of \$15 million or greater, each report shall also include a discussion of the project benefits that were anticipated prior to construction compared to an estimate of the actual benefits achieved.

51. Report on Completed SHOPP Projects

Pursuant to Government Code Section 14526.6 Caltrans shall report to the Commission quarterly, for projects which complete construction in the previous quarter, for all major SHOPP projects. Caltrans shall report to the Commission on the approved capital and support budgets compared to expenditures at construction contract acceptance for all projects in the SHOPP. Caltrans shall develop, in consultation with the Commission, a plain language performance report to increase transparency and accountability of the SHOPP.

52. Efficiencies

Pursuant to Streets and Highways Code section 2032.5(d), Caltrans shall implement efficiency measures with the goal to generate at least \$100 million per year in savings to invest in maintenance and rehabilitation of the state highway system. These savings shall be reported to the Commission.

53. Accountability Reporting

Pursuant to Streets and Highways Code section 2032.5(a), the following accountability and evaluation reporting procedures will be followed:

- a. For each fiscal year in which Caltrans receives an allocation of SHOPP funds, Caltrans shall submit documentation to the Commission that includes a description and the location of each completed project, the amount of funds expended on the project, the completion date, the estimated useful life of the project's primary performance measures, expected outcomes, benefits and targets/goals.
- b. Caltrans shall report quarterly and more often as requested by the Commission on the progress it has made in achieving the projects primary performance measures, outcomes, benefits, goals and overall 2027 targets/goals set forth in SB 1 and the Commission's adopted targets.
- c. Annually, the Commission shall evaluate the effectiveness of Caltrans in reducing deferred maintenance and improving road conditions on the state highway system, as demonstrated by the progress made in achieving 2027 targets/goals set forth in SB 1 and the Commission's adopted targets.
- d. The Commission may make recommendations for improvement and may withhold future project allocations if it determines program funds are not being appropriately spent.
- e. The Commission shall annually include any findings in its annual report

to the Legislature pursuant to Government Code Section 14535.

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X. APPENDICES

54. Appendix A: Index of Acronyms

CEQA.....	California Environmental Quality Act (State)
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Program (Federal)
CM/GC	Construction Management/General Contractor
COS	Capital Outlay Support
CTIPS	California Transportation Improvement Program System
FAPFG	Federal-Aid Project Funding Guidelines
FSTIP.....	Federal Statewide Transportation Improvement Program
FTIP	Federal Transportation Improvement Program
GARVEE	Grant Anticipation Revenue Vehicle
NEPA	National Environmental Policy Act (Federal)
PA&ED.....	Project Approval and Environmental Document
PID	Project Initiation Document
PPNO.....	Planning Program Number
PS&E	Plans, Specifications, and Estimate
RSTP	Regional Surface Transportation Program
RTL	Ready to List
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
SHOPP	State Highway Operation and Protection Program
SHSMP	State Highway System Management Plan
STIP.....	State Transportation Improvement Program
TAMP	Transportation Asset Management Plan
TMS	Traffic Management System

55. Appendix B: Statutory References

The SHOPP Guidelines were developed and adopted consistent with:

- a. Governor's Executive Orders, where applicable.
- b. Government Code Sections 14526.4, 14526.6; 14526.5, 14526.7.
- c. Streets and Highways Code Sections 164.6 and 167.
- d. Public Resources Code Section 21102
- e. The Road Repair and Accountability Act of 2017 (SB 1) Chapter 5, Statutes of 2017);
- f. Commission Resolutions including, but not limited to: G-00-13, G-06-13, G-05-05, G-11-16, and G-16-12.
- g. Commission approved actions specific to the Asset Management Plan on March 26, 2015 (Tab 26) regarding four asset classes.
- h. Current best management practices including those related to the STIP and its authorities in accordance with Government Code Section 14530.1.
- i. Compliance with all Federal and State requirements.

56. Appendix C: Commission Resolutions

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 4.9

Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Michael Johnson
State Asset
Management Engineer

Subject: CALTRAN'S RESPONSE TO COMMISSION COMMENTS ON THE STATE HIGHWAY
SYSTEM MANAGEMENT PLAN

RECOMMENDATION:

The California Department of Transportation (Department) will address comments received on the State Highway System Management Plan (SHSMP), by the California Transportation Commission (Commission), at the May 2019 Commission Meeting.

BACKGROUND:

Streets and Highway Code Section (Code Section) 164.6, requires that the SHSMP be updated every odd numbered year. The Code Section also requires that the draft SHSMP be provided to the Commission for comment. At the March 2019 Commission meeting, the Department received 18 comments from the Commission on the Draft 2019 SHSMP.

The Department has incorporated responses to all Commission comments within the Final version of the SHSMP. The Department has met with Commission Staff to review the responses to all comments. A summary of the comments received, and responses are included in the appendix of the SHSMP. The appendix summary has been included for reference:

Table D-1: Responses to California Transportation Commission Comments

Comment	Response
1) On page 2 of the Executive Summary, revise the first sentence of the third paragraph to state that the TAMP utilizes Commission adopted performance measures and targets “pursuant to” Senate Bill 486 instead of “as defined” by Senate Bill 486.	This change has been implemented (Executive Summary, pg. 2, 1 st sentence, 2 nd paragraph, “About the SHSMP” section).
2) Page 3 details the “current” inventory. Please indicate the date.	Throughout the document, we are using the term “baseline” to define the most current and best available inventory/condition data at the time of the SHSMP report preparation. This sentence was revised to conform to this convention (Executive Summary, pg. 3, 1 st sentence, 1 st paragraph, “Inventory and Conditions for State Highway System” section). The specific date associated with each objective varies. Chapter 5 provides additional information specific to each objective regarding the time frame associated with its baseline data.
3) On page 4, please clarify whether the estimated value (\$296 billion) of the State Highway System considers benefits these assets provide to local, interstate, and international economies.	The asset valuation figure represents the estimated replacement cost of these assets. Additional narrative has been added (Executive Summary, pg. 5, inset graphic, “Value of Primary Assets on the SHS” section) to clarify that the replacement value is calculated using the inventory quantity multiplied by the unit replacement cost.
4) On page 5 of the Executive Summary there is a discussion of Projected 10-year Performance Accomplishments from 2019 to 2029 and Projected 10-year Condition based on the TAMP and Senate Bill 1 (SB 1) targets from 2017 to 2027. Add labels to Tables B, C, D and E to clarify the date range for the data contained in each table.	Appropriate dates associated with TAMP and SB1 targets have been added to the table headings for Tables B, C, and D (Executive Summary, pgs. 5-6).
5) On page 5 of the Executive Summary, include in Table D the SB 1 target of achieving a minimum level of service for pavement, potholes, spalls and cracking.	Additional narrative on Level of Service (LOS) has been added to Table C to clarify the required target of 90% level of service (LOS) achieved for maintenance of potholes, spalls, and cracks (Executive Summary, pg. 5).
6) Table D on page 5 of the Executive Summary lists the SB 1 performance targets including the requirement to fix an additional 500 bridges over the ten-year period of 2017-2027. Please provide additional discussion and information regarding how Caltrans intends to meet this requirement, including how the fixed bridges are defined and will be quantified.	Additional narrative was added to explain the requirement to fix an additional 500 bridges over the plan period (Executive Summary, pg. 6, 1 st paragraph, “Projected 10-Year Condition”).

Table D-1: Responses to California Transportation Commission Comments

Comment	Response
7) Table 2-3 on page 2-10 and Table 4-2 on page 4-6 both contain rounding errors that lead to the Sum column totals appearing to contain minor mathematical errors. These errors propagate to the Sums totaled in the Pipelined Projects, Performance Gap and Remaining Performance columns. Please correct this issue or provide a footnote that explains this rounding anomaly.	A note was added to Table 2-3 (pg. 2-9) and Table 4-2 (pg. 4-6) to acknowledge that totals and sub-totals may not add due to rounding.
8) Section 2.7 on page 2-11 mentions that the improvements to the State Highway System funded through programs outside of the SHOPP and Maintenance Program would exceed several hundred billion dollars. This includes programs such as the State Transportation Improvement Program and the Trade Corridor Enhancement Program. Please discuss how the benefits to the primary asset classifications from the projects in all Commission programs will be quantified. Additionally, the use of the phrase “improvement needs” in this section is unclear and should be clarified.	<p>This paragraph has been updated to clarify the nature of improvement needs through these other programs and how these other programs contribute to SHSMP objectives (pgs. 2-10 and 2-11, 1st paragraph, “Addressing Needs through Other Programs” section).</p> <p>An expanded discussion on project-level contributions through some of these other programs is presented in Section 5.1, “Cross-Cutting Focus Areas” (pg. 5-2), including initiatives in complete streets (pg. 5-3), environmental stewardship (pg. 5-6), freight (pg. 5-8), and climate change (pg. 5-11).</p>
9) The 2017 Plan identified 34 performance objectives, including Zero Emission Vehicles (ZEV) Infrastructure and Hazardous Waste Mitigation in the Sustainability Category, that are not included in the 2019 Plan. The 2017 SHOPP Ten-Year Investment Plan provided \$15 million for ZEV infrastructure and \$5 million for Hazardous Waste Mitigation to fund projects that were planned. Provide a summary for any projects initiated, and the Capital Outlay Support and Capital Outlay expenditures for these projects.	<p>Additional narrative has been added to describe the programmed projects and their associated costs to support the 2017 SHSMP ZEV objective (pg. 5-12, last sentence, 3rd paragraph, “Reduce Greenhouse Gas Emissions” section).</p> <p>Similarly, additional narrative has been added to describe the programmed projects and their associated costs to support the 2017 SHSMP Hazardous Waste Mitigation objective (pg. 5-7, 2nd paragraph, “Other Environmental Stewardship Activities”).</p>
10) On page 4-3, describe the extent to which the SHOPP and Maintenance Investment Strategies consider emerging technologies.	A new bullet item was added to Table 4-1 to acknowledge that Caltrans employs innovative and emerging technologies to realize efficiencies in design, construction, and maintenance activities. Furthermore, a new paragraph was added to expand on emerging technologies and how they impact SHOPP and Maintenance activities (pg. 4-3, 1 st paragraph, “4.1 Investment Strategies” section).
11) On page 4-5, please provide more detail about how funds are apportioned based on the TAMP to the Caltrans Districts.	An additional sentence was inserted into this paragraph to further clarify that district-level funding is based on outstanding performance gaps, independent of historical district funding levels (pg. 4-4, 1 st paragraph, “4.2 SHOPP Investment Plan” section).

Table D-1: Responses to California Transportation Commission Comments

Comment	Response
12) In Table 4.2 on page 4-7, the Minor Program Investment Plan is stated to be \$2.4 billion for the period of 2019 to 2029. This appears to be an increase of \$800 million over the next 10 years as compared to the recent funding level of the Minor Program. This level will be included in the State Transportation Improvement Program Fund Estimate assumption that will be considered for approval by the Commission in May 2019. Please ensure that the amount shown in Table 2.3 for Minor Program is updated, if necessary, to reflect the May action.	This will be updated as needed, pending Commission approval.
13) The first sentence on page 5-1 classifies the four primary asset classes adopted by the Commission as “focus areas”. Please remove “focus areas” from this sentence.	This change has been implemented (pg. 5-1, 1 st sentence, 1 st paragraph, “5 Program Objectives” chapter).
14) Pages 5-4 through 5-12 discuss the cross-cutting focus areas of Complete Streets, Environmental Stewardship, and Freight Activities. Describe Caltrans’ estimates of Capital Outlay Support and Capital Outlay resources necessary for these activities and the inventory of needs established for each.	<p>Caltrans is pursuing the development of a more comprehensive inventory of needs for these focus areas. These efforts will lead to location-specific details and cost estimates that can then be aggregated and used in future SHSMP investment planning. These cross cutting objectives may be incorporated during project development as applicable.</p> <p>An expanded discussion on project-level contributions through some of these other programs is presented in Section 5.1, “Cross-Cutting Focus Areas” (pg. 5-2), including initiatives in complete streets (pg. 5-3), environmental stewardship (pg. 5-6), freight (pg. 5-8), and climate change (pg. 5-11).</p>
15) The System Resiliency and Climate Change focus area on page 5-10 discusses greenhouse gas reduction measures and climate change impacts and identifies assets vulnerable to sea level rise, storm surge, coastal erosion, and wildfires. Provide the approximate plan year where these efforts become a major role in maintaining our assets.	<p>Caltrans is in the process of conducting district level vulnerability assessments and developing adaptation plans. These plans will provide initial costs associated with addressing these needs. While these needs are not fully defined at this point, Caltrans anticipates these needs beginning to influence the 2021 SHSMP and beyond. The degree of this influence depends upon the magnitude of the needs established through the vulnerability assessments.</p> <p>Additional narrative has been added to this section to note the current Caltrans guidance which requires considering, where applicable, a range of sea-level rise scenarios for the years 2050 and 2100 during the planning and project development phases of construction projects (pg. 5-13, last sentence, 4th paragraph, “Implementation of Adaptation Measures” section).</p>

Table D-1: Responses to California Transportation Commission Comments

Comment	Response
16) In Table C-1 on page C-1, describe the basis for the SHOPP Cost Avoidance amounts calculated. Provide additional information or reference other areas in the plan where the costs might be found.	Additional notes have been added to explain the source of the costs presented in Table C-1 and the basis for the calculations (pg. C-1, bottom of page, "Appendix C: 5-Year Maintenance Investment Plan").
17) Revise the name of Appendix D from Feedback to Summary of Feedback.	This change has been implemented (pg. D-1).
18) Provide an appendix that lists Commission Resolutions associated with the State Highway System Management Plan, the SHOPP, and the TAMP.	Appendix A was amended to include relevant references to Commission Guidelines, Resolutions, and Delegations (pg. A-2, "California Transportation Commission: Interim SHOPP Guidelines, Resolutions, and Delegations").

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.14, Information

Prepared By: Chris Traina
Chief Engineer

Published Date: May 10, 2019

Subject: Draft Recommendations for the Local Bridge Seismic Retrofit Program

Summary:

The Local Bridge Seismic Retrofit Program was initially mandated by Senate Bill 36X (Kopp, Chapter 18, Statutes of 1989) after the October 17, 1989 Loma Prieta Earthquake. At that time, 1,235 local bridges in need of seismic retrofit work were identified and included in the Local Bridge Seismic Retrofit Program. To date, 46 of these bridges have not proceeded to the construction phase. Therefore, staff developed recommendations as set forth in this report to promote delivery of the remaining bridges. These recommendations are presented as information for purposes of receiving input prior to seeking the Commission's approval at the June 2019 meeting.

Between 1989 and 2002, the California Department of Transportation (Department) administered local bridge seismic safety for local agencies, counties and cities to deliver seismic retrofit projects utilizing federal Highway Bridge Replacement and Rehabilitation funding.

With the passage of Assembly Bill (AB) 2996 (Committee on Budget, Chapter 805, Statutes of 2002), the Local Bridge Seismic Retrofit Program became a discretionary program and local agencies had to secure the 11.5 percent required local match from local funds under their control. Project delivery became stagnant until the passage of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Bond Act) that was approved by voters as Proposition 1B on November 7, 2006. The Bond Act provided the 11.5 percent required local match to complete the local agency seismic safety retrofit work.

At the January 2018 California Transportation Commission (Commission) meeting, Caltrans reported that 51 projects with nine separate owners were still in the post-strategy phase of design and were not progressing to construction or project

completion. Since that time, bridge owners whose projects were not making substantial progress and had not completed the National Environmental Policy Act evaluation process have entered into Project Delivery Agreements with the Department for 16 separate projects outlined in Attachment B. These delivery agreements state that if any phase of the project is not delivered in the year agreed upon, Highway Bridge Program funds could be withdrawn, and any federal funds used on the project would have to be returned. This requirement is consistent with Federal Highway Administration rules requiring repayment of preliminary engineering costs for projects that do not proceed in a timely manner.

At the March 2019 meeting, Caltrans reported that 47 projects have not progressed to the construction phase. At that time, the Commission requested that measures to ensure delivery of Local Bridge Seismic Retrofit Program projects be identified and brought forward for Commission consideration. Following this meeting, Commission staff, in concurrence with the Department and the Highway Bridge Program Advisory Committee (Committee), developed the following draft recommendations to promote delivery of the Local Bridge Seismic Retrofit Program projects that have not yet commenced to construction as listed in Attachments A and B:

1. The projects listed in Attachment A are projects that are currently in the design phase and do not have an executed project delivery agreement. These projects must begin construction or have an executed project delivery agreement for the project by September 30, 2019. Agencies that do not comply with this requirement will be ineligible to receive other Highway Bridge Program funding or to compete for funding in the Commission's competitive funding programs (the Active Transportation Program, the Local Partnership Program – Competitive, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program) until the project delivery agreement is executed or the bridge begins construction.
2. Agencies that fail to meet a milestone in a project delivery agreement (environmental clearance process completion, design completion, right-of-way certification, ready for construction advertisement) will be ineligible to receive other Highway Bridge Program funding or to compete for funding in the Commission's competitive funding programs until the conditions of the project delivery agreement are met. The Committee will consider allowing a revised project delivery agreement if an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the delay. Such a revision will only be considered once for each delivery deadline and will not exceed the period of delay directly attributed to the extraordinary circumstance.
3. Funding for projects within the Highway Bridge Program that have scour critical assessments or structural deficiencies prioritized to be more at risk than a project in the Local Bridge Seismic Retrofit Program will not be restricted.

4. Agencies must submit final invoices within 6 months of construction contract acceptance. Agencies that do not comply with this requirement will be ineligible to receive other Highway Bridge Program funding until they have provided documentation of construction contract acceptance on the project and have submitted final invoices to the Committee.

Commission staff will consider feedback on these draft recommendations, and present final recommendations for approval at the June 2019 Commission meeting.

Background:

The Bond Act established the Local Bridge Seismic Retrofit Account in the amount of \$125 million and specifically dedicated these state funds to provide the 11.5 percent required local match for the seismic retrofit work on local bridges, ramps, and overpasses as identified by the Department. The implementing legislation for the Bond Act, SB 88 (Committee on Budget and Fiscal Review, Chapter 181, Statutes of 2007), designated the Commission as the administrative agency responsible for programming Local Bridge Seismic Retrofit Account funds and authorized the adoption of guidelines for the use of these funds. The California Department of Finance set aside \$2.5 million to cover bond administrative costs, making \$122.5 million available for projects.

In May 2008, the Commission approved resolution LBS1B-G-0708-01 to adopt the Proposition 1B Local Bridge Seismic Retrofit Account Guidelines. The guidelines allowed for funding of new phases of work on a first come, first served basis. With cost increases for eligible bridges thought to be highly probable, the Department agreed to exchange a portion of the local share of funds received through the federal Highway Bridge Program for state funds to accommodate the seismic retrofit match needs, up to \$32.9 million. The intent of this exchange was to fully fund the Local Bridge Seismic Retrofit Program required local match at \$155.4 million (\$122.5 Local Bridge Seismic Retrofit Account and \$32.9 million Department exchange).

The Department is responsible for issuing detailed criteria for the programming, selection, and funding of local bridge projects consistent with Federal guidelines. In May 2008, the Department formed the Committee to obtain input and advice from stakeholders and to provide a forum to confer with cities and counties on local bridge funding and programming matters within the Highway Bridge Program. The Committee is comprised of the Department Local Assistance Division Chief and technical staff from the California State Association of Governments, the California State Association of Counties, the League of California Cities, the Federal Highway Administration, the California Association of Councils of Governments and the Commission. The key functions of the Committee are to provide stakeholder input and advice to the Department in the development and implementation of policies and

procedures for the Highway Bridge Program, promote organizational effectiveness and efficiency on local bridge program delivery, ensure the most cost effective projects are selected for the program in compliance with applicable federal and state laws and regulations, and to provide effective leadership at the federal, state, and local levels.

At the time the Bond Act was approved, the Department reported that local agencies had completed retrofit work on 756 of the 1,235 bridges leaving 479 local bridges initially eligible for Local Bridge Seismic Retrofit Account funding in need of seismic retrofit. Between 2008 and 2018, the Department, working with the Committee, removed 104 bridges from the Local Bridge Seismic Retrofit Program that were retrofitted with other funds, demolished or removed, or found to be privately owned.

In January 2018, the Department reported that 375 local bridges remained in the program. Of the 375 bridges remaining in the program, construction was complete on 311 bridges and 51 bridges were in various stages of the design and pre-strategy phase, and 13 bridges were in construction. Commission and Department staff, in conjunction with the Committee, reviewed the project list to identify bridge owners who had shown little to no progress on the work necessary for these bridges to achieve seismic safety. At the March 2018 Commission meeting, several bridge owners briefed the Commission on their projects and discussed their plans to advance bridge projects to completion. In May 2018, the Commission sent letters to bridge owners asking them to work with the Department to develop a work plan for each project.

As of April 9, 2019, there are 63 bridges remaining on the Local Bridge Seismic Retrofit Program project list with 17 of these bridges outlined in Attachment C currently in the construction phase. The delivery schedule for the remaining 46 bridges is summarized in the table below:

Forecasted Delivery Fiscal Year	Number of Projects
2018-19	6
2019-20	22
2020-21	10
2021-22	4
2022-23	3
2023-24	1
Total	46

Attachments:

- Attachment A: Projects without Delivery Agreements
- Attachment B: Projects with Delivery Agreements
- Attachment C: Projects in Construction

Attachment A- Projects without Delivery Agreements
May 10, 2019

Bridges in Design Phase (No Project Delivery Agreement)

District	County	Agency	Bridge ID	Project Title	Scope	Forecasted Right of Way Bond Amount	Forecasted Construction Bond Amount	Begin Design Date	NEPA Comp.	Forecasted Design End Date	Forecasted Construction Begin Date	Forecast Construction End Date
11	IMP	Imperial County	58C0094	Winterhaven Drive	Retrofit	\$0	\$152,780	9/8/08	8/30/16	4/21/18	12/10/18	1/21/19
07	LA	Los Angeles	53C1882	Hyperion Avenue	Retrofit	\$0	\$290,191	11/14/00	2/4/15	12/31/18	1/1/19	6/30/22
05	SCR	Santa Cruz	36C0108	Murray Avenue	Replace	\$38,540	\$1,065,678	7/10/09	6/30/11	4/30/19	4/1/19	4/1/20
04	SON	Sonoma County	20C0262	Boyes Boulevard	Replace	\$74,555	\$676,730	9/3/96	12/11/18	3/1/17	5/3/19	11/30/21
08	SBD	Barstow	54C0088	North 1st Avenue	Replace	\$0	\$350,000	3/26/13	9/15/16	5/6/19	6/1/19	5/3/21
10	STA	Stanislaus County	38C0010	Crows Landing	Replace	\$0	\$745,550	4/1/98	4/9/13	12/31/18	6/1/19	6/30/21
10	STA	Stanislaus County	38C0004	Hickman Road	Replace	\$0	\$820,105	4/11/12	1/16/18	3/1/19	7/1/19	12/30/20
04	SOL	Vallejo	23C0152	Sacramento Street	Replace	\$0	\$219,000	11/15/11	3/1/17	12/31/18	7/1/19	12/31/19
07	LA	Los Angeles	53C1883	Glendale Boulevard	Retrofit	\$0	\$114,700	11/14/00	2/4/15	12/31/18	8/1/19	9/30/22
07	LA	Los Angeles	53C1884	Glendale Boulevard	Retrofit	\$0	\$114,700	11/14/00	2/4/15	12/31/18	8/1/19	9/30/22
07	LA	Los Angeles	53C1881	Hyperion Avenue	Retrofit	\$0	\$1,220,371	11/14/00	2/4/15	12/31/18	8/31/19	9/30/22
04	SF	San Francisco County Transportation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road (2 Bridges)	Replace	\$34,410	\$1,096,115	8/20/10	12/20/12	9/30/19	9/30/19	6/30/21
04	SF	San Francisco County Transportation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	Replace	\$0	\$264,672	8/20/10	12/20/12	9/30/19	9/30/19	7/31/21
04	SF	San Francisco County Transportation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	Replace	\$63,085	\$2,471,629	8/20/10	12/20/12	9/30/19	9/30/19	7/31/21
04	SF	San Francisco County Transportation Authority	01CA0004	Treasure Island Road West of SFOBB	Retrofit	\$0	\$223,487	8/20/10	12/20/12	9/30/19	9/30/19	7/31/21
04	SF	San Francisco County Transportation Authority	01CA0008	Treasure Island road West of SFOBB	Retrofit	\$0	\$65,450	8/20/10	12/20/12	9/30/19	9/30/19	7/31/21
04	SF	San Francisco County Transportation Authority	01CA007A	Treasure Island Road West of SFOBB	Retrofit	\$0	\$35,119	8/20/10	12/20/12	9/30/19	9/30/19	7/31/21
04	SF	San Francisco County Transportation Authority	01CA007B	Treasure Island Road west of SFOBB	Retrofit	\$0	\$46,294	8/20/10	12/20/12	9/30/19	9/30/19	7/31/21
08	RIV	Indio	56C0084	Jackson Street	Retrofit	\$0	\$277,777	8/15/07	2/11/20	5/30/19	10/17/19	10/25/20
08	SBD	Colton	54C0077	La Cadena Drive	Replace	\$0	\$134,199	4/13/12	12/29/16	12/31/18	10/31/19	9/30/21
05	SB	Santa Barbara County	51C0006	Floradale Avenue	Replace	\$29,822	\$1,468,389	4/1/99	5/6/15	10/31/19	11/1/19	12/21/25
08	RIV	Indio	56C0292	North Bound Indio Boulevard	Retrofit	\$5,735	\$241,868	4/15/10	3/25/10	8/3/19	11/29/19	11/28/20
07	LA	Los Angeles County	53C0084	Slauson Avenue	Retrofit	\$0	\$128,805	Self funded	9/3/13	10/30/19	12/1/19	3/30/22
05	MON	Monterey County	44C0009	Nacimiento Lake Drive	Replace	\$34,339	\$805,194	9/1/98	12/18/12	12/31/08	12/1/19	12/31/20
04	SF	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	Retrofit	\$0	\$47,890	8/20/10	12/20/12	9/30/19	1/1/20	7/31/21
08	SBD	Grand Terrace	54C0379	Barton Road	Replace	\$0	\$52,188	6/16/17	12/1/19	4/30/20	7/1/20	6/30/21
01	MEN	Mendocino County	10C0034	Eureka Hill Road	Retrofit	\$0	\$464,535	5/1/01	9/3/20	8/15/20	8/15/20	3/31/21
11	IMP	Imperial County	58C0014	Forrester Road	Replace	\$28,675	\$725,569	9/16/16	9/1/20	7/21/21	8/21/21	2/21/22
04	SON	Sonoma County	20C0155	Wohler Road	Retrofit	\$11,470	\$1,591,563	4/8/13	7/17/15	9/29/21	10/1/21	12/31/23
08	SBD	San Bernardino Associated Governments	54C0066	Mount Vernon Avenue	Replace	\$0	\$3,452,670	8/24/17	6/11/11	10/4/21	6/5/22	2/24/24
Totals						\$320,631	\$19,363,218					

Attachment B- Projects with Delivery Agreements
May 10, 2019

Bridges in Design Phase (With Project Delivery Agreement)

District	County	Agency	Bridge ID	Project Title	Scope	Forecasted Right of Way Bond Amount	Forecasted Construction Bond Amount	Begin Design Date	NEPA Comp.	Forcecasted Design End Date	Forcecasted Construction Begin Date	Forcecasted Construction End Date
08	SBD	Colton	54C0101	Mount Vernon Avenue	Retrofit	\$0	\$19,384	3/1/12	2/23/18	12/31/19	1/1/20	12/31/22
08	RIV	Lake Elsinore	56C0309	Auto Center Drive	Retrofit	\$0	\$379,794	10/1/18	12/1/19	6/30/20	6/1/20	11/30/21
07	LA	Los Angeles County	53C1403	The Old Road	Retrofit	\$0	\$402,429	9/10/10	11/1/19	4/30/20	6/30/20	9/30/22
04	CC	Orinda	28C0331	Bear Creek Road	Retrofit	\$0	\$11,929	9/14/18	2/1/20	10/1/19	8/1/20	12/1/21
08	RIV	Riverside County	56C0071	Mission Boulevard//Buena Vista	Replace	\$57,350	\$2,518,000	7/7/10	10/1/18	7/15/20	9/15/20	7/15/23
04	ALA	Oakland	33C0215	Leimert Boulevard	Retrofit	\$28,675	\$557,968	4/27/14	9/1/19	8/1/20	12/1/20	8/1/22
10	STA	Stanislaus County	39C0001	River Road	Retrofit	\$0	\$670,995	8/1/18	1/1/20	11/1/20	1/1/21	10/1/22
04	CC	Orinda	28C0330	Miner Road	Retrofit	\$3,854	\$141,091	9/10/18	3/1/20	10/1/20	1/29/21	6/1/22
04	CC	Contra Costa County	28C0442	Marsh Drive	Replace	\$0	\$506,928	11/14/16	12/1/19	12/1/20	2/1/21	7/1/24
08	SBD	Barstow	54C0583	Yucca Street	Retrofit	\$0	\$50,000	7/3/17	1/1/19	11/30/20	3/1/21	3/1/22
04	SON	Sonoma County	20C0017	Watmaugh Road	Replace	\$28,675	\$573,500	7/9/09	7/1/19	2/1/21	4/1/21	10/1/22
01	HUM	Humboldt County	04C0055	Mattole Road (Honeydew)	Replace	\$3,441	\$688,200	9/15/09	6/1/20	1/1/21	5/1/22	10/1/23
08	SBD	Barstow	54C0089	North 1st Avenue	Replace	\$0	\$82,010	8/15/14	7/1/19	2/1/22	7/1/22	7/1/24
08	SBD	Colton	54C0100	Mount Vernon Avenue	Retrofit	\$0	\$71,285	3/13/12	12/31/20	6/30/22	7/1/22	6/30/24
04	SON	Sonoma County	20C0018	Bohemian Highway	Replace	\$45,880	\$1,912,508	4/10/12	4/1/22	10/1/23	12/1/23	10/1/23
11	SD	Oceanside	57C0010	Douglas Drive	Retrofit	\$0	\$2,090,866	8/6/13	6/1/19	7/1/24	7/21/24	8/19/26
Totals						\$167,875	\$10,676,887					

Bridges in Construction Phase

District	County	Agency	Bridge ID	Project Title	Forecasted Right of Way Bond Amount	Forecasted Construction Bond Amount	Forcecasted Construction Begin Date	Forcecasted Construction End Date
07	LA	Los Angeles	53C0859	North Spring Street	\$0	\$229,400	7/17/12	11/30/18
04	SF	San Francisco County Transportation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80	\$114,700	\$8,888,946	7/30/13	12/31/18
05	SB	Santa Barbara County	51C0001	Cathedral Oaks Road	\$0	\$229,400	4/1/14	6/19/19
04	ALA	Oakland	33C0030	Embarcadero Street	\$0	\$1,696,681	4/2/14	12/31/18
04	ALA	Fremont	33C0128	Niles Boulevard	\$0	\$589,299	4/4/14	12/31/18
07	LA	Los Angeles	53C1880	Sixth Street	\$0	\$31,851,593	2/2/15	12/31/21
05	SB	Santa Barbara County	51C0017	Jalama Road	\$9,176	\$244,175	3/24/15	12/31/18
01	HUM	Humboldt County	04C0104	Waddington Road	\$1,147	\$150,000	6/9/15	12/1/17
10	SJ	Tracy	29C0126	Eleventh Street	\$0	\$2,278,743	10/6/15	1/30/19
07	LA	Los Angeles	53C0045	Beverly-First Street	\$0	\$848,780	4/1/17	2/28/19
10	SJ	San Joaquin County	38C0032	Mchenry Avenue	\$0	\$238,576	4/24/17	4/24/20
10	STA	Stanislaus County	38C0003	Santa Fe Avenue	\$0	\$536,796	8/1/17	12/31/19
04	CC	Pittsburg	28C0165	North Parkside Drive	\$0	\$44,214	2/1/18	1/25/19
04	ALA	Oakland	33C0148	23rd Avenue	\$108,965	\$1,149,868	5/1/18	12/31/19
06	KER	Bakersfield	50C0021L	Manor Street North Bound	\$0	\$298,220	12/3/18	12/31/19
06	KER	Bakersfield	50C0021R	Manor Street South Bound	\$0	\$298,220	12/3/18	12/31/19
02	TEH	Tehama County	08C0043	Jellys Ferry Road	\$11,000	\$4,574,950	10/18/19	10/18/21
				Totals	\$244,988	\$54,147,861		

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 4.15
Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce April
Project Manager

Subject: ASSEMBLY BILL 1282 TRANSPORTATION PERMITTING TASK FORCE UPDATE

SUMMARY:

The California State Transportation Agency will be providing an update to the California Transportation Commission (Commission) on the Assembly Bill 1282 Transportation Permitting Task Force actions and meeting, at its May 15-16, 2019 meeting, as an information item.

BACKGROUND:

Assembly Bill (AB) 1282 (Mullin, Chapter 643, Statutes of 2017) requires the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Task Force consisting of representatives from specified entities by April 1, 2018. The task force is required to develop a structured coordination process for the early engagement of all parties in the development of transportation projects to reduce permit processing time, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval projects. Additionally, AB 1282 requires the Secretary of Transportation to prepare and submit a report on or before December 1, 2019, on findings based on efforts of the taskforce to the appropriate policy and fiscal committees of the Legislature, pursuant to Section 9795 of the Government Code. The report shall include, but it is not limited to, a detail analysis of the following issues:

- The existing permitting process for transportation projects in California, including a discussion of the points in the process where delays are most likely to occur.
- The utilization of existing positions in the various state resource agencies currently supported by transportation funds, including an analysis of the benefits of those positions to the state's transportation programs relative to their costs.
- The structured coordination process developed pursuant to AB 1282 requirements.
- Resource levels needed at the resource agencies to implement the structured coordination process.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 2.5f.

Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS
EMERGENCY G-11-16, 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:

- 2.5f.(1) - \$69,627,000 for construction and \$14,793,000 for construction engineering for 25 emergency construction projects, pursuant to the authority granted under Resolution G-11-16.
- 2.5f.(3) - \$7,614,000 for construction and \$3,297,000 for construction engineering for seven safety projects, pursuant to the authority granted under Resolution G-03-10.
- 2.5f.(4) - \$9,820,000 for 11 State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-16.

As of April 11, 2019, the Department has allocated or sub-allocated the following for construction in the Fiscal Year 2018-19:

- 2.5f.(1) - \$305,527,000 for 94 emergency construction projects.
- 2.5f.(3) - \$172,137,000 for 36 safety delegated projects.
- 2.5f.(4) - \$22,858,000 for 29 SHOPP Minor A projects.

BACKGROUND:

The Commission, by Resolution G-11, as amended by resolution G-11-16, 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-11-16. 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 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 2018 meeting, the funding and project listing for the FY 2018-19 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-17-05.

The SHOPP, as approved by the Commission, is a four-year program of projects with the total annual proposed expenditures limited to the biennial Commission-approved Fund Estimate. The Commission, subject to monthly reporting and briefings, has delegated to the Department the authority to allocate funds for safety projects and 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

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

2.5 Highway Financial Matters

Project No. 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 \$4,750,000 Del Norte 01-DN-Var Var	In Del Norte County, on various routes and various locations. After heavy rainfalls on January 28, 2019, Department staff identified three culverts that required immediate repair. The increased flows created severe voids in the inverts and material has begun to scour away. At one location the loss of material has created a sink hole in the travel lane. This project will replace the failed culverts, repair the roadway, and install standard storm water treatments. Initial G-11 Allocation 02/13/19: \$4,750,000 (Additional \$40,000 was allocated for right of way purposes.)	01-1134 SHOPP/18-19 CON ENG \$1,500,000 CONST \$3,250,000 0119000058 4 0J590 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$1,500,000 \$3,250,000
2 \$650,000 Mendocino 01-Men-1 0.1	In Mendocino County, at Gualala River Bridge No. 10-0180; also at Navarro River Bridge No. 10-0130 (PM 40.2). Rainfall beginning on January 17, 2019, caused a significant amount of debris to collect against piers of the Navarro River Bridge and Gualala River Bridge. This project will remove the debris from the structure. Initial G-11 Allocation 02/05/19: \$650,000 (Additional \$15,000 was allocated for right of way purposes.)	01-4725 SHOPP/18-19 CON ENG \$150,000 CONST \$500,000 0119000054 4 0J560 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$150,000 \$500,000
3 \$1,050,000 Mendocino 01-Men-1 10.1	Near Gualala, at 0.2 mile north of Iversen Road. Beginning on January 17, 2019, a series of storm events caused over saturated soils to slipout and affect the southbound lane. This project will repair subsurface and surface drainage, remove unstable material, stabilize slope, and reconstruct damaged roadway. Initial G-11 Allocation 02/08/19: \$1,050,000 (Additional \$15,000 was allocated for right of way purposes.)	01-8508 SHOPP/18-19 CON ENG \$300,000 CONST \$750,000 0119000056 4 0J580 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$300,000 \$750,000
4 \$2,000,000 Mendocino 01-Men-1 104.4	Near Legget, at 4.0 miles south of Route 1. On February 13, 2019, heavy rains caused a slide of materials and debris filled a catchment area. On February 14th, the catchment area was filled and overwhelmed the drainage inlet. This project will remove the debris and regrade the catchment, repair the drainage system, and provide erosion control on the embankment. Initial G-11 Allocation 03/01/19: \$2,000,000 (Additional \$10,000 was allocated for right of way purposes.)	01-4727 SHOPP/18-19 CON ENG \$500,000 CONST \$1,500,000 0119000067 4 0J620 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$500,000 \$1,500,000
5 \$4,800,000 Mendocino 01-Men-162 16.0	Near Laytonville, about 0.9 mile east of Middle Fork Eel River Bridge. Storms in February and March of 2018 magnified a slip out at Postmile 16.08 requiring geotechnical investigation and determining a need for a Soldier Pile Ground Anchor type retaining wall. This supplemental is necessary to complete the construction of the soldier pile wall. Cost are higher than originally estimated due to inclement weather, saturated soils, slope failure, expanded Rock Slope Protection buttress, and delays in construction requiring additional traffic control. Initial G-11 Allocation 03/08/18: \$8,725,000 Supplemental G-11 Allocation 03/04/19: \$4,800,000 Revised Allocation: \$13,525,000	01-4711 SHOPP/17-18 CON ENG \$0 CONST \$4,800,000 0118000138 4 0H980 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$0 \$4,800,000

2.5 Highway Financial Matters

Project No. 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				
6 \$1,650,000 Tehama 02-Teh-32 20.3	Near Butte Meadows, at 4.3 miles west of Route 36. Due to heavy winter storm events in January and February 2019 the foundation of the sack wall has been undermined causing imminent threat of failure. Several elements of the wall have collapsed and the foundation of the wall has eroded. This project will remove and replace the wall, place guardrail, cable railings, and place permanent erosion control.	02-3747 SHOPP/18-19 CON ENG \$350,000 CONST \$1,300,000 0219000083 4 0J270	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$350,000 \$1,300,000
	Initial G-11 Allocation 02/20/19: \$1,650,000	Emergency		
7 \$995,000 Trinity 02-Tri-36 R34.7	Near Wildwood, 6.0 miles east of Route 3. On February 14, 2019, a slipout occurred due to saturated soil from recent rain events. The slipout damaged a culvert on the embankment. This project will repair the slipout by constructing a retaining system, install guardrail, and repair the culvert.	02-3748 SHOPP/18-19 CON ENG \$300,000 CONST \$695,000 0219000086 4 0J300	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$300,000 \$695,000
	Initial G-11 Allocation 03/01/19: \$995,000 (Additional \$5,000 was allocated for right of way purposes.)	Emergency		
8 \$2,500,000 Butte 03-But-99 R2.0/4.0	In and near Gridley, from Evans Reimer Road to Cherry Road. On January 15, 2019, the Department was missioned tasked by California Governor's Office of Emergency Services (Cal OES) to design and complete a signalized intersection at Liberty Road. This signalized intersection is needed to accommodate the 350 new homes being constructed by Federal Emergency Management Agency (FEMA) near the intersection as part of long term housing for Camp Fire victims. The State shall seek reimbursement from FEMA for this work. This project will install a temporary signalized intersection, widen lanes as needed for turning lanes and traffic storage, construct curb and gutter, signing, striping, and provide traffic control.	03-2298 SHOPP/18-19 CON ENG \$500,000 CONST \$2,000,000 0319000321 4 4H930	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$500,000 \$2,000,000
	Initial G-11 Allocation 03/01/19: \$2,500,000 (Additional \$100,000 was allocated for right of way purposes.)	Emergency		
9 \$600,000 El Dorado 03-ED-49 20.3/20.6	Near Coloma, from Woodridge Road to Johnson Ranch Road. Severe storm events during the week of January 14, 2019 caused a sinkhole to develop in the northbound lane. Site investigation determined that the cause was due to failed culverts. In addition, concentrated flows due to high intensity rainfall have eroded the ditches and embankment along both sides of the roadway and plugged multiple culverts. This project will clear debris from culverts, remove and replace failed culverts, and regrade drainage ditches.	03-3470 SHOPP/18-19 CON ENG \$100,000 CONST \$500,000 0319000124 4 4H960	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$100,000 \$500,000
	Initial G-11 Allocation 02/20/19: \$600,000 (Additional \$10,000 was allocated for right of way purposes.)	Emergency		

2.5 Highway Financial Matters

Project No. 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 \$1,700,000 Yolo 03-Yol-505 13.6/13.9	Near Madison, from to 0.3 mile north of County Road 19; also on Route 16 at 0.4 mile east of Road 42B (PM 8.9), and 0.1 mile east of Road 81. Severe rain during the week of January 14, 2019 caused flooding and created debris blockage of several culverts, and one culvert to fail. This project will replace the failed culvert, remove debris from channels and plugged culverts. Initial G-11 Allocation 02/22/19: \$1,700,000 (Additional \$10,000 was allocated for right of way purposes.)	03-8669 SHOPP/18-19 CON ENG \$200,000 CONST \$1,500,000 0319000130 4 4H990	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$200,000 \$1,500,000
Emergency				
11 \$200,000 Alameda 04-Ala-13 4.4	In Oakland, at Calaveras Avenue. A series of storm events starting January 8 through February 16, 2017 caused an embankment slipout below a retaining wall creating a void under the structure supporting Route 13/580 connector. This supplemental is necessary to cover the additional cost necessary for the construction of a soil-nail wall and provide foam injection under the pavement that was not included in the original estimate. Initial G-11 Allocation 03/16/17: \$8,000,000 Supplemental G-11 Allocation 02/20/19: \$200,000 Revised Allocation: \$8,200,000	04-1457K SHOPP/16-17 CON ENG \$0 CONST \$200,000 0417000313 4 4K470	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$0 \$200,000
Emergency				
12 \$3,900,000 Marin 04-Mrn-37 11.3/13.7	Near Novato, from Route 101 to Atherton Avenue. On February 14, 2019, a levy under the railroad tracks near Novato Creek failed, releasing water and flooding the roadway. The inundation by water has caused the pavement to fail. This project will remove debris, construct a temporary flood wall, and repair the damaged roadway. Identification of an adverse party for purpose of abatement is being ascertained. Initial G-11 Allocation 03/01/19: \$3,900,000	04-2030A SHOPP/18-19 CON ENG \$900,000 CONST \$3,000,000 0419000281 4 3Q910	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$900,000 \$3,000,000
Emergency				
13 \$3,900,000 San Mateo 04-SM-35 1.9	Near Portola Valley, at 1.2 miles south of Page Mill Road. On February 3, 2019, winter storms caused slipouts of the northbound lane and the undermining is approaching the southbound lane. The damage has required the closure of the highway, this project will construct a soldier pile wall, sheet pile wall, reconstruct roadway, and place permanent erosion control measures. Initial G-11 Allocation 02/13/19: \$3,900,000 (Additional \$150,000 was allocated for right of way purposes.)	04-2029N SHOPP/18-19 CON ENG \$900,000 CONST \$3,000,000 0419000265 4 3Q810	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$900,000 \$3,000,000
Emergency				
14 \$20,500,000 Monterey 05-Mon-1 8.5/9.5	Near Gorda from 0.4 mile south to 0.6 mile north of Mud Creek. Heavy rain, storm surge, and King Tides from January 13 to February 4, 2019, caused damage to the northwest facing locations of a rock revetment. This project will repair and enhance the Rock Slope Protection (RSP) revetment, increase the RSP revetment height, clear the catchment area and access roads, and repair rock net drapery. Initial G-11 Allocation 02/13/19: \$20,500,000 (Additional \$10,000 was allocated for right of way purposes.)	05-2907 SHOPP/18-19 CON ENG \$2,500,000 CONST \$18,000,000 0518000222 4 1K560	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$2,500,000 \$18,000,000
Emergency				

2.5 Highway Financial Matters

Project No. 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				
15 \$875,000 Monterey 05-Mon-1 69.6	Near Carmel Highlands, at Fern Canyon Road. Heavy rains in January and February caused a sink hole to form above a failed culvert. This culvert is the first of a large drainage system and its failure is reducing the functionality of the whole system. This project will replace failed culverts, modify drainage junction structure, restore site and reconstruct guardrail. Initial G-11 Allocation 03/01/19: \$875,000 (Additional \$50,000 was allocated for right of way purposes.)	05-2909 SHOPP/18-19 CON ENG \$125,000 CONST \$750,000 0518000224 4 1K580 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$125,000 \$750,000
16 \$1,650,000 Santa Barbara 05-SB-101 R5.5/10.5	Near Summerland, from Santa Claus Lane to Olive Mill Road. Rain during January and February 2019 caused mud and rock debris to deposit under highway creek structures, reducing the capacity to pass future water. The creeks are within the drainage area of the Thomas Fire limits. This project will remove soil and rocks from creeks under structures, restore damaged facilities, and provide traffic control. Initial G-11 Allocation 03/01/19: \$1,650,000	05-2911 SHOPP/18-19 CON ENG \$350,000 CONST \$1,300,000 0518000225 4 1K590 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$350,000 \$1,300,000
17 \$5,075,000 Santa Barbara 05-SB-154 13.0/22.5	Near Santa Ynez, from 2.9 miles east of Armour Ranch Road to 0.9 mile east of Paradise Road. On February 2, 2019, heavy rains caused mud, rock, and vegetation to flow down Devaul Creek, plugging an arch culvert. The drainage area is within the limits of the Whittier Fire. Initially the project was needed to pump the impounded water, remove debris, unplug the culvert, and restore damaged embankment slopes and roadway facilities at Postmile 17.36. On February 28, 2019, a supplemental was approved to extend the postmile limits to 13.0/22.5 to address additional culverts and slides damaged by additional rainfall. Initial G-11 Allocation 02/13/19: \$2,925,000 Supplemental G-11 Allocation 03/01/19: \$2,150,000 Revised Allocation: \$5,075,000 (Additional \$50,000 was allocated for right of way purposes.)	05-2908 SHOPP/2018-19 CON ENG \$975,000 CONST \$4,100,000 0519000223 4 1K570 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$975,000 \$4,100,000
18 \$11,000,000 Los Angeles 07-LA-27 1.0/4.0	Near Topenga, from 1.0 mile north of Route 1 to 0.2 mile south of Cuesta Cala Road. On January 13, 2019, an atmospheric river brought heavy rain and saturated slopes causing several rock slides. This project will scale loose rocks then place hybrid cable net or double twisted wire mesh drapery system. Initial G-11 Allocation 02/05/19: \$11,000,000 (Additional \$100,000 was allocated for right of way purposes.)	07-5481 SHOPP/18-19 CON ENG \$1,000,000 CONST \$10,000,000 0719000166 4 1XK80 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$1,000,000 \$10,000,000

2.5 Highway Financial Matters

Project No. 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				
19 \$650,000 Los Angeles 07-LA-39 34.2	Near Azusa, at 12.2 miles north of East Fork Road. On February 5, 2019, a rock slide occurred and blocked the two-lane roadway and damaged the shoulder and AC dike. This project will remove slide debris, provide traffic control, and repair the damaged shoulder and AC dike. Initial G-11 Allocation 03/01/19: \$650,000	07-5549 SHOPP/18-19 CON ENG \$150,000 CONST \$500,000 0719000177 4 1XL10 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$150,000 \$500,000
20 \$1,400,000 Los Angeles 07-LA-60 0.2/0.4	In the city of Los Angeles, from Route 10 to Route 5. On February 1, 2019, a winter storm generated excessive surface runoff and overwhelmed an over-side drain causing erosion to the slope, and ultimately settlement in the shoulder area. This project will replace AC dike, drainage system, remove debris, repair embankment, and reconstruct the shoulder. Initial G-11 Allocation 02/20/19: \$1,400,000	07-5548 SHOPP/18-19 CON ENG \$400,000 CONST \$1,000,000 0719000176 4 1XL00 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$400,000 \$1,000,000
21 \$4,200,000 Los Angeles 07-LA-Var Var	In Los Angeles and Ventura Counties, on various routes and at various locations. On January 5, 2019, heavy rains loosened hillsides scarred by the Woolsey Fire causing mudslides, debris flow, flooding, and damaging drainage systems. This project will remove debris, unstable material, stabilize slopes, repair the drainage systems, and place erosion control. Initial G-11 Allocation 01/23/19: \$4,200,000 (Additional \$100,000 was allocated for right of way purposes.)	07-5480 SHOPP/18-19 CON ENG \$1,200,000 CONST \$3,000,000 0719000159 4 1XK70 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$1,200,000 \$3,000,000
22 \$5,200,000 Ventura 07-Ven-33 14.0/19.0	Near Ojai, from 1.2 miles north of Fairview Road to 6.8 miles south of Sespe River Road. A series of winter storms between January 13, 2019 and January 17, 2019 saturated slopes and caused them to erode, placing large amounts of mud and rocks on the roadway and in the drainage systems. This project will remove the mud and debris from the roadway, clean the drainage systems and basins, repair the damaged shoulders, slopes, signs and markers. Initial G-11 Allocation 02/08/19: \$5,200,000 (Additional \$100,000 was allocated for right of way purposes.)	07-5482 SHOPP/18-19 CON ENG \$1,200,000 CONST \$4,000,000 0719000167 4 1XK90 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$1,200,000 \$4,000,000
23 \$3,050,000 Calaveras 10-Cal-26 28.5/31.0	Near Mokelumne Hill, from 0.1 mile west of Deardorff Road to 0.1 mile west of Woodhouse Mine Road. Heavy rain events on and before February 14, 2019 saturated the embankments caused landslides and slipouts. This project will remove the debris from the roadway, repair slipouts with Rock Slope Protection (RSP), remove hazardous trees and rocks from slopes, repair damaged culverts, and place erosion control measures on reconstructed slopes. Initial G-11 Allocation 03/01/19: \$3,050,000 (Additional \$100,000 was allocated for right of way purposes.)	10-3449 SHOPP/18-19 CON ENG \$650,000 CONST \$2,400,000 1019000097 4 1K750 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$650,000 \$2,400,000

2.5 Highway Financial Matters

Project No. 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				
24 \$1,595,000 San Diego 11-SD-805 20.1	In the city of San Diego, at Mesa College Road. On January 14, 2019, a sinkhole had developed on the roadway and embankment. Site investigations determined a failed culvert allowed backfill material into the storm drain system. This project will remove the failed corrugated metal pipe and replace with a reinforce concrete pipe, backfill sinkhole, and repair roadway and embankment. Initial G-11 Allocation 02/05/19: \$1,595,000 (Additional \$50,000 was allocated for right of way purposes.)	11-1356 SHOPP/18-19 CON ENG \$495,000 CONST \$1,100,000 1119000103 4 43068 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$495,000 \$1,100,000
25 \$530,000 Orange 12-Ora-5 30.8	In Santa Ana, at Main Street. On January 8, 2019, a pre-cast wall panel fell under the void area of the structure at Main Street. Site investigation discovered additional panels with loose nuts and short bolts. This project will repair and reinstall the fallen panel, remove all nuts, bolts and washers, and install new longer bolts, lockwashers, and nuts. Initial G-11 Allocation 02/08/19: \$530,000	12-2839 SHOPP/18-19 CON ENG \$48,000 CONST \$482,000 1219000043 4 0R810 Emergency	001-0042 SHA 20.10.201.130 2018-19 302-0042 SHA 20.20.201.130	\$48,000 \$482,000

2.5 Highway Financial Matters

2.5 Highway Financial Matters				PPNO Program/Year Phase		
Project No. Allocation Amount	County Dist-Co-Rte Postmile	Location Project Description Allocation History	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 \$1,434,000	Nevada 03-Nev-20 25.8/45.7	In Nevada, El Dorado, Yuba, and Placer Counties, on Routes 20, 49, 50, 70, and 80 at various locations. <u>Outcome/Output:</u> Improve safety by constructing centerline and shoulder rumble strips. This project will reduce the number and severity of collisions.	03-4001 SHOPP/18-19 CON ENG \$400,000 CONST \$927,000 0318000129 4 4H030	001-0890 FTF 20.10.201.010 2018-19 302-0890 FTF 20.20.201.010	\$400,000 	
		<u>Performance Measure:</u> Planned: 117, Actual: 117 Collision(s) reduced				
		Preliminary <u>Engineering</u> PA&ED \$110,000 PS&E \$340,000 R/W Sup \$40,000	<u>Budget</u> \$110,000 \$340,000 \$40,000	<u>Expended</u> \$50,500 \$136,731 \$2,426		
		(CEQA - CE, 6/11/2018; Re-validation 1/4/2019) (NEPA - CE, 6/11/2018; Re-validation 1/4/2019)				
		Allocation Date: 02/07/19				
2 \$3,340,000	Sacramento 03-Sac-Var Var	In Sacramento, Yolo, Placer, and Glenn Counties, on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113, and 174 at various locations. <u>Outcome/Output:</u> Improve safety by installing queue warning systems, flashing beacons, lighting, and modifying existing signals to current standards. This project will reduce the number and severity of collisions.	03-3855 SHOPP/18-19 CON ENG \$390,000 CONST \$2,820,000 0318000128 4 4H020	001-0890 FTF 20.10.201.010 2018-19 302-0890 FTF 20.20.201.010	\$450,000 	
		<u>Performance Measure:</u> Planned: 125, Actual: 125 Collision(s) reduced				
		Preliminary <u>Engineering</u> PA&ED \$330,000 PS&E \$400,000 R/W Sup \$120,000	<u>Budget</u> \$330,000 \$400,000 \$120,000	<u>Expended</u> \$210,991 \$348,187 \$11,241		
		(CEQA - CE, 6/4/2018; Re-validation 1/18/2019) (NEPA - CE, 6/4/2018; Re-validation 1/18/2019)				
		Allocation Date: 02/07/19				

2.5 Highway Financial Matters

Project No. 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 \$1,400,000 Kern 06-Ker-46 26.8/47.0	In and near Wasco, from 0.7 mile west of Brown Material Road to Scofield Avenue. <u>Outcome/Output:</u> Improve safety by constructing centerline and shoulder rumble strips. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 17, Actual: 17 Collision(s) reduced Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$375,000 \$141,709 PS&E \$525,000 \$281,779 R/W Sup \$5,000 \$3,491 (CEQA - CE, 6/21/2018; Re-validation 3/14/2019) (NEPA - CE, 6/21/2018; Re-validation 3/14/2019) Allocation Date: 04/04/19	06-6865 SHOPP/18-19 CON ENG \$390,000 CONST 2018-19 \$1,309,000 0617000214 4 0W410	001-0042 SHA 001-0890 FTF 20.10.201.010 302-0042 SHA 302-0890 FTF 20.20.201.010	\$8,000 <u>\$382,000</u> \$390,000 \$20,000 <u>\$990,000</u> \$1,010,000
4 \$1,480,000 Los Angeles 07-LA-110 9.7	In the city of Los Angeles, at the northbound Route 110 connector to eastbound Route 91. <u>Outcome/Output:</u> Improve safety by applying High Friction Surface Treatment (HFST), installing high visibility thermoplastic striping, and upgrading guardrail to current standards. This project will reduce the number and severity of collisions. <u>Performance Measure:</u> Planned: 30, Actual: 30 Collision(s) reduced Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$417,000 \$279,366 PS&E \$660,000 \$334,866 R/W Sup \$13,000 \$5,044 (CEQA - CE, 12/11/2017; Re-validation 1/22/2019) (NEPA - CE, 12/11/2017; Re-validation 1/22/2019) Allocation Date: 04/05/19	07-5084 SHOPP/18-19 CON ENG \$756,000 CONST \$1,585,000 0716000233 4 33160	001-0890 FTF 20.10.201.010 2018-19 302-0890 FTF 20.20.201.010	\$756,000 \$724,000

2.5 Highway Financial Matters

PPNO	Program/Year	Phase	Prgm'd Amount	Project ID	Adv Phase	EA
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Amount by
Fund Type

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

(CEQA - CE, 12/27/2017; Re-validation 1/10/2019)
(NEPA - CE, 12/27/2017; Re-validation 1/10/2019)

6	In Garden Grove, at westbound onramp at Euclid
\$1,054,000	Street. <u>Outcome/Output:</u> Improve safety by overlaying
	with Open Graded Friction Course (OGFC) pavement,
Orange	adding pavement delineation, and upgrading existing
12-Ora-22	traffic control devices. This project will reduce the
R6.9	number and severity of collisions.

001-0042 SHA	\$8,000
001-0890 FTF	<u>\$381,000</u>
20.10.201.010	\$389,000
2018-19	
302-0042 SHA	\$13,000
302-0890 FTF	<u>\$652,000</u>
20.20.201.010	<u>\$665,000</u>

Preliminary		
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>
PA&ED	\$0	\$0
PS&E	\$381,000	\$349,775
R/W Sup	\$0	\$0

Allocation Date: 03/12/19

2.5 Highway Financial Matters

Project No. 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				
7 \$1,222,000	In Tustin, on the 4th Street northbound offramp. <u>Outcome/Output:</u> Improve safety and visibility by modifying traffic signals and providing additional lighting. This project will reduce the number and severity of collisions.	12-3510 SHOPP/18-19 CON ENG \$380,000 CONST	001-0042 SHA 001-0890 FTF 20.10.201.010 2018-19	\$9,000 <u>\$441,000</u> \$450,000
Orange 12-Ora-55 10.7	<u>Performance Measure:</u> Planned: 11, Actual: 11 Collision(s) reduced	\$772,000 1214000073 4 0N630	302-0042 SHA 302-0890 FTF 20.20.201.010	\$15,000 <u>\$757,000</u> \$772,000
Preliminary <u>Engineering</u> <u>Budget</u> <u>Expended</u> PA&ED \$130,000 \$113,316 PS&E \$500,000 \$488,225 R/W Sup \$0 \$0				
(CEQA - CE, 10/26/2017; Re-validation 8/28/2018)				
(NEPA - CE, 10/26/2017; Re-validation 8/28/2018)				
Allocation Date: 03/12/19				

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	01	Men	1	38.5/74.5	Construct turnouts.	44060	201.310	\$660,000	\$660,000
2	02	Plu	36	6.6	Replace sand house.	4H140	201.352	\$960,000	\$964,000
3	04	SM	84	24.6/25.0	Replace pavement.	0P110	201.121	\$600,000	\$598,000
4	04	SM	1/980	40.6/46.4	Install traffic management system elements.	0P710	201.315	\$960,000	\$950,000
5	06	Ker	119	R10.0/R13.3	Install new drainage system.	0X200	201.151	\$963,000	\$844,000
6	07	LA	405	38.6/45.7	Replace pavement.	4U050	201.121	\$900,000	\$896,000
7	08	SBd	210	R26.5	Widen offramp.	1H640	201.310	\$1,245,000	\$1,250,000
8	09	Mno	6	4.2/4.9	Widen shoulders and construct a two-way left turn pocket.	36980	201.015	\$1,250,000	\$1,014,000
9	10	SJ	99	0.0	Remodel maintenance station.	1H790	201.352	\$610,000	\$626,000
10	12	Ora	241	23.1	Improve sight distance.	0Q810	201.015	\$1,100,000	\$1,187,000
11	12	Ora	Var	2.7/17.1	Replace "METER ON" signal heads with new flashing beacons.	0Q580	201.315	\$1,250,000	\$831,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 3.2a.
Information Item

From: STEVEN D. KECK
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 informational item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Years 2017-18 and 2018-19.

In 2017-18, the Commission voted 399 State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of April 16, 2019, 387 projects totaling \$2.61 billion have been awarded. Twelve projects, which have time extensions, are pending to be awarded.

In 2018-19, the Commission voted 274 State-Administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of April 16, 2019, 224 projects totaling \$1.80 billion have been awarded. Five projects, which have time extensions, are pending to be awarded. Two projects, voted in December 2018, are pending to be awarded. Nine projects, voted in January 2019, are pending to be awarded. In March 2019, 34 projects were voted, are pending to be awarded.

BACKGROUND:

In accordance with the STIP Guidelines, and the Interim SHOPP Guidelines, projects are required to be ready to proceed to construction within six months of allocation.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 3.2b.
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local
Assistance

Subject: MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROGRAM 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 2017-18 and 2018-19.

In 2017-18, the Commission allocated \$12,678,000 to construct 14 locally-administered STIP projects. As of March 26, 2019, 12 projects totaling \$10,078,000 have been awarded. Two projects have approved time extensions.

In 2018-19, the Commission allocated \$24,193,000 to construct 10 locally-administered STIP projects. As of March 26, 2019, four projects totaling \$11,298,000 have been awarded. One project has an approved time extension.

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.

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FY 2017-18 Allocations

Month Allocated	Number of Projects Voted	Voted Projects (in 1000s)	Number of Projects Awarded	Number of Projects Lapse	Number of Projects Pending Award	Number of Projects Awarded within 6 months
August 2017	0	\$0	0	0	0	0
October 2017	1	\$1,846	1	0	0	1
December 2017	0	\$0	0	0	0	0
January 2018	2	\$1,356	2	0	0	2
March 2018	5	\$4,195	5	0	0	5
May 2018	4	\$4,495	2	0	2	2
June 2018	2	\$786	2	0	0	2
Total	14	\$12,678	12	0	2	12

FY 2018-19 Allocations

Month Allocated	Number of Projects Voted	Voted Projects (in 1000s)	Number of Projects Awarded	Number of Projects Lapse	Number of Projects Pending Award	Number of Projects Awarded within 6 months
August 2018	3	\$11,725	2	0	1	2
October 2018	2	\$2,767	2	0	0	2
December 2018	1	\$2,595	0	0	1	0
January 2019	1	\$3,328	0	0	1	0
March 2019	3	\$3,778	0	0	3	0
Total	10	\$24,193	4	0	6	4

Note: Excludes STIP Planning, Programming, and Monitoring allocations and locally-administered STIP Regional Rideshare Program allocations, as no contract is awarded for these programs.

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STIP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
Sacramento County	Florin Road, Martin Luther King Jr. Boulevard, Micron Avenue – Complete Streets	03-1781	December 6, 2018	June 30, 2019	\$2,595,000	The project will be awarded within the deadline.
Sacramento County	Old Florin Town Streetscape, Phase 2	03-1673	January 31, 2019	July 31, 2019	\$3,328,000	The project will be awarded within deadline.
City of Tracy	MacArthur Drive Widening and Reconstruction	10-6629	August 16, 2018	August 31, 2019	\$3,194,000	¹ The project will be awarded by the extended deadline.
City of Watsonville	Green Valley Road Pavement Preservation (Struve Slough-Freedom Boulevard)	05-2733	May 17, 2018	August 31, 2019	\$795,000	² The project will be awarded by the extended deadline.
City of Santa Cruz	Monterey Bay Sanctuary Scenic Trail Network Segment 7	05-2551	May 17, 2018	November 30, 2019	\$1,805,000	³ The project will be awarded by the extended deadline.
Grand Total					\$11,717,000	

¹ This extended deadline was approved in March 2019 (Waiver 19-10)

² This extended deadline was approved in December 2018 (Waiver 18-53)

³ This extended deadline was approved in October 2018 (Waiver 18-47)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 3.2c.
Action Item

From: STEVEN D. KECK
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 2017-18 and 2018-19.

In 2017-18, the Commission allocated \$116,913,000 to construct 89 ATP projects. As of March 26, 2019, 77 projects totaling \$72,333,000 have been awarded. Ten projects have approved time extensions. Two projects have deferred time extensions.

In 2018-19, the Commission allocated \$47,122,000 to construct 39 ATP projects. As of March 26, 2019, eight projects totaling \$3,369,000 have been awarded. Two projects have approved time extensions.

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.

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FY 2017-18 Allocations

Month Allocated	Number of Projects Voted	Voted Projects (in 1000s)	Number of Projects Awarded	Number of Projects Lapse	Number of Projects Pending Award	Number of Projects Awarded within 6 months
August 2017	3	\$3,154	3	0	0	2
October 2017	6	\$14,398	6	0	0	6
December 2017	6	\$9,880	5	0	1	3
January 2018	7	\$5,036	7	0	0	6
March 2018	12	\$26,912	11	0	1	10
May 2018	19	\$18,920	16	0	3	14
June 2018	36	\$38,613	29	0	7	22
Total	89	\$116,913	77	0	12	63

FY 2018-19 Allocations

Month Allocated	Number of Projects Voted	Voted Projects (in 1000s)	Number of Projects Awarded	Number of Projects Lapse	Number of Projects Pending Award	Number of Projects Awarded within 6 months
August 2018	6	\$2,405	5	0	1	5
October 2018	4	\$1,225	2	0	2	2
December 2018	6	\$8,819	1	0	5	1
January 2019	12	\$10,653	0	0	12	0
March 2019	11	\$24,020	0	0	11	0
Total	39	\$47,122	8	0	31	8

Note: Includes all ATP Infrastructure and Non-Infrastructure projects.

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ATP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
Town of Paradise	Almond Street Multi-Modal Improvements	03-1019	June 28, 2018	Deferred	\$3,005,000	Extension deferred at the December 2018 meeting.
Town of Paradise	Active Transportation Gap Closure Complex	03-1028	June 28, 2018	Deferred	\$3,787,000	Extension deferred at the December 2018 meeting.
City of Visalia	Green Acres Middle School Enhanced Crosswalk	06-6824	October 31, 2018	April 30, 2018	\$79,000	The project will be awarded within the deadline.
City of Pasadena	Pasadena Unified School District Safe Routes to School Education Crosswalk	07-5446	August 16, 2018	May 31, 2018	\$780,000	¹ The project will be awarded by the extended deadline.
Tulare County	Woodville Sidewalk Improvements along Road 168	06-6921	December 6, 2019	June 30, 2019	\$757,000	The project will be awarded within the deadline.
City of Los Angeles	Los Angeles River Bike Path, Headwaters, and Owensmouth – Mason	07-5042	December 7, 2017	June 30, 2019	\$5,432,000	² The project will be awarded by the extended deadline.
City of Oxnard	New Traffic Signal	07-5143	June 28, 2018	June 30, 2019	\$495,000	³ The project will be awarded by the extended deadline.
Riverside County	3 rd Place Sidewalk and Roadway Safety Improvements	08-1177	December 6, 2018	June 30, 2019	\$595,000	The project will be awarded within the deadline.

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CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Reference No.: 3.2c.
May 15-16, 2019
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City of Banning	Bicycle and Safe Routes to School Improvements	08-1191	December 6, 2018	June 30, 2019	\$962,000	The project will be awarded within the deadline.
City of San Jacinto	San Jacinto Valley Connect	08-1203	June 28, 2018	June 30, 2019	\$546,000	¹ The project will be awarded by the extended deadline.
City of Plymouth	Main Street/Shenandoah Safe Routes to School Project	10-3178	June 28, 2018	June 30, 2019	\$770,000	³ The project will be awarded by the extended deadline.
City of National City	Euclid Avenue Bicycle and Pedestrian Enhancements	11-1284	December 6, 2018	June 30, 2019	\$3,335,000	The project will be awarded within the deadline.
City of Imperial Beach	Imperial Beach Boulevard Improvement Project and Safe Routes to Schools	11-1296A	December 6, 2018	June 30, 2019	\$2,193,000	The project will be awarded within the deadline.
City of Ukiah	Northwestern Pacific Rail Trail Phase II	01-4633	January 31, 2019	July 31, 2019	\$1,484,000	The project will be awarded within the deadline.
El Dorado County	El Dorado Trail – Missouri Flat Road to El Dorado	03-1224A	January 31, 2019	July 31, 2019	\$3,374,000	The project will be awarded within the deadline.
El Dorado County	El Dorado Trail – Missouri Flat Road to El Dorado	03-1224B	January 31, 2019	July 31, 2019	\$45,000	The project will be awarded within the deadline.
Lake County	Upper Lake Pedestrian Improvements	03-3111	January 31, 2019	July 31, 2019	\$416,000	The project will be awarded within the deadline.
Yuba County	Seventh Avenue Bicycle Path and Pedestrian Route Improvements	03-2015	January 31, 2019	July 31, 2019	\$726,000	The project will be awarded within the deadline.

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CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

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City of South San Francisco	Linden/Spruce Avenue Traffic Calming Improvements	04-2140Y	January 31, 2019	July 31, 2019	\$713,000	The project will be awarded within the deadline.
Town of Woodside	Woodside Elementary School Student Pathway Project Phase II	04-2314	January 31, 2019	July 31, 2019	\$528,000	The project will be awarded within the deadline.
City of Emeryville	Emeryville Bicycle and Pedestrian Greenway Safety and Mobility Improvement Project	04-2306	January 31, 2019	July 31, 2019	\$265,000	The project will be awarded within the deadline.
Sonoma-Marin Area Rail Transit District	SMART Pathway – Petaluma (Payran to Southpoint)	04-2318	May 17, 2018	July 31, 2019	\$1,461,000	⁴ The project will be awarded by the extended deadline.
Fresno County	Biola Sidewalk Project	06-6833	January 31, 2019	July 31, 2019	\$493,000	The project will be awarded within the deadline.
Fresno PARCS	Fresno Pedestrian and Bike Safety Education Program (Non-Infrastructure)	06-6916	January 31, 2019	July 31, 2019	\$250,000	The project will be awarded within the deadline.
City of Long Beach	South Water Front/Pier J Bike and Pedestrian Path	07-5131	January 31, 2019	July 31, 2019	\$2,000,000	The project will be awarded within the deadline.
City of Stockton	Active Safe Routes to Schools	10-3289	January 31, 2019	July 31, 2019	\$359,000	The project will be awarded within the deadline.
City of Los Angeles	San Fernando Road Bike Path-Phase 3	07-5190	March 22, 2018	August 31, 2019	\$21,195,000	⁵ The project will be awarded by the extended deadline.
City of Berkeley	Berkeley 9 th Street Bicycle Boulevard Extension Pathway Phase II	04-2190Q	May 17, 2018	November 30, 2019	\$705,000	⁶ The project will be awarded by the extended deadline.

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Reference No.: 3.2c.
May 15-16, 2019
Page 6 of 6

City of Tehachapi	Rail Corridor Pedestrian Safety Project	09-0670	May 17, 2018	November 30, 2019	\$2,042,000	⁶ The project will be awarded by the extended deadline.
City of San Carlos	Route 101/Holly Street Pedestrian and Bicycle	04-2329	June 28, 2018	December 31, 2019	\$4,200,000	⁴ The project will be awarded by the extended deadline.
City of Madera	Fresno River Trail Safe Routes Project	06-6840	October 31, 2018	December 31, 2019	\$379,000	¹ The project will be awarded by the extended deadline.
City of Riverside	Citywide Bicycle and Pedestrian Improvements	08-1201	June 28, 2018	December 31, 2019	\$942,000	⁴ The project will be awarded by the extended deadline.
Grand Total					\$64,313,000	

¹ This extended deadline was approved in March 2019 (Waiver 19-09)

² This extended deadline was approved in June 2018 (Waiver 17-30)

³ This extended deadline was approved in January 2019 (Waiver 19-02)

⁴ This extended deadline was approved in December 2018 (Waiver 18-51)

⁵ This extended deadline was approved in August 2018 (Waiver 18-40)

⁶ This extended deadline was approved in October 2018 (Waiver 18-46)

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 3.3
Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: STATUS OF THE START TIME OF EXPENDITURES FOR PRECONSTRUCTION
SUPPORT PHASES FOR SHOPP PROJECTS PER TIMELY USE OF FUNDS POLICY

SUMMARY:

The California Department of Transportation (Department) is presenting this informational item on the status of preconstruction support phases for State Highway Operation and Protection Program (SHOPP). The preconstruction support phases are Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way Support (R/W Sup).

In Fiscal Year 2018-19, the Commission allocated 470 SHOPP preconstruction support phases. As of April 16, 2019, 450 phases have expenditures. No phases have been rescinded. No phases have lapsed.

All phases allocated at the October 2018 Commission meeting, have begun to incur expenditures. One phase allocated in December 2018 has yet to accrue expenditures. Three phases allocated in January 2019 have yet to accrue expenditures. Sixteen phases allocated in March 2019, have yet to accrue expenditures.

BACKGROUND:

The passage of the Road Repair and Accountability Act (Senate Bill 1) necessitates that the Department and the Commission establish baseline budgets for each preconstruction support phase of each project in the 2016 and 2018 SHOPP. Government Code Section 14526.5(g) formalizes the condition of allocation for preconstruction support phases on or after July 1, 2017 for all SHOPP projects. The Interim SHOPP Guidelines developed by Commission staff, in partnership with the Department, and adopted by the Commission at the June 2017 meeting, requires that expenditures allocated for SHOPP projects for preconstruction support phases begin accruing expenditures within six months of the date of allocation by the Commission.

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 3.5
Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Ron Bolyard, Acting Chief
Division of Aeronautics

Subject: FISCAL YEAR 2018–19-THIRD QUARTER REPORT-AERONAUTICS ACQUISITION AND DEVELOPMENT PROGRAM AND AIRPORT IMPROVEMENT PROGRAM

SUMMARY:

The attached report is the California Department of Transportation's (Department), Division of Aeronautics Fiscal Year 2018–19 Third Quarter Report for the Acquisition and Development (A&D) and Airport Improvement Program (AIP) Matching Grants Programs, which will be presented as an informational item at the California Transportation Commission's (Commission) May 2019 meeting.

BACKGROUND:

The Department's A&D and AIP Matching Grants Programs are funded by the Aeronautics Account in the State Transportation Fund. They are prepared in accordance with the California Public Utilities Code (PUC), Sections 21683 and 21706.

Section 21683.20 of the PUC provides that the Department, upon allocation by the Commission, may provide a matching grant to a public entity equal to 5 percent of the amount of a federal AIP Grant. Each year the Commission approves a lump sum to match AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department's A&D Program is a biennial two-year program providing state grants to airports for planning, construction, and land acquisition. A&D projects are state-funded at 90 percent of the total project cost with a 10 percent local match required.

The Department provides the Commission with quarterly reports on the status of all sub-allocations made for state AIP matching grant funds and the status of all projects in the A&D Program. It should be noted the Aeronautics Account is a continuously appropriated account, and any unused funds would revert to the Aeronautics account for use in future fiscal years.

Attachment

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Fiscal Year 2018–19 Third Quarter Report

Division of Aeronautics

Acquisition and Development Grants
And
Airport Improvement Program Matching Grants Programs

Quarterly Report to the
California Transportation Commission

ACQUISITION AND DEVELOPMENT PROGRAM

BACKGROUND

The California Department of Transportation's (Caltrans) Acquisition and Development (A&D) Grants Program is a biennial, two-year program providing state grants to eligible, publicly owned, public-use airports for planning, construction, and land acquisition. The current A&D Program covers Fiscal Years 2018–19 through 2019–20.

The A&D Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with California Public Utilities Code, Sections 21683 and 21706. Local agency project requests are categorized and ranked based on criteria set by the California Transportation Commission (Commission). Eligible project categories include enhancing safety, capacity, and security, as well as preparing Airport Land Use Compatibility Plans (ALUCP).

A&D projects are State funded at 90 percent of the total project cost with a 10 percent local match required.

PROGRAM SUMMARY

This report is for Caltrans' A&D Program for the Third Quarter of the 2018–19 Fiscal Year. This report includes the status of the unallocated, allocated, and completed projects.

There is a total of 31 projects, valued at \$5.0 million, currently programmed in the A&D Program. Of the 31 programmed projects, five have been allocated (valued at \$914 thousand) and two projects were completed in the third quarter, totaling five completed projects this fiscal year. A total of 26 projects have yet to be allocated (valued at \$4.0 million). A fund transfer was not authorized by the Department of Finance for the A&D Program, resulting in 26 projects from the A&D Program to remain unallocated as of this report.

The following spreadsheets include the status of the A&D Program.

Acquisition and Development (A&D) Projects Status and Detail

Programmed Projects

FY 2018–19

District	Airport	Program Fiscal Year	County	Project Description	Programmed Amount	Project Status
1	Adin	18-19	Modoc	Engineering Design and Repave Taxiway Tie Down Apron Areas	\$270,000	Unallocated
2	Montague, Yreka Rohrer Field	18-19	Siskiyou	Automated Weather Observing System New	\$72,000	Unallocated
2	Southard Field	18-19	Lassen	Crack Seal and Restripe Runway and Taxiway	\$73,000	Unallocated
2	Spaulding	18-19	Lassen	Pavement Maintenance and Remarking, Runway, Taxiway, and Tie-down	\$76,000	Unallocated
2	Montague, Yreka Rohrer Field	18-19	Siskiyou	Resurface Taxiway and Ramps	\$540,000	Unallocated
2	Susanville Municipal	18-19	Lassen	Airport Land Use Compatibility Plan (ALUCP) Update	\$251,000	Unallocated
4	Nut Tree	18-19	Solano	Tree Obstruction Removal	\$149,000	Unallocated
5	Salinas Municipal	18-19	Monterey	ALUCP Update	\$159,000	Unallocated
6	Poso-Kern	18-19	Kern	Crack Fill and Slurry Seal Partial Runway	\$135,000	Unallocated
7	Whiteman	18-19	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	\$45,000	Unallocated
7	Compton/Woodley	18-19	Los Angeles	Pavement Repair and Maintenance – Crack Sealing/Patching	\$45,000	Unallocated
8	Fort Bidwell	18-19	Modoc	Engineering, Design, and Add New Gravel for Runway	\$45,000	Unallocated
9	Shoshone	18-19	Inyo	Replace Runway Lighting Control System	\$32,000	Unallocated
9	Shoshone	18-19	Inyo	Segmented Circle	\$21,000	Unallocated
9	Mammoth Yosemite	18-19	Mono	ALUCP Update	\$90,000	Unallocated

Total: \$2,003,000

Acquisition and Development (A&D) Projects Status and Detail

Programmed Projects

FY 2019–20

District	Airport	Program Fiscal Year	County	Project Description	Programmed Amount	Project Status
1	Andy McBeth	19-20	Del Norte	Overlay and Restripe Runway and Restripe Apron Pavement	\$428,000	Unallocated
1	Ward Field	19-20	Del Norte	Runway Slurry Seal and Restripe Runway and Apron	\$225,000	Unallocated
1	Samoa Field	19-20	Humboldt	Removal/Pruning Willow Stand	\$45,000	Unallocated
1	Samoa Field	19-20	Humboldt	Resurface Runway-Repaint Markings	\$126,000	Unallocated
2	Siskiyou	19-20	Siskiyou	ALUCP Update	\$251,000	Unallocated
6	Taft	19-20	Kern	Runway Pavement Rehabilitation and Restripe	\$315,000	Unallocated
8	Chino	19-20	San Bernardino	ALUCP Update	\$54,000	Unallocated
9	Bryant Field	19-20	Mono	Install Obstruction Lights	\$45,000	Unallocated
10	Alpine County	19-20	Alpine	Chip Seal and Restripe Runway	\$126,000	Unallocated
11	Cliff Hatfield Memorial	19-20	Imperial	Airport Runway Maintenance	\$180,000	Unallocated
11	Imperial County	19-20	Imperial	ALUCP Update	\$251,000	Unallocated

Total: \$2,046,000

Total Projects In 2-Year Program: 26

Total Unallocated: \$4,049,000

Acquisition and Development (A&D) Projects Status and Detail

Allocated Projects

District	Airport	Program Fiscal Year	County	Project Description	Project Status	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditure to Date	Grant Expiration
3	Lake Tahoe	15-16	El Dorado	ALUCP	Progress Pay	6/29/2016	6/6/2017	\$170,000	\$113,064	6/29/2020
5	Marina	15-16	Monterey	ALUCP	Progress Pay	8/27/2015	6/14/2016	\$162,000	\$88,266	8/1/2019
5	Santa Barbara	15-16	Santa Barbara	ALUCP Study and Environmental Review County-wide	Progress Pay	12/9/2015	9/15/2016	\$140,000	\$80,972	12/9/2019
1	Shelter Cove	16-17	Humboldt	Slurry Seal Taxiway/Miscellaneous Pavement	Progress Pay	5/18/2017	11/08/2018	\$192,000	0	11/08/2021
1	Arcata	16-17	Humboldt	ALUCP Update	Progress Pay	5/18/2017	5/8/2018	\$250,000	0	5/18/2021

Total Projects: 5

Total: \$914,000

\$282,302

Acquisition and Development (A&D) Projects Status and Detail

Completed Projects

District	Airport	Program Year	County	Project Description	Allocation Date	Notice to Proceed Date	Total Allocation	Total Expenditures	Date of Completion
2	Trinity Center	14-15	Trinity	Slurry Seal Apron, Taxiway Area, and Restripe Pavement	5/28/2015	11/15/2016	\$90,000	\$85,967	2/07/2019
4	Rio Vista	14-15	Solano	ALUCP	3/26/2015	2/9/2016	\$144,000	123,870	8/21/2018
6	Fresno County	15-16	Fresno	ALUCP	6/29/2016	6/12/2017	\$270,000	\$270,000	2/07/2019
3	Sierraville- Dearwater	16-17	Sierra	Reconstruct Tie-down Area	5/18/2017	5/3/2018	\$489,000	\$411,905	12/18/2018
9	Shoshone	16-17	Inyo	Runway 15/33 Crack Repairs, Slurry Seal, Marking	5/18/2017	3/14/2018	\$180,000	\$83,795	10/09/2018

Total Projects: 5 Total: \$1,173,000 \$975,537

FEDERAL AIRPORT IMPROVEMENT PROGRAM MATCHING GRANTS

BACKGROUND:

The California Department of Transportation (Caltrans), Division of Aeronautics' AIP Matching Grants Program (Program) is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with the California Public Utilities Code (PUC), Sections 21683 and 21706.

Section 21683.1 of the PUC provides that Caltrans, upon allocation by the California Transportation Commission (Commission), may provide a matching grant to a public entity up to five percent of the amount of a federal AIP grant.

Each year the Commission approves a lump sum to match Federal Aviation Administration (FAA) AIP grants. This allocation provides the authority for Caltrans to subvent matching funds to individual projects as requested by airport sponsors.

Caltrans provides the Commission with quarterly reports on the status of all sub-allocations made for State AIP Matching grant funds. It should be noted that the Aeronautics Account is a continuously appropriated account, and any unused funds revert to the Aeronautics Account for use in future fiscal years.

PROGRAM SUMMARY:

The Department of Finance authorized a \$1.4 million fund transfer for the Fiscal Year 2018-19 AIP Matching Grant Program. At its June 2018 meeting, the Commission allocated the \$1.4 million for the AIP Matching Grant Program for Fiscal Year 2018–19. To assist as many airports as possible, a \$50,000 maximum per project is in effect for the current Program. As of the Third Quarter, Caltrans has sub-allocated a total of \$757 thousand toward 29 projects. Caltrans expects to allocate the remaining \$643 thousand from the \$1.4 million lump sum during the 2018–19 fiscal year.

One project previously displayed in the table below has been unallocated due to ineligibility.

Federal AIP Matching Grants

Airport	Sponsor	Project Description	State Match Amount	State Grant Date	Total Project Cost
Jacqueline Cochran	County of Riverside	Rehabilitate Runway 17/35, Taxiway F and Associated Connectors	\$50,000	9/27/2018	\$1,278,246
Benton Airpark	City of Redding	1. Construct New Perimeter Vehicle Service Road 2. Rehabilitate Parallel Taxiway "B"1	\$50,000	9/25/2018	\$1,227,090
Sequoia (Dinuba)	County of Tulare	Install: All Weather Observation System; Precision approach path indicators PAPI-2 for runway 13/31; Runway end indication lights for runway 13/31	\$17,988	9/25/2018	\$399,740
Oakdale	City of Oakdale	Construct Runway and Taxiway, Pavement Preservation and Perimeter Fencing	\$50,000	10/4/2018	\$1,597,412
Oroville	City of Oroville	Construct Taxiway K	\$31,585	10/4/2018	\$701,878
Lake Tahoe	City of South Lake Tahoe	Rehabilitate Terminal Apron - Construction	\$29,355	10/4/2018	\$679,527
Inyokern	Indian Wells Valley Airport District	Perimeter Fence Improvements	\$28,309	10/4/2018	\$629,079
Bishop	County of Inyo	Taxiway Pavement Rehabilitation (Design)	\$15,000	10/8/2018	\$333,333
Lone Pine	County of Inyo	Runway 16/34, Taxiways A and B Pavement Rehabilitation	\$9,338	10/8/2018	\$207,500
Mojave Air and Space Port	Mojave Air and Space Port	Taxiway B Extension Project	\$50,000	10/16/2018	\$1,515,651
Tulelake	County of Modoc	Rehabilitation of Taxiway A - Design and Construction	\$4,183	10/16/2018	\$92,963
Columbia	County of Tuolumne	Reconstruct Main Hangar Area Taxilanes, Rehabilitate Tie-Down Apron, Rehabilitate Terminal Apron, Rehabilitate Hangar Taxilanes	\$50,000	10/16/2018	\$3,934,298
Chowchilla Municipal	City of Chowchilla	Rehabilitate Runway Lighting; Rehabilitate (Slurry Seal) Taxiway A and Tie-Down Apron	\$22,370	10/16/2018	\$497,120
Dunsmuir (Mott)	City of Dunsmuir	Reconstruct Runway 14/32 and Runway Reflectors - Design	\$11,805	10/24/2018	\$262,340
Scott Valley	County of Siskiyou	Rehabilitate Runway 16/34, Taxiway and Apron Surfaces	\$13,376	10/26/2018	\$314,749
Marina Municipal	City of Marina	Extend Taxiway B to Threshold of Runway 29-Design	\$7,277	10/31/2018	\$161,700
Rio Vista	County of Solano	Improve Airport Drainage Phase 3	\$7,948	10/31/2018	\$177,728
Salinas	City of Salinas	Runway 13-31 Rehabilitation Construction	\$50,000	11/1/2018	\$1,289,907
Hollister Municipal	City of Hollister	Phase 1- Design: Construct Taxiway B and Runway; Taxiway A at Threshold to Runway 24, including Marking and Lighting	\$18,520	11/5/2018	\$411,517
Reedley	City of Reedley	Construct Runway Pavement Preservation	\$11,050	11/6/2018	\$245,557
Big Bear	Big Bear Airport District	Construct Snow Equipment Building - Phase I Design	\$15,000	11/7/2018	\$333,333
Mesa Del Rey	City of King	Construction of Electrical Improvements	\$45,743	11/7/2018	\$1,016,520

Airport	Sponsor	Project Description	State Match Amount	State Grant Date	Total Project Cost
Buchanan Field	County of Contra Costa	Design of an Aircraft Rescue and Fire Fighting Facility	\$13,500	11/8/2018	\$300,000
Calexico	City of Calexico	Rehabilitation of Taxiway A	\$11,820	12/7/2018	\$191,340
Palo Alto	City of Palo Alto	Apron Reconstruction - Phase II	\$50,000	12/14/2018	\$12,277,319
Cloverdale	City of Cloverdale	Construction - Install new PAPIs on Runway 14	\$8,928	12/17/2018	\$198,401
Placerville	County of El Dorado	Remove and Install Taxiway Edge Lights	\$27,273	1/11/2019	\$606,062
Tracy	City of Tracy	Reconstruction of T-Hangar taxilanes and installation of new rotating beacon	\$50,000	2/14/2019	\$3,032,150
Nevada County	County of Nevada	Design – Crack Repair and Seal Coat Taxiway A and Ramps 1, 2, and 5	\$6,516	3/5/2019	\$130,316
		Total	\$756,884		\$34,057,256

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 2.2c.(1)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of Environmental
Analysis

Subject: APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-19-35, E-19-36, E-19-37, E-19-38, E-19-39, E-19-40, E-19-41, E-19-42, and E-19-43?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolutions E-19-35, E-19-36, E-19-37, E-19-38, E-19-39, E-19-40, E-19-41, E-19-42, and E-19-43.

BACKGROUND:

01-Lak-20, PM 5.10/5.80

RESOLUTION E-19-35

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 20 (SR 20) in Lake County. Widen shoulders on a portion of SR 20 near the town of Upper Lake. (PPNO 4647)

This project is located on SR 20 near Upper Lake, east of Witter Springs Road in Lake County. The project proposes to widen shoulders in both directions of SR 20, increase existing curve radius and add an eastbound left turn lane and a westbound right turn lane. This project proposes to address the frequency and severity of collisions at this project location. The proposed project will improve the current narrow shoulders, limited clear recovery zones, insufficient stopping distances, non-standard curve radius and non-standard superelevation, as well as improve overall safety for motorists. The project is fully funded and programmed in the 2018 State Highway Operation Protection Program (SHOPP) for an estimated total of \$13.0 million, which includes Construction (capital and support) and Right-of-Way (capital and support). 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 2018 SHOPP.

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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, an Incidental Take Permit will be required for the Swainson's Hawk, and compensatory mitigation will be implemented. As a result, an MND was completed for this project.

Attachment 1

04-Nap-29, PM 38.9/42.9
RESOLUTION E-19-36

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 29 (SR 29) in Napa County. Perform maintenance on three existing bridges located on SR 29 near the city of Calistoga. (PPNO 1483E)

This project is located near the city of Calistoga, in Napa County. The project proposes to rehabilitate three bridges located along SR 29. This project proposes to address scour damage on the Garnett Creek Branch Bridges (No. 21-0111), the Garnett Creek Bridge (No. 210-0005) and the No Name Creek Bridge (No. 21-0100). The proposed project will protect the structural integrity of these three bridges and prevent the undermining of the bridge footings and foundations caused by scour damage. The project is fully funded and programmed in the 2018 SHOPP for an estimated total of \$10.4 million, which includes Construction (capital and support) and Right of Way (capital and support). 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 2018 SHOPP.

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, disturbed riparian areas will be replanted at a 3:1 ratio with native vegetation, preconstruction surveys will be conducted for the California red-legged frog and wildlife exclusionary fencing shall be installed around the project perimeter. As a result, an MND was completed for this project.

Attachment 2

04-Sol-80, PM 34.48, 04-Sol-505, PM 0.21
RESOLUTION E-19-37

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 80 (I-80) and Interstate 505 (I-505) in Solano County. Perform maintenance on three existing bridges located on I-80 and I-505 in and near the city of Vacaville. (PPNO 0480N)

This project is located on I-505 and I-80 in and near the city of Vallejo in Solano County. The project proposes to rehabilitate sub-structures and mitigate scours of the McCune Creek Bridge Left and Right (No. 23-0084L/R) and the Horse Creek Bridge (No. 23-0077L). The proposed project addresses the need to prevent bridge failure and preserve the structural integrity of the bridges and the safety of the traveling public. The project is fully funded and currently programmed in the 2018 SHOPP for an estimated total of \$4.6 million, which includes Construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in 2021. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

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, an Incidental Take Permit will be required for the Swainson's Hawk, and compensatory mitigation will be implemented. As a result, an MND was completed for this project.

Attachment 3

05-SB-101, PM 45.5
RESOLUTION E-19-38

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 (US 101) in Santa Barbara County. Replace existing culvert on US 101 in Santa Barbara County. (PPNO 3330)

This project is located on US 101 near the Gaviota State Park and south of the Gaviota Safety Roadside Rest Area in Santa Barbara County. The project proposes to rehabilitate and upgrade the existing drainage system. This project proposes to address the excessive cracking, spalling and moderate scour at the existing inlet wingwall. The proposed project will aim to maintain facility integrity and operation and provide sustained mobility for bicyclists. The project is currently programmed in the 2018 SHOPP for \$7.3 million, which includes construction (capital and support) and Right-of-Way (capital and support). Construction is estimated to begin in Fiscal Year 2020-21. The scope, as

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described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2018 SHOPP.

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, disturbed wetlands will be replaced at a 3:1 ratio, and disturbed Coastal Scrub habitat will be replaced at 2:1 ratio. As a result, an MND was completed for this project.

Attachment 4

07-LA-1, PM 37.67/62.86, 07-Ven-1, PM 0.00/0.92
RESOLUTION E-19-39

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 Los Angeles and Ventura Counties. Construct roadway improvements on a portion of SR 1 in and near the cities of Los Angeles and Malibu. (PPNO 4846)

This project proposes drainage restoration at 19 locations on State Route 1 (SR 1) in the cities of Los Angeles, Malibu and unincorporated areas within Los Angeles and Ventura Counties. The proposed project addresses the need to repair and rehabilitate existing drainage along SR 1. The project proposes to restore full functionality of the drainage facilities and prevent further deterioration. The proposed project also will include replacement of the existing bridge/culvert on Solstice Canyon Creek. The proposed replacement of the bridge and culvert will address the need to improve flood water conveyance and hydraulic conditions to facilitate movement of the endangered steelhead trout population. The project is fully funded and currently programmed in the 2018 State SHOPP for an estimated total of \$25.9 million, which includes Construction (capital and support) and Right of Way (capital and support). The project is estimated to begin in 2022.

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, a biological monitor shall be on-site while work is occurring in a beach or tidal environment, impacted riparian habitat and Coastal Scrub habitat shall be replanted at a 1:1 ratio, and pre-construction surveys will be conducted for the California Red-Legged Frog, Cooper's Hawk, and nesting birds. As a result, an MND was completed for this project.

Attachment 5

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08-Riv-15, PM 18.3/21.0
RESOLUTION E-19-40

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 15 (I-15) in Riverside County. Construct roadway and interchange improvements on a portion of I-15 in the city of Lake Elsinore. (PPNO 3004U)

This project is located on I-15 at the Railroad Canyon Road interchange in Lake Elsinore, Riverside County. The project proposes improvements to the Railroad Canyon Road interchange and to construct a new interchange north of the existing I-15/Franklin Street overcrossing (Phases 1 and 2). The proposed project addresses the local street and freeway ramp congestion issues. The project proposes to accommodate the projected 2040 traffic flow and movement during morning and evening peak traffic on I-15 and maintain an acceptable level of service at this interchange. The project is not fully funded and currently programmed in the 2018 State Transportation Improvement Program (STIP) for \$2.9 million, local funds for \$27.1 million, SB 1 funds for an estimated \$15.0 million and \$238,000 in Federal Discretionary funds. The project is estimated to begin in Fiscal Year 2019-20 for Phase 1.

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: paleontological and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, a Paleontological Mitigation Plan will be prepared, pre-construction surveys will be conducted for burrowing owls, and disturbed wetlands will be restored at a ratio to be determined in consultation with the United States Army Corps of Engineers. As a result, an MND was completed for this project.

Attachment 6

08-Riv-95, PM 14.0/36.20
RESOLUTION E-19-41

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- United States Route 95 (US 95) in Riverside County. Restore embankments and replace culverts at various locations on US 95 near the city of Blythe. (PPNO 3002U)

This project is located on US 95 near Blythe in Riverside County. The project proposes to restore eroded embankments at eight locations and replace culverts at 12 locations. The proposed project addresses the damage caused by flash flood events and the number of road closures from these events. The project proposes to restore full functionality of the

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to enhance California’s economy and livability”*

damaged facilities and reduce the number of maintenance and emergency work orders. The project is fully funded and currently programmed in the 2018 SHOPP for an estimated total of \$13.1 million, which includes Construction (capital and support) and Right-of-Way (capital and support). The project is estimated to begin in 2021.

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 7

09-Mno-395, PM 30.7 & 36.5
RESOLUTION E-19-42

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- United States Route 395 (US 395) in Mono County. Improve pull-outs at three locations for off-road parking on US 395 in Mono County. (EA 37300)

This project is located on US 395 between the towns of Mammoth and June Lake, in Mono County. The project proposes to pave three locations to provide off-highway parking to access hiking, bicycle and snowmobile trails along US 395. The project addresses the need to provide winter access parking for recreations users and to avoid parking on highway shoulders creating potential hazard for snow plowing and motorists. The proposed project has been developed and studied in conjunction with the US Forest Service-Inyo National Forest. The estimated total overall cost of the project is \$1.6 million. The project is not currently programmed in the SHOPP. The project is estimated to begin in Fiscal Year 2020-21.

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 8

10-Tuo-49, PM 25.3
RESOLUTION E-19-43

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 49 (SR 49) in Tuolumne County. Construct curve correction on a portion of SR 49 near the town of Tuttletown. (EA 1G651)

This project is located on SR 49 near the town of Tuttletown in Tuolumne County. The project proposes to widen the southbound side of SR 49 at post mile 25.3. The proposed

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to enhance California’s economy and livability”*

project addresses the need to provide adequate pavement width to accommodate Surface Transportation Assistance Act design vehicles. The project will also address the need to reduce recurring maintenance repair work on shoulder damage caused by trucks driving off the route pavement edges. The estimated total cost of the proposed project is \$2.6 million and is not currently programmed. Construction is estimated to begin in 2021.

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

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

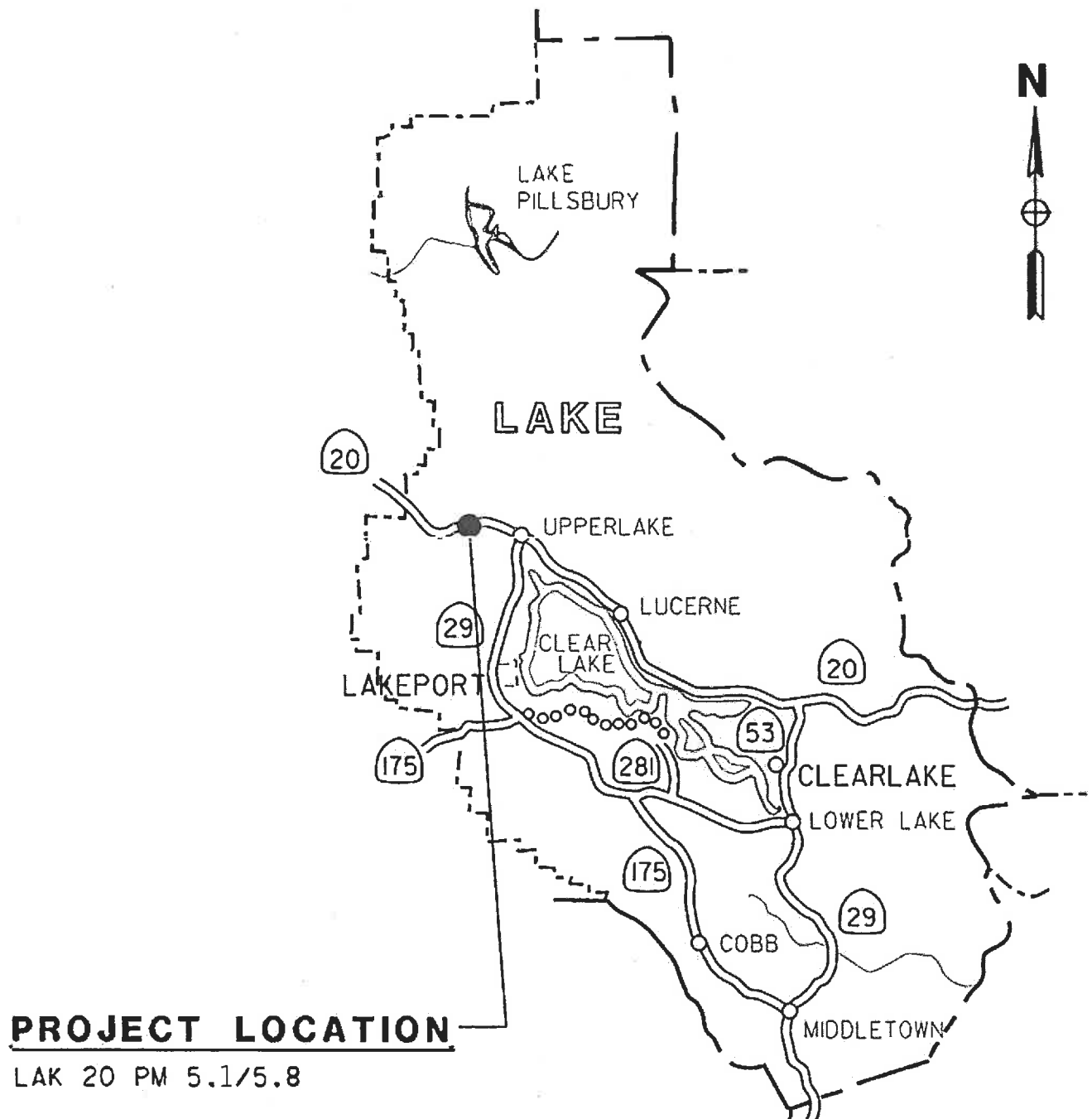
Resolution for Future Consideration of Funding

01-Lak-20, PM 5.10/5.80

Resolution E-19-35

- 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 CEQA Guidelines for the following project:
 - State Route 20 (SR 20) in Solano County. Widen shoulders on a portion of SR 20 near the town of Upper Lake. (PPNO 4647)
- 1.2 **WHEREAS**, the Department has certified that a 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.
- 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 support approval of the above referenced project to allow for consideration of funding.

VICINITY MAP



LAK 20 SHOULDERS
01-LAK-20 (PM 5.1-5.8)
01-OG330 (01 16000170)

No Scale

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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Lake 20 Shoulders Project

2019012044	Maxwell Lammert	(530) 741-4577
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 20 (SR 20) in Lake County.

Project Description: Construct roadway Improvements including shoulder widening on a portion of SR 20 near the town of Upper Lake.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☐ was / ☒ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ 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
<i>Signature (Public Agency)</i>	<i>Title</i>
<i>Date</i>	California Transportation Commission

Date received for filing at OPR:

Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

04-Nap-29, PM 38.9/42.9

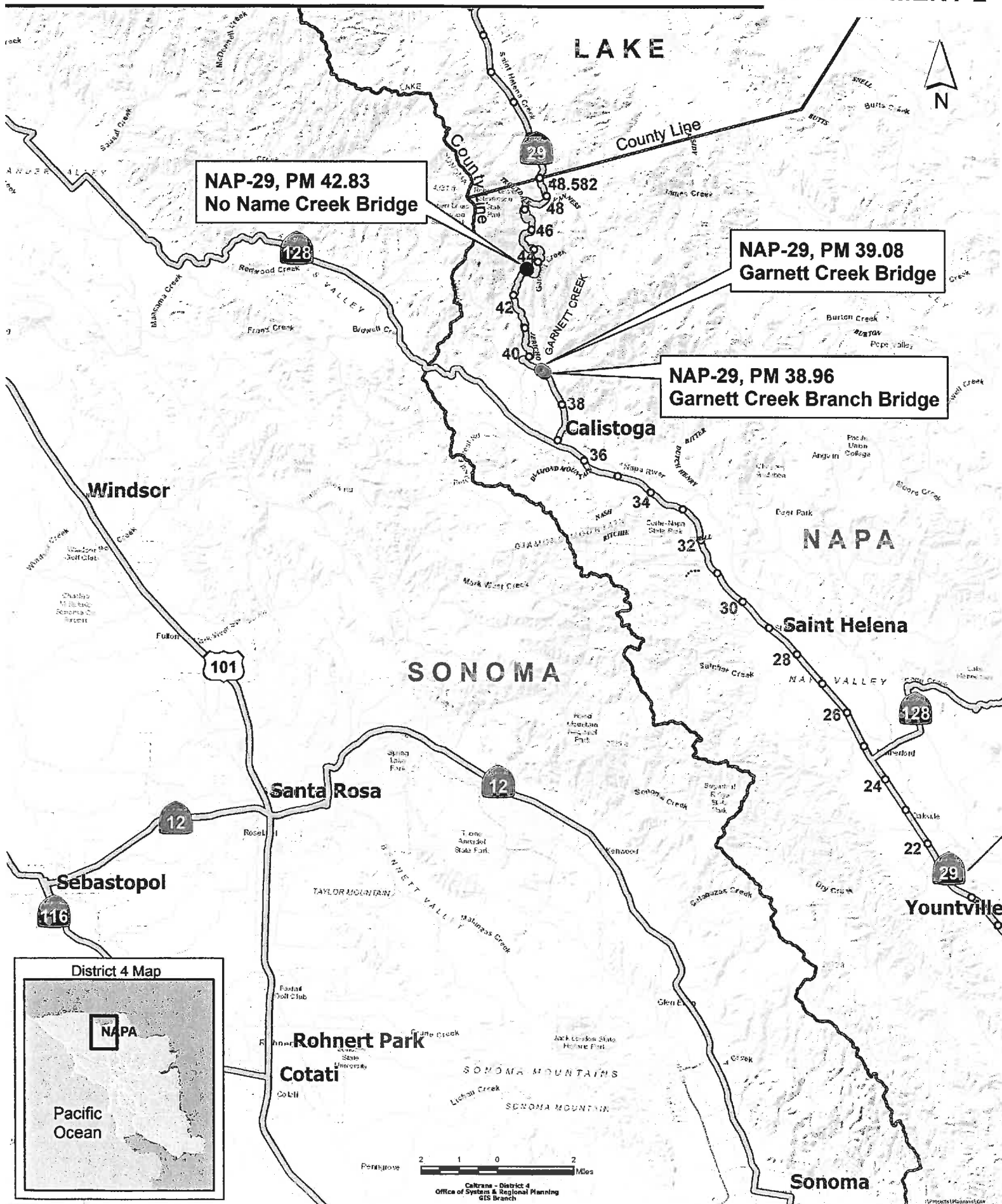
Resolution E-19-36

- 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 CEQA Guidelines for the following project:
- State Route 29 (SR 29) in Napa County. Perform maintenance on three existing bridges located on SR 29 near the city of Calistoga. (PPNO 1483E)
- 1.2 **WHEREAS**, the Department has certified that a 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.
- 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 support approval of the above referenced project to allow for consideration of funding.



SR 29 Bridge Preventative Maintenance and Scour Measures Project NAP-29-38.9/42.9

ATTACHMENT 2



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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Bridge Preventative Maintenance and Scour Measure Project

2018112031	Wahida Rashid	(510) 286-5935
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 29 (SR 29) in Napa County.

Project Description: Perform maintenance on three existing bridges on SR 29 near the city of Calistoga.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ 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. 4, 111 Grand Ave., Oakland, CA 94612

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

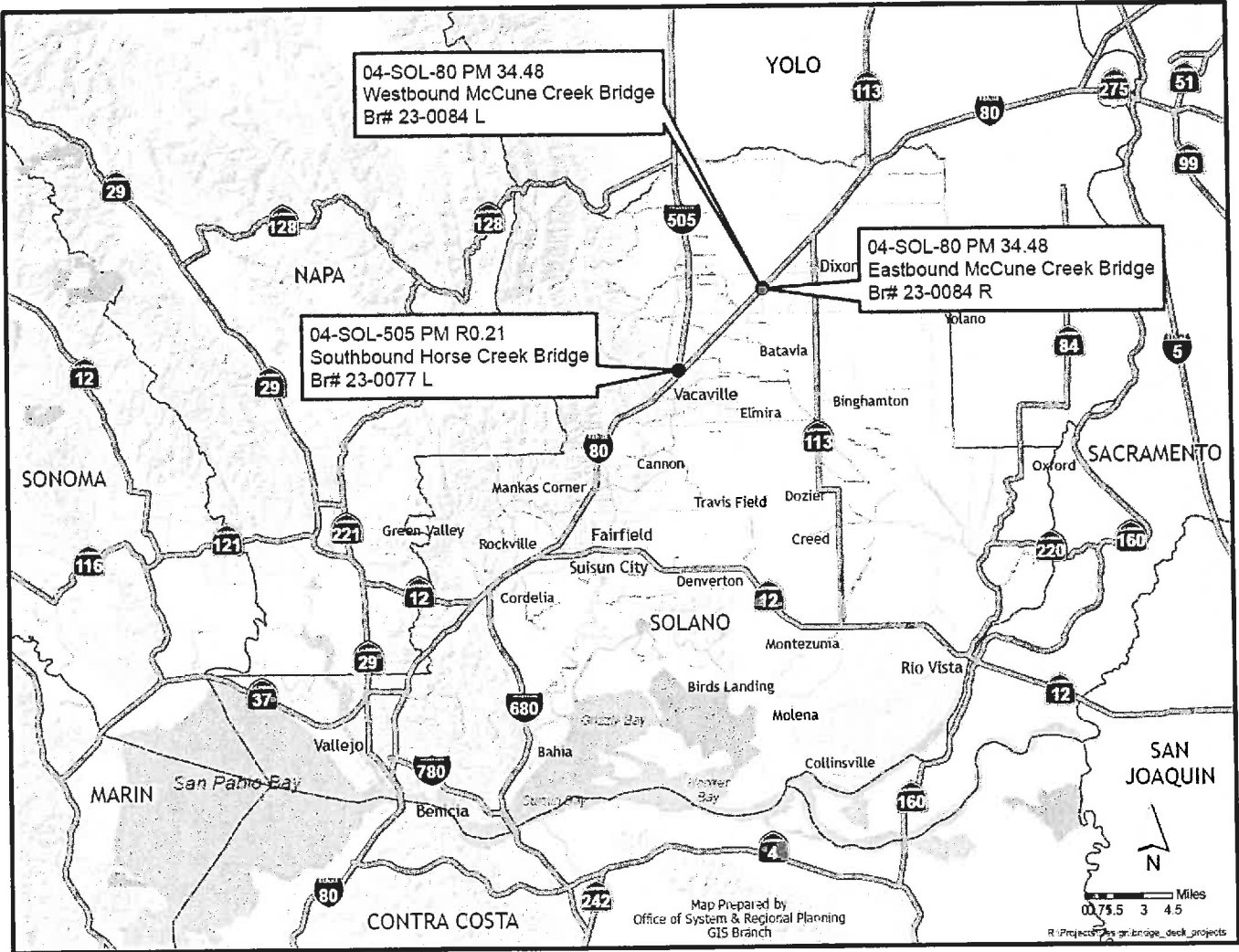
Attachment 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04-Sol-80, PM 34.48, 04-Sol-505, PM 0.21 Resolution E-19-37

- 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 CEQA Guidelines for the following project:
- Interstate 80 (I-80) and Interstate 505 (I-505) in Solano County. Perform maintenance on three existing bridges located on I-80 and I-505 near the city of Vacaville. (PPNO 0480N)
- 1.2 **WHEREAS**, the Department has certified that a 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.
- 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 support approval of the above referenced project to allow for consideration of funding.

ATTACHMENT 3



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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Bridge Preventative Maintenance on Interstate 505 at Horse Creek Bridge and on Interstate 80 at McClure Creek Bridges Project

2018112055	Wahida Rashid	(510) 286-5935
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 505 (I-505) and Interstate 80 (I-80) in Solano County.

Project Description: Perform maintenance on three existing bridges on I-505 and I-80 in Solano County.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ 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. 4, 111 Grand Ave., Oakland, CA 94612

SUSAN BRANSEN

Signature (Public Agency)

Date

Executive Director

California Transportation Commission

Title

Date received for filing at OPR:

Attachment 4

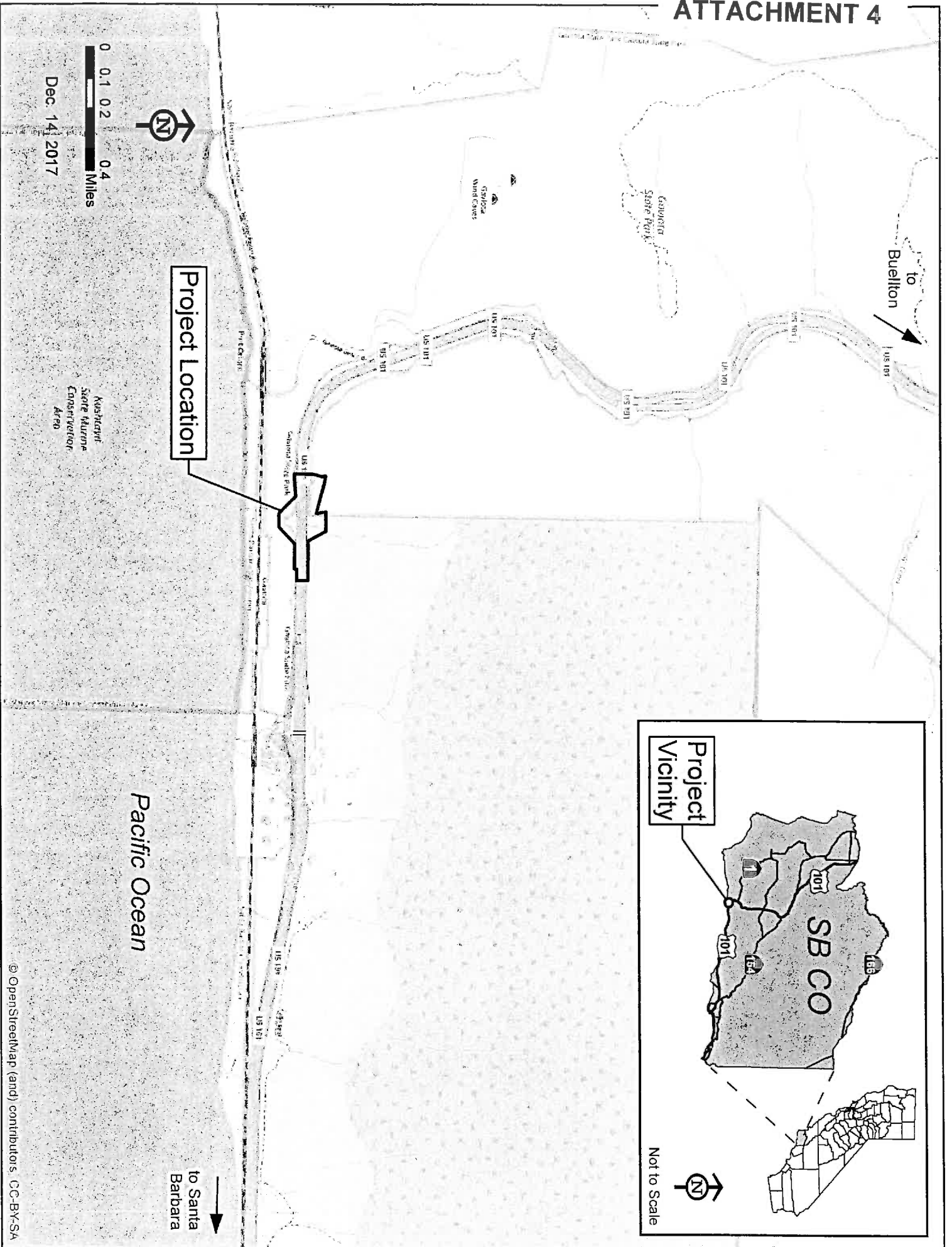
CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

05-SB-101, PM 45.5

Resolution E-19-38

- 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 CEQA Guidelines for the following project:
- United States Route 101 (US 101) in Santa Barbara County. Replace existing culvert on US 101 in Santa Barbara County. (PPNO 3330)
- 1.2 **WHEREAS**, the Department has certified that a 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.
- 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 support approval of the above referenced project to allow for consideration of funding.



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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Gaviota Culvert Replacement Project

2018071001	Lara Bertania	(510) 286-5935
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): U.S. 101 in Santa Barbara County.

Project Description: Replace existing culvert on U.S. 101 near Gaviota State Park.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ 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. 5, 50 Higuera St., San Luis Obispo, CA 93401

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

Attachment 5

CALIFORNIA TRANSPORTATION COMMISSION

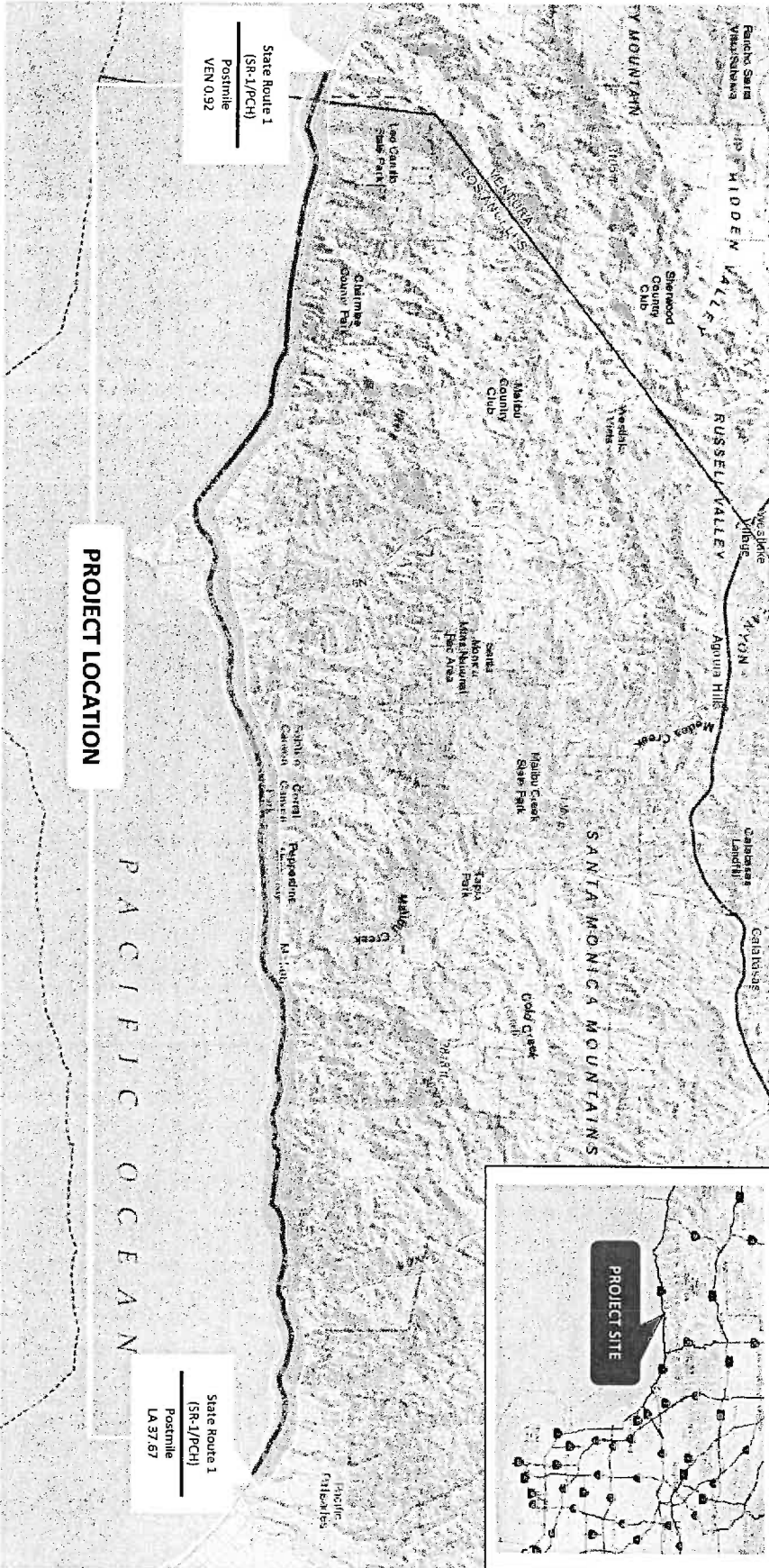
Resolution for Future Consideration of Funding 07-LA-1, PM 37.67/62.86, 07-Ven-1, PM 0.00/0.92 Resolution E-19-39

- 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 CEQA Guidelines for the following project:
- State Route 1 (SR 1) in Los Angeles and Ventura Counties. Construct roadway improvements including drainage and replacement of an existing bridge on SR 1 in and near the cities of Los Angeles and Malibu. (PPNO 4846)
- 1.2 **WHEREAS**, the Department has certified that a 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.
- 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 support approval of the above referenced project to allow for consideration of funding.

STATE ROUTE 1 (PACIFIC COAST HIGHWAY) DRAINAGE RESTORATION PROJECT AND BRIDGE REPLACEMENT AT SOLSTICE CANYON CREEK
LOS ANGELES AND VENTURA COUNTIES, CALIFORNIA
DISTRICT 7 | LA-001 [PM 37.67/62.86] / VEN-001 [PM 0.00/0.92]
EA 07-31350 / E-FIS 0715000090
SCH No. 2018111004

INITIAL STUDY WITH MITIGATED NEGATIVE DECLARATION / ENVIRONMENTAL ASSESSMENT WITH FINDING OF NO SIGNIFICANT IMPACT [IS/EA with MND/FONS]

PROJECT VICINITY MAP



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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: SR 1 Drainage Restoration and Bridge Replacement at Solstice Canyon Creek Project

20181110004	Eduardo Aguilar	(213) 897-8492
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): SR 1 in Los Angeles County.

Project Description: Construct drainage improvements and replace existing bridge on a portion of SR 1 in the cities of Malibu and Los Angeles.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ 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. 7, 100 S. Main St., Los Angeles, CA 90012

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

Attachment 6

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

08-Riv-15, PM 18.3/21.0

Resolution E-19-40

- 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 CEQA Guidelines for the following project:
- Interstate 15 (I-15) in Riverside County. Construct roadway and interchange improvements on a portion of I-15 in the city of Lake Elsinore. (PPNO 3004U)
- 1.2 **WHEREAS**, the Department has certified that a 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.
- 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 support approval of the above referenced project to allow for consideration of funding.

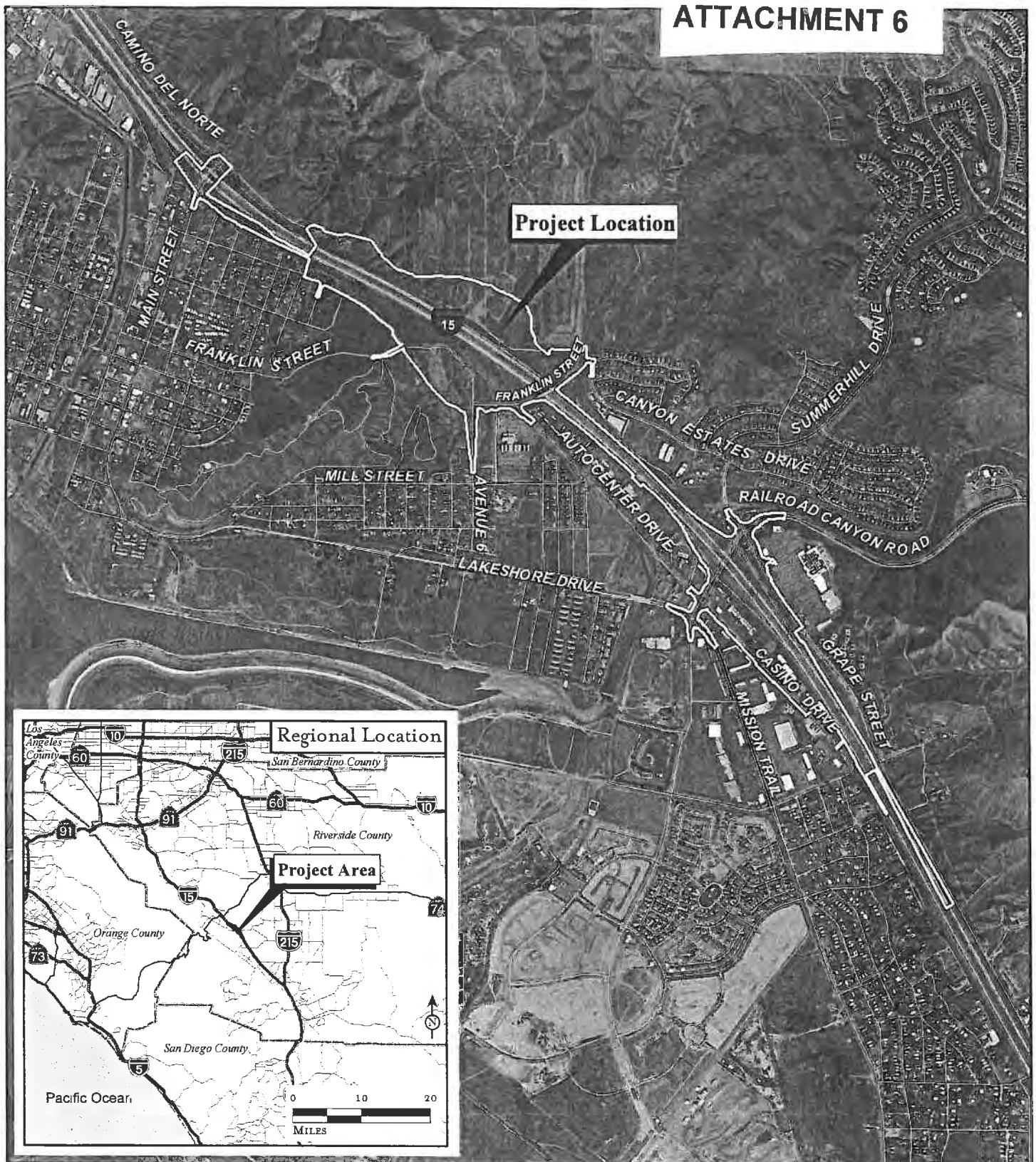
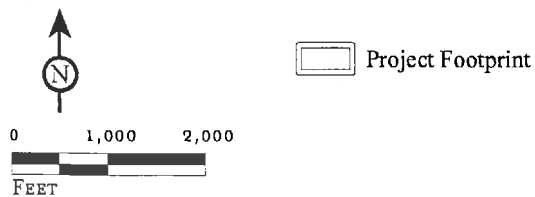


FIGURE 1.1



SOURCE: Bing Aerial, 2015.

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08-RIV-15-PM 18.3/21.0
EA. 0A4400
I-15/Railroad Canyon Road Interchange
Initial Study/Environmental Assessment
Regional and Project 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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Interstate 15/Railroad Canyon Road Interchange Improvement Project

2017011018	Marie Petry	(909) 388-1387
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 15 (I-15) in Riverside County.

Project Description: Construct interchange and roadway improvements on I-15 at Railroad Canyon Road in the city of Lake Elsinore.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ 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. 8, 464 W. 4th St., San Bernardino, CA 92401

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

Attachment 7

CALIFORNIA TRANSPORTATION COMMISSION

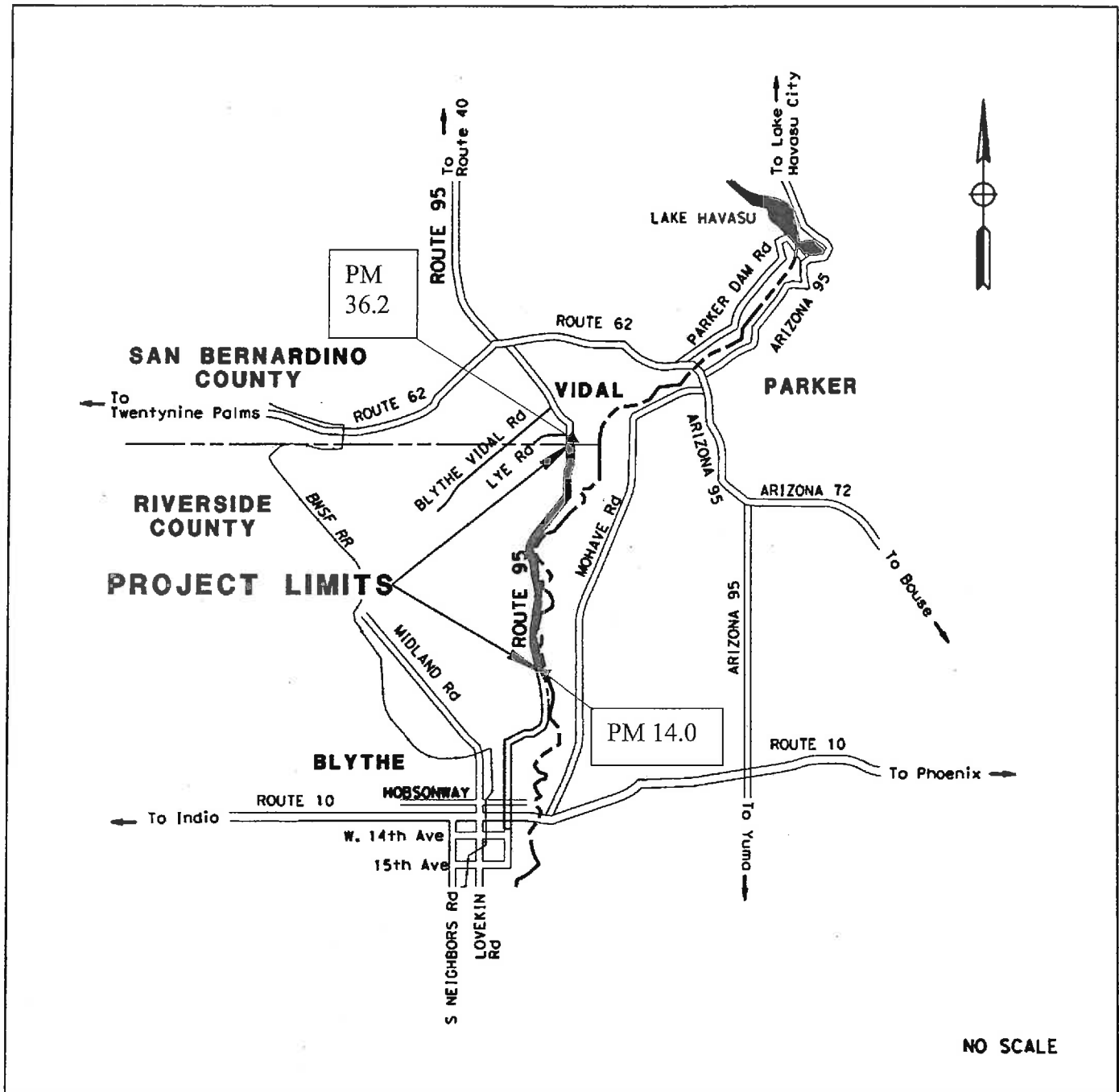
Resolution for Future Consideration of Funding

08-Riv-95, PM 14.0/36.2

Resolution E-19-41

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - United States Route 95 (US 95) in Riverside County. Restore embankments and replace culverts at various locations on U.S. 95 near the city of Blythe. (PPNO 3002U)
- 1.2 **WHEREAS**, the Department has certified that a 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.
- 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 support approval of the above referenced project to allow for consideration of funding.

1G000 Project Vicinity Map



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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: U.S. 95 Rock Slope Protection and Culvert Replacement Project

2019011030	Antonia Toledo	(909) 806-2541
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): United States Route 95 (U.S. 95) in Riverside County.

Project Description: Restore eroded embankments, replace culverts, and install rock slope protection on a portion of U.S. 95 near the city of Blythe.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☐ were/ ☒ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☐ was / ☒ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ 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. 8, 464 W. 4th St., San Bernardino, CA 92401

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

Attachment 8

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

09-Mno-395, PM 30.7 & 36.5

Resolution E-19-42

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - United States Route 395 (US 395) in Mono County. Improve pull-outs at three locations for off-road parking on US 395 in Mono County. (EA 37300)
- 1.2 **WHEREAS**, the Department has certified that a 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.
- 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 support approval of the above referenced project to allow for consideration of funding.

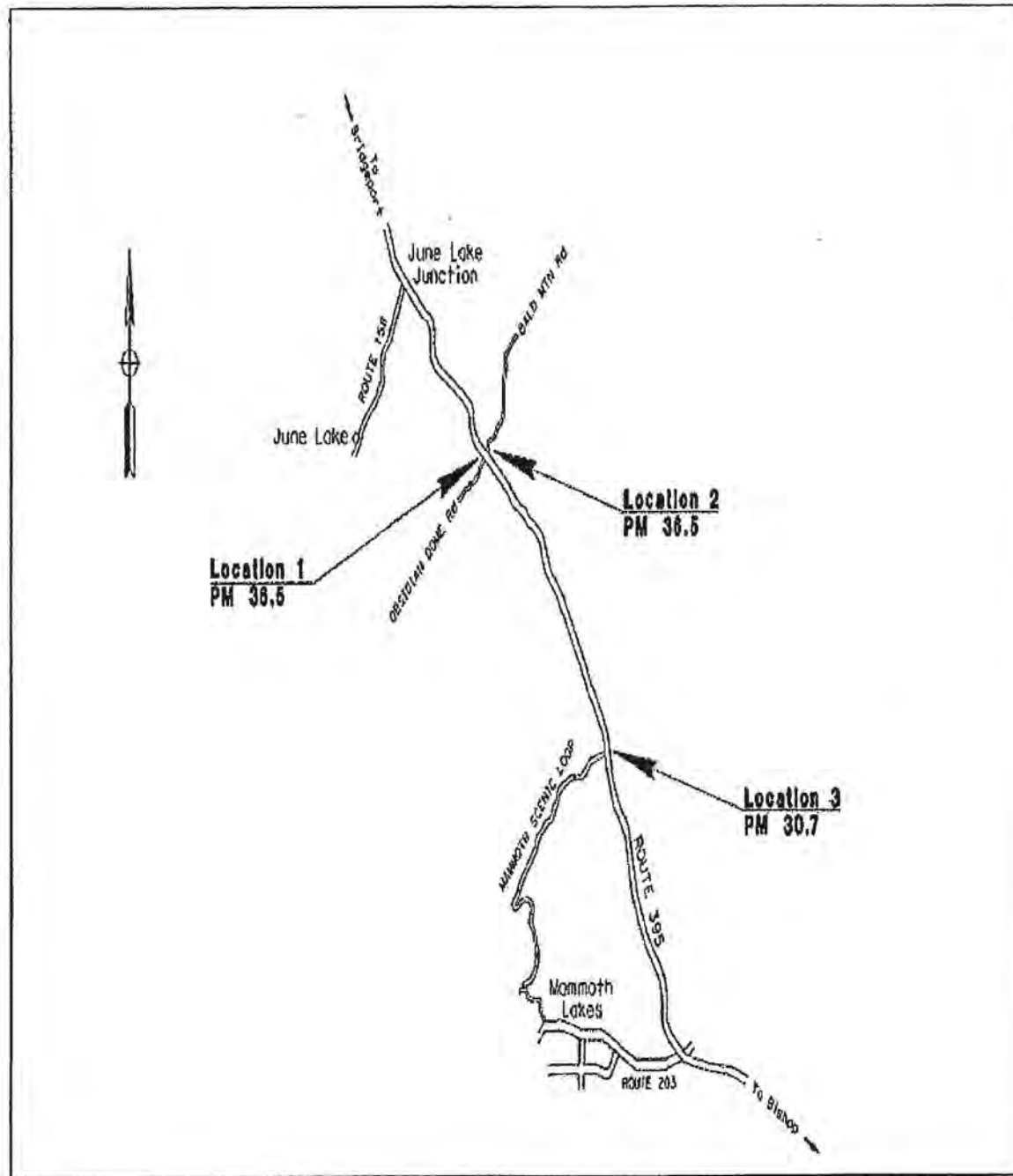


Figure 1 Project Vicinity Map

NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Mono Winter Access Project

2018121043	Bradly Bowers	(760) 872-2331
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): United States Route 395 (U.S. 395) in Mono County.

Project Description: Improve pull-outs at three locations on a portion of U.S. 395 in Mono County.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☐ were/ ☒ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☐ was / ☒ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ 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. 9, 500 S. Main St., Bishop, CA 93514

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

Attachment 9

CALIFORNIA TRANSPORTATION COMMISSION

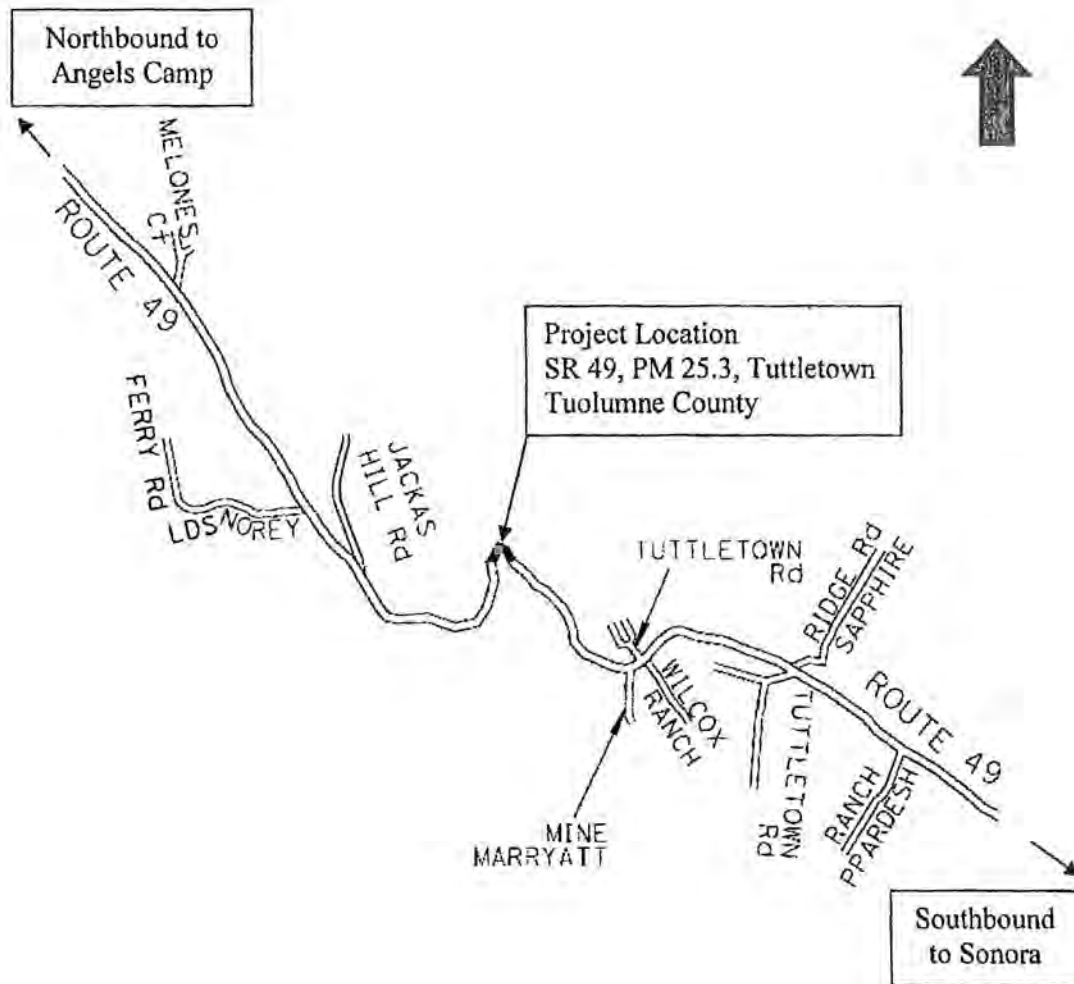
Resolution for Future Consideration of Funding

10-Tuo-49, PM 25.3

Resolution E-19-43

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - State Route 49 (SR 49) in Tuolumne County. Construct curve correction on a portion of SR 49 near the town of Tuttletown. (EA 1G651)
- 1.2 **WHEREAS**, the Department has certified that a 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.
- 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 support approval of the above referenced project to allow for consideration of funding.

Vicinity Map



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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Tuttletown Pavement Widening Project

2018112022	Jaycee Azevedo	(209) 941-1919
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 49 (SR 49) in Tuolumne County.

Project Description: Construct roadway improvements including a curve correction on a portion of SR 49 in Tuolumne County.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☐ were/ ☒ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☐ was / ☒ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ 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. 10, 1976 Martin Luther King Jr. Blvd, Stockton, CA 95205

SUSAN BRANSEN

Signature (Public Agency)

Date

Executive Director

California Transportation Commission

Title

Date received for filing at OPR:

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 2.2c.(2), Action

Prepared By: Jose Oseguera,
Assistant Deputy Director

Published Date: May 3, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the State Route 99 Corridor Bikeway – Phase 4 Project (Resolution E-19-44)**

Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the State Route 99 Corridor Bikeway – Phase 4 Project (Project) in Butte County and approve the Project for future consideration of funding?

Recommendation:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

Background:

The City of Chico (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct a 0.8-mile Class 1 bicycle segment in the City of Chico, providing a critical gap closure for the City's bike network.

On October 15, 2009, the City Public Works Department adopted a 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 biological and cultural resources. Mitigation measures include, but are not limited to: restrict construction from February 15th through September 15th to protect nesting raptors, consult with a qualified biologist to ensure compliance with California Fish and Game Code, and halt construction if human remains are encountered.

On March 29, 2019, the City confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation. The City also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$2,367,000 and is fully funded through construction with Active Transportation Program Funds (\$800,000), Congestion Mitigation and Air Quality Funds (\$1,100,000), and Local Funds (\$467,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- Attachment A: Resolution E-19-44
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding**

**3 – Butte County
Resolution E-19-44**

- 1.1 WHEREAS, the City of Chico (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the State Route 99 Corridor Bikeway – Phase 4 Project (Project) in Butte County; and
- 1.2 WHEREAS, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS, the Project is located on the east side of State Route 99 Corridor to the Skyway northbound on-ramp; and
- 1.4 WHEREAS, the Project will construct a 0.8-mile Class 1 bicycle segment in the City of Chico, providing a critical gap closure for the City's bike network; and
- 1.5 WHEREAS, on October 15, 2009, the City Public Works Department found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 WHEREAS, on October 15, 2009, the City Public Works Department adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS, on March 29, 2019, the City confirmed that the Mitigated Negative Declaration remains valid with no new identified impacts; and
- 1.8 WHEREAS, on March 29, 2019, the City also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the California Transportation Commission (Commission); and
- 1.9 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: State Route 99 Corridor Bikeway – Phase 4 Project

2009092041	Tracy R. Bettencourt	(530) 879-6903
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on the east side of State Route 99 Corridor to the Skyway northbound on-ramp in Butte County.

Project Description: The project will construct a 0.8-mile Class 1 bicycle segment in the City of Chico, providing a critical gap closure for the City's bike network.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ 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.
☒ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☐ was / ☒ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☒ 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: 411 Main Street (PO Box 3420), Chico, CA 95927

SUSAN BRANSEN

Signature (Public Agency)

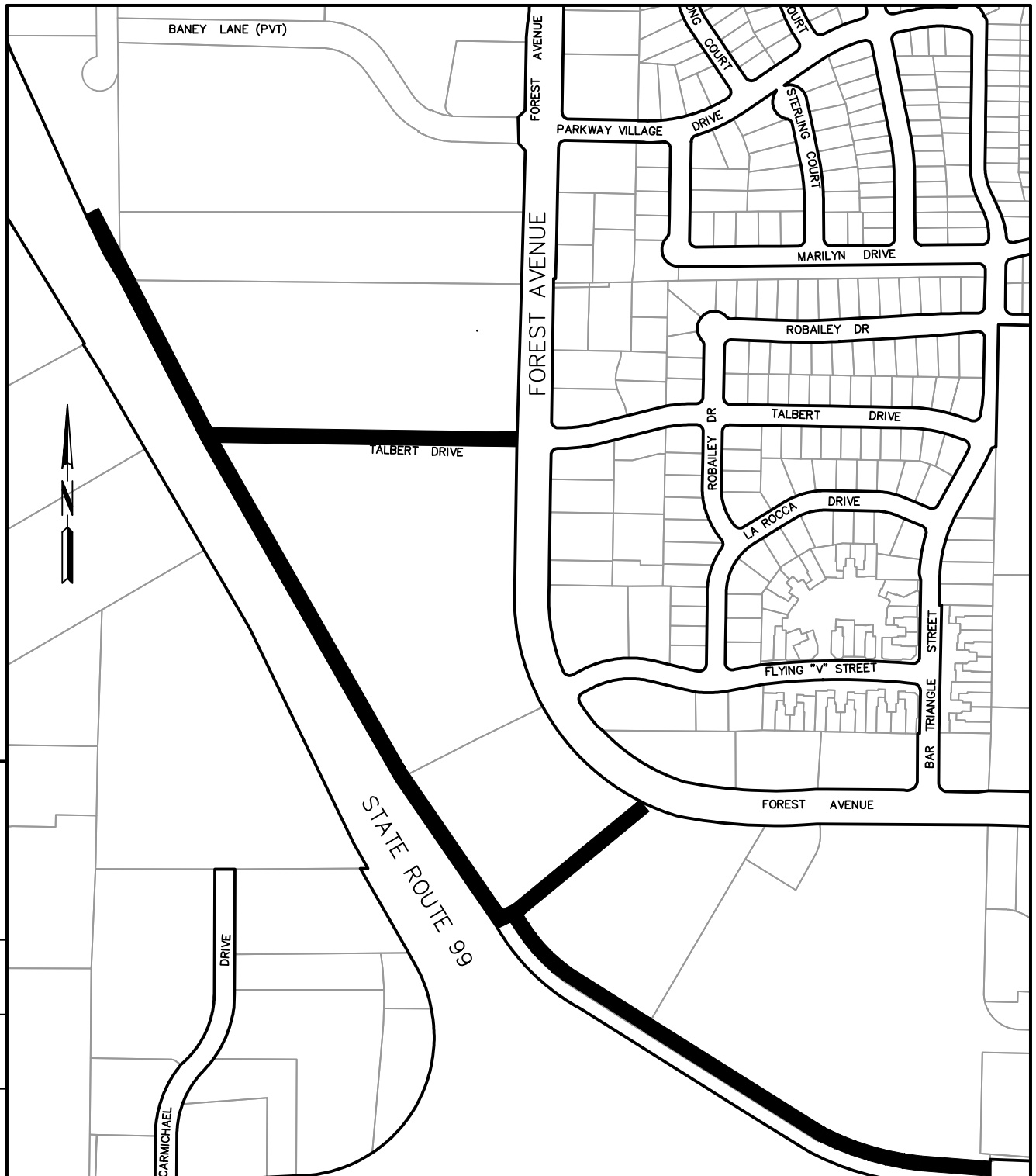
Date

Executive Director

California Transportation Commission

Title

Date received for filing at OPR:



LOCATION MAP
NO SCALE

CITY OF CHICO

PUBLIC WORKS DEPARTMENT

DRAWN BY GL DATE MAY, 2014
CHECKED SCALE NO SCALE

APPROVED
PUBLIC WORKS DIRECTOR

State Route 99 Corridor Bikeway -
Phase 4 Project

**EXHIBIT
A**

SHEET 1 OF 1

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 2.2c.(3), Action

Prepared By: Jose Oseguera,
Assistant Deputy Director

Published Date: May 3, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Ranchero Road Interchange Landscaping Project (Resolution E-19-45)**

Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Ranchero Road Interchange Landscaping Project (Project) in San Bernardino County and approve the Project for future consideration of funding?

Recommendation:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

Background:

The California Department of Transportation, District 8, is the California Environmental Quality Act lead agency for the Project. The Project will construct hardscape and landscape improvements, including rock mulches and boulders, bio-swales, “smart” permanent irrigation, planting of trees/vegetation, and transplanting Joshua Trees.

On March 23, 2010, the Hesperia City Council adopted a 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 biological resources and site protection. Mitigation measures include, but are not limited to: retain a qualified restoration biologist for a five-year period to monitor the completion of mitigation activities, develop a Site Protection and Long-Term

Management Plan to document environmental obligations, and coordinate with the Army Corps of Engineers on drainage impacts.

On January 31, 2019, the City of Hesperia confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation. The City of Hesperia also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$1,210,000 and is fully funded with Environmental Enhancement and Mitigation Program Funds (\$335,000) and Local City of Hesperia Funds (\$875,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- Attachment A: Resolution E-19-45
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding**

**8 - Bernardino County
Resolution E-19-45**

- 1.1 WHEREAS, the California Department of Transportation, District 8, has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Ranchero Road Interchange Landscaping Project (Project) in San Bernardino County; and
- 1.2 WHEREAS, the County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS, the Project is located on Interstate 15 near Mariposa and Caliente Roads; and
- 1.4 WHEREAS, the Project will construct hardscape and landscape improvements, including rock mulches and boulders, bio-swales, “smart” permanent irrigation, planting of trees/vegetation, and transplanting Joshua Trees; and
- 1.5 WHEREAS, on March 23, 2010, the Hesperia City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 WHEREAS, on March 23, 2010, the Hesperia City Council adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS, on January 31, 2019, the City of Hesperia confirmed that the Mitigated Negative Declaration remains valid with no new identified impacts; and
- 1.8 WHEREAS, on January 31, 2019, the City of Hesperia also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the California Transportation Commission (Commission); and
- 1.9 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Ranchero Road Interchange Landscaping Project

2010101037	Scott Quinnell	(909) 383-6936
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on Interstate 15 near Mariposa and Caliente Roads in San Bernardino County.

Project Description: The project will construct hardscape and landscape improvements, including rock mulches and boulders, bio-swales, "smart" permanent irrigation, planting of trees/vegetation, and transplanting Joshua Trees.

This is to advise that the California Transportation Commission has approved the above described project on

(Lead Agency/ X Responsible Agency)

May 15-16, 2019, 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: 464 W. 4th Street, 6th Floor, MS 828, San Bernardino, CA 92401

SUSAN BRANSEN

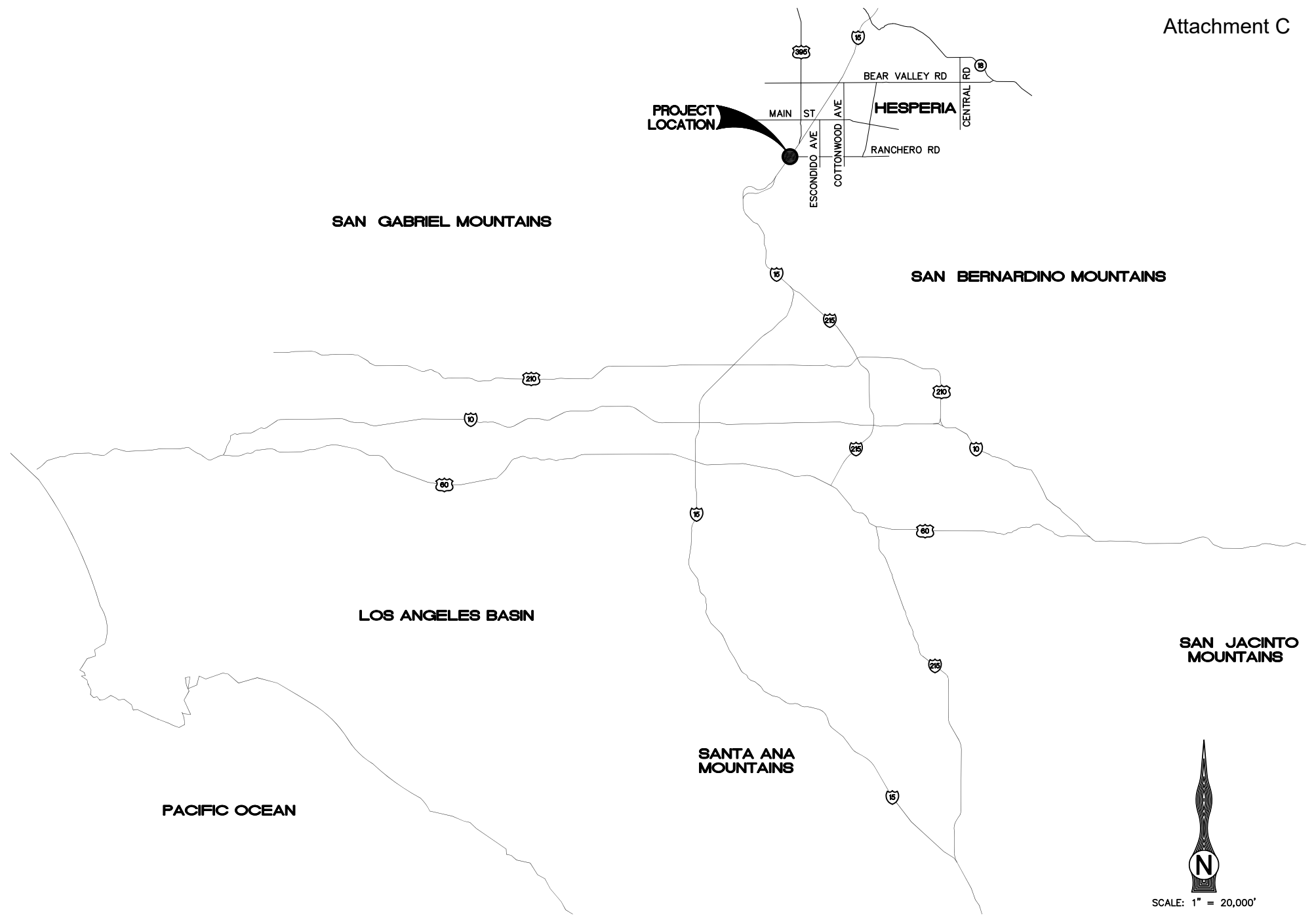
Executive Director
California Transportation Commission

Signature (Public Agency)

Date

Title

Date received for filing at OPR:



TKE ENGINEERING, INC.
2305 CHICAGO AVENUE
RIVERSIDE, CA 92507
(951) 680-0440
FAX: (951) 680-0490

CITY OF HESPERIA

RANCHERO ROAD INTERCHANGE
LANDSCAPING PROJECT
VICINITY MAP

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 2.2c.(4), Action

Prepared By: Jose Oseguera,
Assistant Deputy Director

Published Date: May 3, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Arrowhead Drive / Seventh Avenue Complete Streets Project (Resolution E-19-46)**

Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Arrowhead Drive / Seventh Avenue Complete Streets Project (Project) in San Bernardino County and approve the Project for future consideration of funding?

Recommendation:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

Background:

The City of Victorville (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct 4.2-miles of Class 1 bike lanes, 1.2-miles of missing sidewalk to achieve a continuous path, and bus turnouts at key bus stops.

On March 5, 2019, the Victorville City Council adopted a 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 air quality, biological and cultural resources, hazardous materials, hydrology, noise, traffic, and tribal resources. Mitigation measures include, but are not limited to: minimize earth-moving activities to control fugitive dust, limit construction from January through August to protect migratory birds, employ a qualified paleontologist and halt construction if fossil remains are encountered, prepare a Stormwater

Pollution Prevention Plan, obtain construction permits from the California Department of Fish and Wildlife, limit construction activities to weekdays from 7:00 a.m. to 5:00 p.m. to minimize noise, deploy signage for adequate traffic management control, and immediately notify the San Manuel Band of Mission Indians, the Serrano Nation of Mission Indians, and the Morongo Band of Mission Indians if Native American resources are discovered.

On March 8, 2019, the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$3,808,000 and is fully funded through construction with Active Transportation Program Funds (\$1,329,000), Local Streets and Roads Program Funds (\$2,192,000), and Local Measure I Funds (\$287,000).

Construction is estimated to begin in Fiscal Year 2018-19.

Attachments:

- Attachment A: Resolution E-19-46
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding**

**8 – San Bernardino County
Resolution E-19-46**

- 1.1 WHEREAS, the City of Victorville (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Arrowhead Drive / Seventh Avenue Complete Streets Project (Project) in San Bernardino County; and
- 1.2 WHEREAS, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
- 1.3 WHEREAS, the Project is located within the City of Victorville on Arrowhead Drive, from Green Tree Boulevard to Nisqualli Road, and Seventh Avenue, from Nisqualli Road to Bear Valley Road; and
- 1.4 WHEREAS, the Project will construct 4.2-miles of Class 1 bike lanes, 1.2-miles of missing sidewalk to achieve a continuous path, and bus turnouts at key bus stops; and
- 1.5 WHEREAS, on March 5, 2019, the Victorville City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and
- 1.6 WHEREAS, on March 5, 2019, the Victorville City Council adopted the Mitigated Negative Declaration; and
- 1.7 WHEREAS, on March 8, 2019, the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the California Transportation Commission (Commission); and
- 1.8 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Arrowhead Drive / Seventh Avenue Complete Streets Project

2018111053	Stephen Longoria	(760) 955-5156
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located within the City of Victorville on Arrowhead Drive, from Green Tree Boulevard to Nisqualli Road, and Seventh Avenue, from Nisqualli Road to Bear Valley Road in San Bernardino County.

Project Description: The project will construct 4.2-miles of Class 1 bike lanes, 1.2-miles of missing sidewalk to achieve a continuous path, and bus turnouts at key bus stops.

This is to advise that the California Transportation Commission has approved the above described project on

(Lead Agency/ X Responsible Agency)

May 15-16, 2019, 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: 14343 Civic Drive, Victorville, CA 92392

SUSAN BRANSEN

Signature (Public Agency)

Date

Executive Director
California Transportation Commission

Title

Date received for filing at OPR:



Arrowhead Drive / Seventh Avenue
Complete Streets Project



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 2.2c.(5), Action

Prepared By: Jose Oseguera,
Assistant Deputy Director

Published Date: May 3, 2019

Subject: **Approval of Project for Future Consideration of Funding – Mitigated Negative Declaration for the Seibu to School Path Project (Resolution E-19-47)**

Issue:

Should the California Transportation Commission (Commission), as a Responsible Agency, accept the Mitigated Negative Declaration for the Seibu to School Path Project (Project) in Inyo County and approve the Project for future consideration of funding?

Recommendation:

Commission staff recommends the Commission accept the Mitigated Negative Declaration and approve the Project for future consideration of funding.

Background:

The City of Bishop (City) is the California Environmental Quality Act lead agency for the Project. The Project will construct a paved pathway, providing access to Bishop Elementary School, Pine Street School and the Bishop Paiute Indian Reservation.

On January 28, 2013, the Bishop City Council adopted a 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 aesthetics and biological resources. Mitigation measures include, but are not limited to: prepare a Landscape Planting Plan to ensure that plant replacement matches the surrounding vegetation, minimize indigenous tree removal, and avoid impacts to the Black Willow trees (*Salix Nigra*).

On April 15, 2019, the City confirmed that the Mitigated Negative Declaration remains valid and that there are no new identified impacts requiring mitigation. The City also

confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the Commission.

The Project is estimated to cost \$618,000 and is fully funded through construction with Local Funds (\$138,000) and State Transportation Improvement Program Funds (\$480,000).

Construction is estimated to begin in Fiscal Year 2019-20.

Attachments:

- Attachment A: Resolution E-19-47
- Attachment B: Notice of Determination
- Attachment C: Project Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution for Future Consideration of Funding**

**9 – Inyo County
Resolution E-19-47**

- 1.1 WHEREAS, the City of Bishop (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the Seibu to School Path Project (Project) in Inyo County; and
 - 1.2 WHEREAS, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the CEQA Guidelines; and
 - 1.3 WHEREAS, the Project is located on the west and north sides of Bishop Elementary School between the boundary of the Bishop Paiute Indian Reservation and the Bishop City limits; and
 - 1.4 WHEREAS, the Project will construct a paved pathway, providing access to Bishop Elementary School, Pine Street School and the Bishop Paiute Indian Reservation; and
 - 1.5 WHEREAS, on January 28, 2013, the Bishop City Council found that the proposed Project would not have a significant effect on the environment after mitigation; and
 - 1.6 WHEREAS, on January 28, 2013, the Bishop City Council adopted the Mitigated Negative Declaration; and
 - 1.7 WHEREAS, on April 15, 2019, the City confirmed that the Mitigated Negative Declaration remains valid with no new identified impacts; and
 - 1.8 WHEREAS, on April 15, 2019, the City also confirmed that the preferred alternative set forth in the final environmental document is consistent with the Project scope of work programmed by the California Transportation Commission (Commission); and
 - 1.9 WHEREAS, the Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration.
-
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced Project for future consideration of funding.

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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Seibu to School Path Project

	David Grah	(760) 873-8458
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): The project is located on the west and north sides of Bishop Elementary School between the boundary of the Bishop Paiute Indian Reservation and the Bishop City limits in Inyo County.

Project Description: The project will construct a paved pathway, providing access to Bishop Elementary School, Pine Street School and the Bishop Paiute Indian Reservation.

This is to advise that the California Transportation Commission has approved the above described project on

(Lead Agency/ X Responsible Agency)

May 15-16, 2019, 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: 377 West Line Street, Bishop, CA 93514

SUSAN BRANSEN

Executive Director
California Transportation Commission

Signature (Public Agency)

Date

Title

Date received for filing at OPR:

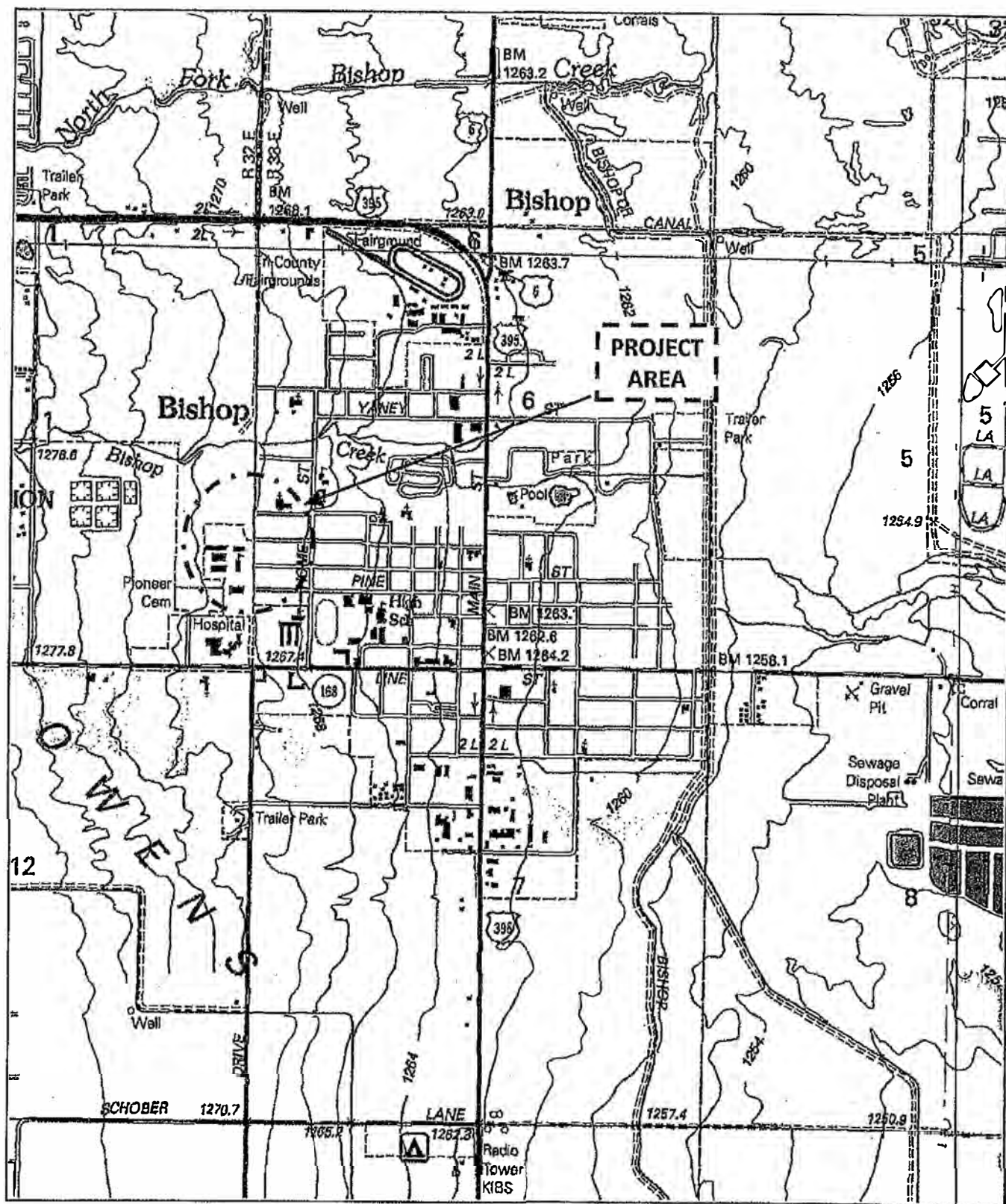


Figure 1. Vicinity of Seibu to School Bike Path Project Area in Bishop, CA

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.3c.
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Janice Benton, Chief
Division of Design

Subject: RELINQUISHMENT RESOLUTIONS:

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for the relinquishment resolutions that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary?

RECOMMENDATION:

The Department recommends that the 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. It has been determined that each facility in the specific relinquishment resolution summarized below 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-4022 – 03-Sut-99-PM 17.1/R20.1
(Request No. 036203-X) – 4 Segments

Relinquishes right of way in the county of Sutter (County) on Route 99 from 0.3 miles north of Central Avenue to Route 113, consisting of superseded highway and collateral facilities. The County, by controlled access highway agreement dated May 31, 2006, agreed to accept the relinquishment and by letter dated March 6, 2019, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

Resolution R-4023 – 03-Sut-70-PM 0.0/7.6
(Request No. 036013-X) – 5 Segments

Relinquishes right of way in the county of Sutter (County) on Route 70 from Route 99 to Rio Oso Road, consisting of superseded highway and collateral facilities. The County, by cooperative agreement dated June 11, 2003, and by amendment to agreement dated April 21, 2011, agreed to accept the relinquishment. The County, by letter dated March 6, 2019, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-4024 – 03-But-70-PM 12.3/12.8
(Request No. 036289-X) – 2 Segments

Relinquishes right of way in the county of Butte (County) along Route 70 on Pacific Heights Road, consisting of a relocated and reconstructed county road. The County by freeway agreement dated February 10, 2009, agreed to accept the relinquishment and by letter signed February 27, 2019, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-4025 – 03-Nev-49-PM 1.9
(Request No. 037600-X) – 1 Segment

Relinquishes right of way in the county of Nevada (County) along Route 49 at Woodridge Drive, consisting of a collateral facility. The County by letter signed March 28, 2019, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-4026 – 10-Mer-165-PM 29.8
(Request No. 16904) – 1 Segment

Relinquishes right of way in the county of Merced (County) along Route 165 on Westside Boulevard, consisting of a relocated and reconstructed county road. The County by resolution dated March 28, 2018, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Memorandum

To: CHAIR AND COMMISSIONERS
 CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 2.4b

Action Item

From: STEVEN D. KECK
 Chief Financial Officer

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

Subject: **RESOLUTIONS OF NECESSITY**

ISSUE:

Should the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolutions) for these parcels, whose owners are not contesting the declared findings of the California Department of Transportation (Department) under Section 1245.230 of the Code of Civil Procedure?

RECOMMENDATION:

The Department recommends the Commission adopt Resolution C-21705 through C-21734 summarized on the following pages.

BACKGROUND:

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.

*“Provide a safe, sustainable, integrated and efficient transportation system
 to enhance California’s economy and livability”*

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-21705 - JJK Hotels LP, a California limited partnership

01-Hum-101-PM 79.38 - Parcel 12758-1, 2, 3, 4 - EA 0E6809.

Right of Way Certification (RWC) Date: 06/01/19; Ready to List (RTL) Date: 06/15/19.

Conventional highway - safety traffic calming. Authorizes condemnation of a permanent easement for State highway purposes and temporary easements for construction purposes. Located in the city of Eureka at 1929 4th Street.

Assessor's Parcel Numbers (APNs) 002-102-003; 002-102-009.

C-21706 - Rick S. Bossi and Terri J. Bossi, husband and wife, as joint tenants

03-Nev-174-PM 2.93 - Parcel 36706-1, 2 - EA 4F3709.

RWC Date: 06/28/19; RTL Date: 06/28/19. Conventional highway - realign roadway curves in Nevada county, near Rollins Lake, from Maple Way to You Bet Road. Amends Resolution No. C-21696, adopted March 13, 2019, which authorized condemnation of land in fee for a State highway, a temporary easement for highway construction. This Amendment adds Code of Civil Procedure Section 1240.510 due to an easement for a pole line with PG&E and AT&T and an easement with Nevada Irrigation District that crosses the acquisition area. Located in the city of Grass Valley at 17286 Colfax Highway, Grass Valley, CA. APN 028-060-001-000.

C-21707 - Rick S. Bossi and Terri J. Bossi, husband and wife, as joint tenants

03-Nev-174-PM 2.93 - Parcel 36964-1, 2, 3 - EA 4F3709.

RWC Date: 06/28/19; RTL Date: 06/28/19. Conventional highway - realign roadway curves in Nevada county, near Rollins Lake, from Maple Way to You Bet Road. Amends Resolution No. C-21698, adopted March 13, 2019, which authorized condemnation of land in fee for a State highway, two temporary easements for highway construction. This Amendment adds Code of Civil Procedure Section 1240.510 due to an easement for a pole line with Pacific Gas & Electric (PG&E) and AT&T. Located in the city of Grass Valley at 17285 Colfax Highway, Grass Valley, CA. APN 028-060-033-000.

C-21708 - Alena M Afshartabar, a married woman as her sole and separate property

03-Nev-174-PM 3.34 - Parcel 36712-1, 2 - EA 4F3709.

RWC Date: 06/28/19; RTL Date: 06/28/19. Conventional highway - realign roadway curves. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction, and underlying fee. Located in the unincorporated area of Nevada county at 16926 Colfax Highway, Grass Valley. APN 12-261-44.

C-21709 - Richard D. Shaddeau and Maria T. Dicintio, husband and wife, as community property with right of survivorship

03-Nev-174-PM 3.48 - Parcel 36744-1, 2, 3 - EA 4F3709.

RWC Date: 06/28/19; RTL Date: 06/28/19. Conventional highway - realign roadway curves. Amends Resolution No. C-21697, adopted March 13, 2019, which authorized condemnation of land in fee for a State highway, a temporary easement for highway construction, and a permanent easement for drainage. This Amendment is to correct the omission of a reference to Code of Civil Procedure 1240.510. Located in the city of Grass Valley at 16691 State Highway 174. APN 12-261-48.

C-21710 - Timothy M. Kiser and Nicole M. Kiser, husband and wife, as joint tenants

03-Nev-174-PM 3.73 - Parcel 36741-1, 2 - EA 4F3709.

RWC Date: 06/28/19; RTL Date: 06/28/19. Conventional highway – realign roadway curves. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction purposes, and underlying fee. Located in the unincorporated area of Nevada county at 16130 Jewett Lane, Grass Valley. APN 12-250-46.

C-21711 - Jennifer Dalmau, an unmarried woman

03-Nev-174-PM 3.79 - Parcel 36740-1, 2, 3 - EA 4F3709.

RWC Date: 06/28/19; RTL Date: 06/28/19. Conventional highway – realign roadway curves. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction purposes, and underlying fee. Located in the unincorporated area of Nevada county at 16425 Colfax Highway, Grass Valley. APN 12-250-24.

C-21712 - Victoria K. Lake, an unmarried woman and Dina Marie Jacopi, a single woman both as domestic partners as joint tenants

03-Nev-174-PM 3.81 - Parcel 36717-1, 2, 3 - EA 4F3709.

RWC Date: 06/28/19; RTL Date: 06/28/19. Conventional highway - realign roadway curves. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction purposes, a permanent easement for drainage, and underlying fee. Located in the unincorporated area of Nevada county at 16402 Colfax Highway, Grass Valley. APN 12-261-18.

C-21713 - Jack Pascoe and Jaceline Pascoe, Co-Trustees of The Pascoe Family Trust

03-Nev-174-PM 4.22 - Parcel 36735-1, 2 - EA 4F3709.

RWC Date: 06/28/19; RTL Date: 06/28/19. Conventional highway - realign roadway curves. Authorizes condemnation of land in fee for a State highway, a temporary easement for highway construction purposes, and underlying fee. Located in the unincorporated area of Nevada county at 14137 Dalmatian Drive, Grass Valley. APN 12-241-22.

C-21714 - Hamid Rasheed, a married man as his sole and separate property and Muhammad Yousaf, a married man as his sole and separate property and Rasheed Ahmad, a married man as his sole and separate property

03-Sut-99-PM 40.2 - Parcel 37191-1 - EA 3F9909.

RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional highway - widening of State Route (SR) 99 from two to four lanes and enhance streetscape. Authorizes condemnation of a temporary easement for highway construction. Located in the city of Live Oak at 9881 Live Oak Boulevard. APNs 06-181-014; 06-181-019.

C-21715 - Odilon Zamora and Guadalupe Zamora, husband and wife, as joint tenants

03-Sut-99-PM 40.2 - Parcel 37194-1 - EA 3F9909.

RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional highway - widening of SR 99 from two to four lanes and enhance streetscape. Authorizes condemnation of a temporary easement for highway construction. Located in the city of Live Oak at 9925 Live Oak Boulevard. APN 06-181-028.

C-21716 - Jaswant Singh Saprai, a married man as his sole and separate property

03-Sut-99-PM 40.3 - Parcel 37190-1, 2; 37198-1 - EA 3F9909.

RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional highway - widening of SR 99 from two to four lanes and enhance streetscape. Authorizes condemnation of temporary easement for highway construction. Located in the city of Live Oak at 10020 and 10034 Live Oak Boulevard. APNs 06-151-013; 06-151-004; 06-151-001; 06-151-002.

C-21717 - One World Real Estate, LLC, a California Limited Liability Company, which acquired title as a Limited Liability Company, as to an undivided ½ interest; and Karmdeep S. Bains and Harpreet B. Bains, husband and wife, as joint tenants, as to an undivided ½ interest

03-Sut-99-PM 40.4 - Parcel 37203-1 - EA 3F9909.

RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional highway - widening of SR 99 from two to four lanes and enhance streetscape. Authorizes condemnation of a temporary easement for highway construction. Located in the city of Live Oak at 10114 Live Oak Boulevard. APN 06-126-002.

C-21718 - Kathleen M. Melton, as trustee of the Kathleen M. Melton Family Trust dated August 24, 1994

03-Sut-99-PM 40.4 - Parcel 37210-1 - EA 3F9909.

RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional highway - widening of SR 99 from two to four lanes and enhance streetscape. Authorizes condemnation of a temporary easement for highway construction. Located in the city of Live Oak at 10107 Live Oak Boulevard. APN 06-129-009.

C-21719 - Linda K. Lang, Trustee of the Linda K. Lang Revocable Trust executed March 8, 2001

03-Sut-99-PM 40.5 - Parcel 37220-1 - EA 3F9909.

RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional Highway - widening of SR 99 from two to four lanes and enhance streetscape. Authorizes condemnation of a temporary easement for highway construction. Located in the city of Live Oak at 10255 Live Oak Boulevard. APN 06-093-019.

C-21720 - Kathleen M. Melton, Trustee of the Kathleen M. Melton Family Trust, as to an undivided 68.15% interest; and Karen L. Stam and John Stam, husband and wife as joint tenants, as to an undivided 6.85% interest; and Karen L. Stam, a married woman as her sole and separate property, as to an undivided 25% interest

03-Sut-99-PM 40.8 - Parcel 37238-1 - EA 3F9909.

RWC Date: 09/01/19; RTL Date: 09/01/19. Conventional highway – widening of SR 99 from two to four lanes and enhance streetscape. Authorizes condemnation of a temporary easement for highway construction. Located in the city of Live Oak at 10480 Live Oak Boulevard. APN 06-380-005.

C-21721 - Frank Perkins, an unmarried individual and Monica Owens, an unmarried individual

03-Yub-20-PM 16.0 - Parcel 36655-1, 2, 3, 4 - EA 0A5709.

RWC Date: 06/28/19; RTL Date: 06/28/19. Conventional highway - widen lanes, extend shoulders, rehab pavement, and straighten curves. Amends Resolution No. C-21657, adopted December 05, 2018, which authorized condemnation of land in fee for a State highway, a temporary easement for highway construction, and an easement for a waterline to be conveyed to Browns Valley Irrigation District. This Amendment is to correct the omission of references to Code of Civil Procedure Section 1240.320 and Code of Civil Procedure Section 1240.330. Located in the town of Browns Valley at 6651 Escheman Lane. APN 005-500-023.

C-21722 - Ajit S. Bains, also known as Ajit Singh Bains, a married man, as his sole and separate property

03-Yub-20-PM 16.3 - Parcel 36862-1, 2, 3, 4, 5 - EA 1E0609.

RWC Date: 02/01/19; RTL Date: 02/5/19. Conventional highway - replace Simmerly Slough Bridge # 16-0019. Amends Resolution No. C-21632, adopted August 15, 2018, which authorized condemnation of land in fee for a State highway in favor of the State of California and land in fee in favor of the county of Yuba, an access easement for egress purposes to be conveyed to the Reclamation District and Eddi Dees Living Trust (title holder of adjacent parcel), temporary easements for highway construction, and underlying fee. This amendment is to correct the omission of references to Code of Civil Procedure 1240.330 and Code of Civil Procedure 1240.350. Located in the unincorporated area of the county of Yuba at 531 Laurellen Road, Marysville. APNs 018-40-026 & 027.

C-21723 - Sandridge Partners, L.P., a California limited partnership

06-Ker-223-PM 16.0 - Parcel 87306-1, 2, 3, 4, 5, 6 - EA 0R1909.

RWC Date: 03/15/21; RTL Date: 04/02/21. Conventional highway – roundabout intersection improvement. Authorizes condemnation of land in fee for a State highway, temporary construction easements for construction purposes and underlying fee. Located in the city of Arvin near SR 223 and 184. APNs 189-300-01,04,07,34;189-310-09,18.

C-21724 - Ayoob Mohamed Alamsi, a married man as his sole and separate property and Kassem Mohamed Alamsi, a single man and Saleh Ahmed Saleh, a married man as his sole and separate property, as all Joint Tenants

06-Ker-223-PM 16.0 - Parcel 87959-1,2,3- EA 0R1909.

RWC Date: 03/15/21; RTL Date: 04/02/21. Conventional highway – roundabout intersection improvement. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the city of Arvin, near SR 223 and 184. APN 189-430-04, 05.

C-21725 - Sandridge Partners, L.P., a California Limited Partnership, formerly and which acquired title as Sandridge Partners, a California General Partnership

06-Kin-5-PM 9.52 - Parcel 87949-1, 2 - EA 0T0309.

RWC Date: 10/25/19; RTL Date: 11/02/19. Freeway - install Vehicle Detection System (VDS). Authorizes condemnation of a permanent utility easement for Pacific, Gas and Electric (PG&E) to provide a service line from its power pole to supply power to the VDS and a temporary construction easement for construction purposes. Located near the city of Kettleman City near East side of Interstate 5 in Kings County. APN 048-210-041.

C-21726 - Klein Family Partnership, a California General Partnership

07-LA-1-PM 56.5 - Parcel 80834-1 - EA 291409.

RWC Date: 08/21/20; RTL Date: 09/30/20. Conventional highway - replace the Trancas Creek Bridge on SR 1. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Malibu at 30708 Pacific Coast Highway. APN 4469-026-009.

C-21727 - Bethel Lutheran Church of Encino, a California corporation

07-LA-101-PM 20.00 - Parcel 80852-1, 2, 4 - EA 317909.

RWC Date: 06/10/19; RTL Date: 06/20/19. Freeway - replace the Encino Avenue Pedestrian Overcrossing Bridge on U.S. Highway 101. Authorizes condemnation of a permanent easement for maintenance purposes, a temporary easement for construction purposes, and an easement for utility purposes to be conveyed to AT&T. Located in the city of Los Angeles at 17500 Burbank Boulevard. APN 2254-037-019.

C-21728 - Financial Fitness, LLC Trustee of the Adanac Trust dated 7/27/17

08-SBd-62-PM 31.03 - Parcel 24420-1 - EA 1E8409.

RWC Date: 12/16/19; RTL Date: 03/16/20. Conventional highway - mill and overlay mainline and shoulders, upgrade Americans with Disabilities Act ramps, installation of pedestrian beacon and cross walk. Authorizes condemnation of land in fee for a State highway. Located in the city of Twentynine Palms at 71965 29 Palms Highway. APN 0615-072-03.

C-21729 - Robert W. Riechel, Trustee of The RWR Trust dated May 25, 2007

10-Mer-99-PM 23.4 - Parcel 16899-1, 2 - EA 3A7209.

RWC Date: 06/14/19; RTL Date: 06/21/19. Freeway - pavement resurfacing and restoration, on Highway 99, from south of Buhach Road, to south of Westside Boulevard. Authorizes condemnation of land in fee for a State highway, and permanent access easement. Located in the city of Atwater at 1901 Sycamore Avenue. APN 001-146-015.

C-21730 - Golden Triumphets, a Washington Corporation, who acquired title as Golden Triumphets

10-SJ-99-PM 31.0 - Parcel 17002-1 - EA 1C2809.

RWC Date: 05/17/19; RTL Date: 05/28/19. Freeway - improve access for high clearance and wide turning radius vehicles (specifically freight trucks) on State Route (SR) 99. Authorizes condemnation of a temporary construction easement for construction purposes. Located in the city of Lodi at 646 E. Lockeford Street. APN 043-210-07.

C-21731 - Nicole Beadles, a married woman, as her sole and separate property

10-SJ-99-PM 31.0 - Parcel 17007-1 - EA 1C2809.

RWC Date: 05/17/19; RTL Date: 05/28/19. Freeway - improve access for high clearance and wide turning radius vehicles (specifically freight trucks) on SR 99. Authorizes condemnation of a temporary construction easement for construction purposes. Located in the city of Lodi at 680 E. Lockeford Street. APN 049-050-010, 030.

C-21732 - Robert and Nicole Beadles, husband and wife, as joint tenants

10-SJ-99-PM 31.0 - Parcel 17048-1 - EA 1C2809.

RWC Date: 05/17/19; RTL Date: 05/28/19. Freeway - improve access for high clearance and wide turning radius vehicles (specifically freight trucks) on SR 99. Authorizes condemnation of a temporary construction easement for construction purposes. Located in the city of Lodi at E. Victor Road. APN 049-050-42, 02.

C-21733 - MSWB Jeong Family, LLC a California limited liability company

12-Ora-1-PM 32.7 - Parcel 103764-1, 2 - EA 0N8509.

RWC Date: 06/05/19; RTL Date: 06/20/19. Conventional highway - modify signal and add lighting. Authorizes condemnation of a permanent easement for State highway purposes and a temporary easement for construction purposes. Located in the city of Seal Beach at 1760 Pacific Coast Highway. APN 199-061-01.

C-21734 - TR Mission Ridge LLC, a Delaware limited liability company

12-Ora-5-PM 14.2-14.4 - Parcel 202069-1, 2, 3, 4, 5 - EA 0K0219.

RWC Date: 05/16/19; RTL Date: 05/20/19. Freeway - add one lane in each direction between SR 73 to Oso Parkway, reconstruct Avery Parkway interchange and add auxiliary lane where needed. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, permanent easements for slope purposes and a permanent easement for soil nail purposes. Located in the city of Mission Viejo at 27101-27155 Puerta Real. APNs 761-111-17, -19, -21.

Attachments

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21705

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 01-Hum-101-PM 79.38 PARCEL 12758-1, 2, 3, 4
OWNER: JJK Hotels LP, a California limited partnership**

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

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

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

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

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

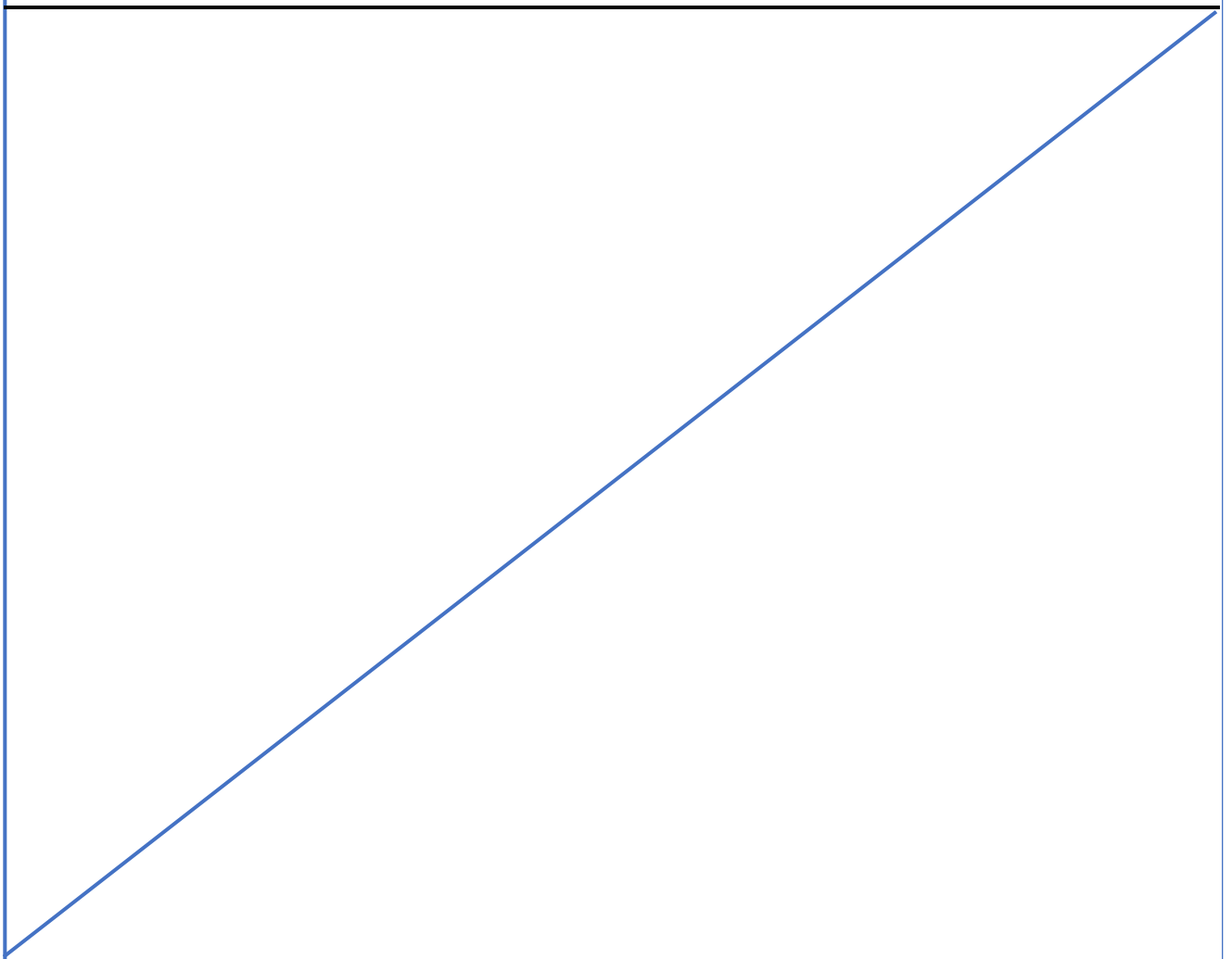
**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Humboldt, State of California, Highway 01-Hum-101 and described as follows:



PARCEL 12758-1

An easement for State Highway purposes over that portion of Block 33 of the Eddy Tract Addition to the City of Eureka as shown on the map on file in the Recorder's Office of Humboldt County in Book 1 of Maps, page 56, described as follows:

Beginning on the north line of Fourth Street at a point distant westerly 13.00 feet from the northwest corner of Fourth and "V" Streets as shown on said map of the Eddy Tract Addition;

- (1) Thence leaving said northerly line of Fourth Street N. $65^{\circ} 00' 00''$ W., 24.11 feet;
- (2) Thence N. $88^{\circ} 00' 00''$ W., 59.00 feet;
- (3) Thence S. $69^{\circ} 00' 00''$ W., 25.05 feet to said north line of Fourth Street;
- (4) Thence easterly along said north line 104.26 feet to the Point of Beginning.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 1, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Divide distances by 0.9998983 to obtain ground distances.

PARCEL 12758-2

A temporary easement for construction purposes over that portion of Block 33 of the Eddy Tract Addition to the City of Eureka as shown on the map on file in the Recorder's Office of Humboldt County in Book 1 of Maps, page 56, described as follows:

Beginning on the north line of Fourth Street at a point distant westerly 13.00 feet from the northwest corner of Fourth and "V" Streets as shown on said map of the Eddy Tract Addition;

- (1) Thence leaving said northerly line of Fourth Street N. 65° 00' 00" W., 24.11 feet;
- (2) Thence N. 88° 00' 00" W., 59.00 feet;
- (3) Thence S. 69° 00' 00" W., 25.05 feet to said north line of Fourth Street;
- (4) Thence westerly along said north line 11.70 feet;
- (5) Thence N. 69° 00' 00" E., 36.99 feet;
- (6) Thence S. 88° 00' 00" E., 94.85 feet to the west line of V Street;
- (7) Thence southerly along said line 14.00 feet to the Point of Beginning.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 1, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Divide distances by 0.9998983 to obtain ground distances.

Rights to the above described temporary easement shall cease and terminate on December 1, 2021. The rights may also be terminated prior to the above date by the State of California, Department of Transportation (STATE) upon notice to OWNER

PARCEL 12758-3

A temporary easement for construction purposes over that portion of Block 32 of the Eddy Tract Addition to the City of Eureka as shown on the map on file in the Recorder's Office of Humboldt County in Book 1 of Maps, page 56, described as follows:

Beginning on the north line of Fourth Street at a point distant westerly 284.96 feet from the northwest corner of Fourth and "V" Streets as shown on said map of the Eddy Tract Addition;

- (1) Thence leaving said northerly line of Fourth Street, northerly at right angles 8 feet;
- (2) Thence westerly parallel with said north line, 53 feet;
- (3) Thence southerly at right angles, 8 feet to said north line;
- (4) Thence easterly along said line 53 feet to the Point of Beginning.

Rights to the above described temporary easement shall cease and terminate on December 1, 2021. The rights may also be terminated prior to the above date by the State of California, Department of Transportation (STATE) upon notice to OWNER

PARCEL 12758-4

A temporary easement for construction purposes over that portion of Block 32 of the Eddy Tract Addition to the City of Eureka as shown on the map on file in the Recorder's Office of Humboldt County in Book 1 of Maps, page 56, described as follows:

Beginning on the north line of Fourth Street at a point distant westerly 356.96 feet from the northwest corner of Fourth and "V" Streets as shown on said map of the Eddy Tract Addition;

- (1) Thence leaving said northerly line of Fourth Street, northerly at right angles 8 feet;
- (2) Thence westerly parallel with said north line, 53 feet;
- (3) Thence southerly at right angles, 8 feet to said north line;
- (4) Thence easterly along said line 53 feet to the Point of Beginning.

Rights to the above described temporary easement shall cease and terminate on December 1, 2021. The rights may also be terminated prior to the above date by the State of California, Department of Transportation (STATE) upon notice to OWNER

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21706

CALIFORNIA TRANSPORTATION COMMISSION
AMENDED RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 2.93 PARCEL 36706-1, 2
OWNER: Rick S. Bossi and Terri J. Bossi, 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:

Resolution of Necessity No. C-21696, adopted March 13, 2019, is amended to
correct the omission of Code of Civil Procedure Section 1240.510.

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;

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

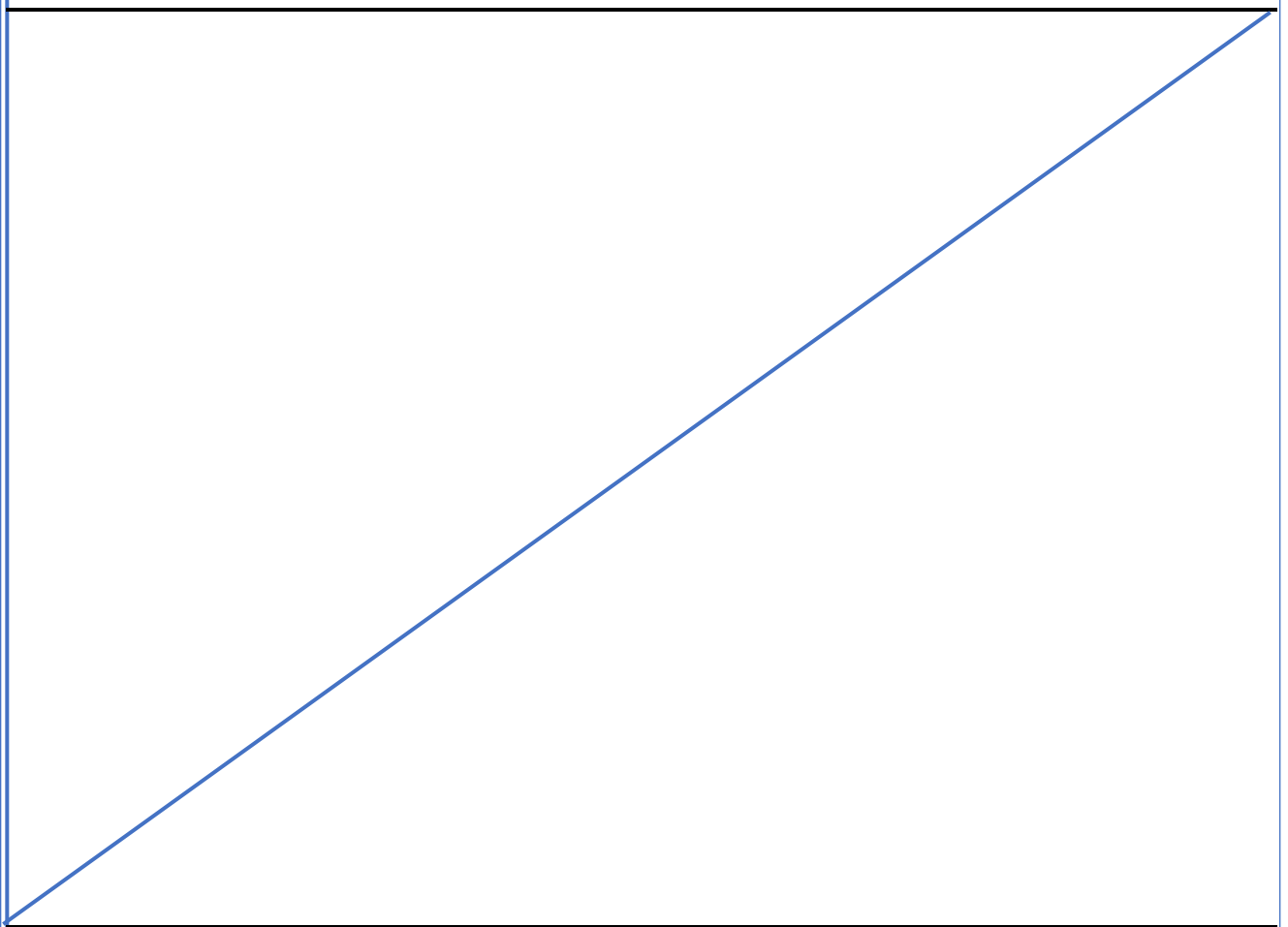
**DIVISION OF RIGHT OF
WAY**

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

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

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

10 The real property or interests in real property, which the Department of
11 Transportation is by this resolution authorized to acquire, is situated in the County of
12 Nevada, State of California, Highway 03-Nev-174 and described as follows:



PARCEL 036706-1:

For State Highway purposes that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, said portion lying southwesterly of the following described line:

Beginning at a point on the northeasterly right of way line of State Highway 174, said point bears S 28°43'10" E, 0.20 feet from a found 1" open iron pipe purportedly marking the southwesterly corner of that certain parcel of land as shown upon that certain Record of Survey made by Carlos T. McGuire for Lars J. and Vesta A. Wold in April 1981 and filed in Book 8 of Surveys at Page 107 in the Office of the County Recorder of the County of Nevada, State of California on July 27, 1981;

(1) Thence along said northeasterly right of way line N 30°39'20" W 136.18 feet to a point thereon;

(2) Thence leaving said northeasterly right of way line N 15°50'15" E 1.97 feet;

(3) Thence N 27°25'22" W 115.07 feet;

(4) Thence N 34°15'28" W 87.11 feet;

(5) Thence N 35°02'09" W 81.91 feet;

(6) Thence N39°26'27" W 118.28 feet;

(7) Thence N 41°45'57" W 225.75 feet;

(8) Thence N 37°21'32" W 105.60 feet;

(9) Thence N 34°46'42" W 125.16 feet;

(10) Thence N 31°40'27" W 247.78 feet to a point that bears N 06°03'48" W 9.09 feet from a found 1" iron pipe with tag RCE 9927, near the southwesterly corner of Parcel "C" as said parcel is shown on Parcel Map 80-37, dated October 1980 and filed in Book 15 of Parcel Maps at Page 120 in the Office of the County Recorder of the County of Nevada, State of California on November 12, 1981 and being the end of this described line.

PARCEL 036706-2:

A temporary easement for construction purposes over that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, described as follows:

Beginning at a point on the northeasterly side of State Highway 174, said point bears S 05° 18' 31" W 0.96 feet from a found 3/4" open iron pipe near the southerly corner of that certain parcel of land lying on the northeasterly side of said highway as shown upon that certain Record of Survey for Carl Leuteneker in March 1971 and filed in Book 4 of Surveys at page 164 in the Office of the County Recorder of the County of Nevada, State of California on September 1, 1971;

- (1) Thence N 41° 45' 57" W 111.94 feet;
- (2) Thence N 37° 21' 32" W 105.60 feet;
- (3) Thence N 34° 46' 42" W 125.16 feet;
- (4) Thence N 31° 40' 27" W 237.37 feet to a point on the northerly line of Bossi;
- (5) Thence along said northerly line N 89° 52' 12" E 11.73 feet to a point thereon;
- (6) Thence leaving said northerly line S 31° 40' 27" E 157.32 feet;
- (7) Thence N 84° 10' 48" E 29.46 feet;
- (8) Thence S 28° 44' 05" E 29.18 feet;
- (9) Thence S 58° 05' 58" W 15.13 feet;
- (10) Thence S 33° 33' 28" W 12.46 feet;
- (11) Thence S 34° 46' 42" E 151.07 feet;
- (12) Thence S 37° 21' 32" E 104.99 feet;
- (13) Thence S 41° 45' 57" E 100.73 feet to a point on the easterly line of Bossi;
- (14) Thence along said easterly line S 00° 57' 43" W 14.74 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

AS TO PARCELS 036706-1 AND 036706-2:

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21707

**CALIFORNIA TRANSPORTATION COMMISSION
AMENDED RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 2.93 PARCEL 36964-1, 2, 3
OWNER: Rick S. Bossi and Terri J. Bossi, 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:

Resolution of Necessity No. C-21698, adopted March 13, 2019, is amended to correct the omission of Code of Civil Procedure Section 1240.510.

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;

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

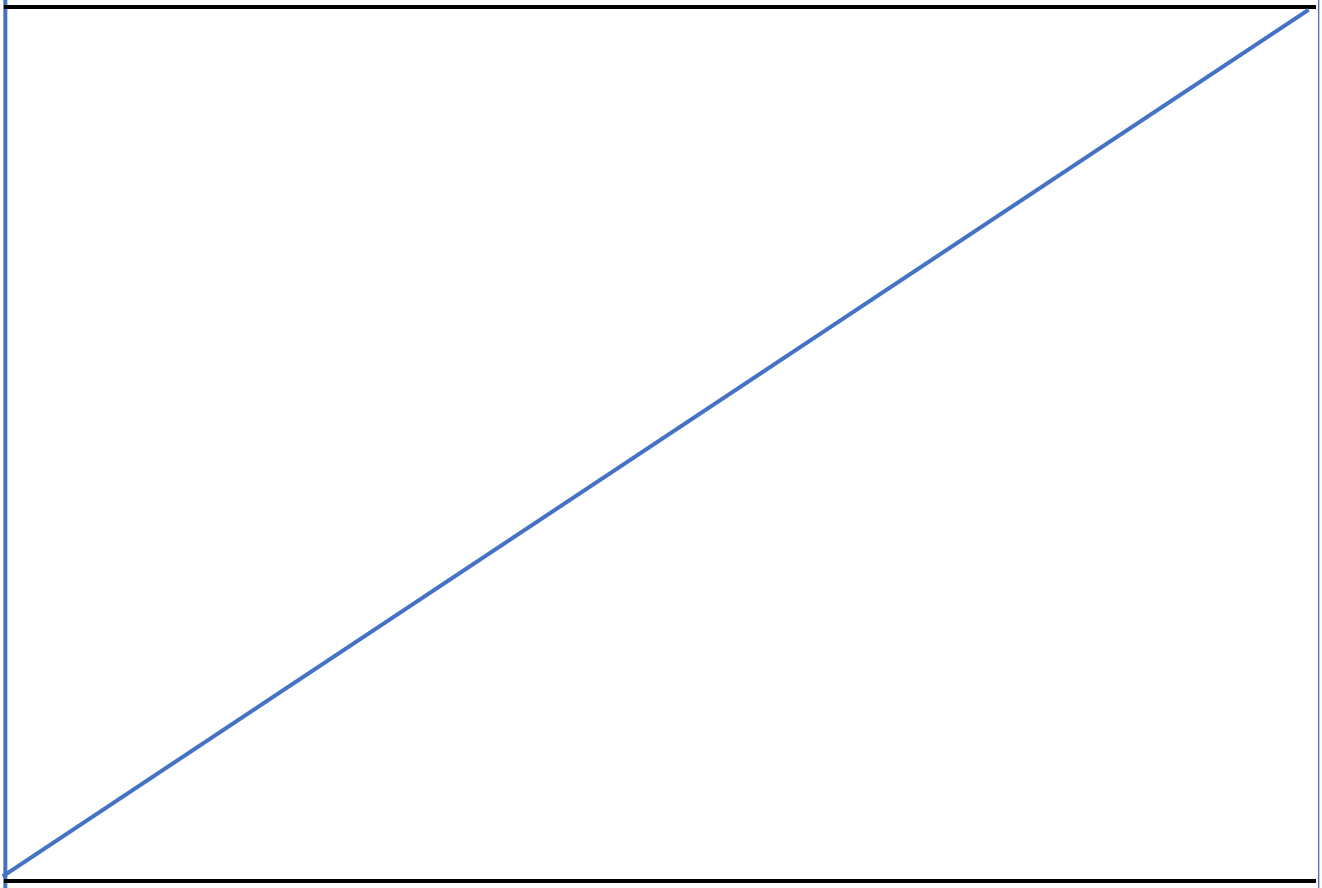
**DIVISION OF RIGHT OF
WAY**

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

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

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

10 The real property or interests in real property, which the Department of
11 Transportation is by this resolution authorized to acquire, is situated in the County of
12 Nevada, State of California, Highway 03-Nev-174 and described as follows:



PARCEL 036964-1:

For State Highway purposes that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, said portion lying northeasterly of the following described line:

Beginning at a point on the southwesterly side of State Highway 174, situate within the bounds of the former Nevada County Narrow Gauge Railroad Company Right of Way, said point bears S 82° 41' 03" E 137.78 feet from a found 3/4" rod, purportedly marking the northwesterly corner of that certain parcel of land as shown upon that certain Record of Survey made by Carlos T. McGuire for Victor Termine in July 1972 and filed in Book 5 of Surveys at page 30 in the Office of the County Recorder of the County of Nevada, State of California on August 22, 1973;

- (1) Thence N 38° 48' 19" W 96.58 feet;
- (2) Thence N42° 01' 27" W 69.22 feet;
- (3) Thence N 44° 17' 11" W 10.58 feet to a point of curvature with a non-tangent curve to the right having a radius of 1,029.78 feet to which point a radial line bears S 44° 51' 40" W;
- (4) Thence northwesterly along said curve through a central angle of 06° 37' 55", an arc distance of 119.20 feet to a point thereon;
- (5) Thence leaving said curve, N 60°00' 09" W 36.74 feet;
- (6) Thence N 41° 02' 26" W 127.54 feet;
- (7) Thence N 29° 21' 30" W 167.11 feet;
- (8) Thence N 30° 37' 19" W 154.75 feet;
- (9) Thence N 89° 52' 08" E 2.14 feet to a point on the southwesterly right of way line of State Highway 174;
- (10) Thence northwesterly along said southwesterly right of way line N 32° 05' 35" W 117.85 feet to a point thereon;
- (11) Thence leaving said right of way line N 29° 21' 04" W 53.40 feet;
- (12) Thence N 35° 39' 19" W 29.71 feet;

PARCEL 036964-1 CONTINUED:

- (13) Thence N 83° 10' 55" W 9.11 feet;
- (14) Thence N 36° 42' 25" W 20.94 feet;
- (15) Thence N 34° 22' 19" W 20.63 feet to a point of curvature with a tangent curve to the right having a radius of 174.96 feet through a central angle of 17° 52' 46";
- (16) Thence along said curve through a central angle of 17° 52' 46" an arc distance of 54.60 feet to a point of tangency;
- (17) Thence N 16° 29' 48" W 51.45 feet;
- (18) Thence N 09° 03' 05" W 22.34 feet;
- (19) Thence N 22° 34' 51" W 40.70 feet;
- (20) Thence N 12° 38' 27" W 46.64 feet;
- (21) Thence N 09° 24' 10" W 57.87 feet;
- (22) Thence N 05° 07' 41" W 179.63 feet to a point that bears N 08°01'02" W 99.23 feet from a found 5/8" rebar with tag RCE 9927, near the southeasterly corner of Parcel "B" as said parcel is shown on that certain Record of Survey dated January, 1983 and filed in Book 8 of Surveys Page 292 in the Office of the County Recorder of the County of Nevada, State of California on April 29, 1983 and being the end of this described line.

PARCEL 036964-2:

A temporary easement for construction purposes in and to that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, described as follows:

Beginning at a point on the southwesterly right of way line of State Highway 174, said point bears N 00°50'16" E 137.61 feet from a found 3/4 "rod, purportedly marking the northwesterly corner of that certain parcel of land as shown on that certain Record of Survey made by Carlos T. McGuire for Victor Termine in July 1972 and filed in Book 5 of Surveys at Page 30 in the Office of the County Recorder of the County of Nevada, State of California on August 22, 1973;

PARCEL 036964-2 CONTINUED:

- (1) Thence N 00° 57' 44" E 10.45 feet to a point of curvature with a non-tangent curve to the right having a radius of 1,029.78 feet to which point a radial line bears S 46° 29' 07" W;
- (2) Thence northwesterly along said curve through a central angle of 05° 00' 28" an arc distance of 90.01 feet;
- (3) Thence N 60°00' 09" W 36.74 feet;
- (4) Thence N 41° 02' 26" W 127.54 feet;
- (5) Thence N 29° 21' 30" W 167.11 feet;
- (6) Thence N 30° 37' 19" W 154.75 feet;
- (6) Thence S 89° 52' 12" W 11.60 feet;
- (7) Thence S 30° 37' 19" E 160.63 feet;
- (8) Thence S 30° 46' 46 E 190.88 feet;
- (9) Thence S 41° 02' 26" E 106.84 feet;
- (10) Thence S 60° 00' 09" E 36.83 feet;
- (11) Thence S 42° 47' 19" E 96.04 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 036964-3:

A temporary easement for construction purposes in and to that portion of the North Half of the Southwest Quarter of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Rick S. and Terri J. Bossi by that certain Grant Deed recorded January 22, 2003, in Document No. 2003-0002947, Official Records of Nevada County, described as follows:

Beginning at a point that bears S 50 °38'11" E 35.42 feet from a found 1" iron pipe with plug L.S.4645 near the northwesterly corner of that certain parcel of land as shown on Parcel Map 88-24 for Ron Bossi in August 1988 and filed in Book 17 of Parcel Maps at Page 186 in the Office of the County Recorder of the County of Nevada, State of California on October 6, 1988

PARCEL 036964-3 CONTINUED:

- (1) Thence S 31° 54' 02" E 29.88 feet;
- (2) Thence N 85° 56' 34" W 5.75 feet;
- (3) Thence N 44° 24' 24" W 13.26 feet;
- (4) Thence N 02° 52' 15" W 15.51 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

AS TO PARCELS 036964-1 THRU 036964-3:

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21708

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 3.34 PARCEL 36712-1, 2
OWNER: Alena M Afshartabar, A Married Woman as
her Sole and Separate Property

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

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

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

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

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

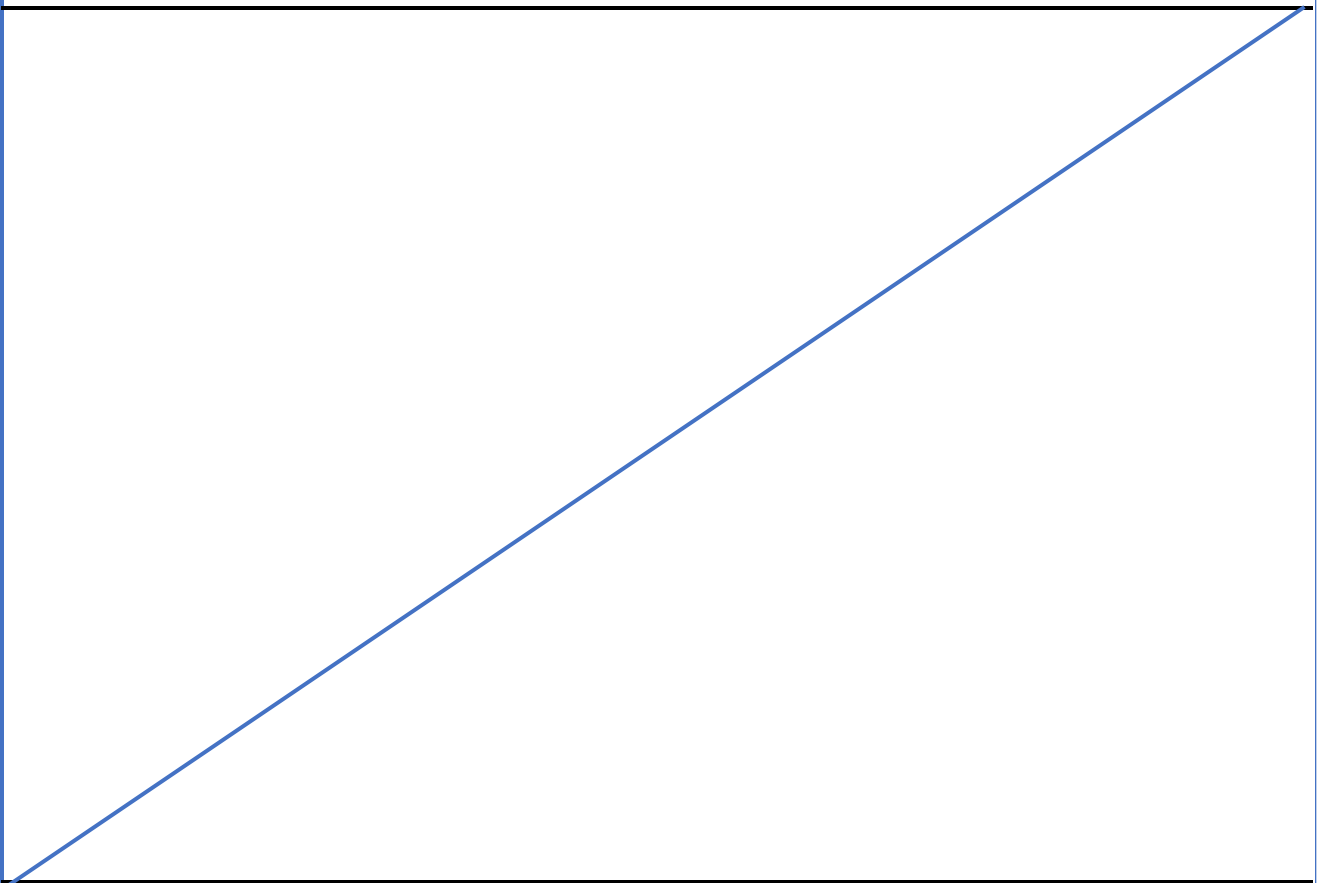
**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Nevada, State of California, Highway 03-Nev-174 and described as follows:



PARCEL 036712-1:

For State Highway purposes that portion of Lot 8 of that certain plat entitled "Subdivision Of The White Ranch" as filed in the office of the Nevada County Recorder on July 20, 1914 in Book 1 of Subdivisions, at Page 28 situate in the Southeast Quarter of Section 4, T15N, R9E, M.D. B. & M. conveyed to Alena M. Afshartabar by deed recorded August 20, 2015, in Document No. 20150019663, Official Records of Nevada County lying southwesterly of the following described line:

Beginning at a point on the northeasterly right of way line of State Highway 174, said point bears S 70°48'12" W 300.87 feet from a found #5 rebar with a yellow plastic cap L.S. 6792 purportedly marking the southeasterly corner of Parcel "B" as shown on the Parcel Map dated July 1970 and filed in Book 1 of Parcel Maps, Page 58 in the Nevada County Recorder's Office on October 23, 1970;

- (1) Thence along said right of way line N 52°14'35" W 116.41 feet to a point thereon, being the point of curvature of a tangent curve to the right having a radius of 579.88 feet;
- (2) Thence continuing along said right of way line and said curve through a central angle of 05°19'51" an arc distance of 53.95 feet to a point thereon;
- (3) Thence leaving said right of way line N 37°51'41" W 189.08 feet to a point on said right of way line, said point bears N 60°21'05" E 275.65 feet from a found 1" iron pipe with tack purportedly marking the southwesterly corner of the Tindle to Lefever parcel as shown on that certain Record of Survey dated July 1980 and filed December 17, 1980 in Book 8 of Surveys at Page 51 in the office of the Nevada County Recorder and being the end of this described line.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

PARCEL 036712-2:

A temporary easement for construction purposes over that portion of Lot 8 of that certain plat entitled "Subdivision Of The White Ranch" filed in the office of the Nevada County Recorder on July 20, 1914 in Book 1 of Subdivisions at Page 28 and a portion of the Northeast Quarter of Section 9, T15N, R9E, M.D. B. & M. conveyed to Alena M. Afshartabar by deed recorded August 20, 2015, in Document No. 20150019663, Nevada County Official Records described as follows:

PARCEL 036712-2 CONTINUED:

Commencing at a point on the northeasterly right of way line of State Highway 174, said point bears S 70°48'12" W 300.87 feet from a found #5 rebar with a yellow plastic cap L.S. 6792 purportedly marking the southeasterly corner of Parcel "B" as shown on the Parcel Map dated July 1970 and filed in Book 1 of Parcel Maps, Page 58 in the Nevada County Recorder's Office on October 23, 1970;

- (1) Thence along said right of way line N 52°14'35" W 116.41 feet to a point thereon, being the point of curvature of a tangent curve to the right having a radius of 579.88 feet;
- (2) Thence continuing along said right of way line and said curve through a central angle of 05°19'51" an arc distance of 53.95 feet to a point thereon;
- (3) Thence leaving said right of way line N 37°51'41" W 79.66 feet to the **Point of Beginning**;
- (4) Thence N 37°51'41" W 109.42 feet to a point on said right of way line;
- (5) Thence along said right of way line N 31°39'35" W 94.50 feet the point of intersection thereof with the northerly line of said lands conveyed to Afshartabar;
- (6) Thence leaving said right of way line, along said northerly line, N 89° 17' 58" E 31.92 feet to a point thereon;
- (7) Thence leaving said northerly line S 34° 53' 22" W 19.49 feet a point of curvature of a non-tangent curve to the left, having a radius of 10.00 feet to which point a radial line bears N 55° 06' 38" W;
- (8) Thence along said curve through a central angle of 72°45'02" an arc distance of 12.70 feet;
- (9) Thence S 37° 51' 41 "E 50.68 feet;
- (10) Thence S 89° 02' 18" E 19.99 feet;
- (11) Thence S 34° 32' 32" E 55.67 feet;
- (12) Thence S 06° 41' 48" E 31.13 feet;
- (13) Thence S 68° 19' 19" E 24.46 feet;
- (14) Thence N 73° 00' 39" E 26.67 feet;

PARCEL 036712-2 CONTINUED:

(15) Thence S 32° 18' 17" E 5.09 feet to a point on the southerly line of said lands conveyed to Afshartabar;

(16) Thence along said southerly line S 68° 06' 51" W 44.80 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to the stated date by the STATE upon notice to the OWNER.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21709

**CALIFORNIA TRANSPORTATION COMMISSION
AMENDED RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 3.48 PARCEL 36744-1, 2, 3
OWNER: Richard D. Shaddeau and Maria T. Dicintio, husband and wife,
as community property with right of survivorship**

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:

Resolution of Necessity No. C-21697, adopted March 13, 2019, is amended to add a
reference to Code of Civil Procedure Section 1240.510, and to read as follows.

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 a portion of 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;

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

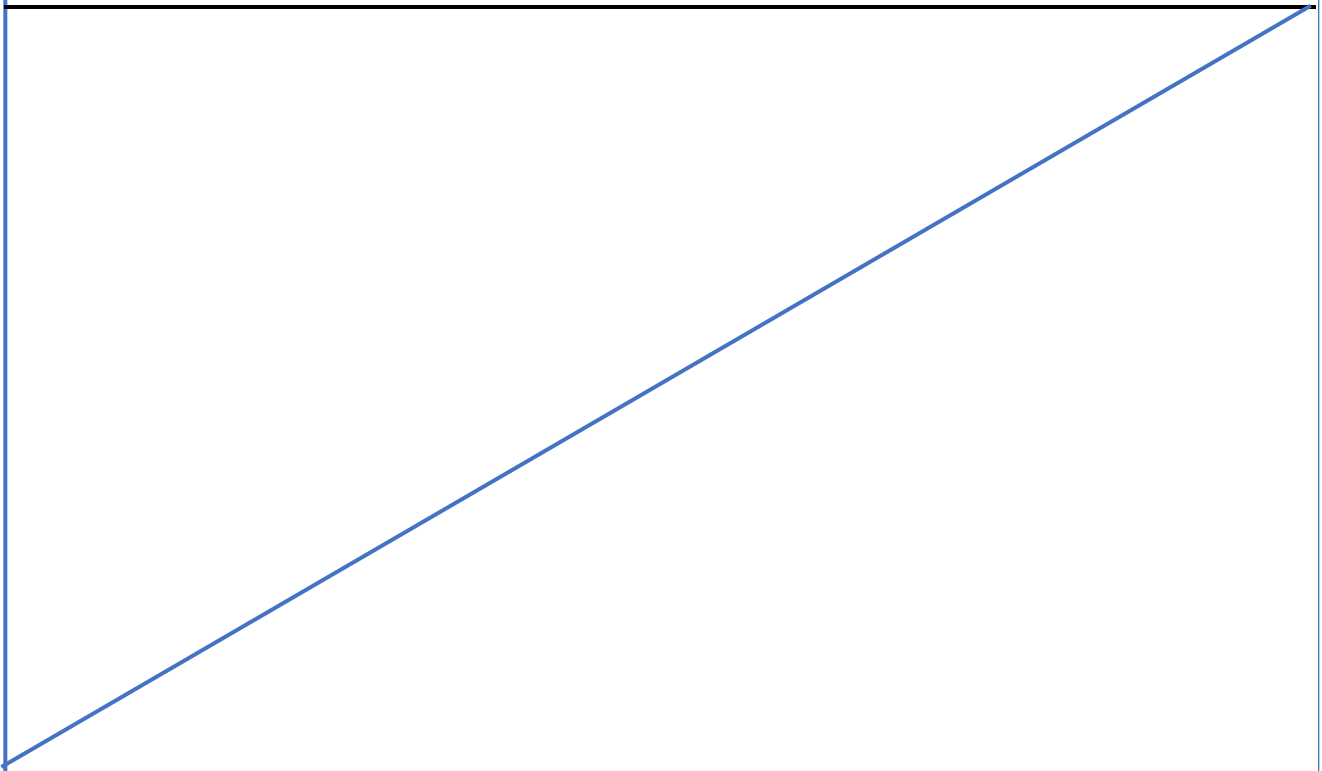
1 The property sought to be acquired and described by this resolution is necessary for
2 the public project;

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

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

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

12 The real property or interests in real property, which the Department of
13 Transportation is by this resolution authorized to acquire, is situated in the County of
14 Nevada, State of California, Highway 03-Nev-174 and described as follows:



PARCEL 036744-1:

For State Highway purposes, that portion of the South half of Section 4 T.15 N., R.9.E., M.D. B. & M. situate in Lot 9 of the White Ranch Subdivision, as shown on the subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Office of the County Recorder of Nevada County. Said lands being a portion of those premises conveyed to Richard D. Shaddeau and Maria T. Dicintio by Grant Deed 20150019796, recorded August 21, 2015, Official Records of Nevada County, said portion lying northeasterly of the following described line;

Beginning at point on the westerly side of State Highway 174. Said point bears S 12°49'36" E 73.43 feet from a found 3/4" iron pipe with plastic plug tagged "Shuart L.S. 4645" located near the northeasterly corner of the Ray E. Lefever parcel as shown on that certain map "Record of Survey Being A Por. of Lot 9 of The White Ranch Bk.1 of Sub. Pg. 28" July 1980, recorded December 17, 1980 in Book 8 Record of Survey page 51 in the Office of the Nevada County Recorder;

- (1) Thence N 28°46'37" W 24.29 feet to a tangent curve to the right having a radius of 549.88 feet and a central angle of 18°01'09";
- (2) Thence along said curve 172.93 feet to a point of tangency;
- (3) Thence N 10°45'28" W 18.93 feet;
- (4) Thence N 12°40'57" W 136.49 feet;
- (5) Thence N 07°56'14" W 74.93 feet to a tangent curve to the right having a radius of 549.88 feet and a central angle of 19°41'43";
- (6) Thence along said curve 189.02 feet to a point of tangency;
- (7) Thence N 11°45'29" E 25.76 feet;
- (8) Thence N 19°40'05" E 61.03 feet to a tangent curve to the right having a radius of 299.94 feet and a central angle of 12°07'36";
- (9) Thence along said curve 63.48 feet to a point of tangency;
- (10) Thence N 31°47'41" E 269.62 feet to a tangent curve to the left having a radius of 579.88 feet and a central angle of 13°59'13";
- (11) Thence along said curve 141.56 feet to a point of tangency;
- (12) Thence N 17°48'28" E 105.01 feet;

036744-1 CONTINUED:

- (13) Thence N 17°39'18" E 209.54 feet to a point on said westerly side of said highway. Said point bears N 12°06'51" E 58.93 feet from a found 1/2 "open iron pipe near the southeasterly corner Parcel "C" of that certain parcel of land as shown on the Parcel Map dated October 1973 and filed in Book 6 of Parcel Maps Page 99 on November 16, 1973 in the Office of the County Recorder of the County of Nevada, State of California and being the end of this described line.

PARCEL 036744-2:

A temporary easement for construction purposes over that portion of the South half of Section 4 T.15 N., R.9.E., M.D. B. & M. situate in Lot 9 of the White Ranch Subdivision, as shown on the subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Office of the County Recorder of Nevada County, California. Said lands being a portion of those premises conveyed to Richard D. Shaddeau and Maria T. Dicintio by Grant Deed 20150019796, recorded August 21, 2015, Official Records of Nevada County, said portion lying northeasterly of the following described line;

Beginning at a point on the southerly line of said Shaddeau and Dicintio premises, said point bears S 57° 10' 32" W 18.38 feet from a found 3/4" iron pipe with plastic plug tagged "Shuart L.S. 4645" located near the northeasterly corner of the Ray E. Lefever parcel as shown on that certain map "Record of Survey Being A Por. of Lot 9 of The White Ranch Bk.1 of Sub. Pg. 28" July 1980, recorded December 17, 1980 in Book 8 Record of Survey page 51 in the office of the Nevada County Recorder.

1. Thence southwesterly along said southerly line S 55° 05' 14" W 10.18 feet to a point thereon, said point being the point of curvature for a non-tangent curve to the right having a radial bearing of S 65° 43' 26" W, a radius of 560.00 feet and a central angle of 13° 31' 05";
2. Thence leaving said southerly line along said curve 132.12 feet to a point of tangency;
3. Thence N 10° 45' 28" W 18.75 feet;
4. Thence N 12° 40' 57" W 136.74' feet;
5. Thence N 07° 56' 14" W 75.35 feet to a point of curvature for a tangent curve to the right having a radius of 560.00 feet and a central angle of 19° 41' 44";
6. Thence along said curve 192.50 feet to a point of tangency;
7. Thence N 11° 45' 29" E 26.36 feet;

036744-2 CONTINUED:

8. Thence N 19° 40' 05" E 61.75 feet to the point of curvature for a tangent curve to the right having a radius of 310.00 feet and a central angle of 12° 07' 36";
9. Thence along said curve an arc length of 65.61 feet to a point of tangency;
10. Thence N 31° 47' 41" E 53.62 feet;
11. Thence N 55° 04' 50" W 60.75 feet;
12. Thence N 12° 20' 24" W 23.84 feet to a point on a westerly line of said premises, said point being the point of curvature for a non-tangent curve to the right having a radial bearing of N 48° 13' 57" W, a radius of 366.92 feet and a central angle of 12° 00' 53";
13. Thence along said westerly line along said curve an arc length of 12.90 feet to a point of tangency on said westerly line;
14. Thence continuing along said westerly line N 43° 46' 56" E 23.34 feet to a point on a northerly line of said premises;
15. Thence leaving said westerly line along said northerly line S 87° 22' 34" E 55.86 feet to a point thereon;
16. Thence leaving said northerly line along another northerly line S 71° 51' 31" E 21.80 feet to a point thereon;
17. Thence leaving said northerly line along another northerly line S 71° 51' 31" E 10.29 feet to a point thereon;
18. Thence leaving said northerly line S 31° 47' 41" W 144.34 feet to the point of curvature for a tangent curve to the left having a radius of 299.94 feet and a central angle of 12° 07' 36";
19. Thence along said curve an arc length of 63.48 feet to a point of tangency;
20. Thence S 19° 40' 05" W 61.03 feet;
21. Thence S 11° 45' 29" W 25.76 feet to the point of curvature for a tangent curve to the left having a radius of 549.88 feet and a central angle of 19° 41' 43";
22. Thence along said curve an arc length of 189.02 feet to a point of tangency;

036744-2 CONTINUED:

- 23. Thence S 07° 56' 14" E 74.93 feet;
- 24. Thence S 12° 40' 57" E 136.49 feet;
- 25. Thence S 10° 45' 28" E 18.93 feet to the point of curvature for a tangent curve to the left having a radius of 549.88 feet and a central angle of 13° 19' 24";
- 26. Thence along said curve an arc length of 127.87 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

036744-3:

An easement for drainage purposes over that portion of the South half of Section 4 T.15 N., R.9.E., M.D. B. & M. situate in Lot 9 of the White Ranch Subdivision, as shown on the subdivision map recorded July 20, 1914 in Book 1 of Subdivisions, at Page 28 in the Office of the County Recorder of Nevada County, California, said lands being a portion of those premises conveyed to Richard D. Shaddeau and Maria T. Dicintio by Grant Deed 20150019796, recorded August 21, 2015, Official Records of Nevada County, described as follows;

Beginning at a point on the westerly line of said premises. Said point bears N 85°27'34" E 99.02 feet from a found 3/4" open iron pipe purportedly located at the northerly terminus of that certain course described as "S 06°11'30" W 88.81'" on the easterly side of Parcel B as shown on that certain Parcel Map dated April 1975 and recorded in the Nevada County Recorder's Office May 13, 1975 in Book 9 of Parcel Maps, at Page 111.

- (1) Thence S 11°45'29" W 4.13 feet to a point of curvature for a tangent curve to the left having a radius of 549.88 and a central angle of 01°43'11";
- (2) Thence along said curve 16.51 feet;
- (3) Thence leaving said curve N 64°43'49" W 10.36 feet;
- (4) Thence N 11°15'47" E 20.61 feet;
- (5) Thence S 64°43'49" E 10.29 feet to the **Point of Beginning**.

AS TO PARCELS 036744-1, 036744-2 AND 036744-3

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21710

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 3.73 PARCEL 36741-1, 2
OWNER: Timothy M. Kiser and Nicole M. Kiser,
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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

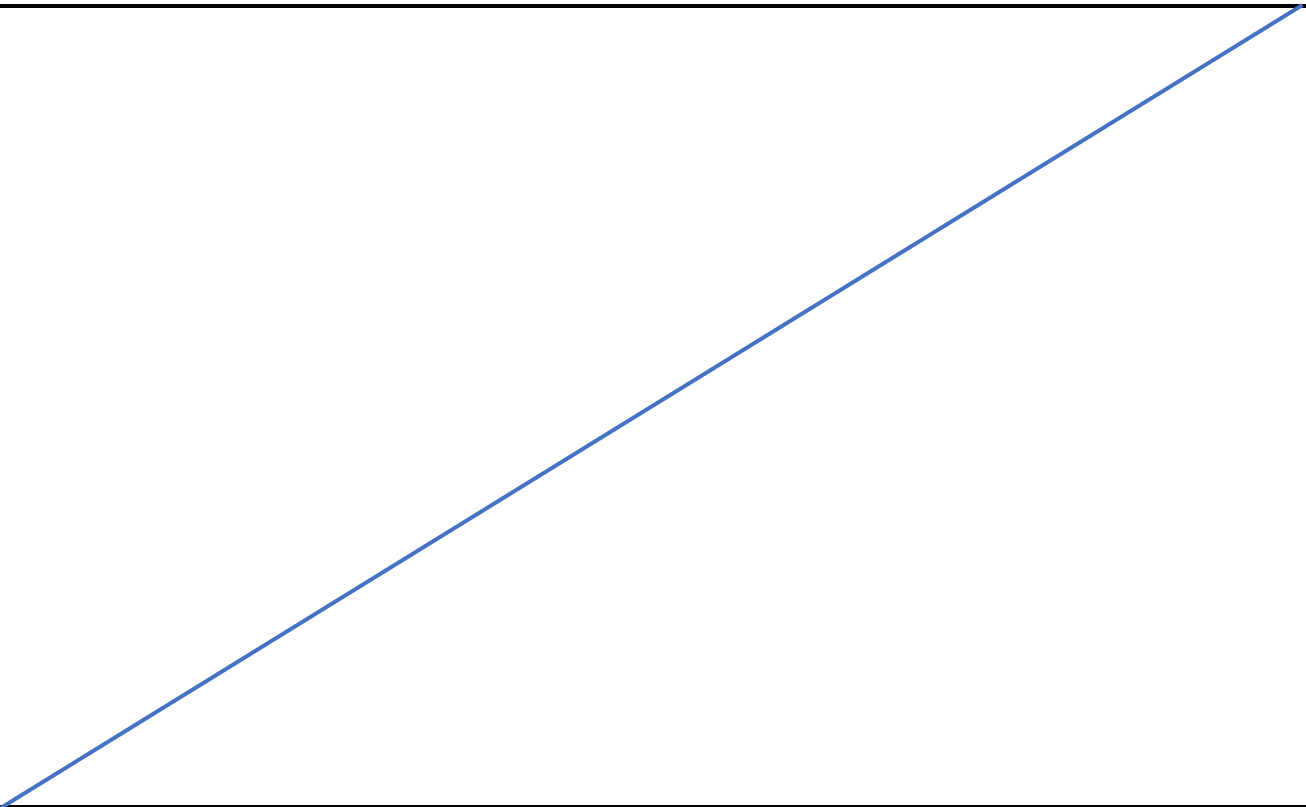
**DIVISION OF RIGHT OF
WAY**

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

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

9 The real property or interests in real property, which the Department of
10 Transportation is by this resolution authorized to acquire, is situated in the County of
11 Nevada, State of California, Highway 03-Nev-174 and described as follows:

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PARCEL 036741-1:

For State Highway purposes, that portion of Parcel 2 as said parcel is shown on that certain plat entitled "Parcel Map No. 00-014 For John and Suzann Volz", filed in Book 19 of Parcel Maps, Page 64 on June 26, 2001 in the Nevada County Recorder's Office, conveyed to Timothy M. and Nicole M. Kiser by that certain Grant Deed recorded March 27, 2002, in Document No. 2002-0011977-00, Official Records of Nevada County, lying southeasterly of the following described line;

Beginning at a point on the northwesterly side of State Highway 174, said point bears S 19°48'53" W 150.99 feet from a found 1/2 "open iron pipe near the southeasterly corner of Parcel "C", as shown on that certain Parcel Map filed in Book 6 of Parcel Maps, Page 99 on November 16, 1973 in the Nevada County Recorder's Office;

- (1) Thence N 17°39'18" E 209.54 feet;
- (2) Thence N 18°26'42" E 347.17 feet to the point of curvature of a tangent curve to the right, having a radius of 299.94 feet;
- (3) Thence along said curve through a central angle of 28°37'24", an arc distance of 149.84 feet to a point of tangency;
- (4) Thence N 47°04'07" E 45.13 feet to a point on the northwesterly right of way line of State Highway 174, said point bears N 34°56'23" E 54.05 feet from a found 5/8" rebar with tag L.S. 4338, located near the most southerly corner of Parcel 4, as shown on Parcel Map No. 78-24 filed August 3, 1978 in the Nevada County Recorder's Office in Book 12 of Parcel Maps, at Page 208 and being the end of this described line.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

PARCEL 036741-2:

A temporary easement for construction purposes over that portion of Parcel 2 as said parcel is shown on that certain plat entitled "Parcel Map No. 00-014 For John and Suzann Volz", filed in Book 19 of Parcel Maps, Page 64 on June 26, 2001 in the Nevada County Recorder's Office, conveyed to Timothy M. and Nicole M. Kiser by that certain Grant Deed recorded March 27, 2002, in Document No. 2002-0011977-00, Official Records of Nevada County, described as follows:

Beginning at a point on the southwesterly line of said Parcel 2, said point bears N 51°51'35" W 13.53 feet from a found 1/2" open iron pipe, located near the most southerly corner of Parcel 2, as shown on said Parcel Map;

PARCEL 036741-2 CONTINUED:

- (1) Thence leaving said southwesterly line N 18° 26' 42" E 161.24 feet to the point of curvature of a tangent curve to the right, having a radius of 299.94 feet;
- (2) Thence along said curve through a central angle of 27°18'48", an arc distance of 142.98 feet to a point on the northeasterly line of said Parcel 2, said point bears N 38° 37' 23" W 11.31 feet from a found 5/8" rebar with tag L.S. 4338, located near the most southerly corner of Parcel 4, as shown on Parcel Map No. 78-24 filed August 3, 1978 in the Nevada County Recorder's Office in Book 12 of Parcel Maps, at Page 208;
- (3) Thence along said northeasterly line N 39° 17' 28" W 7.77 feet to a point thereon;
- (4) Thence leaving said northeasterly line S 51° 05' 32" W 8.86 feet to the point of curvature of a tangent curve to the right, having a radius of 10.00 feet;
- (5) Thence along said curve through a central angle of 45°00'27", an arc distance of 7.86 feet to the point of curvature of a non-tangent curve to the left, having a radius of 59.99 feet to which point a radial line bears N 08° 25' 14" E;
- (6) Thence southwesterly along said curve through a central angle of 57°17'05", an arc distance of 59.98 feet;
- (7) Thence S 39° 53' 04" W 43.02 feet to the point of curvature of a tangent curve to the left, having a radius of 113.67 feet;
- (8) Thence along said curve through a central angle of 25°57'06", an arc distance of 51.48 feet;
- (9) Thence S 13° 55' 58 " W 80.47 feet;
- (10) Thence S 72° 10' 16" E 36.00 feet;
- (11) Thence S 18° 26' 40" W 80.76 feet to a point on the southwesterly line of said Parcel 2;
- (12) Thence along said southwesterly line S 49° 09' 39" E 10.82 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to the stated date by the STATE upon notice to the OWNER.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21711

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 3.79 PARCEL 36740-1, 2, 3
OWNER: Jennifer Dalmau, an unmarried woman**

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**

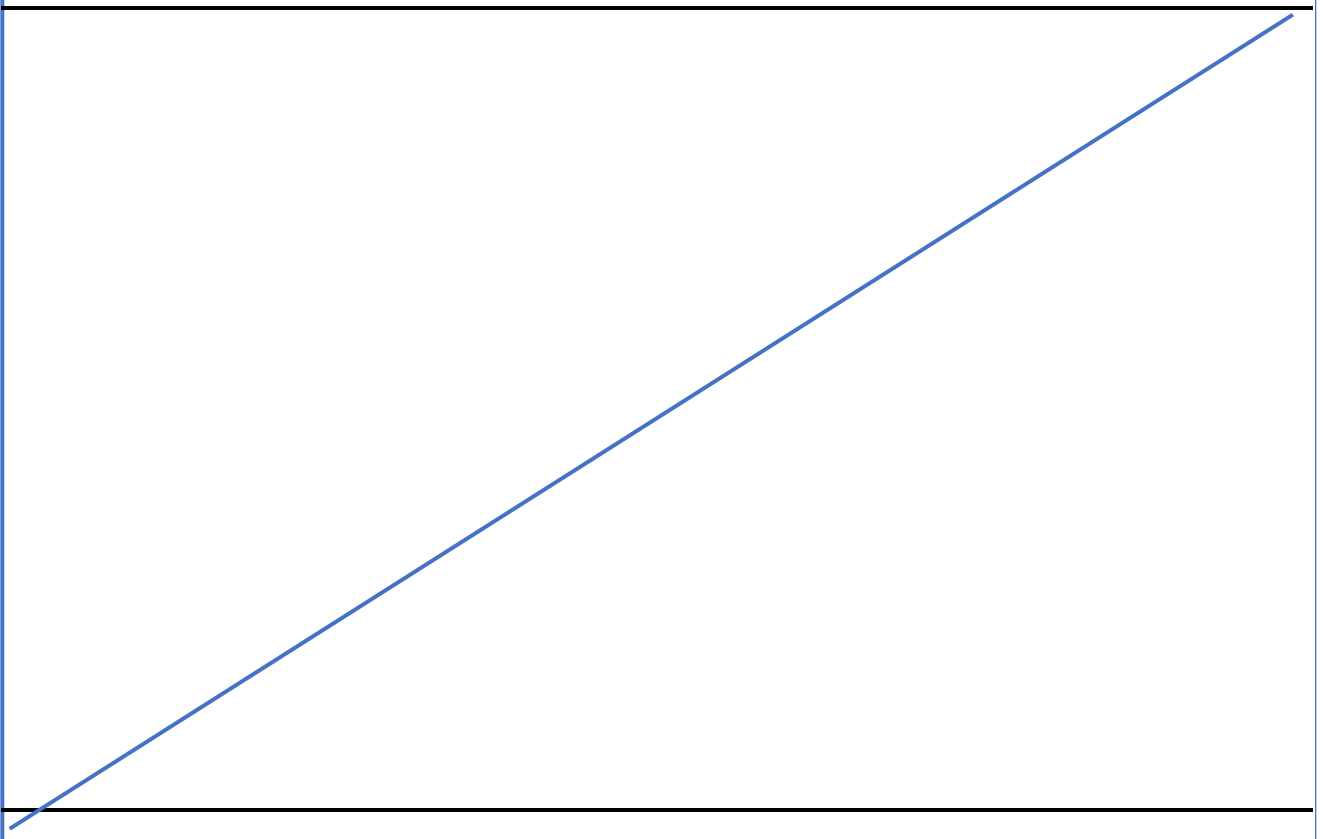
**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Nevada, State of California, Highway 03-Nev-174 and described as follows:



PARCEL 036740-1:

For State Highway purposes, that portion of Parcel 4 as shown on that certain plat entitled "Parcel Map No.78-24 For Charles Spotts", filed in Book 12 of Parcel Maps, at Page 208 on August 3, 1978 in the Nevada County Recorder's Office, conveyed to Jennifer Dalmau by that certain Grant Deed recorded May 21, 2013, in Document No. 20130014572, Official Records of Nevada County, lying southeasterly of the following described line;

Beginning at point on the northwesterly side of State Highway 174, said point bears S 19°48'53" W 150.99 feet from a found 1/2 "open iron pipe near the southeasterly corner of Parcel "C", as shown on that certain Parcel Map filed in Book 6 of Parcel Maps, at Page 99 on November 16, 1973 in the Nevada County Recorder's Office;

- (1) Thence N 17°39'18" E 209.54 feet;
- (2) Thence N 18°26'42" E 347.17 feet to the point of curvature of a tangent curve to the right, having a radius of 299.94 feet;
- (3) Thence along said curve through a central angle of 28°37'24", an arc distance of 149.84 feet to a point of tangency;
- (4) Thence N 47°04'07" E 45.13 feet to a point on the northwesterly right of way line of State Highway 174, said point bears N 34°56'23" E 54.05 feet from a found 5/8" rebar with tag L.S. 4338, located near the most southerly corner of Parcel 4, as shown on Parcel Map No. 78-24 filed August 3, 1978 in the Nevada County Recorder's Office in Book 12 of Parcel Maps, at Page 208 and being the end of this described line.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

PARCEL 036740-2:

A temporary easement for construction purposes over that portion of Parcel 4 as shown on that certain plat entitled "Parcel Map No.78-24 For Charles Spotts", filed in Book 12 of Parcel Maps, at Page 208 on August 3, 1978 in the Nevada County Recorder's Office, conveyed to Jennifer Dalmau by that certain Grant Deed recorded May 21, 2013, in Document No. 20130014572, Official Records of Nevada County, described as follows:

Beginning at a point on the southwesterly line of said Parcel 4, said point bears N 38°53'42" W 19.08 feet from a found 5/8" rebar with tag L.S. 4338, located near the most southerly corner of Parcel 4, as shown on said Parcel Map;

PARCEL 036740-2 CONTINUED:

- (1) Thence leaving said southwesterly line N 51° 05' 32" E 37.96;
- (2) Thence N 27° 20' 14" E 19.84 feet;
- (3) Thence N 52° 55' 23" E 70.78 feet;
- (4) Thence N 02° 54' 32" E 18.41 feet;
- (5) Thence N 59° 10' 58" E 10.24 feet;
- (6) Thence N 64° 34' 42" E 17.56 feet;
- (7) Thence N 12° 25' 38" E 37.27 feet;
- (8) Thence S 85° 34' 41" E 26.54 feet;
- (9) Thence S 45° 26' 46" E 14.57 feet to the point of curvature of a tangent curve to the left, having a radius of 24.00 feet;
- (10) Thence along said curve through a central angle of 63°20'49", an arc distance of 26.53 feet;
- (11) Thence N 71° 12' 25" E 144.39 feet to the northeasterly line of said Parcel 4;
- (12) Thence along said northeasterly line S 54° 29' 05" E 3.30 feet to the intersection of said northeasterly line with the northwesterly right of way line of State Highway 174;
- (13) Thence along said right of way line, S 71° 15' 25" W 146.63 feet to a point thereon, said point being the point of curvature of a non-tangent curve to the left, having a radius of 329.93 feet to which point a radial line bears N 18° 48' 12"W;
- (14) Thence along said curve through a central angle of 31°33'32", an arc distance of 181.73 feet to a point thereon;
- (15) Thence leaving said right of way line S 47°04'07" W 45.13 feet to the point of curvature of a tangent curve to the left, having a radius of 299.94 feet;
- (16) Thence southwesterly along said curve through a central angle of 01°18'37", an arc distance of 6.86 feet to a point on the southwesterly line of said Parcel 4;
- (17) Thence along said southwesterly line of said Parcel 4, N 39° 17' 28" W 7.77 feet to the **Point of Beginning**.

PARCEL 036740-2 CONTINUED:

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to the stated date by the STATE upon notice to the OWNER.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

PARCEL 036740-3:

An easement for drainage purposes under, over, through and across the following described land: together with the right to construct, operate and maintain such facilities as necessary to affect the purpose of the easement. That portion of Parcel 4 as shown on that certain plat entitled "Parcel Map No.78-24 For Charles Spotts", filed in Book 12 of Parcel Maps, Page 208 on August 3, 1978 in the Nevada County Recorder's Office, conveyed to Jennifer Dalmau by that certain Grant Deed recorded May 21, 2013, in Document No. 20130014572, Official Records of Nevada County, described as follows;

Commencing at a point on the northwesterly side of State Highway 174, said point bears N 08°45'46" W 13.73 feet from a found 5/8" rebar with tag L.S. 4338, located near the most southerly corner of Parcel 4, as shown on Parcel Map No. 78-24 filed August 3, 1978 in the Nevada County recorder's office in Book 12 of Parcel Maps at Page 208;

- (1) Thence N 47°04'07" E 45.13 feet to a point on the northwesterly right of way line of State Highway 174, said point being the point of curvature of a non-tangent curve to the right having a radius of 329.93 feet to which point a radial line bears N 50°21'44" W;
- (2) Thence northeasterly along said right of way line and along said curve through a central angle of 14°21'59", an arc of distance of 82.73 feet to the **Point of Beginning**;
- (3) Thence leaving said right of way line N16°17'58" W 8.14 feet;
- (4) Thence N 59°10'58" E 10.83 feet;
- (5) Thence N 77°43'50" E 20.56 feet to a point on said right of way line, said point being the point of curvature of a non-tangent curve to the left having a radius of 329.93 feet to which point a radial line bears N 30° 22' 08" W;
- (6) Thence along said right of way line southeasterly along said curve, through a central angle of 5°37'36", an arc of distance of 32.40 to the **Point of Beginning**.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21712

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 3.81 PARCEL 36717-1, 2, 3
OWNER: Victoria K. Lake, an unmarried woman and
Dina Marie Jacopi, a single woman both as domestic
partners 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; 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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

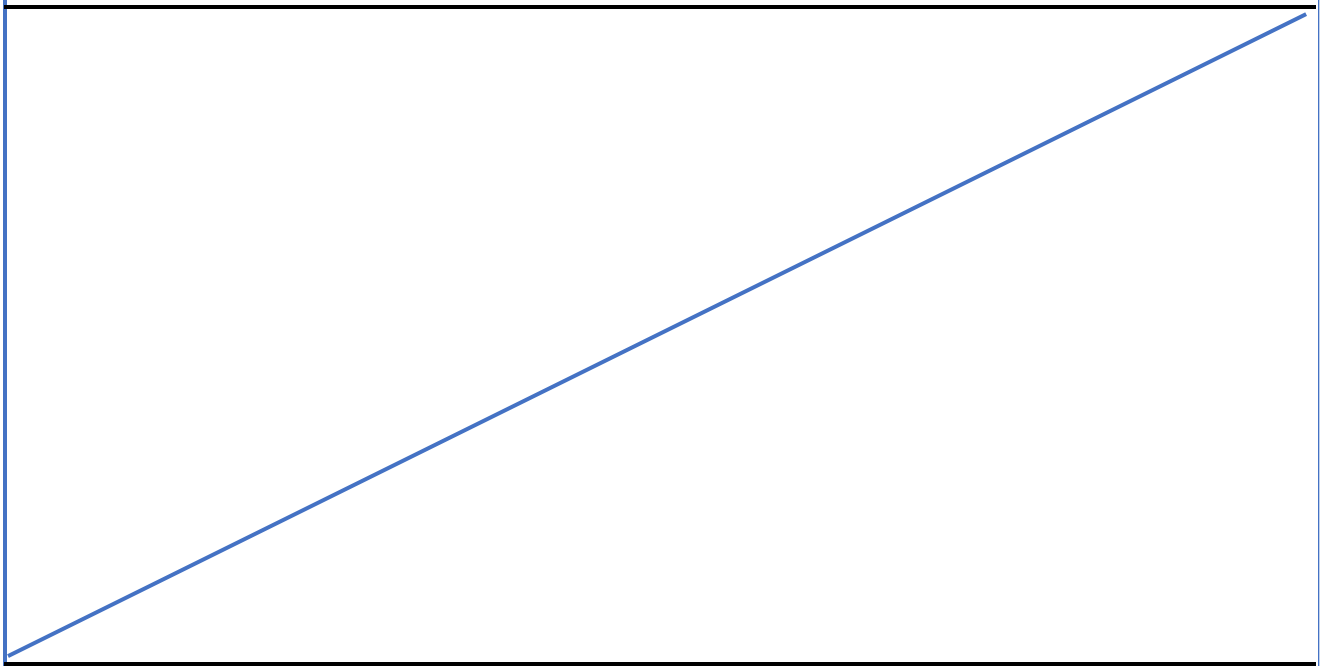
DIVISION OF RIGHT OF WAY

1 has been made to the owner or owners of record; and be it further

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

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

10 The real property or interests in real property, which the Department of
11 Transportation is by this resolution authorized to acquire, is situated in the County of
12 Nevada, State of California, Highway 03-Nev-174 and described as follows:



PARCEL 036717-1:

For State Highway purposes, that portion of Lot 6 as shown on that certain subdivision map entitled "Subdivision of The White Ranch" filed July 20, 1914 in the Nevada County Recorder's Office in Book 1 of Subdivisions, at Page 28, conveyed to Victoria K. Lake and Dina Marie Jacopi by that certain Grant Deed recorded February 22, 2012, in Document No. 20120004644, Official Records of Nevada County, lying northwesterly of the following described line:

Beginning at a point on the southeasterly right of way line of State Highway 174, said point bears S 46°16'24" E 68.29 feet from a found 5/8" rebar with tag L.S. 4338, located near the most southerly corner of Parcel 4, as shown on Parcel Map No. 78-24, filed August 3, 1978 in the Nevada County Recorder's Office, in Book 12 of Parcel Maps, at Page 208;

- (1) Thence along said right of way line N 17°24'59" E 55.71 feet to a point thereon, being the point of curvature of a non-tangent curve to the right, having a radius of 274.94 feet, to which point a radial line bears N 51° 39' 16" W;
- (2) Thence continuing along said right of way line and curve northeasterly, through a central angle of 01°27'08", an arc distance of 6.97 feet to a point thereon;
- (3) Thence leaving said right of way line N 52°58'40" E 38.59 feet;
- (4) Thence N 71°54'02" E 18.91 feet;
- (5) Thence N 71°38'51" E 19.49 feet;
- (6) Thence N 57°39'33" E 30.19 feet;
- (7) Thence N 67°38'49" E 83.04 feet;
- (8) Thence N 69°48'43" E 92.92 feet;
- (9) Thence N 85°47'32" E 67.57 feet;
- (10) Thence N 70°25'06" E 66.91 feet;
- (11) Thence N 60°37'27" E 65.77 feet to a point that bears N 79°02'05" E 64.37 feet from a found 3/4" open iron pipe, located near the most westerly corner of Parcel "A" as shown on that certain subdivision map entitled "Rollins Park-West", filed August 23, 1974 in the Nevada County Recorder's Office, in Book 5 of Subdivisions, at Page 12 and being the end of this described line.

PARCEL 036717-1 CONTINUED:

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

PARCEL 036717-2:

A temporary easement for construction purposes over that portion of Lot 6 as shown on that certain subdivision map entitled "Subdivision of The White Ranch" filed July 20, 1914 in the Nevada County Recorder's Office in Book 1 of Subdivisions, at Page 28, conveyed to Victoria K. Lake and Dina Marie Jacopi by that certain Grant Deed recorded February 22, 2012, in Document No. 20120004644, Official Records of Nevada County, described as follows:

Commencing at a point on the southeasterly right of way line of State Highway 174, said point bears S 46°16'24" E 68.29 feet from a found 5/8" rebar with tag L.S. 4338, located near the most southerly corner of Parcel 4, as shown on Parcel Map No. 78-24 filed August 3, 1978 in the Nevada County Recorder's Office, in Book 12 of Parcel Maps, at Page 208;

- (1) Thence along said right of way line N 17°24'59" E 41.61 feet to the point of intersection thereof with the southerly line of lands conveyed to said Lake and Jacopi and being the **Point of Beginning**;
- (2) Thence leaving said southerly line, along said right of way line N 17°24'59" E 14.10 feet to a point thereon, being the point of curvature of a non-tangent curve to the right, having a radius of 274.94 feet, to which point a radial line bears N 51° 39' 16" W;
- (3) Thence continuing along said right of way line and curve, through a central angle of 01°27'08", an arc distance of 6.97 feet to a point thereon;
- (4) Thence leaving said right of way line N 52°58'40" E 38.59 feet;
- (5) Thence N 71°54'02" E 18.91 feet;
- (6) Thence N 71°38'51" E 19.49 feet;
- (7) Thence N 57°39'33" E 30.19 feet;
- (8) Thence N 67°38'49" E 83.04 feet;
- (9) Thence N 69°48'43" E 92.92 feet;
- (10) Thence N 85°47'32" E 67.57 feet;

PARCEL 036717-2 CONTINUED:

- (11) Thence N 70°25'06" E 66.91 feet;
- (12) Thence N 60°37'27" E 14.65 feet to a point on the northerly line of lands conveyed said Lake and Jacopi;
- (13) Thence along said northerly line S 55° 02' 41" E 11.74 feet to a point thereon;
- (14) Thence leaving said northerly line S 60° 03' 08" W 20.54 feet;
- (15) Thence S 71° 01' 56" W 72.79 feet;
- (16) Thence S 86° 16' 13" W 60.38 feet to the point of curvature of a non-tangent curve to the left having a radius of 10.00 feet, to which point a radial line bears N 07° 30' 33" W;
- (17) Thence along said curve through a central angle of 115°55'18", an arc distance of 20.23 feet;
- (18) Thence S 33° 17' 15" E 10.79 feet;
- (19) Thence S 43° 35' 26" E 39.61 feet;
- (20) Thence S 43° 51' 06" W 43.31 feet;
- (21) Thence N 51° 33' 27" W 41.14 feet;
- (22) Thence N 47° 43' 47" W 14.98 feet;
- (23) Thence N 37° 35' 11" W 26.86 feet to the point of curvature of a non-tangent curve to the left having a radius of 10.00 feet, to which point a radial line bears N 53° 51' 54" E;
- (24) Thence along said curve through a central angle of 83°59'41", an arc distance of 14.66 feet;
- (25) Thence S 59° 52' 13" W 10.87 feet;
- (26) Thence S 67° 45' 57" W 85.69 feet;
- (27) Thence S 57° 39' 33" W 30.92 feet;
- (28) Thence S 71° 54' 02" W 37.64 feet;

PARCEL 036717-2 CONTINUED:

- (29) Thence S 52° 58' 40" W 40.18 feet;
- (30) Thence S 32° 14' 03" W 13.35 feet to a point on said southerly line of said lands conveyed to Lake and Jacopi;
- (31) Thence along said southerly line N 64° 14' 28" W 5.46 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to the stated date by the STATE upon notice to the OWNER.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

PARCEL 036717-3:

An easement for drainage purposes under, over, through and across that portion of Lot 6 as shown on that certain subdivision map entitled "Subdivision of The White Ranch" filed July 20, 1914 in the Nevada County Recorder's Office in Book 1 of Subdivisions, at Page 28, conveyed to Victoria K. Lake and Dina Marie Jacopi by that certain Grant Deed recorded February 22, 2012, in Document No. 20120004644, Official Records of Nevada County, described as follows:

Commencing at a point on the southeasterly right of way line of State Highway 174, said point bears S 46°16'24" E 68.29 feet from a found 5/8" rebar with tag L.S. 4338, located near the most southerly corner of Parcel 4, as shown on Parcel Map No. 78-24, filed August 3, 1978 in the Nevada County Recorder's Office in Book 12 of Parcel Maps, at Page 208;

- (1) Thence along said right of way line N 17°24'59" E 55.71 feet to a point thereon, being the point of curvature of a non-tangent curve to the right, having a radius of 274.94 feet, to which point a radial line bears N 51° 39' 16" W;
- (2) Thence continuing along said right of way line and curve northeasterly, through a central angle of 01°27'08", an arc distance of 6.97 feet to a point thereon;
- (3) Thence leaving said right of way line N 52°58'40" E 38.59 feet;
- (4) Thence N 71°54'02" E 18.91 feet;
- (5) Thence N 71°38'51" E 18.13 feet to the **Point of Beginning**;
- (6) Thence N 71°38'51" E 1.36 feet;

PARCEL 036717-3 CONTINUED:

(7) Thence N $57^{\circ}39'33''$ E 8.70 feet;

(8) Thence S $26^{\circ}48'45''$ E 10.05 feet;

(9) Thence S $63^{\circ}11'15''$ W 10.00 feet;

(10) Thence N $26^{\circ}48'45''$ W 9.41 feet to the **Point of Beginning**.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21713

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Nev-174-PM 4.29 PARCEL 36735-1, 2
OWNER: Jack Pascoe and Jaceline Pascoe,
Co-Trustees of The Pascoe Family Trust**

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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

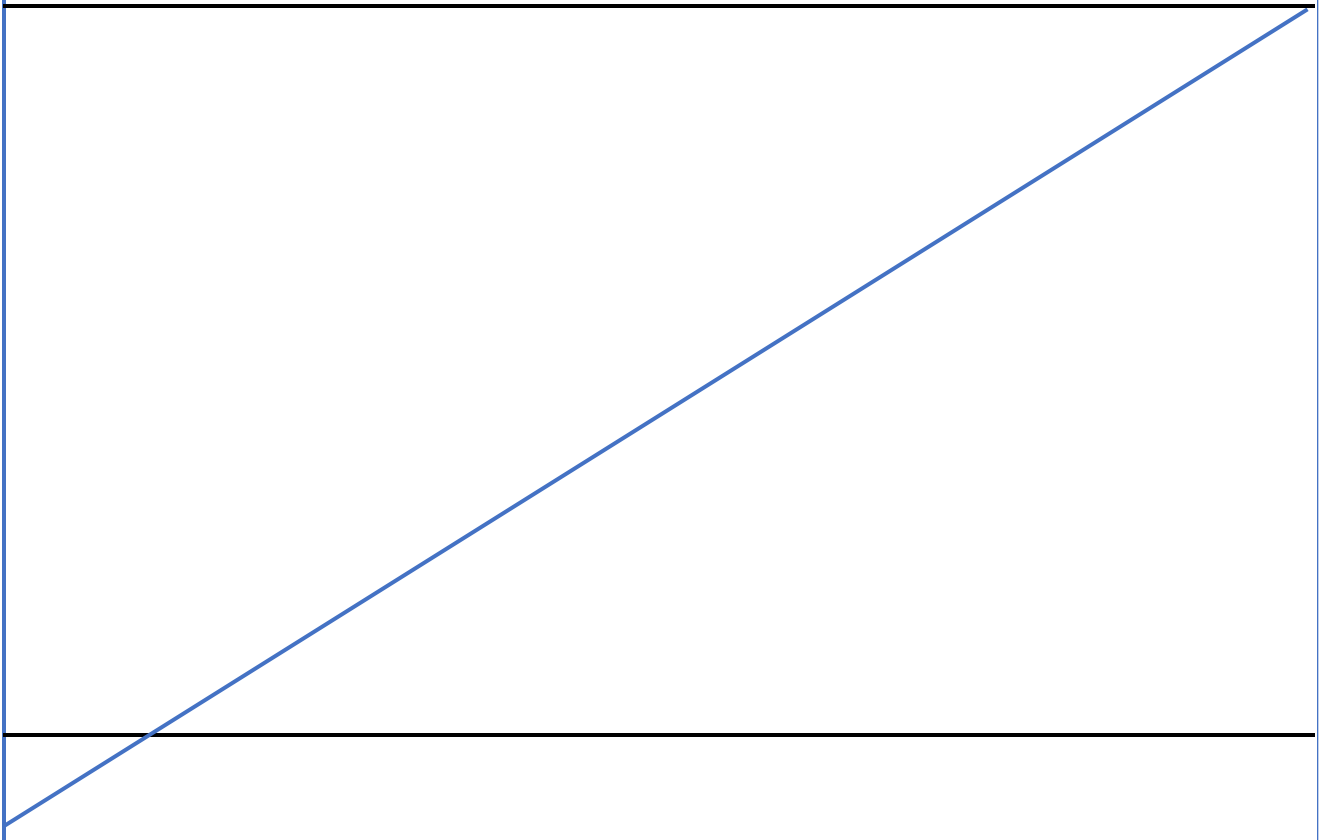
**DIVISION OF RIGHT OF
WAY**

1 has been made to the owner or owners of record; and be it further

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

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

9 The real property or interests in real property, which the Department of
10 Transportation is by this resolution authorized to acquire, is situated in the County of
11 Nevada, State of California, Highway 03-Nev-174 and described as follows:



PARCEL 036735-1:

For State Highway purposes, that portion of Parcel "C" as shown on that certain parcel map entitled "Parcel Map for J. Lo Forte" filed in the Nevada County Recorder's Office on September 23, 1974 in Book 8 of Parcel Maps, at Page 165, conveyed to Jack Pascoe and Jaceline Pascoe, Co-Trustees of the Pascoe Family Trust by that certain Grant Deed recorded August 31, 2012, in Document No. 20120023123, Official Records of Nevada County, lying northeasterly of the following described line;

Beginning at a point on the southwesterly right of way line of State Highway 174, said point bears S 18°47'10" E 31.19 feet, from a found iron pipe tagged L.S. 3845 marking the point of intersection thereof with the southerly line of said Parcel "C" as shown on said Parcel Map;

- (1) Thence along said right of way line N 18°47'10" W 31.19 feet to said found iron pipe tagged L.S. 3845 marking the point of intersection thereof with said southerly line;
- (2) Thence leaving said right of way line and said southerly line N 13°09'09" W 5.03 feet;
- (3) Thence N 18°00'18" W 74.17 feet;
- (4) Thence N 16°16'55" W 74.96 feet;
- (5) Thence N 14°30'53" W 283.04 feet to a point that bears S 10°16'13" E 20.07 feet from a found iron pipe tagged L.S. 3845 marking a point on the southerly right of way line of Dalmatian Drive and being the southeasterly terminus of the 25 foot radius curve as shown on said Parcel Map and being the end of this described line.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

PARCEL 036735-2:

A temporary easement for construction purposes over that portion of Parcel "C" as shown on that certain parcel map entitled "Parcel Map for J. Lo Forte" filed in the Nevada County Recorder's Office on September 23, 1974 in Book 8 of Parcel Maps, at Page 165, conveyed to Jack Pascoe and Jaceline Pascoe, Co-Trustees of the Pascoe Family Trust by that certain Grant Deed recorded August 31, 2012, in Document No. 20120023123, Official Records of Nevada County, described as follows:

Beginning at a found iron pipe tagged L.S. 3845 marking the point of intersection of the southerly line of said Parcel "C" with the southwesterly right of way line of State Highway 174 as shown on said Parcel Map;

PARCEL 036735-2 CONTINUED:

- (1) Thence leaving said right of way line and said southerly line N 13°09'09" W 5.03 feet;
- (2) Thence N 18°00'18" W 74.17 feet;
- (3) Thence N 16°16'55" W 74.96 feet;
- (4) Thence N 14°30'53" W 130.37 feet to a point on the northerly line of said Parcel "C";
- (5) Thence along said northerly line S 63° 18' 38" W 10.23 feet to a point thereon;
- (6) Thence leaving said northerly line S 14° 30' 53" E 128.37 feet;
- (7) Thence S 16° 16' 55" E 75.26 feet;
- (8) Thence S 18° 00' 18" E 77.64 feet to a point on said southerly line of said Parcel "C";
- (9) Thence along said southerly line N 81° 59' 20" E 9.72 feet to the **Point of Beginning**.

The rights to the above-described temporary easement shall cease and terminate no later than November 1, 2021. Said rights may also be terminated prior to the stated date by the STATE upon notice to the OWNER.

Bearings and distances are based on the California Coordinate System of 1983, Zone 2 (epoch 2004.69). Divide distances by 0.99979 to obtain ground level distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21714

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Sut-99-PM 40.2 PARCEL 37191-1
OWNERS: Hamid Rasheed, a married man as his sole
and separate property and Muhammad Yousaf, a married
man as his sole and separate property and Rasheed Ahmad,
a married man as his sole and separate property

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
Owners or Owners of record; and be it further

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

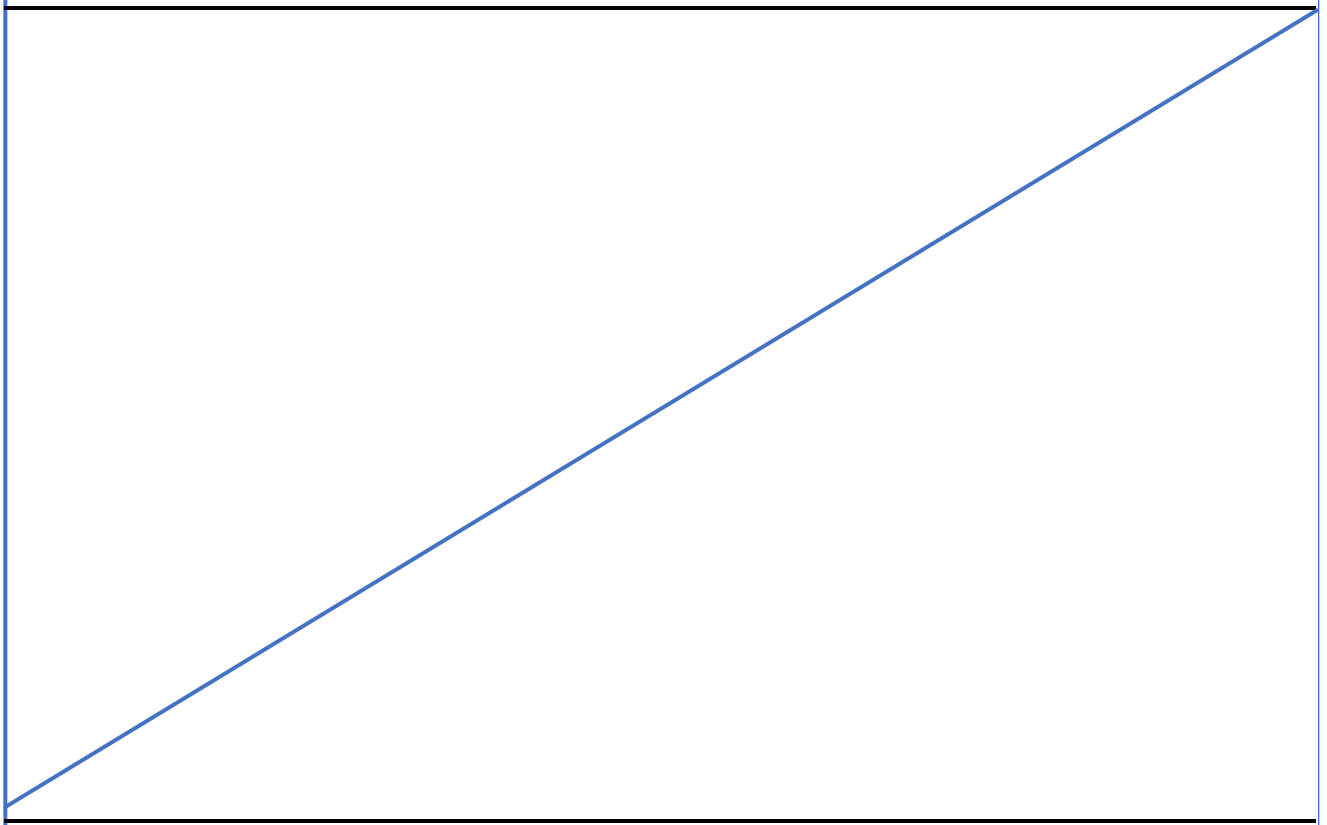
**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Sutter,
10 State of California, Highway 03-Sut-99 and described as follows:

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PARCEL 37191-1: A temporary easement for construction purposes and incidents thereto in and to that real property situate in the City of Live Oak, County of Sutter, State of California, in Section 5, Township 16 North, Range 3 East, M.D.M, as described in that certain Grant Deed recorded June 18, 2007 as Document No. 2007-0012375, Official Records of said County and lying southwesterly of the following described line:

Commencing at a spike and washer tagged RCE 14640 in a standard monument well marking the North 1/4 corner of said Section 5, also being the intersection of the center line of Larkin Road with the center line of Pennington Road, from which a Brass Disk in a standard monument well stamped LS 3341 marking the intersection of the center line of Pennington Road with the center line of "N" Street, bears South 89°18'38" West, 1070.10 feet as said monuments are shown on that certain Parcel Map No. 1098 entitled "Parcel Map for Payne/Siler, LLC, a California Limited Liability Company" dated October 2006 and filed November 9, 2006 in Book 7 of Parcel Maps, Page 68, Sutter County Records; THENCE along the North line of said Section 5 and said center line of Pennington Road, South 89°18'38" West 290.95 feet to a point on the easterly right-of-way line of State Highway 99 (Live Oak Boulevard); THENCE along said easterly right-of-way line the following four (4) courses:

1. South 6°23'53" East, 31.13 feet;
2. South 40°53'17" West, 26.55 feet to the beginning of a non-tangent curve to the left, having a radius of 3049.72 feet, to which point a radial line bears South 82°18'23" West;
3. Along said curve to the left, through a central angle of 02°57'05" an arc distance of 151.95 feet;
4. South 10°38'43" East, 365.08 feet to a point thereon;

THENCE leaving said easterly right-of-way line North 88°30'35" East, 15.22 feet to the **POINT OF BEGINNING**; THENCE from said **POINT OF BEGINNING** South 10°36'38" East, 61.96 feet; THENCE South 78°18'04" West, 9.25 feet; THENCE South 10°43'35" West, 9.03 feet to the **POINT OF TERMINUS**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999921 to obtain ground level distances.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than October 1, 2021. Said rights may also be terminated prior to the above date by STATE OF CALIFORNIA upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21715

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Sut-99-PM 40.2 PARCEL 37194-1
OWNER: Odilon Zamora and Guadalupe Zamora,
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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

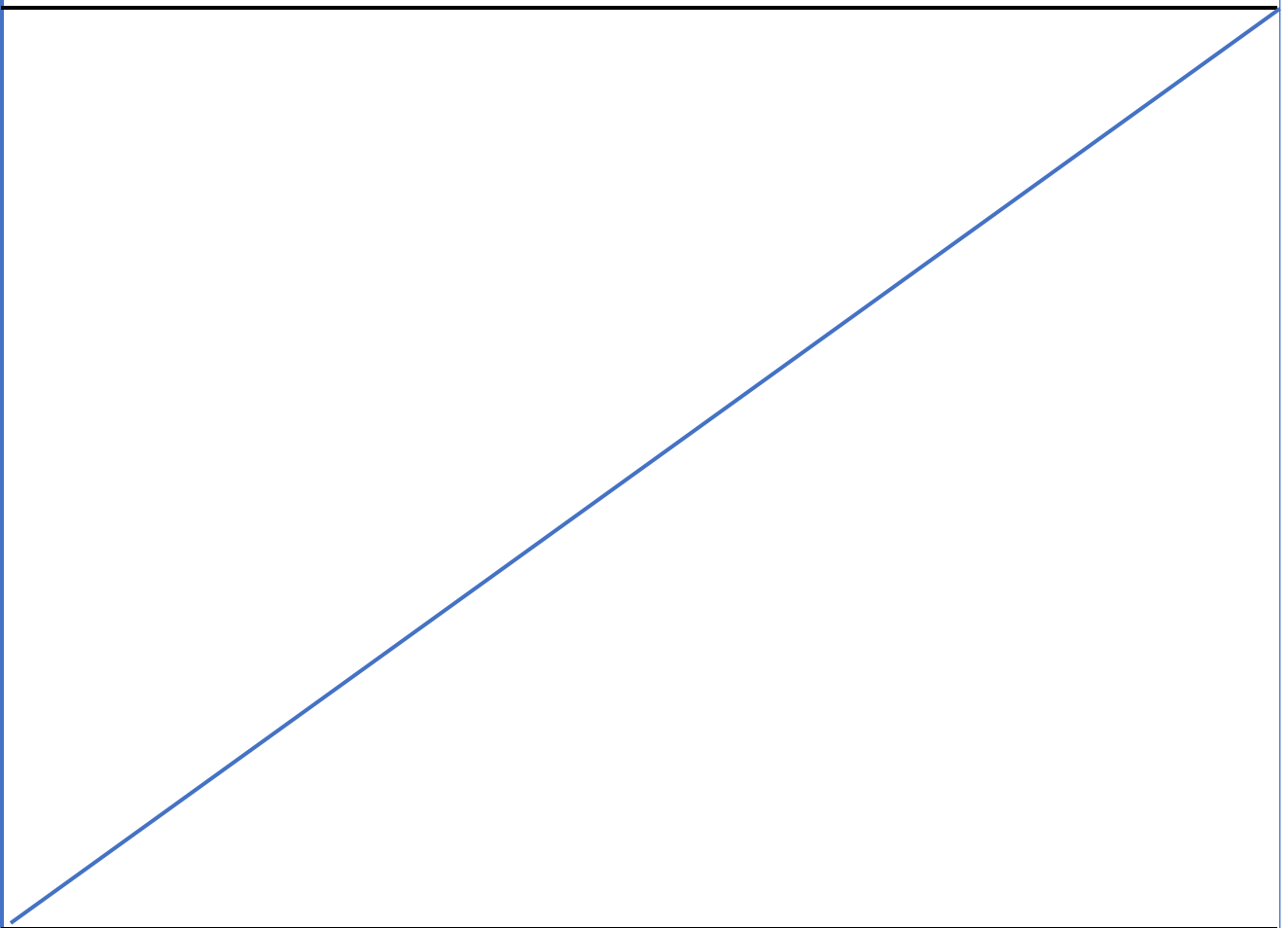
**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Sutter,
10 State of California, Highway 03-Sut-99 and described as follows:



PARCEL 37194-1: A temporary easement for construction purposes and incidents thereto in and to that real property situate in the City of Live Oak, County of Sutter, State of California, in Section 5, Township 16 North, Range 3 East, M.D.M, as described in that certain Grant Deed recorded June 18, 2007 as Document No. 2007-0012375, Official Records of said County and lying southwesterly of the following described line:

Commencing at a spike and washer tagged RCE 14640 in a standard monument well marking the North 1/4 corner of said Section 5, also being the intersection of the center line of Larkin Road with the center line of Pennington Road, from which a Brass Disk in a standard monument well stamped LS 3341 marking the intersection of the center line of Pennington Road with the center line of "N" Street, bears South 89°18'38" West, 1070.10 feet as said monuments are shown on that certain Parcel Map No. 1098 entitled "Parcel Map for Payne/Siler, LLC, a California Limited Liability Company" dated October 2006 and filed November 9, 2006 in Book 7 of Parcel Maps, Page 68, Sutter County Records; THENCE along the North line of said Section 5 and said center line of Pennington Road, South 89°18'38" West 290.95 feet to a point on the easterly right-of-way line of State Highway 99 (Live Oak Boulevard); THENCE along said easterly right-of-way line the following four (4) courses:

1. South 6°23'53" East, 31.13 feet;
2. South 40°53'17" West, 26.55 feet to the beginning of a non-tangent curve to the left, having a radius of 3049.72 feet, to which point a radial line bears South 82°18'23" West;
3. Along said curve to the left, through a central angle of 02°57'05" an arc distance of 151.95 feet;
4. South 10°38'43" East, 86.56 feet to a point thereon;

THENCE leaving said easterly right-of-way line North 88°08'29" East, 15.43 feet to the **POINT OF BEGINNING**; THENCE from said **POINT OF BEGINNING** South 10°01'12" West, 41.04 feet; THENCE South 81°54'30" West, 9.49 feet; THENCE South 10°43'35" East, 63.68 to the **POINT OF TERMINUS**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999921 to obtain ground level distances.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than October 1, 2021. Said rights may also be terminated prior to the above date by STATE OF CALIFORNIA upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21716

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Sut-99-PM 40.3 PARCEL 37190-1, 2; 37198-1
OWNER: Jaswant Singh Saprai, a Married Man as his
Sole and Separate Property**

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**

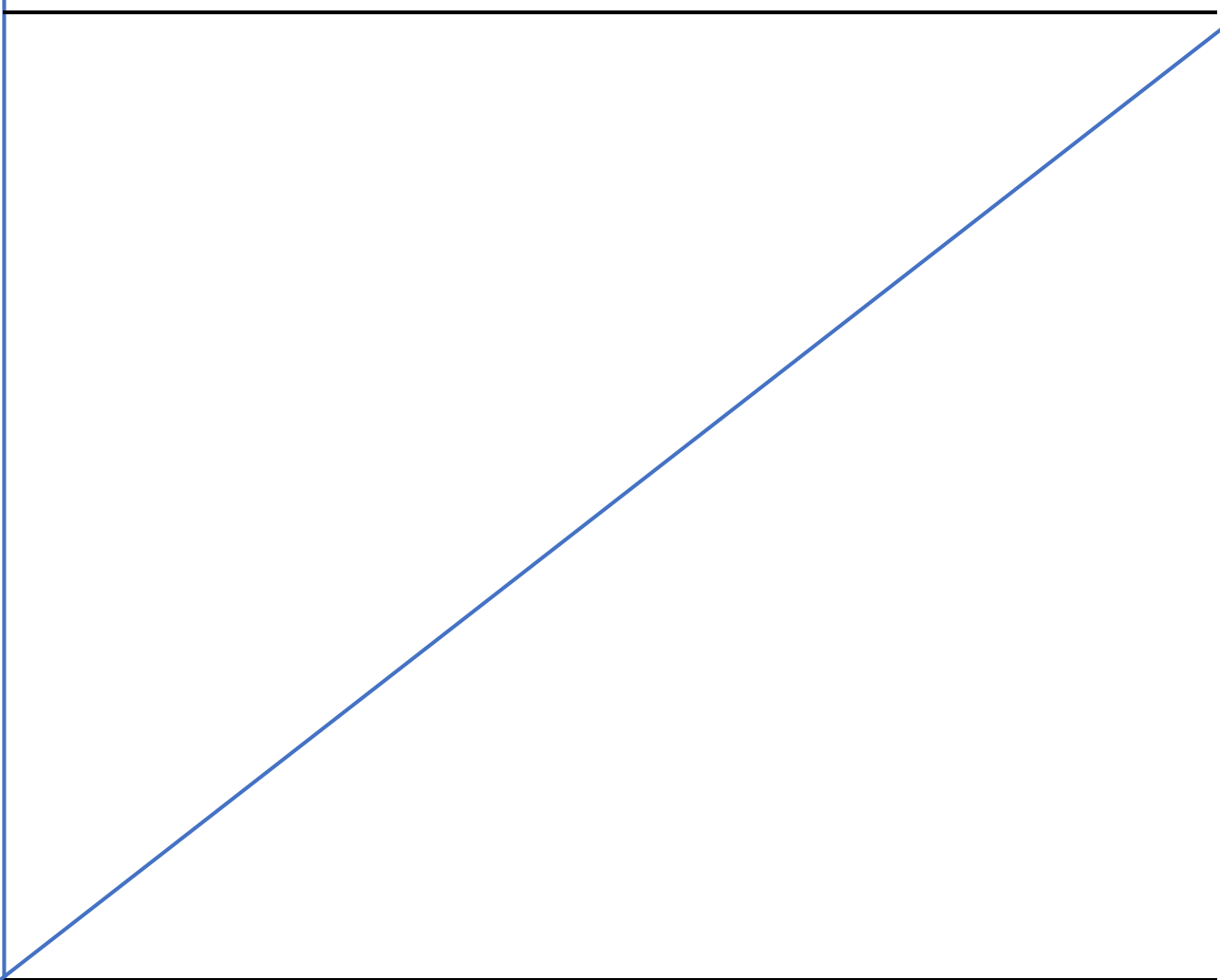
**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Sutter, State of California, Highway 03-Sut-99 and described as follows:



PARCEL 37190-1: A temporary easement for construction purposes and incidents thereto in and to that real property situate in the City of Live Oak, County of Sutter, State of California, in Section 32, Township 17 North, Range 3 East, M.D.M, as conveyed to Jaswant Singh Saprai in that certain Grant Deed recorded November 25, 2008 as Document No. 2008-0019630, Official Records of said County described as follows:

BEGINNING at a point on the northerly line of Pennington Road from which a 1/2" Iron Pipe Monument Tagged RCE 14961 marking the Southwest Corner of Lot 4, Block 2 as shown on that certain plat of "Ramsdell's Addition to Live Oak" filed in Book R of Deeds, Page 755 and as shown on that certain Record of Survey dated January 1989 and Recorded June 14, 1989, in Book 10 of Record of Surveys, Page 249, Official Records of Sutter County bears South 89°18'38" West 80.52 feet thereto;

THENCE from Said **POINT OF BEGINNING** and leaving said northerly line North 00°54'04" West 6.00 feet; THENCE North 89°25'08" East 35.16 feet to the beginning of a non-tangent curve to the left, having a radius of 99.20 feet, to which point a radial line bears South 00°06'34" East; THENCE northeasterly along said curve through a central angle of 14°25'49" an arc distance of 24.98 feet; THENCE North 26°19'39" East 46.22 feet; THENCE North 52°38'50" East 6.38 feet; THENCE North 01°29'16" West 55.00 feet; THENCE North 02°23'03" West 41.20 feet; Thence North 89°10'27" East 4.69 feet to a point on the westerly right-of-way line of State Highway 99 (Live Oak Boulevard) and the beginning of a non-tangent curve to the left, having a radius of 3049.72 feet, to which point a radial line bears South 86°53'19" East; THENCE southeasterly along said curve, and said westerly right-of-way line, through a central angle of 01°51'57" an arc distance of 99.31 feet; THENCE leaving said westerly right-of-way line South 85°42'14" West 12.55 feet; THENCE South 26°19'39" West 23.42 feet; THENCE North 88°13'44" East 10.18 feet; THENCE South 01°46'16" East 5.00 feet; THENCE South 88°13'44" West 12.85 feet; THENCE South 26°19'39" West 27.10 feet to a point on the northerly right-of-way line of Pennington Road; THENCE along said northerly right-of-way line South 89°18'38" West 56.48 feet to the **POINT OF BEGINNING**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999921 to obtain ground level distances.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than October 1, 2021. Said rights may also be terminated prior to the above date by STATE OF CALIFORNIA upon notice to OWNER.

PARCEL 37190-2: A easement for the right of way and incidents thereto for a public highway upon, over and across that real property situate in the City of Live Oak, County of Sutter, State of California, in Section 32, Township 17 North, Range 3 East, M.D.M, as conveyed to Jaswant Singh Saprai in that certain Grant Deed recorded November 25, 2008 as Document No. 2008-0019630, Official Records of said County and lying southeasterly of the following described line:

BEGINNING at a point on the northerly line of Pennington Road from which a 1/2" Iron Pipe Monument Tagged RCE 14961 marking the Southwest Corner of Lot 4, Block 2 as shown on that certain plat of "Ramsdell's Addition to Live Oak" filed in Book R of Deeds, Page 755 and as shown on that certain Record of Survey dated January 1989 and Recorded June 14, 1989, in Book 10 of Record of Surveys, Page 249, Official Records of Sutter County bears South 89°18'38" West 137.00 feet thereto;

THENCE from Said **POINT OF BEGINNING** and leaving said northerly line North 26°19'39" East 27.10 feet; THENCE North 88°13'44" East 12.85 feet; THENCE North 01°46'16" West 5.00 feet; THENCE South 88°13'44" West 10.18 feet; THENCE North 26°19'39" East 23.42 feet; THENCE North 85°42'14" East 12.55 feet to a point on the westerly Right of Way line of State Highway 99 (Live Oak Boulevard) as described in that certain Grant Deed from Ethel I. Smith, a widow, to the State of California dated December 7, 1944 and recorded February 16, 1945 in Vol. 210, Page 396, Official Records of Sutter County, said point being the **POINT OF TERMINUS**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999921 to obtain ground level distances.

End of Description

PARCEL 37198-1: A temporary easement for construction purposes and incidents thereto in and to that real property situate in the City of Live Oak, County of Sutter, State of California, in Section 32, Township 17 North, Range 3 East, M.D.M, as conveyed to Jaswant Singh Saprai in that certain Grant Deed recorded November 25, 2008 as Document No. 2008-0019630, Official Records of said County and lying easterly of the following described line:

BEGINNING at a point on the northerly right-of-way line of Pennington Road from which a 1/2" Iron Pipe Monument Tagged RCE 14961 marking the Southwest Corner of Lot 4, Block 2 as shown on that certain plat of "Ramsdell's Addition to Live Oak" filed in Book R of Deeds, Page 755 and as shown on that certain Record of Survey dated January 1989 and Recorded June 14, 1989, in Book 10 of Record of Surveys, Page 249, Official Records of Sutter County bears South 89°18'38" West 80.52 feet thereto;

THENCE from Said **POINT OF BEGINNING** and leaving said northerly line North 00°54'04" West 6.00 feet; THENCE North 89°25'08" East 35.16 feet to the beginning of a non-tangent curve to the left, having a radius of 99.20 feet, to which point a radial line bears South 00°06'34" East; THENCE northeasterly along said curve through a central angle of 14°25'49" an arc distance of 24.98 feet; THENCE North 26°19'39" East 46.22 feet; THENCE North 52°38'50" East 6.38 feet; THENCE North 01°29'16" West 55.00 feet; THENCE North 02°23'03" West 191.18 feet to a point on the southerly right-of-way line of Ivy Street (60 feet wide) and **POINT OF TERMINUS**;

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999921 to obtain ground level distances.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than October 1, 2021. Said rights may also be terminated prior to the above date by STATE OF CALIFORNIA upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21717

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Sut-99-PM 40.4 PARCEL 37203-1
OWNER: One World Real Estate LLC, Karmdeep S Bains
and Harpreet Bains**

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**

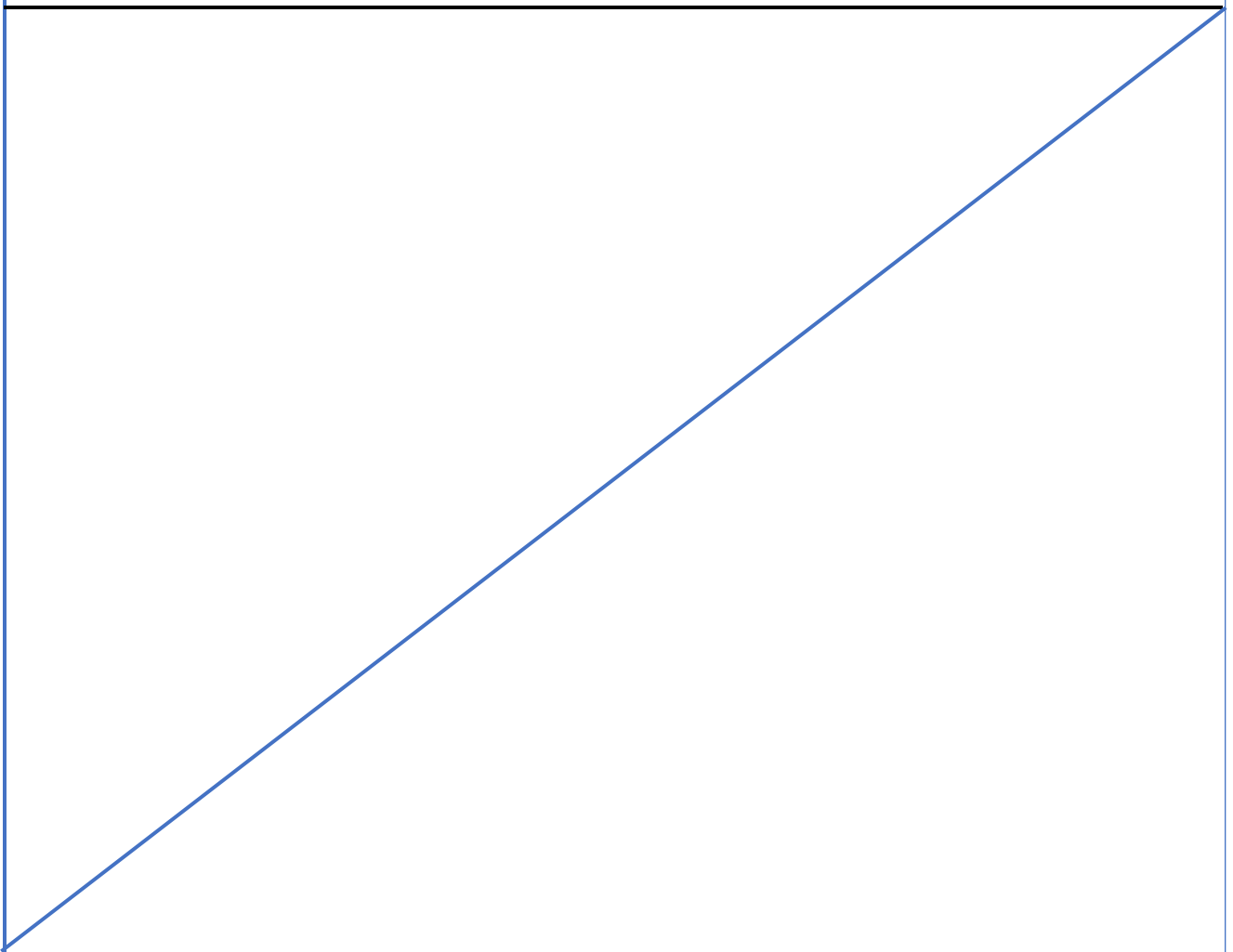
**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Sutter,
10 State of California, Highway 03-Sut-99 and described as follows:



PARCEL 37203-1: A temporary easement for construction purposes and incidents thereto in and to that real property situate in the City of Live Oak, County of Sutter, State of California, in Section 32, Township 17 North, Range 3 East, M.D.M, as conveyed to One World Real Estate, LLC., and Karmdeep S. Bains and Harpreet B. Bains in that certain Grant Deed recorded April 30, 2013 as Document No. 2013-0007234, Official Records of said County and lying easterly of the following described line:

COMMENCING at 1/2" Iron Pipe Monument Tagged RCE 14961 marking the southwest corner of Lot 4, Block 2 and northerly right-of-way line of Pennington Road as shown on that certain plat of "Ramsdell's Addition to Live Oak" filed in Book R of Deeds, Page 755 and as shown on that certain Record of Survey dated January 1989 and Recorded June 14, 1989, in Book 10 of Record of Surveys, Page 249, Official Records of Sutter County; THENCE along said northerly right-of-way line North 89°18'38" East, 160.33 feet to a point on the westerly right-of-way line of State Highway 99 (Live Oak Boulevard); Thence along said westerly right-of-way line North 41°44'47" East, 25.62 feet to a non-tangent curve to the right having a radius of 3049.72 feet, to which point a radial line bears South 84°25'15" East; THENCE along said curve to the right through a central angle of 05°23'33" an arc distance of 287.03 feet; THENCE continuing along said westerly right-of-way line North 0°11'13" West, 255.43 feet to a point thereon; THENCE leaving said westerly right-of-way line South 89°43'02" West, 14.52 feet to the **POINT OF BEGINNING**; THENCE from said **POINT OF BEGINNING** North 00°41'38" West, 46.00 feet; THENCE North 89°10'34" East, 10.08 feet; THENCE North 00°31'32" West, 53.51 feet to a point on the southerly right-of-way line of Juniper Street (60 feet wide) and **POINT OF TERMINUS**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999921 to obtain ground level distances.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than October 1, 2021. Said rights may also be terminated prior to the above date by STATE OF CALIFORNIA upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21718

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Sut-99-PM 40.4 PARCEL 37210-1
OWNER: Kathleen M. Melton, as Trustee of the Kathleen M. Melton
Family Trust Dated August 24, 1994**

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 1240.610 in that the property is required for a more necessary public use;

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

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

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

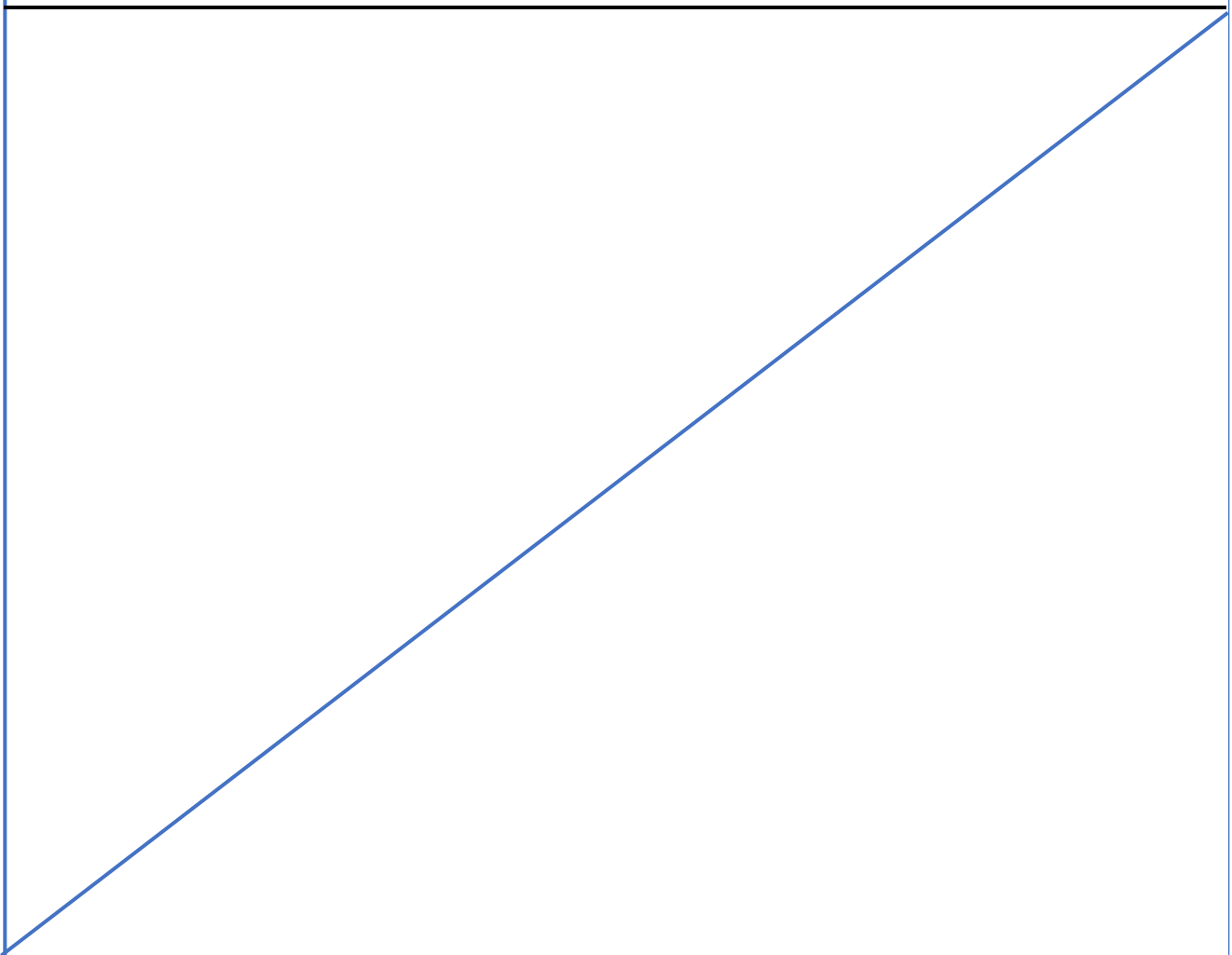
**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Sutter,
10 State of California, Highway 03-Sut-99 and described as follows:

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PARCEL 37210-1: A temporary easement for construction purposes and incidents thereto in and to that real property situate in the City of Live Oak, County of Sutter, State of California, in Section 32, Township 17 North, Range 3 East, M.D.M, as conveyed to Kathleen M. Melton, as Trustee of the Kathleen M. Melton Family Trust dated August 24, 1994 in that certain Grant Deed recorded September 13, 1994 in Book 1667, Page 008, Official Records of said County and lying westerly of the following described line:

COMMENCING at 1/2" Iron Pipe Monument Tagged RCE 14961 marking the southwest corner of Lot 4, Block 2 as shown on that certain plat of "Ramsdell's Addition to Live Oak" filed in Book R of Deeds, Page 755 and as shown on that certain Record of Survey dated January 1989 and Recorded June 14, 1989, in Book 10 of Record of Surveys, Page 249, Official Records of Sutter County; **THENCE** North 89°18'38" East 263.96 feet to the southwest corner of Lot 6, Block 1 of said plat and as described in that certain Grant Deed from Chandler P. Sweeney to the State of California dated December 21, 1944 and recorded February 1, 1945 in Vol. 211, Page 369, Official Records; **THENCE** along the westerly line of Lot 6 and Lot 7, Block 1 North 00°11'13" West 304.75 feet to the westerly right-of-way line of State Highway 99 (Live Oak Boulevard); **THENCE** along said westerly right-of-way line North 00°11'13" West 215.56 feet to the southwest corner of Lot 7, Block 3 of said plat; **THENCE** leaving said southwest corner North 89°06'02" East 13.88 feet to the **POINT OF BEGINNING**; **THENCE** from said **POINT OF BEGINNING** North 01°30'57" West 15.46 feet; **THENCE** South 89°14'46" West 8.52 feet; **THENCE** North 00°00'52" East 79.21 feet to the **POINT OF TERMINUS**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999921 to obtain ground level distances.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than October 1, 2021. Said rights may also be terminated prior to the above date by STATE OF CALIFORNIA upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21719

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Sut-99-PM 40.5 PARCEL 37220-1
OWNER: Linda K. Lang, Trustee of the Linda K. Lang
Revocable Trust Executed March 8, 2001**

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**

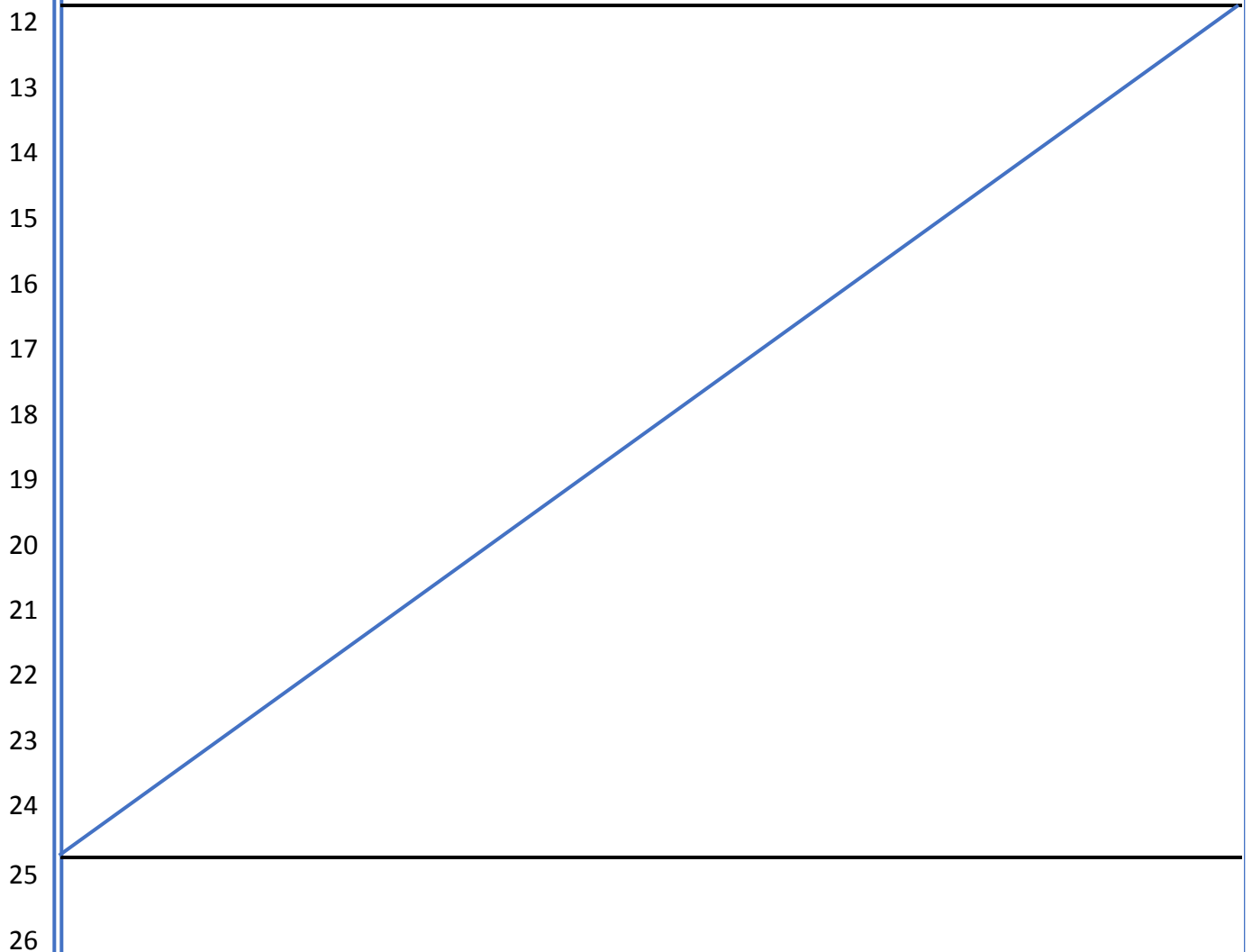
**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

9 The real property or interests in real property, which the Department of
10 Transportation is by this resolution authorized to acquire, is situated in the County of Sutter,
11 State of California, Highway 03-Sut-99 and described as follows:



PARCEL 37220-1: A temporary easement for construction purposes and incidents thereto in and to that real property situate in the City of Live Oak, County of Sutter, State of California, in Section 32, Township 17 North, Range 3 East, M.D.M, described as Parcel 1 in that certain Certificate of Compliance for a Lot Line Adjustment recorded May 15, 2007 as Document No. 2007-0010012, Official Records of said County and lying westerly of the following described line:

COMMENCING at the southwest corner of Parcel 1, said point also being on the easterly right-of-way line of State Highway 99 (Live Oak Boulevard) from which a untagged 1/2" rebar marking the southwest corner of Parcel 1 bears South 00°42'56" East, 0.58 feet (shown as a 1/2" rebar with plastic cap tagged "LS 7414" being North 89°49'48" East, 1.49 feet from the southwest corner of said Parcel 1 on that certain Record of Survey entitled "Record of Survey for Wada King", Dated May 2004 and Recorded August 28, 2005 in Book 18, of Record of Surveys, Page 55, Official Records of Sutter County); THENCE leaving said easterly right-of-way line, along the South line of Parcel 1, North 89°41'04" East, 14.66 feet to the **POINT OF BEGINNING**; THENCE from said **POINT OF BEGINNING** and leaving said South line, North 00°18'18" West, 158.45 feet to a point on the North line of Parcel 1 and **POINT OF TERMINUS**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999921 to obtain ground level distances.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than October 1, 2021. Said rights may also be terminated prior to the above date by STATE OF CALIFORNIA upon notice to OWNER.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21720

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Sut-99-PM 40.8 PARCEL 37238-1
OWNER: Kathleen M. Melton, Trustee of the Kathleen M.
Melton Family Trust, as to an Undivided 68.15% Interest;
and Karen L. Stam and John Stam, Husband and Wife as
Joint Tenants, as to an Undivided 6.85% Interest;
and Karen L. Stam, a Married Woman as her Sole and
Separate Property, as to an Undivided 25% Interest

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

The hereinafter described real property is necessary for State Highway purposes and
is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;
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;

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

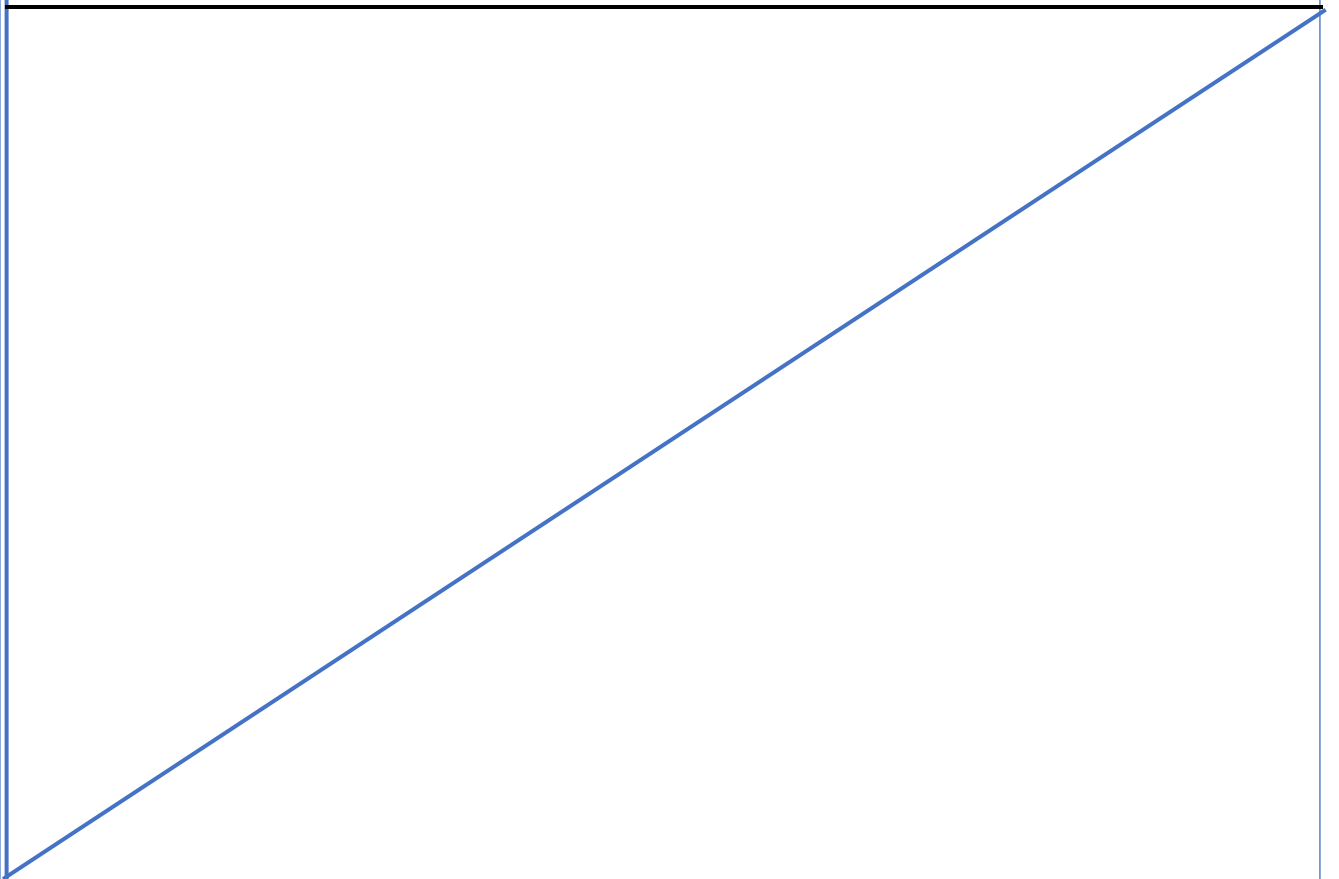
**DIVISION OF RIGHT OF
WAY**

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

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

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

10 The real property or interests in real property, which the Department of
11 Transportation is by this resolution authorized to acquire, is situated in the County of Sutter,
12 State of California, Highway 03-Sut-99 and described as follows:



PARCEL 37238-1: A temporary easement for construction purposes and incidents thereto in and to that real property situate in the City of Live Oak, County of Sutter, State of California, in Section 32, Township 17 North, Range 3 East, M.D.M, as described in that certain Individual Grant Deed recorded June 20, 2005 as Document No. 2005-0018205, Official Records of said County and lying northeasterly of the following described line:

COMMENCING at 3/4" Iron Pipe marking the intersection point of the northerly right-of-way line of Nevada Street with the easterly line of Parcel 2 as shown on that certain map entitled "Parcel Map No. 475", filed January 5, 1979 in Book 3 of Parcel Maps, Page 25, Official Records of Sutter County; THENCE along the east line of Parcel 2 and leaving said northerly right-of-way line, North 0°03'03" West 456.76 feet to a point thereon; THENCE along the South line of Parcel 1, North 79°03'09" East 115.20 feet to the Southeast corner of Parcel 1; THENCE along the east line of Parcel 1, North 09°59'43" 65.84 feet; THENCE North 12°23'07" West 65.33 feet; THENCE along the southerly line of Parcel 1, North 76°35'56" East 123.54 feet to the **POINT OF BEGINNING**;

THENCE from said **POINT OF BEGINNING** and leaving said southerly line North 14°24'27" West 76.18 feet; THENCE North 16°33'18" West 72.88 feet; THENCE South 71°58'27" West 10.65 feet; THENCE North 18°36'41" West 57.00 feet; THENCE North 69°18'28" East 10.00 feet; THENCE North 19°54'58" West 102.00 feet; THENCE South 88°53'56" West 11.99 feet; THENCE South 74°20'56" West 62.13 feet; THENCE North 15°32'11" West 7.94 feet to a point on the southerly right-of-way line of Ramsdell Drive (50 feet wide) as shown on that certain map entitled "Ramsdell Estates – Unit 2", filed April 1, 1988 in Book 13 of Parcel Maps, Page 42, official records of said County and **POINT OF TERMINUS**.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999921 to obtain ground level distances.

End of Description

The rights to the above-described temporary construction easement shall cease and terminate no later than October 1, 2021. Said rights may also be terminated prior to the above date by STATE OF CALIFORNIA upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21721

**CALIFORNIA TRANSPORTATION COMMISSION
AMENDED RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-20-PM 16.0 PARCEL 36655-1, 2, 3, 4
OWNER: Frank Perkins, an unmarried individual and Monica Owens, an
unmarried individual**

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:

Resolution of Necessity No. C-21657, adopted December 05, 2018, is amended to
add references to Code of Civil Procedure Section 1240.320 and Code of Civil Procedure
Section 1240.330, and now reads as follows.

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being
acquired for conveyance to Browns Valley Irrigation District for waterline easement
purposes; and Code of Civil Procedure Section 1240.330 in that the property is necessary
for relocation of a public use pursuant to a court order, judgment or agreement; and Code
of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible
use; and Code of Civil Procedure Section 1240.610 in that the property is required for a
more necessary public use;

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

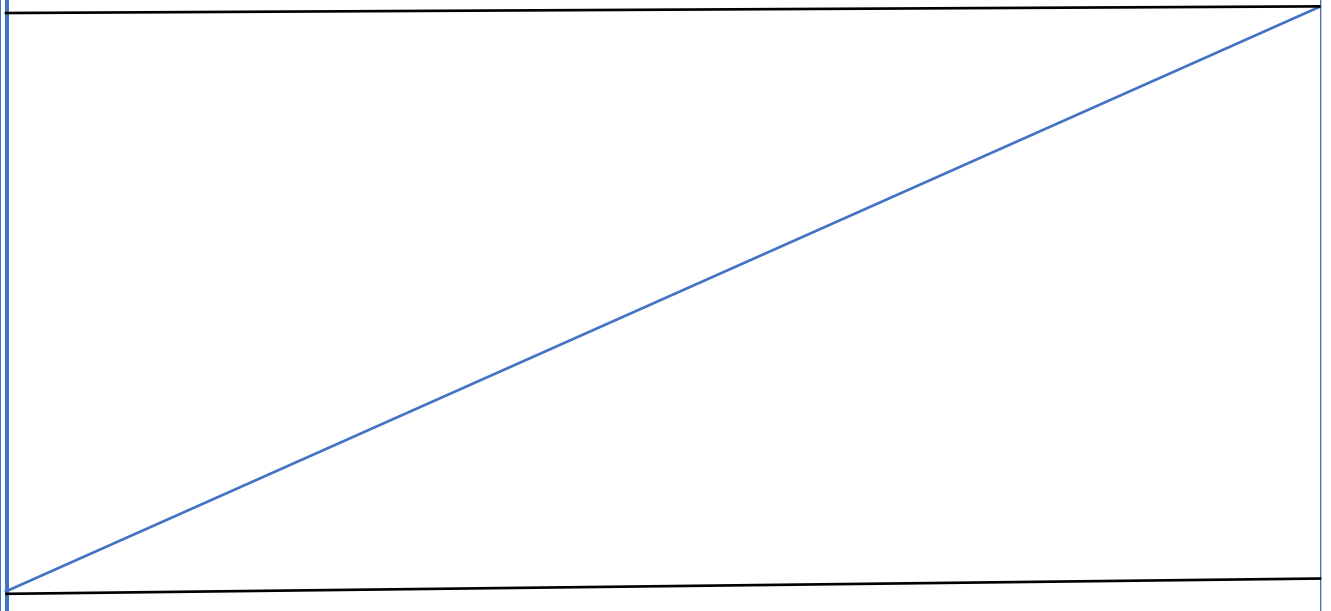
5 The property sought to be acquired and described by this resolution is necessary for
6 the public project;

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

9 RESOLVED by this Commission that the Department of Transportation be and said
10 Department is hereby authorized and empowered;

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

16 The real property or interests in real property, which the Department of
17 Transportation is by this resolution authorized to acquire, is situated in the County of Yuba,
18 State of California, Highway 03-Yub-20 and described as follows:



PARCEL 36655-1

For State highway purposes, all that portion of Lot 23 as shown on "VALLEY OF THE EAGLE ESTATES TRACT NO. 90-459", filed December 6, 1991, in Book 57 of Maps, Pages 33 and 34, Yuba County records, State of California, as described on the GRANT DEED, recorded on December 31, 2007, in Document No. 2007R-021918, Official Records of Yuba County, said portion lying easterly and northerly of the following described line:

COMMENCING at a found 1 ¼ inch open iron pipe marking the East 1/4 corner of Section 23, T16N, R5E, MDM, as shown on Parcel Map No. 1.35, filed July 30, 1974, in Book 16 of Maps, Page 13, records of said county; said monument bears North 87°09'28" East, 5,327.53 feet, from a found brass toppler monument stamped LS2692, marking the East ¼ corner of Section 22, T16N, R5E, MDM, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, records of said county;

Thence from said point of COMMENCEMENT, North 40°31'07" East, 1,683.08 feet, to the point of intersection with the westerly line of said Lot 23 and the existing southerly right of way of State Route 20, and the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, leaving said southerly right of way and along said westerly line, South 10°19'55" East, 24.58 feet, to the beginning of a non-tangent curve to the right, having a radius of 3,425.00 feet, the center of which bears North 05°35'18" East;

Thence leaving said westerly line, along said curve, through a central angle of 00°07'29", an arc length of 7.46 feet;

Thence South 84°12'29" East, 249.31 feet, to the beginning of a non-tangent curve to the left, having a radius of 3,365.00 feet, the center of which bears South 05°47'34" West;

Thence along said curve, through a central angle of 04°24'04", an arc length of 258.48 feet;

Thence continuing along said curve, through a central angle of 01°15'43", an arc length of 74.12 feet;

Thence continuing along said curve, through a central angle of 00°06'11", an arc length of 6.05 feet;

Thence South 89°58'24" East, 377.61 feet, to the beginning of a tangent curve to the right, having a radius of 820.00 feet;

Thence along said curve, through a central angle of 40°44'05", an arc length of 582.98 feet;

Thence South 49°14'19" East, 399.20 feet;

Thence South $37^{\circ}59'58''$ East, 28.46 feet, to the easterly line of Lot 37 as shown on said "VALLEY OF THE EAGLE ESTATES TRACT NO. 90-459", and to the point that bears North $75^{\circ}58'50''$ East, 3,013.70 feet, from said East 1/4 corner of Section 23, and the end of the herein described line.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Divide all distances used in the above description by 0.9999082 to obtain ground level distances.

PARCEL 36655-2

A temporary easement for construction purposes, all that portion of Lot 23 as shown on "VALLEY OF THE EAGLE ESTATES TRACT NO. 90-459", filed December 6, 1991, in Book 57 of Maps, Pages 33 and 34, Yuba County records, State of California, as described on the GRANT DEED, recorded on December 31, 2007, in Document No. 2007R-021918, Official Records of Yuba County, said portion more particularly described as follows:

COMMENCING at a found 1 ¼ inch open iron pipe marking the East ¼ corner of Section 23, T16N, R5E, MDM, as shown on Parcel Map No. 1.35, filed July 30, 1974, in Book 16 of Maps, Page 13, records of said county; said monument bears North 87°09'28" East, 5,327.53 feet, from a found brass toppler monument stamped LS2692, marking the East ¼ corner of Section 22, T16N, R5E, MDM, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, records of said county;

Thence from said point of COMMENCEMENT, North 40°31'07" East, 1,683.08 feet, to the point of intersection with the westerly line of said Lot 23 and the existing southerly right of way of State Route 20;

Thence leaving said southerly right of way and along said westerly line, South 10°19'55" East, 24.58 feet, to the beginning of a non-tangent curve to the right, having a radius of 3,425.00 feet, the center of which bears North 05°35'18" East and the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, leaving said westerly line, along said curve, through a central angle of 00°07'29", an arc length of 7.46 feet;

Thence South 84°12'29" East, 249.31 feet, to the beginning of a non-tangent curve to the left, having a radius of 3,365.00 feet, the center of which bears South 05°47'34" West;

Thence along said curve, through a central angle of 05°09'08", an arc length of 302.60 feet, to the easterly line of said Lot 23;

Thence along said easterly line, South 01°01'16" West, 56.00 feet, to the beginning of a tangent curve to the left, having a radius of 149.99 feet;

Thence continuing along said easterly line and along said curve, through a central angle of 11°38'43", an arc length of 30.49 feet;

Thence leaving said easterly line, South 85°34'18" West, 45.20 feet;

Thence North 13°07'47" West, 78.09 feet, to the beginning of a non-tangent curve to the right, having a radius of 3,380.00 feet, the center of which bears South 01°40'34" West;

Thence along said curve, through a central angle of $04^{\circ}07'01''$, an arc length of 242.86 feet;

Thence North $84^{\circ}12'29''$ West, 252.44 feet, to the westerly line of said Lot 23;

Thence along said westerly line, North $10^{\circ}19'55''$ West, 15.60 feet, to said POINT OF BEGINNING.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Divide all distances used in the above description by 0.9999082 to obtain ground level distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 01, 2022. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

PARCEL 36655-3

A permanent easement for water pipeline purposes, all that portion of Lot 23 as shown on "VALLEY OF THE EAGLE ESTATES TRACT NO. 90-459", filed December 6, 1991, in Book 57 of Maps, Pages 33 and 34, Yuba County records, State of California, as described on the GRANT DEED, recorded on December 31, 2007, in Document No. 2007R-021918, Official Records of Yuba County, described as follows:

COMMENCING at a found 1 ¼ inch open iron pipe marking the East 1/4 corner of Section 23, T16N, R5E, MDM, as shown on Parcel Map No. 1.35, filed July 30, 1974, in Book 16 of Maps, Page 13, records of said county; said monument bears North 87°09'28" East, 5,327.53 feet, from a found brass toppler monument stamped LS2692, marking the East ¼ corner of Section 22, T16N, R5E, MDM, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, records of said county;

Thence from said point of commencement, North 00°05'28" West, 1,153.03 feet, to a point on the West line of Lot 1, as shown on said "VALLEY OF THE EAGLE ESTATES TRACT NO. 90-459", and to the beginning of a non-tangent curve to the right, having a radius of 925.00 feet, the center of which bears North 29°16'21" West and the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, leaving said West line of Lot 1, and along said non-tangent curve, through a central angle of 29°11'45", an arc length of 471.35 feet;

Thence North 89°55'25" East, 310.58 feet, to the beginning of a tangent curve to the right, having a radius of 3,425.00 feet;

Thence along said curve, through a central angle of 03°08'21", an arc length of 187.65 feet;

Thence North 02°59'43" East, 23.45 feet, to the beginning of a non-tangent curve to the right, having a radius of 3,450.00 feet, the center of which bears North 02°59'20" East, and to the point on the existing southerly right of way line of State Route 20;

Thence along said southerly right of way and said non-tangent curve, through a central angle of 02°23'31", an arc length of 144.02 feet;

Thence continuing along said southerly right of way, South 84°37'09" East, 1.28 feet, to the easterly line of Lot 22 as shown on said "VALLEY OF THE EAGLE ESTATES TRACT NO. 90-459";

Thence leaving said southerly right of way and along said easterly line of said Lot 22, South 10°19'55" East, 24.58 feet, to the beginning of a non-tangent curve to the right, having a radius of 3,425.00 feet, the center of which bears North 05°35'18" East;

Thence leaving said easterly line of said Lot 22, and along said non-tangent curve, through a central angle of $00^{\circ}07'29''$, an arc length of 7.46 feet;

Thence South $84^{\circ}12'29''$ East, 249.31 feet, to the beginning of a tangent curve to the left, having a radius of 3,365.00 feet;

Thence along said curve, through a central angle of $05^{\circ}45'58''$, an arc length of 338.65 feet;

Thence South $89^{\circ}58'24''$ East, 377.61 feet, to the beginning of a tangent curve to the right, having a radius of 820.00 feet;

Thence along said curve, through a central angle of $30^{\circ}57'54''$, an arc length of 443.16 feet;

Thence South $04^{\circ}41'34''$ West, 16.81 feet, to the beginning of a non-tangent curve to the left, having a radius of 805.00 feet, the center of which bears North $31^{\circ}36'41''$ East;

Thence along said non-tangent curve, through a central angle of $31^{\circ}29'43''$, an arc length of 442.50 feet;

Thence North $89^{\circ}58'24''$ West, 377.61 feet, to the beginning of a tangent curve to the right, having a radius of 3,380.00 feet;

Thence along said curve, through a central angle of $05^{\circ}45'58''$, an arc length of 340.16 feet;

Thence North $84^{\circ}12'29''$ West, 252.44 feet, to the beginning of a non-tangent curve to the left, having a radius of 3,410.00 feet, the center of which bears North $05^{\circ}39'37''$ East;

Thence along said non-tangent curve, through a central angle of $05^{\circ}44'12''$, an arc length of 341.43 feet;

Thence South $89^{\circ}55'25''$ West, 310.58 feet, to the beginning of a tangent curve to the left, having a radius of 910.00 feet;

Thence along said curve, through a central angle of $29^{\circ}43'29''$, an arc length of 472.10 feet to said West line of Lot 1;

Thence along said West line of Lot 1, North $00^{\circ}05'28''$ West, 17.22 feet, to said POINT OF BEGINNING.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Divide all distances used in the above description by 0.9999082 to obtain ground level distances.

PARCEL 36655-4

A temporary easement for construction purposes, all that portion of Lot 23 as shown on "VALLEY OF THE EAGLE ESTATES TRACT NO. 90-459", filed December 6, 1991, in Book 57 of Maps, Pages 33 and 34, Yuba County records, State of California, as described on the GRANT DEED, recorded on December 31, 2007, in Document No. 2007R-021918, Official Records of Yuba County, said portion more particularly described as follows:

COMMENCING at a found 1 ¼ inch open iron pipe marking the East 1/4 corner of Section 23, T16N, R5E, MDM, as shown on Parcel Map No. 1.35, filed July 30, 1974, in Book 16 of Maps, Page 13, records of said county; said monument bears North 87°09'28" East, 5,327.53 feet, from a found brass toppler monument stamped LS2692, marking the East ¼ corner of Section 22, T16N, R5E, MDM, as shown on Parcel Map No. 1.61, filed January 31, 1973, in Book 12 of Maps, Page 77, records of said county;

Thence from said point of COMMENCEMENT, North 40°31'07" East, 1,683.08 feet, to the point of intersection with the westerly line of said Lot 23 and the existing southerly right of way of State Route 20;

Thence leaving said southerly right of way and along said westerly line, South 10°19'55" East, 40.18 feet, to the POINT OF BEGINNING;

THENCE FROM SAID POINT OF BEGINNING, leaving said westerly line, South 84°12'29" East, 252.44 feet, to the beginning of a non-tangent curve to the left, having a radius of 3,380.00 feet, the center of which bears South 05°47'34" West;

Thence along said curve, through a central angle of 04°07'00", an arc length of 242.85 feet;

Thence South 13°07'47" East, 15.51 feet, to the beginning of a non-tangent curve to the right, having a radius of 3,395.00 feet, the center of which bears South 01°36'33" West;

Thence along said curve, through a central angle of 04°11'01", an arc length of 247.89 feet;

Thence North 84°12'29" West, 248.10 feet, to the westerly line of said Lot 23;

Thence along said westerly line, North 10°19'55" West, 15.61 feet, to said POINT OF BEGINNING.

The Bearings and distances used in the above description are on the California Coordinate System of 1983, Zone 2 (Epoch 2004.69). Divide all distances used in the above description by 0.9999082 to obtain ground level distances.

The rights to the above-described temporary easement shall cease and terminate no later than December 01, 2022. Said rights may also be terminated prior to stated date by the STATE upon notice to OWNER.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21722

**CALIFORNIA TRANSPORTATION COMMISSION
AMENDED RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 03-Yub-20-PM 16.3 PARCEL 36862-1, 2, 3, 4, 5
OWNER: Ajit S. Bains, also known as Ajit Singh Bains, a married
man, as his sole and separate property**

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:

Resolution of Necessity No. C-21632, adopted August 15, 2018, is amended to add references to Code of Civil Procedure 1240.330 and Code of Civil Procedure 1240.350, and now reads as follows.

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to county of Yuba; and Code of Civil Procedure Section 1240.330 in that the property is necessary for relocation of a public use pursuant to a court order, judgment or agreement; and Code of Civil Procedure Section 1240.350 in that the property is necessary to provide access or utility service to other property; and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

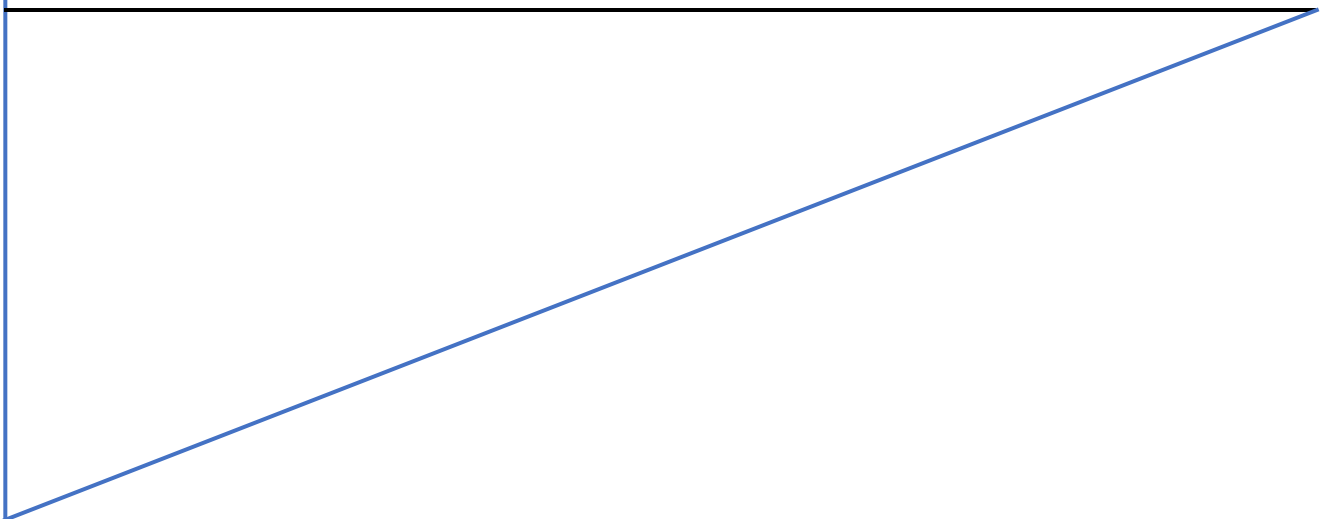
5 The property sought to be acquired and described by this resolution is necessary for
6 the public project;

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

9 RESOLVED by this Commission that the Department of Transportation be and said
10 Department is hereby authorized and empowered;

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

16 The real property or interests in real property, which the Department of
17 Transportation is by this resolution authorized to acquire, is situated in the County of Yuba,
18 State of California, Highway 03-Yub-20 and described as follows:



PARCEL 36862-1: For freeway purposes, that real property situated in the unincorporated area of the County of Yuba, State of California, being a portion of Parcels 1 and 2 as described in that certain Certification of Lot Line Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County Records, said real property being all that portion lying easterly of the following described line:

COMMENCING at a 1 inch iron pipe monument, in lieu of an iron pin, marking the northeast corner of Lot 12, as shown on that certain plat entitled "Map of Laurellen Tract", filed in Book 3 of Maps, at Page 26, Yuba County Records; **THENCE** from said monument, along the northerly line of said Lot 12 also being the centerline of Laurellen Road, in a direct line with a Topper in a monument well, in lieu of an iron pin, marking the northwest corner of Lot 10 of said plat entitled "Map of Laurellen Tract", as shown on that certain Record of Survey, filed in Book 90 of Maps, at Page 46, Yuba County Records, South 88°18'53" West 359.39 feet to a point thereon, said point being the **POINT OF BEGINNING**; **THENCE** from said point of beginning, leaving said northerly line and centerline, North 05°53'53" East 346.81 feet to the beginning of a curve to the left, having a radius of 2860.00 feet; thence along said curve through a central angle of 17°56'17" an arc distance of 895.40 feet to a point on the northerly line of Parcel 2 as shown on that certain plat entitled "Parcel Map No. 5.46 for Miller Fruit Company, Inc.", filed in Book 19 of Maps, at Pages 28 and 29, Yuba County Records; **THENCE** along the northerly line of said Parcel 2, North 88°31'57" East 20.36 feet to a point thereon; **THENCE** leaving said northerly line, North 12°09'55" West 323.74 feet to a point on the southerly line of Parcel 1 as said parcel is shown on said Parcel Map No. 5.46, said point being the **POINT OF TERMINUS**.

Lands abutting the freeway shall have no right or easement of access thereto.

PARCEL 36862-2: For State highway purposes, that real property situated in the unincorporated area of the County of Yuba, State of California, being a portion of Parcels 1 and 2 as described in that certain Certification of Lot Line Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County Records, said real property being described as follows:

COMMENCING at a 1 inch iron pipe monument, in lieu of an iron pin, marking the northeast corner of Lot 12, as shown on that certain plat entitled "Map of Laurellen Tract", filed in Book 3 of Maps, at Page 26, Yuba County Records; THENCE from said monument, along the northerly line of said Lot 12 also being the centerline of Laurellen Road, in a direct line with a Topper in a monument well, in lieu of an iron pin, marking the northwest corner of Lot 10 of said plat entitled "Map of Laurellen Tract", as shown on that certain Record of Survey, filed in Book 90 of Maps, at Page 46, Yuba County Records, South $88^{\circ}18'53''$ West 359.39 feet to a point thereon; THENCE leaving said northerly line and centerline, North $05^{\circ}53'53''$ East 317.83 feet to the **POINT OF BEGINNING**; THENCE from said point of beginning, North $05^{\circ}53'53''$ East 28.98 feet to the beginning of a curve to the left, having a radius of 2860.00 feet; thence along said curve through a central angle of $02^{\circ}12'47''$ an arc distance of 110.46 feet; THENCE North $86^{\circ}18'54''$ West 21.60 feet to the beginning of a curve to the left, having a radius of 250.00 feet; THENCE along said curve through a central angle of $68^{\circ}17'10''$ an arc distance of 297.95 feet; THENCE South $24^{\circ}42'16''$ West 179.89 feet to the beginning of a curve to the right, having a radius of 210.00 feet; thence along said curve through a central angle of $63^{\circ}38'11''$ an arc distance of 233.24 feet; thence South $88^{\circ}20'26''$ West 163.48 feet; THENCE South $01^{\circ}39'34''$ East 22.74 feet to a point on the northerly right of way line of Laurellen Road, shown and labeled as "Road 40' Wide" on that certain plat entitled "Rubel and Gianella Tracts" filed in Book 1 of Maps, at Page 36, Yuba County Records; THENCE along said northerly right of way line, North $88^{\circ}18'53''$ East 336.69 feet to a point thereon, said point being the beginning of a non-tangent curve to the left, having a radius of 290.00 feet, to which point a radial line bears South $38^{\circ}20'10''$ East; THENCE leaving said northerly right of way line northeasterly along said curve through a central angle of $24^{\circ}32'07''$ an arc distance of 124.18 feet; THENCE North $27^{\circ}07'43''$ East 121.27 feet to the beginning of a curve to the right, having a radius of 192.00 feet; THENCE along said curve through a central angle of $69^{\circ}21'00''$ an arc distance of 232.39 feet; THENCE South $83^{\circ}31'17''$ East 11.36 feet to said point of beginning.

PARCEL 36862-3: An easement for ingress and egress purposes in and to that real property in the unincorporated area of the County of Yuba, State of California, being a portion of Parcel 2 as described in that certain Certification of Lot Line Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County Records, said easement being a strip of land the uniform width of 70.00 feet, lying 35.00 feet on each side of the following described centerline:

COMMENCING at a 1 inch iron pipe monument, in lieu of an iron pin, marking the northeast corner of Lot 12, as shown on that certain plat entitled "Map of Laurellen Tract", filed in Book 3 of Maps, at Page 26, Yuba County Records; THENCE from said monument, along the northerly line of said Lot 12 also being the centerline of Laurellen Road, in a direct line with a Topper in a monument well, in lieu of an iron pin, marking the northwest corner of Lot 10 of said plat entitled "Map of Laurellen Tract", as shown on that certain Record of Survey, filed in Book 90 of Maps, at Page 46, Yuba County Records, South 88°18'53" West 359.39 feet to a point thereon; THENCE leaving said northerly line and centerline, North 05°53'53" East 317.83 feet; THENCE North 83°31'17" West 11.36 feet to the beginning of a curve to the left, having a radius of 192.00 feet; thence along said curve through a central angle of 69°21'00" an arc distance of 232.39 feet; THENCE South 27°07'43" West 64.33 feet to the **POINT OF BEGINNING**; THENCE from said point of beginning South 62°52'17" East 62.93 feet to the beginning of a curve to the right, having a radius of 200.00 feet; THENCE along said curve through a central angle of 68°46'10" an arc distance of 240.05 feet; THENCE South 05°53'53" West 481.55 feet to the **POINT OF TERMINUS**.

The sidelines of the above described strip of land to be extend or shortened to begin on that certain course, and the southwesterly prolongation thereof, described herein having a bearing and distance of "South 27°07'43" West 64.33 feet".

PARCEL 36862-4: A temporary easement for construction purposes and incidents thereto in and to that real property situated in the unincorporated area of the County of Yuba, State of California, being all that portion of Parcel 2 as described in that certain Certification of Lot Line

Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County Records, lying southwesterly of the southwesterly sideline of the herein described Parcel 36862-3 and southeasterly of the southeasterly line of the herein described Parcel 36862-2.

The rights to the above-described temporary easement shall cease and terminate no later than September 25, 2021. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

PARCEL 36862-5: A temporary easement for construction purposes and incidents thereto in and to that real property situated in the unincorporated area of the County of Yuba, State of California, being all that portion of Parcels 1 and 2 as described in that certain Certification of Lot Line Adjustment Approval Case 85-04 recorded on July 15, 1985, in Book 856 of Official Records, at Page 191, Yuba County Records, lying northeasterly of the northeasterly sideline of the herein described Parcel 36862-3 and southeasterly of the southeasterly line of the herein described Parcel 36862-2.

The rights to the above-described temporary easement shall cease and terminate no later than September 25, 2021. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

EXCEPTING THEREFROM all that portion lying within the herein described Parcel 36862-1.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 2, as determined by ties to the California High Precision Geodetic Network, Epoch 2004.69. Distances are in feet unless otherwise noted. Divide distances by 0.999917 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21723

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-223-PM 16.0 PARCEL 87306-1,2,3,4,5,6
OWNER: Sandridge Partners, L.P., a California limited partnership

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

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

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

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

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

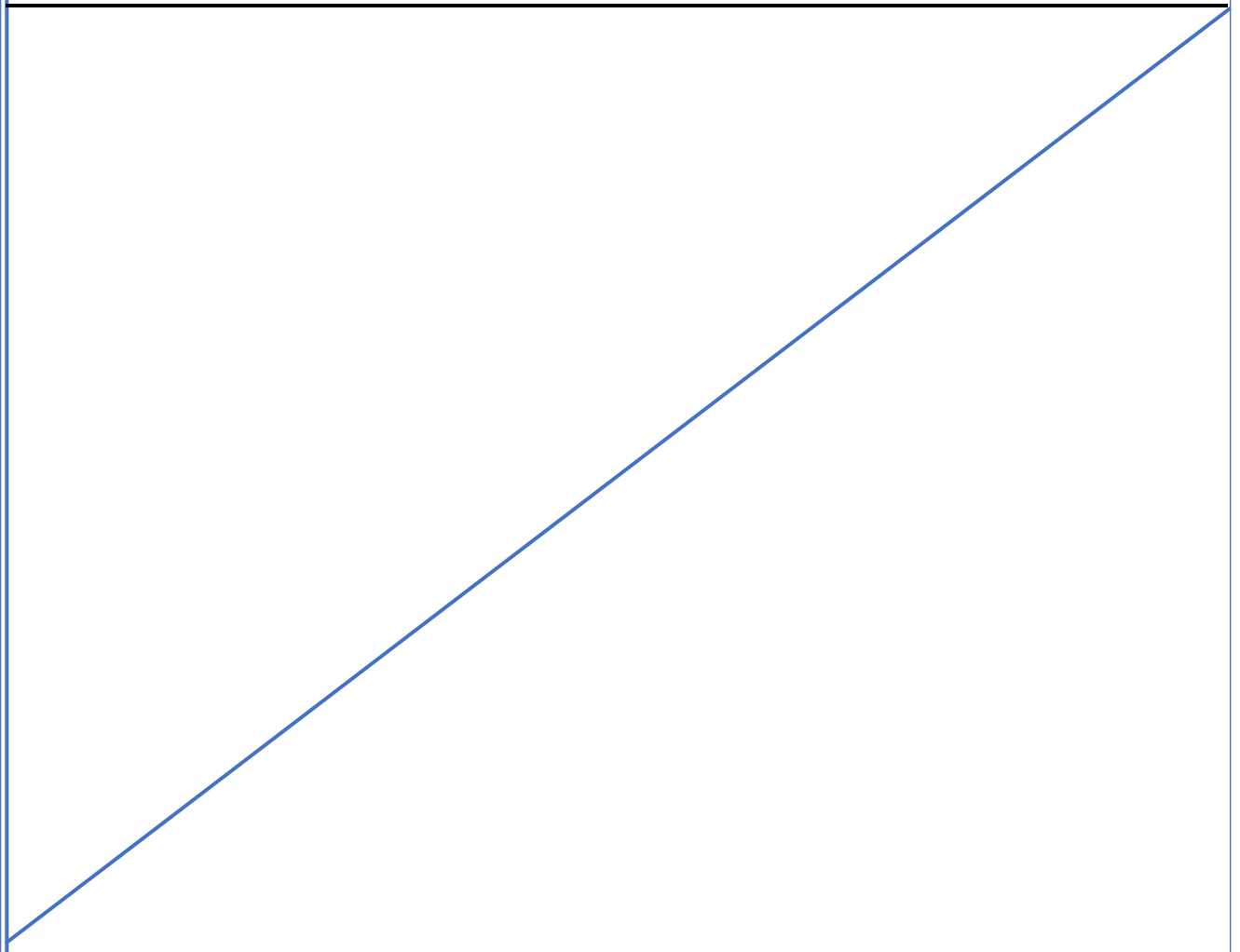
**APPROVAL
RECOMMENDED**

Attorney, Department of
Transportation

DIVISION OF RIGHT OF
WAY

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of Kern,
8 State of California, Highway 06-Ker-223 and described as follows:



Parcel 87306-1

For State highway purposes, that portion of the Northwest quarter of the Northwest quarter of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Northwest Corner of said Section 30; THENCE (1) along the west line of said Section 30, South $0^{\circ}36'31''$ West, 329.99 feet, to the southwest corner of the Grant Deed recorded as document number 0213109207, on August 01, 2013, Kern County Official Records, said southwest corner being the POINT OF BEGINNING; THENCE (2) continuing along said west line, South $0^{\circ}36'31''$ West, 541.88 feet; THENCE (3) departing said west line, South $89^{\circ}23'29''$ East, 30.00 feet to the easterly right of way of North Wheeler Ridge Road; THENCE (4) continuing, South $89^{\circ}23'29''$ East, 18.73 feet to the beginning of a non-tangent curve concave westerly, said curve has a radius of 20,048.91 feet, to which a radial line bears South $89^{\circ}20'29''$ East; THENCE (5) northerly along said non-tangent curve through a central angle of $1^{\circ}32'58''$ an arc distance of 542.21 feet to a point of non-tangency, to which a radial line bears North $89^{\circ}06'33''$ East; THENCE (6) North $89^{\circ}45'34''$ West, 41.87 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the west 30 feet.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

Parcel 87306-2

For State highway purposes, that portion of the Northwest quarter of the Northwest quarter of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Northwest Corner of said Section 30; THENCE (1) along the north line of said Section 30, South $89^{\circ}45'34''$ East, 329.99 feet, to the northeast corner of the Grant Deed recorded as document number 0213109207, on August 01, 2013, Kern County Official Records, said northeast corner being the POINT OF BEGINNING; THENCE (2) continuing along said north line of Section 30, South $89^{\circ}45'34''$ East, 796.19 feet; THENCE (3) South $0^{\circ}04'50''$ West, 30.00 feet to a point on the southerly right of way of State Route 223; THENCE (4) continuing, South $0^{\circ}04'50''$ West, 21.79 feet to the beginning of a non-tangent curve concave southerly, said curve has a radius of 11,746.84 feet, to which a radial line bears North $0^{\circ}15'37''$ West; THENCE (5) westerly along said curve through a central angle of $3^{\circ}53'28''$ an arc distance of 797.76 feet to a point on the easterly boundary of said Grant Deed recorded as document number 0213109207; THENCE (6) along said easterly boundary, North $0^{\circ}36'31''$ East, 85.83 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the north 30 feet.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

Parcel 87306-3

A temporary easement for construction purposes, that portion of the Northwest quarter of the Northwest quarter of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Northwest Corner of said Section 30; THENCE (1) along the west line of said Section 30, South 0°36'31" West, 871.87 feet; THENCE (2) South 89°23'29" East, 30.00 feet to a point on the easterly right of way of North Wheeler Ridge Road, said point also being the POINT OF BEGINNING; THENCE (3) continuing, South 89°23'29" East, 18.73 feet; THENCE (4) South 0°36'31" West, 25.00 feet; THENCE (5) North 89°23'29" West, 18.73 feet to a point on said easterly right of way; THENCE (6) along said easterly right of way, North 0°36'31" East, 25.00 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on November 1, 2022. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

Parcel 87306-4

A temporary easement for construction purposes, that portion of the Northwest quarter of the Northwest quarter of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Northwest Corner of said Section 30; THENCE (1) along the north line of said Section 30, South 89°45'34" East, 1,126.18 feet; THENCE (2) South 0°04'50" West, 30.00 feet to a point on the southerly right of way of State Route 223, said point also being the POINT OF BEGINNING; THENCE (3) continuing, South 0°04'50" West, 21.79 feet; THENCE (4) South 89°45'34" East, 25.00 feet; THENCE (5) North 0°14'26" East, 21.79 feet to a point on said southerly right of way; THENCE (6) along said southerly right of way, North 89°45'34" West, 25.06 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on November 1, 2022. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

Parcel 87306-5

For State highway purposes, the underlying Fee title of that portion of the Northwest quarter of the Northwest quarter of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Northwest Corner of said Section 30; THENCE (1) along the north line of said Section 30, South $89^{\circ}45'34''$ East, 329.99 feet, to the northeast corner of said Grant Deed recorded as document number 0213109207 on August 01, 2013, Kern County Official Records, said northeast corner being the POINT OF BEGINNING; THENCE (2) continuing along said north line of Section 30, South $89^{\circ}45'34''$ East, 796.19 feet; THENCE (3) South $0^{\circ}04'50''$ West, 30.00 feet to a point on the southerly right of way of State Route 223; THENCE (4) along said southerly right of way, North $89^{\circ}45'34''$ West, 796.46 feet to the easterly boundary of said Grant Deed recorded as document number 0213109207; THENCE (5) along said easterly boundary line, North $0^{\circ}36'31''$ East, 30.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

Parcel 87306-6

For State highway purposes, the underlying Fee title of that portion of the Northwest quarter of the Northwest quarter of Section 30, Township 31 South, Range 29 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at the Northwest Corner of said Section 30; THENCE (1) along the west line of said Section 30, South $0^{\circ}36'31''$ West, 329.99 feet, to the southwest corner of the Grant Deed recorded as document number 0213109207, on August 01, 2013, Kern County Official Records, said southwest corner being the POINT OF BEGINNING; THENCE (2) continuing along said west line, South $0^{\circ}36'31''$ West, 541.88 feet; THENCE (3) departing said west line, South $89^{\circ}23'29''$ East, 30.00 feet to the easterly right of way of North Wheeler Ridge Road; THENCE (4) along said easterly right of way, North $0^{\circ}36'31''$ East, 542.08 feet to the south boundary line of said Grant Deed recorded as document number 0213109207; THENCE (5) North $89^{\circ}45'34''$ West, 30.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21724

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-223-PM 16.0 PARCEL 87959-1,2,3

OWNER: Ayoob Mohamed Alamsi, a married man as his sole and separate property and
Kassem Mohamed Alamsi, a single man and Saleh Ahmed Saleh, a married man as his
sole and separate property, as all 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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

7 The real property or interests in real property, which the Department of
8 Transportation is by this resolution authorized to acquire, is situated in the County of Kern,
9 State of California, Highway 06-Ker-223 and described as follows:

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Parcel 87959-1

For State highway purposes, that portion of the land described in a deed to Ayoob Mohamed Alamsi, Kassem Mohamed Alamsi, and Saleh Ahmed Saleh, recorded as Document No. 000214024639 on March 5, 2014, Kern County Official Records, included within the following described land:

BEGINNING at the Southwest Corner of Section 19, Township 31 South, Range 29 East, Mount Diablo Meridian; THENCE (1) along the west line of said Section 19, North $0^{\circ}39'24''$ East, 950.50 feet; THENCE (2) South $89^{\circ}20'36''$ East, 30.00 feet to the easterly right of way of State Route 184; THENCE (3) continuing, South $89^{\circ}20'36''$ East, 26.61 feet to the beginning of a non-tangent curve concave westerly, said curve has a radius of 11,849.18 feet, to which a radial line bears South $88^{\circ}56'35''$ East; THENCE (4) southerly along said curve through a central angle of $3^{\circ}27'42''$ an arc distance of 715.87 feet to a point of non-tangency, to which a radial line bears South $85^{\circ}28'54''$ East, said point of non-tangency being a point on said easterly right of way of State Route 184; THENCE along said easterly right of way the following Courses (5) thru (7); THENCE (5) South $0^{\circ}39'24''$ West, 95.04 feet; THENCE (6) South $19^{\circ}48'46''$ East, 76.60 feet; THENCE (7) South $49^{\circ}19'13''$ East, 27.90 feet to a point on the northerly right of way of State Route 223; THENCE (8) along said northerly right of way, South $82^{\circ}04'55''$ East, 149.12 feet; THENCE (9) continuing along said northerly right of way South $89^{\circ}45'34''$ East, 240.66 feet to the beginning of a non-tangent curve concave southerly, said curve has a radius of 11,851.79 feet, to which a radial line bears North $3^{\circ}13'21''$ West; THENCE (10) departing said northerly right of way, easterly along said curve through a central angle of $3^{\circ}11'18''$ an arc distance of 659.51 feet to a point of non-tangency;

Parcel 87959-1 (continued)

THENCE (11) South 0°04'50" West, 21.51 feet to said northerly right of way; THENCE (12) along said northerly right of way, South 89°45'34" East, 268.97 feet to the east line of the east half of the southwest quarter of the southwest quarter of said Section 19; THENCE (13) along said east line, South 0°34'03" West, 30.00 feet to the south line of said Section 19; THENCE (14) along said south line of said Section 19, North 89°45'34" West, 1,394.89 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM the west 30 feet of section 19, Township 31 South, Range 29 East, Mount Diablo Meridian, included within the land described in a deed to Ayoob Mohamed Alamsi, Kassem Mohamed Alamsi, and Saleh Ahmed Saleh, recorded as Document No. 000214024639 on March 5, 2014, Kern County Official Records.

ALSO EXCEPTING THEREFROM the south 30 feet of section 19, Township 31 South, Range 29 East, Mount Diablo Meridian, included within the land described in a deed to Ayoob Mohamed Alamsi, Kassem Mohamed Alamsi, and Saleh Ahmed Saleh, recorded as Document No. 000214024639 on March 5, 2014, Kern County Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

Parcel 87959-2

For State highway purposes, the underlying Fee title of that portion of the west 30 feet of section 19, Township 31 South, Range 29 East, Mount Diablo Meridian, included within the land described in a deed to Ayoob Mohamed Alamsi, Kassem Mohamed Alamsi, and Saleh Ahmed Saleh, recorded as Document No. 000214024639 on March 5, 2014, Kern County Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

Parcel 87959-3

For State highway purposes, the underlying Fee title of that portion of the south 30 feet of section 19, Township 31 South, Range 29 East, Mount Diablo Meridian, included within the land described in a deed to Ayoob Mohamed Alamsi, Kassem Mohamed Alamsi, and Saleh Ahmed Saleh, recorded as Document No. 000214024639 on March 5, 2014, Kern County Official Records.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 0.99994174 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21725

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Kin-5-PM 9.52 PARCEL 87949-1, 2

OWNER: Sandridge Partners, L.P., a California Limited Partnership, formerly and which
acquired title as Sandridge Partners, a California General Partnership

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

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102 and Code of Civil Procedure Section 1240.320 in that a portion of the property is being
acquired for conveyance to Pacific Gas and Electric (PG&E) for Utility purposes;

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

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

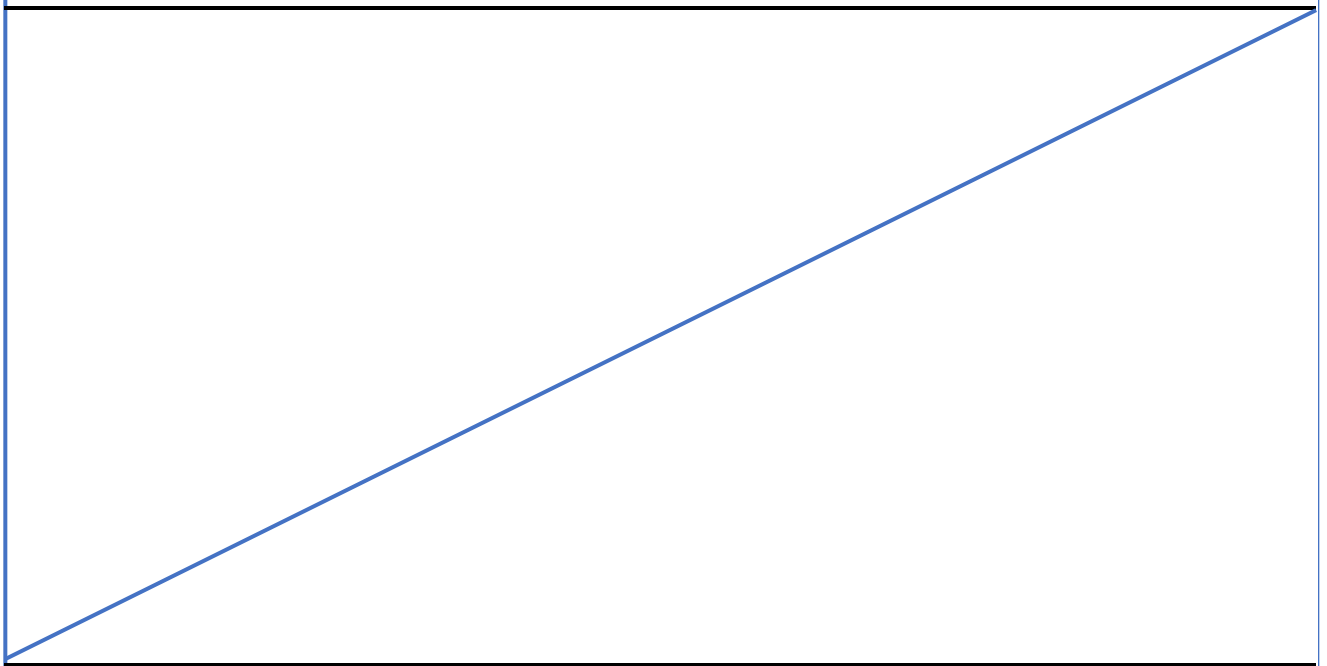
**DIVISION OF RIGHT OF
WAY**

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

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Kings,
10 State of California, Highway 06-Kin-5 and described as follows:



Parcel 87949-1

An easement for utility purposes in and to that portion of the northwest quarter of Section 25, Township 23 South, Range 19 East, Mount Diablo Meridian, according to the Official United States Government Township Plat thereof, situated in the County of Kings, State of California, lying northeasterly of the easterly Right of Way line of Interstate 5, more particularly described as follows:

COMMENCING at Engineer's Station 496+78.30, at an offset of 74 feet right of the centerline of said Interstate 5, per State Highway Map for Route 5, in District 6, County of Kings, Post Mile 9.66, Page 9 of 15, dated April, 1973, filed at the California Department of Transportation Office of District 6, Surveys Office, and also filed with Kings County Surveyor's office, marked by a California Department of Highways Brass Cap, illegible, in a monument well, from which Engineer's Station 514+19.51, at an offset of 74 feet right of said centerline, per said State Highway Map, marked by a California Department of Highways Brass Cap, illegible, in a monument well, bears North 39°13'46" West; THENCE (1) North 50°46'14" East, 30.00 feet to a point on said easterly Right of Way line; THENCE (2) along said easterly Right of Way line, North 39°13'46" West, 97.65 feet to the POINT OF BEGINNING; THENCE (3) leaving said easterly Right of Way line, North 51°01'23" East, 6.71 feet; THENCE (4) North 38°58'37" West, 10.00 feet; THENCE (5) South 51°01'23" West, 6.75 feet to said easterly Right of Way line; THENCE (6) along said easterly Right of Way line, South 39°13'46" East, 10.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 1.00001300 to convert to ground distances.

Parcel 87949-2

A temporary easement for construction purposes, that portion of the northwest quarter of Section 25, Township 23 South, Range 19 East, Mount Diablo Meridian, according to the Official United States Government Township Plat thereof, situated in the County of Kings, State of California, lying northeasterly of the easterly Right of Way line of Interstate 5, more particularly described as follows:

COMMENCING at Engineer's Station 496+78.30, at an offset of 74 feet right of the centerline of said Interstate 5, per State Highway Map for Route 5, in District 6, County of Kings, Post Mile 9.66, Page 9 of 15, dated April, 1973, filed at the California Department of Transportation Office of District 6, Surveys Office, and also filed with Kings County Surveyor's office, marked by a California Department of Highways Brass Cap, illegible, in a monument well, from which Engineer's Station 514+19.51, at an offset of 74 feet right of said centerline, per said State Highway Map, marked by a California Department of Highways Brass Cap, illegible, in a monument well, bears North 39°13'46" West; THENCE (1) North 50°46'14" East, 30.00 feet to a point on said easterly Right of Way line; THENCE (2) along said easterly Right of Way line, North 39°13'46" West, 97.65 feet to the POINT OF BEGINNING; THENCE (3) leaving said easterly Right of Way line, North 51°01'23" East, 6.71 feet; THENCE (4) North 38°58'37" West, 10.00 feet; THENCE (5) South 51°01'23" West, 6.75 feet to said easterly Right of Way line; THENCE (6) along said easterly Right of Way line, South 39°13'46" East, 10.00 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Divide distances by 1.00001300 to convert to ground distances.

Rights to the above described temporary easement shall cease and terminate on June 30, 2022. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

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

3 **C-21726**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 07-LA-1-PM 56.5 PARCEL 80834-1
9 OWNER: Klein Family Partnership, a California General Partnership

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

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

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

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

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

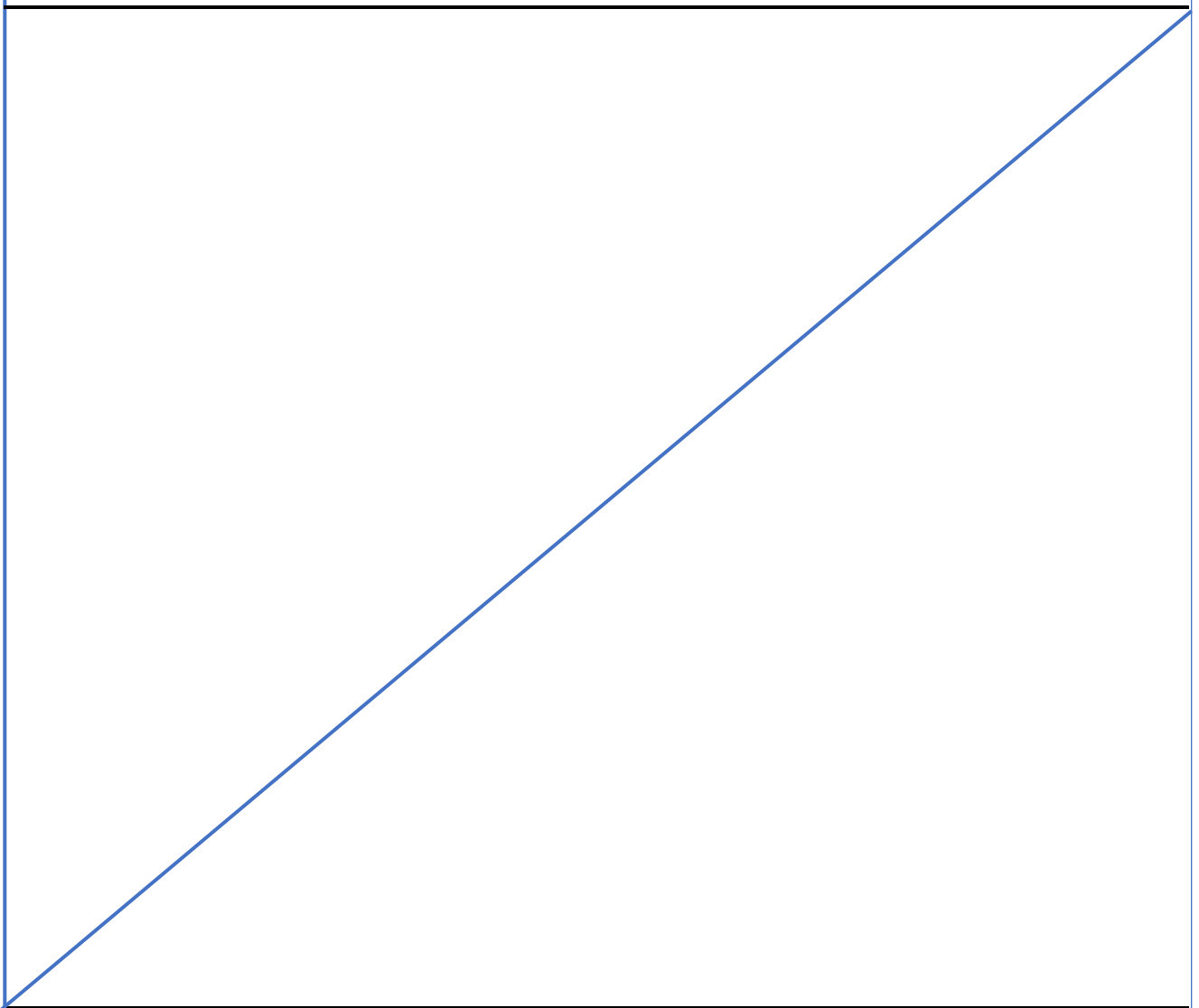
**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of Los
10 Angeles, State of California, Highway 07-LA-1 and described as follows:



RESOLUTION OF NECESSITY DESCRIPTION

Parcel 80834-1

A Temporary Construction Easement, for State highway purposes, over that portion of land in the City of Malibu, County of Los Angeles, State of California, as confirmed to Matthew Keller by patent recorded in Book 1, Page 407 et seq. of Patents, in the Office of the Registrar–Recorder/County Clerk of said county, described as follows:

COMMENCING at the most Northerly corner of Parcel 1 of Parcel Map No. 24070, as shown on map recorded in Book 387, Pages 56 to 59 inclusive of Parcel Maps, in said office;

Thence Southeasterly along the Northeasterly boundary of said Parcel Map, S.48°04'08" E., being the basis of bearings for this description, a distance of 198.04 feet to the beginning of a tangent curve, having a radius of 10,050.00 feet, as shown said Parcel Map;

Thence Southeasterly along said curve, through a central angle of 00°01'24", an arc distance of 4.06 feet to the most Easterly corner of Parcel 4 of said Parcel Map;

Thence continuing along said curve, through a central angle of 00°53'57", an arc distance of 157.70 feet to a point in the Northwesterly line of the land described in the Grant Deed recorded December 29, 1999 as Instrument No. 99-2390992 of Official Record, in said office, said point being the POINT OF BEGINNING for this description;

Thence continuing along said curve, through a central angle of 00°16'18", an arc distance of 47.66 feet to a point in the Southeasterly line of the land described in said Grant Deed;

Thence along said Southeasterly line S.37°15'27" W., 0.06 feet;

Thence N.52°51'26"W., 47.56 feet to a point in said Northwesterlyline;

Thence along said Northwesterly line N.37°15'27" E., 3.16 feet to the POINT OF BEGINNING.

EXCEPT therefrom all oil, gas and hydrocarbon substances contained in, on, within and under said land, but without the right of entry, as reserved in the deed from Marblehead Land Company, a corporation, recorded October 9, 1941 in Book 18773, page 361, of Official Records.

ALSO, EXCEPT therefrom all littoral rights together with the full and exclusive right to preserve and protect said littoral rights as reserved in said deed.

ALSO, EXCEPT therefrom the water and water rights in and under said land.

ALSO, EXCEPT therefrom any portion of said land, which at any time has tide land, which was not formed by the deposit of alluvion from natural causes, and by imperceptible degrees.

The above described parcel of land is to be used for temporary construction purposes and incidents thereto in connection with the construction of Route 1 highway project designated 07-LA-1-PM 56.5 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 August 21, 2023. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

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 0.9999948 to obtain ground distance.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21727

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-101-PM 20.00 PARCEL 80852-1, 2, 4
OWNER: Bethel Lutheran Church of Encino, 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; Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to AT&T for utility purposes; Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible use; and Code of Civil Procedure Section 1240.610 in that the property is required for a more necessary public use;

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

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

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

12 The real property or interests in real property, which the Department of
13 Transportation is by this resolution authorized to acquire, is situated in the County of Los
14 Angeles, State of California, Highway 07-LA-101 and described as follows:

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RESOLUTION OF NECESSITY DESCRIPTION

Parcel 80852-1 (Maintenance Easement):

For freeway purposes, a maintenance easement, in, to, over and across that portion of Lot 22 in Block 16 of Tract No. 2955, in the City of Los Angeles, County of Los Angeles, State of California, as shown on map recorded in Book 31, Pages 62 to 70 inclusive of Maps, in the Office of the Registrar-Recorder/County Clerk of said county, described as follows:

BEGINNING at the intersection of the Northerly line of a parcel of land, acquired by the State of California (State Parcel 2037) recorded on May 31, 1955, in Book 47929, Page 178 of Official Records, in said office, with the Southeasterly line of a parcel of land described in Director's Deed D-2039, recorded on August 30, 1967, in Book D3752, Page 759 of Official Records, in said office, as "N 46°25'43" E, 28.93 feet"; Thence Westerly along said Northerly line on a new basis of bearing for the purpose of this description N 89°41'36" W, 89.34 feet; Thence N 00°18'24" W, 15.00 feet to a line parallel with and distant 15.00 feet, measured at right angles from said Northerly line of said State Parcel 2037; Thence Easterly along said parallel line S 89°41'36" E, 105.05 feet to said Southeasterly line of said Director's Deed D-2039; Thence Southwesterly along last said line S 46°37'20" W, 21.72 feet to the POINT OF BEGINNING.

Parcel 80852-2 (TCE):

For freeway purposes, a temporary construction easement, in, to, over and across that portion of Lot 22 in Block 16 of Tract No. 2955, in the City of Los Angeles, County of Los Angeles, State of California, as shown on map recorded in Book 31, Pages 62 to 70 inclusive of Maps, in the Office of the Registrar-Recorder/County Clerk of said county, described as follows:

BEGINNING at the intersection of the Northerly line of a parcel of land, acquired by the State of California (State Parcel 2037) recorded on May 31, 1955, in Book 47929, Page 178 of Official Records, in said office, with the Southeasterly line of a parcel of land described in Director's Deed D-2039, recorded on August 30, 1967, in

Book D3752, Page 759 of Official Records, in said office, as "N 46°25'43" E, 28.93 feet"; Thence Westerly along said Northerly line on a new basis of bearing for the purpose of this description N 89°41'36" W, 209.34 feet; Thence N 00°18'24" W, 15.00 feet to to a line parallel with and distant 15.00 feet, measured at right angles from said Northerly line of State Parcel 2037; Thence Easterly along said parallel line S 89°41'36" E, 180.24 feet; Thence N 46°23'01" E, 50.45 feet to a line parallel with and distant 50.00 feet, measured at right angles from said Northerly line of State Parcel 2037; Thence S 89°41'36" E, 30.69 feet to the Easterly line of said Lot 22; Thence Southerly along said Easterly line S 00°13'32" W, 30.00 feet to said Southerly line of said Director's Deed D-2039; Thence along said Southerly line N 89°46'28" W, 17.05 feet to the Southeasterly line of said Director's Deed D-2039; Thence along said Southeasterly line 28.93 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 101 freeway project designated 07-LA-101-PM 20.00 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 30, 2022. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Parcel 80852-4 (Utility Easement):

For freeway purposes, an easement for Utility purposes, in, to, over and across that portion of Lot 22 in Block 16 of Tract No. 2955, in the City of Los Angeles, County of Los Angeles, State of California, as shown on map recorded in Book 31, Pages 62 to 70 inclusive of Maps, in the Office of the Registrar-Recorder/County Clerk of said county, included within a strip of land, 3.00 feet wide, lying 1.50 feet on each side of the following described line:

COMMENCING at the intersection of the Northerly line of a parcel of land, acquired by the State of California (State Parcel 2037) recorded on May 31, 1955, in Book 47929, Page 178 of Official Records, in said office, with the Southeasterly line of a

parcel of land described in Director's Deed D-2039, recorded on August 30, 1967, in Book D3752, Page 759 of Official Records, in said office, as "N 46°25'43" E, 28.93 feet"; Thence Westerly along said Northerly line on a new basis of bearing for the purpose of this description N 89°41'36" W, 203.11 feet to the POINT OF BEGINNING; Thence N 00°21'25" E, 11.02 feet; Thence S 89°47'59" E, 198.45 feet; Thence N 49°22'39" E, 21.56 feet; Thence N 76°08'26" E, 27.13 feet to the Easterly line of said Lot 22, and the END OF DESCRIBED LINE.

Said strip shall be bounded on the South by the Northerly line of said State Parcel 2037, and on the East by the Easterly line of said Lot 22. The sidelines of said strip shall be continued, prolonged or shortened so as to terminate at their intersection and at the Southerly and Easterly boundary.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21728

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-62-PM 31.03 PARCEL 24420-1
OWNER: Financial Fitness, LLC Trustee of the Adanac Trust dated 7/27/17**

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**

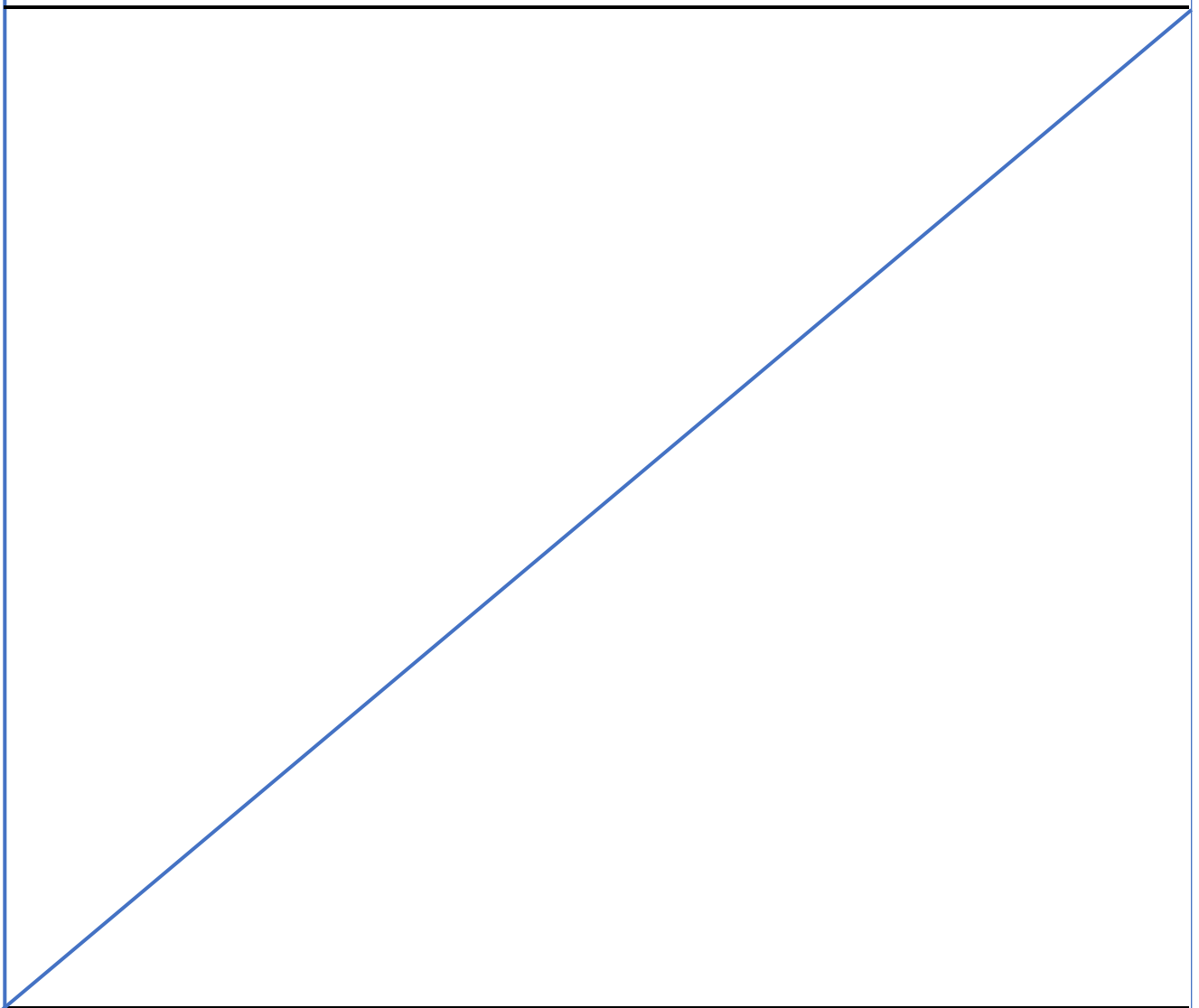
**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of San
10 Bernardino, State of California, Highway 08-SBd-62 and described as follows:



LEGAL DESCRIPTION

Parcel 24420-1

For highway purposes, that portion of Lot 22 of TRACT 2687 29 PALMS DESERT ESTATES, in the City of Twentynine Palms, County of San Bernardino, State of California, as shown on a map filed in Book 37, Pages 108 and 109 of Maps, in the Office of the County Recorder of said County, lying northerly, northeasterly, and easterly of the following described line:

COMMENCING at the southeast corner of said Lot; thence North $01^{\circ}19'37''$ West 95.38 feet along the easterly boundary of said Lot to the **POINT OF BEGINNING**; thence South $88^{\circ}40'52''$ West 14.00 feet; thence North $49^{\circ}24'52''$ West 21.40 feet; thence North $00^{\circ}57'43''$ West 10.49 feet to a point on the northerly boundary of said Lot, 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, Zone 5 (Epoch 2007.00). Divide the above distances by 0.99987918 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21729

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-MER-99-PM 23.4 PARCEL 16899-1,2
OWNER: Robert W. Riechel, Trustee of The RWR Trust dated May 25, 2007

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

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

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

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

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

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

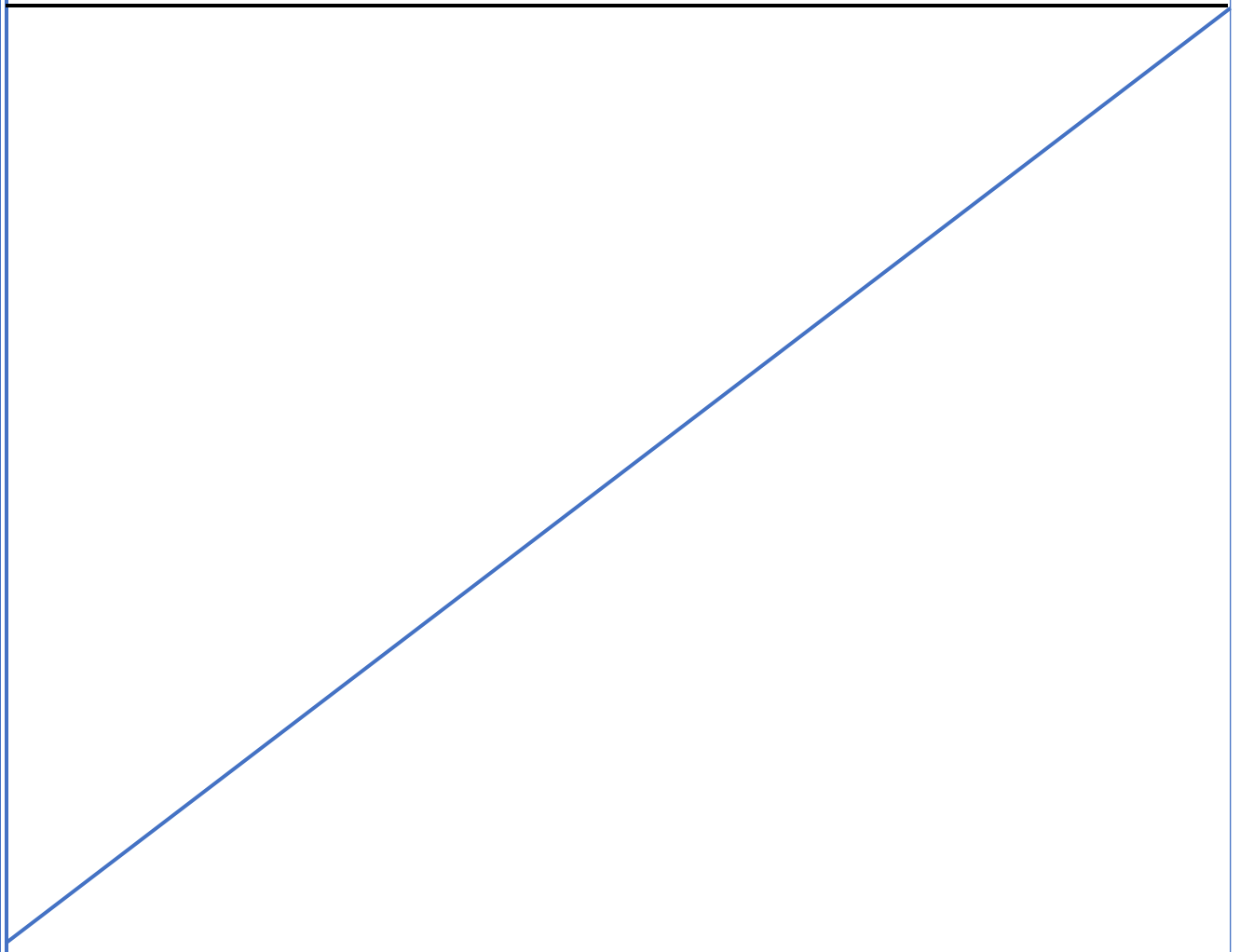
**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of
8 Merced, State of California, Highway 10-Mer-99 and described as follows:



PARCEL 16899-1

For freeway purposes, all that portion of Lots 163, 164, 165, and Railroad Avenue, as shown on map titled "REVERSION TO ACREAGE OF PORTION OF SIERRA VISTA ADD'N NO. 3 & SIERRA VISTA ADD'N NO. 6", filed for record November 16, 1964 in Vol. 17 of Official Plats, at Page 8, Merced County Records, lying northeasterly of the U.S. 99 Freeway, as said Freeway is shown on said Reversion to Acreage Map, and lying northwesterly of course (1) of the following described line:

COMMENCING at a 1 inch iron pipe with no tag found and accepted as marking the southeasterly terminus of that course shown as "S65°18'42"E 855.56'(M)" on map filed for record September 18, 1998 in Book 36 of Surveys at Page 3, Merced County Records, from which another 1 inch iron pipe with no tag found and accepted as marking the northwesterly terminus of said course bears North 65°17'33" West, 855.53 feet; thence South 65°17'33" East, 1182.65 feet to the POINT OF BEGINNING;

(1) thence South 34°04'36" West, 439.31 feet to a point which bears
South 43°58'55" East, 1192.68 feet from the POINT OF COMMENCEMENT.

Said course (1) shall be prolonged or shortened so as to begin on the southwesterly line of the 100-foot-wide railroad right of way and to terminate on the northeasterly line of the above-mentioned U.S. 99 Freeway as last two said lines are shown on the above-mentioned Reversion to Acreage Map.

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 3. Divide distances shown by 0.9999516 to obtain ground level distances.

PARCEL 16899-2

For freeway purposes, a permanent access easement upon, over and across a portion of real property shown on that map titled "REVERSION TO ACREAGE OF PORTION OF SIERRA VISTA ADD'N NO. 3 & SIERRA VISTA ADD'N NO. 6", filed for record November 16, 1964 in Vol. 17 of Official Plats, AT Page 8, Merced County Records, lying northeasterly of the northeasterly right of way line of U.S. Freeway 99 and southwesterly of the following described line:

COMMENCING at the southeasterly terminus of that curve shown as having a radius of 2917 feet (ground distance), a central angle of $21^{\circ}13'53''$, and a length of 1080.92 feet (ground distance) on the above mentioned map, said curve marking the northeasterly right of way line of said U.S. Freeway 99; thence North $34^{\circ}04'36''$ East, 50.43 feet along the northwesterly line of Parriera Drain as shown on that map filed for record June 26, 2007 in Book 45 of Surveys at Page 38, Merced County Records, to a point being North $26^{\circ}33'09''$ East, 50.00 feet, measured radially from said curve, said point being the TRUE POINT OF BEGINNING:

thence, (1) northwesterly along a curve concave northeasterly having a radius of 2866.86 feet, an arc distance of 386.76 feet, thru a central angle of $7^{\circ}43'47''$, said curve being concentric with the above described curve having a radius of 2917 feet;

thence, (2) South $34^{\circ}16'56''$ West, 20.00 feet to a point being 30.00 feet, measured radially, from said curve having a radius of 2917 feet;

thence, (3) northwesterly along a curve concave northeasterly having a radius of 2886.86 feet, an arc distance of 694.21 feet, thru a central angle of $13^{\circ}46'41''$ to a point on a radial line bearing South $48^{\circ}03'37''$ West, said curve being concentric with the above described curve having a radius of 2917 feet;

thence, (4) South $34^{\circ}04'36''$ West, 30.91 feet to the above mentioned northeasterly right of way line of said U.S. 99 Freeway;

Bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 3. Divide distances shown by 0.9999516 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21730

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-SJ-99-PM 31.0 PARCEL 17002-1

OWNER: Golden Triumphets, a Washington Corporation, who acquired title as Golden
Triumphets

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

The hereinafter described real property is necessary for State Highway purposes
and is to be acquired by eminent domain pursuant to Streets and Highways Code Section
102;

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

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

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

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

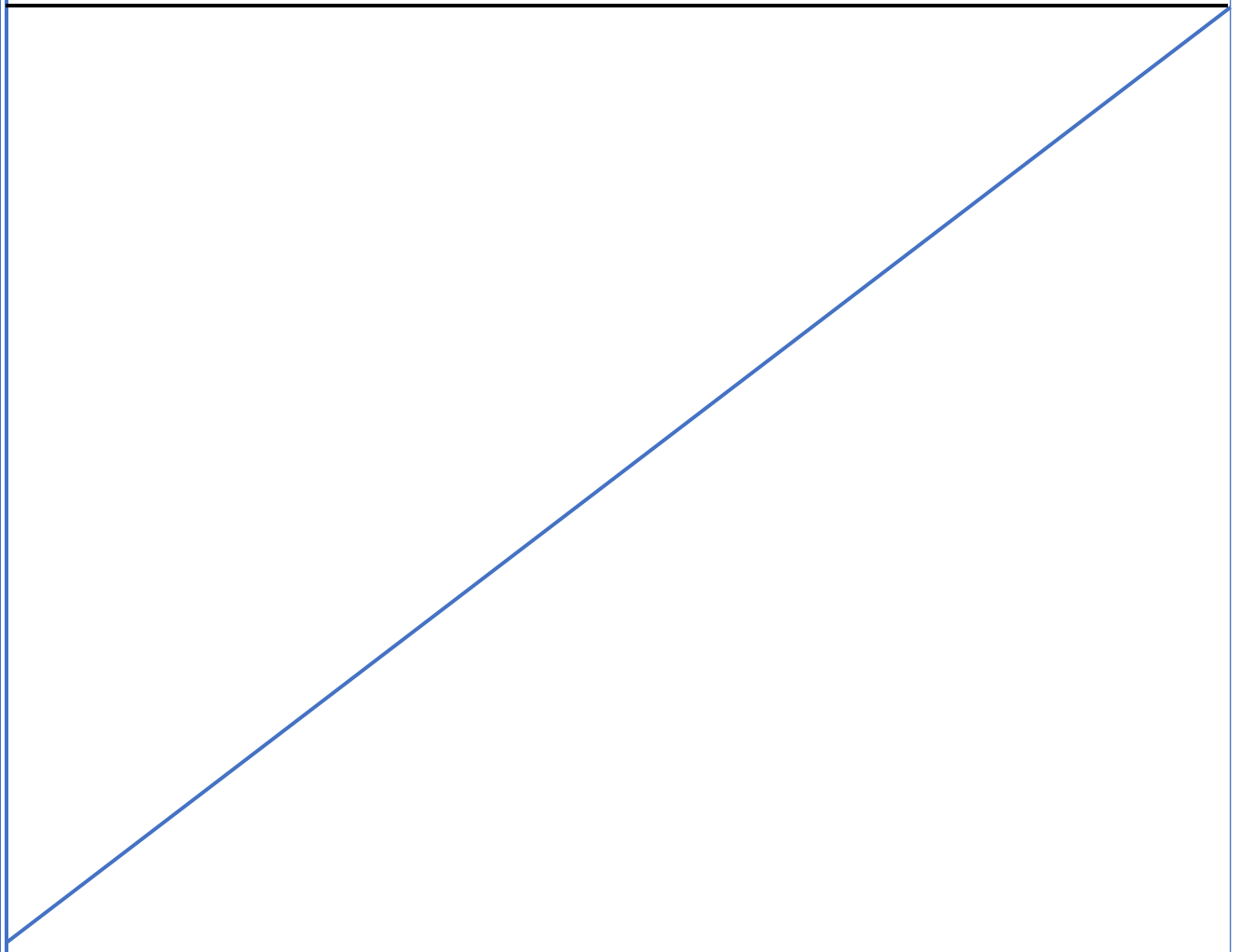
**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of San
8 Joaquin, State of California, Highway 10-SJ-99 and described as follows:



Parcel 17002-1

A temporary easement for construction purposes.

All that portion of land described in that Grant Deed recorded August 8, 2013 as Document number 2013-100862, San Joaquin County Records, northerly of a line 50 feet southerly of the centerline of East Lockeford Street.

Rights to the above described temporary easement shall cease and terminate on June 30, 2021. Said rights may also be terminated prior to the above date by STATE upon notice to GRANTOR.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21731

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-SJ-99-PM 31.0 PARCEL 17007-1

OWNER: Nicole Beadles, a married woman, as her sole and separate property

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

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

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

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

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

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

**APPROVED AS TO FORM AND
PROCEDURE**

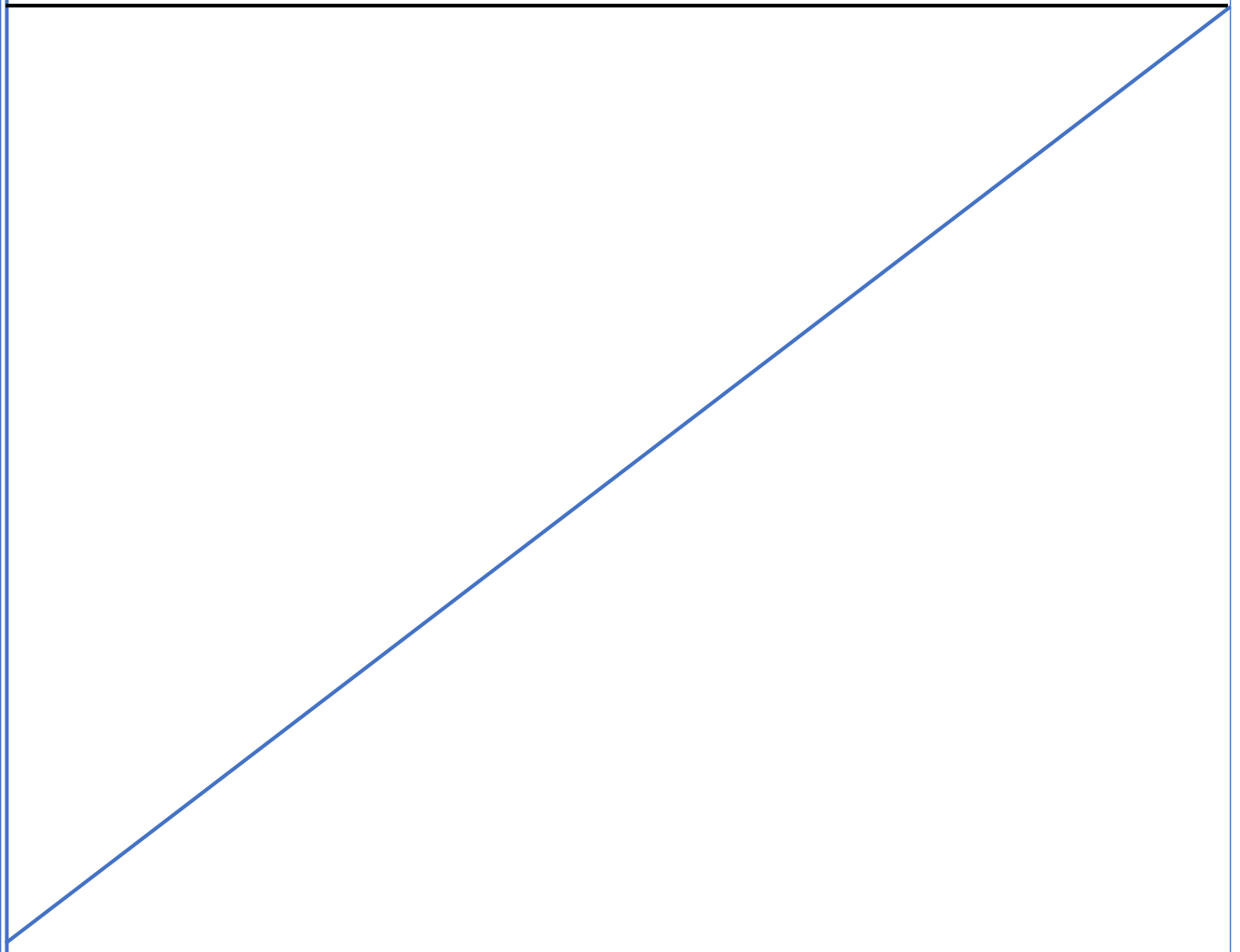
**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of San
8 Joaquin, State of California, Highway 10-SJ-99 and described as follows:



Parcel 17007-1

A temporary easement for construction purposes.

All that portion of land northerly of a line 50 feet southerly of the centerline of East Lockeford Street and 200 feet easterly of State Route 99.

Rights to the above described temporary easement shall cease and terminate on June 30, 2021. Said rights may also be terminated prior to the above date by STATE upon notice to GRANTOR.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21732

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 10-SJ-99-PM 31.0 PARCEL 17048-1
OWNER: Robert and Nicole Beadles, 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 empowered;

**APPROVED AS TO FORM AND
PROCEDURE**

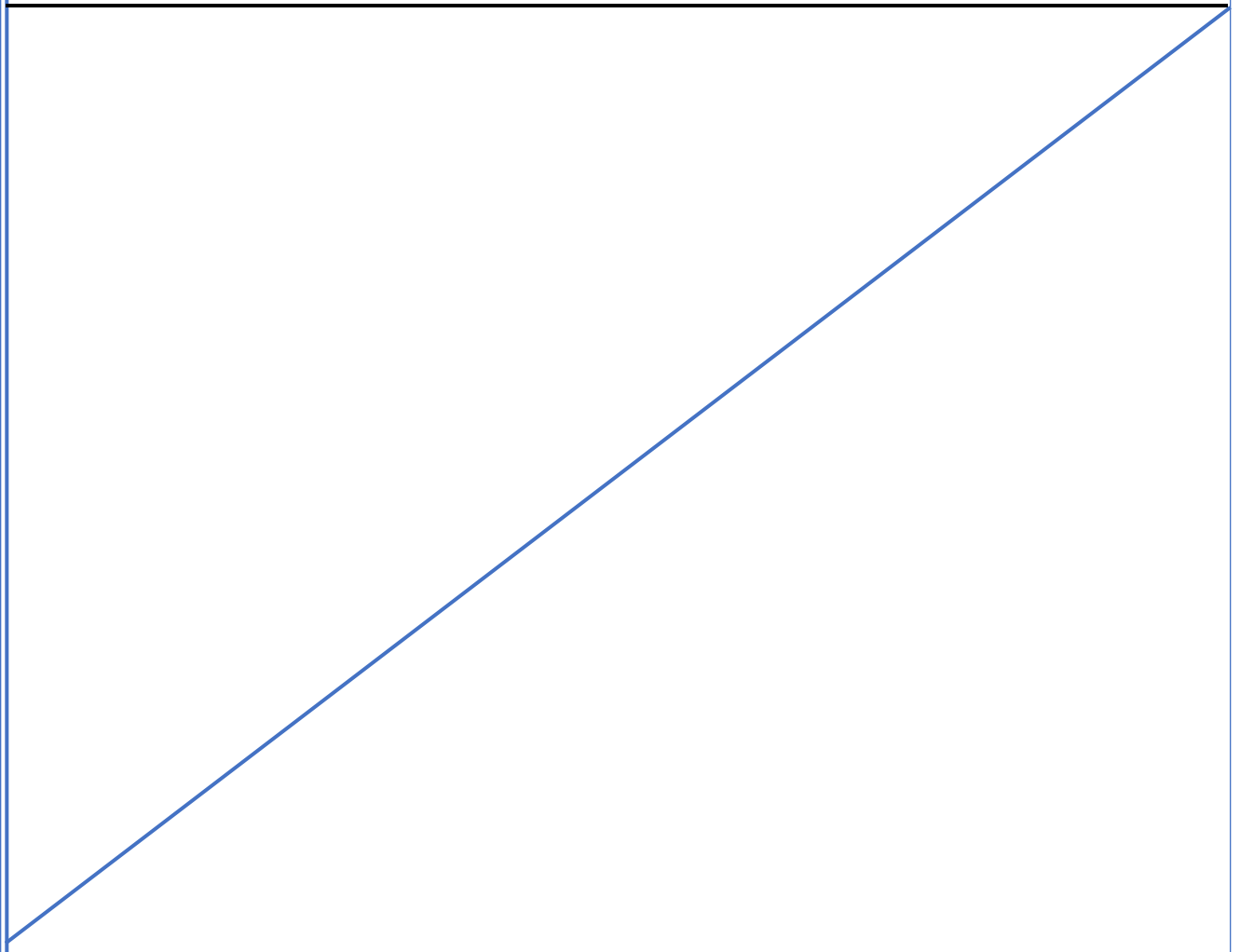
**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

6 The real property or interests in real property, which the Department of
7 Transportation is by this resolution authorized to acquire, is situated in the County of , State
8 of California, Highway 10-SJ-99 and described as follows:



Parcel 17048-1

A temporary easement for construction purposes.

All that portion of land lying northerly of State Route 12, Easterly of State Route 99 and southerly and westerly of the following described line:

Beginning at the northwest corner of that land described in that Quitclaim Deed recorded December 20, 2018 as Document number 2018-142376 in the office of the San Joaquin County Recorder, thence easterly along the northerly line 255.3 feet, thence southerly and perpendicular to the northerly line, 71.6 feet more or less to the northerly Right of Way of State Route 12.

Rights to the above described temporary easement shall cease and terminate on June 30, 2021. Said rights may also be terminated prior to the above date by STATE upon notice to GRANTOR.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21733

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 12-Ora-1-PM 32.7 PARCEL 103764-1, 2
OWNER: MSWB Jeong Family, LLC a California limited liability company**

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

The hereinafter described real property is necessary for State Highway purposes and is to be acquired by eminent domain pursuant to Streets and Highways Code Section 102;

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

**APPROVED AS TO FORM AND
PROCEDURE**

**APPROVAL
RECOMMENDED**

**Attorney, Department of
Transportation**

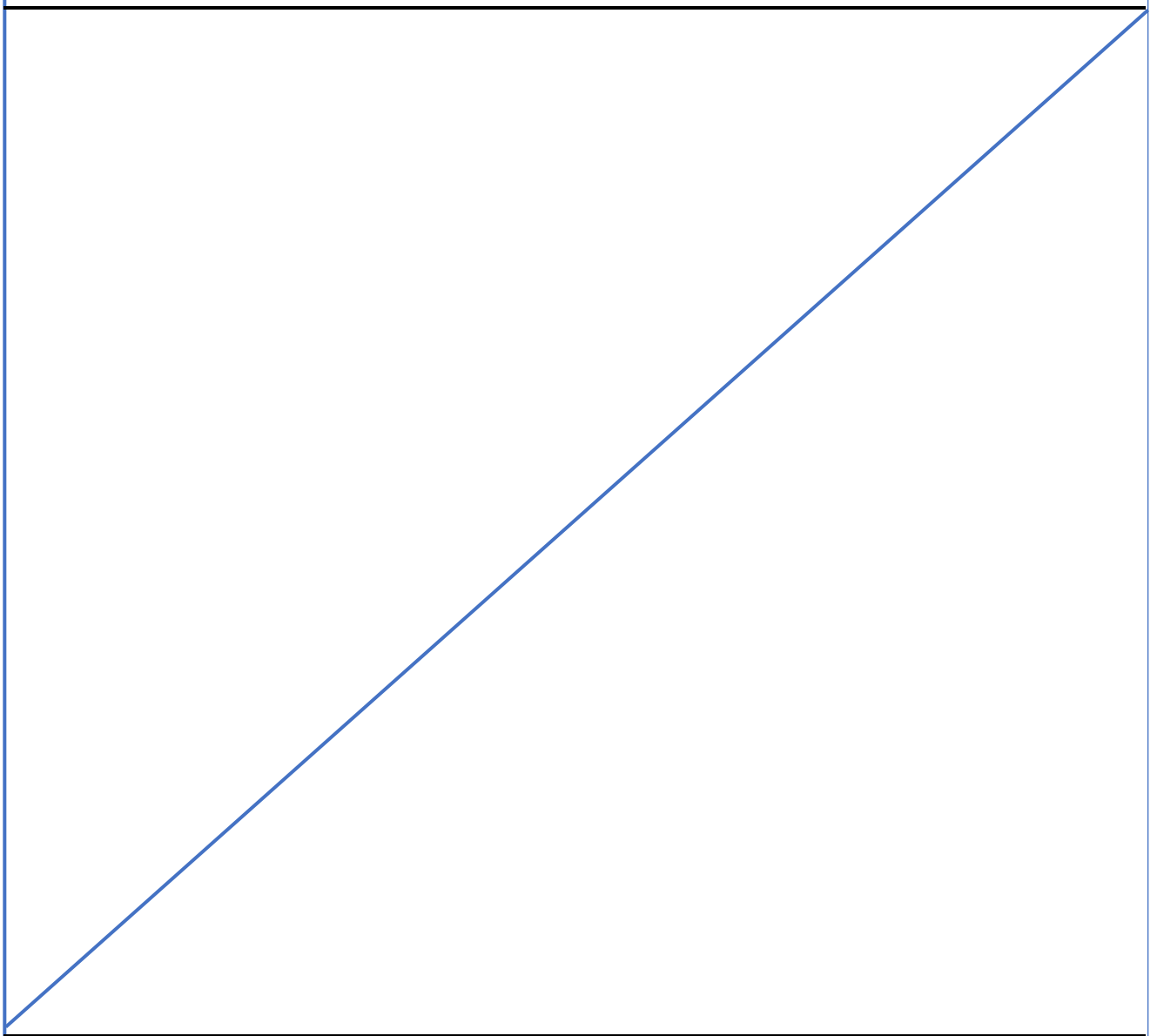
**DIVISION OF RIGHT OF
WAY**

1 Department is hereby authorized and empowered;

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

7 The real property or interests in real property, which the Department of
8 Transportation is by this resolution authorized to acquire, is situated in the County of
9 Orange, State of California, Highway 12-Ora-1 and described as follows:

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LEGAL DESCRIPTION

PARCEL NO. 103764-1

For State Highway purposes, a Highway Easement in, on over and across that portion of Lot 35 in Block 217 as shown on Tract No.10, "Anaheim Bay Tract", in the City of Seal Beach, County of Orange, State of California, as shown on a map filed in Book 9, Page 10 of Miscellaneous Maps, in the office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the centerline intersection of Seal Beach Boulevard and Pacific Coast Highway as shown on Record of Survey No. 2002-1107, filed in Book 196, Pages 37 through 46 of Record of Surveys in the Office of said County Recorder; **THENCE** along the centerline of Pacific Coast Highway North $57^{\circ}43'59''$ West, 39.68 feet; **THENCE** perpendicular to said centerline South $32^{\circ}16'01''$ West 50.00 feet to a point on a line parallel with and southwesterly 50.00 feet from said centerline, said point being the Northeast Corner of a Perpetual Easement and Right of Way Deed for Street and Highway Purposes granted to the City of Seal Beach recorded October 9, 1963, in Book 6752, Page 700 of Official Records in the Office of said County; **THENCE** along the Southeasterly line of said Deed South $31^{\circ}53'45''$ West, 11.99 feet to the Southerly Corner of said Deed, said corner also being the **TRUE POINT OF BEGINNING**; **THENCE** along the Southwesterly line of said Deed North $12^{\circ}55'18''$ West, 1.04 feet; **THENCE** leaving said Southwesterly line the following (2) two courses;

1. North $30^{\circ}40'45''$ West 7.13 feet.
2. South $00^{\circ}12'52''$ East 13.28 feet to the Southeasterly line of said Lot 35.

THENCE along said Southeasterly line North $31^{\circ}53'45''$ East 7.23 feet to the **TRUE POINT OF BEGINNING**.

Unless otherwise stated, all bearings and distances described in this description are California Coordinate System of 1983, Zone 6 based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. Distances are U.S. Survey Foot grid, divide grid distances by a combined factor 0.99998345 to obtain U.S. Survey foot ground distances.

PARCEL NO. 103764-2

For State Highway purposes a Temporary Construction Easement in, on over, and across that portion of of Lot 35 in Block 217 as shown on Tract No.10, "Anaheim Bay Tract", in the City of Seal Beach, County of Orange, State of California, as shown on a

map filed in Book 9, Page 10 of Miscellaneous Maps, in the office of the County Recorder of said County, more particularly described as follows:

COMMENCING at the centerline intersection of Seal Beach Boulevard and Pacific Coast Highway as shown on Record of Survey No. 2002-1107, filed in Book 196, Pages 37 through 46 of Record of Surveys in the Office of said County Recorder; THENCE along the centerline of Pacific Coast Highway North $57^{\circ}43'59''$ West, 39.68 feet; THENCE perpendicular to said centerline South $32^{\circ}16'01''$ West 50.00 feet to a point on a line parallel with and southwesterly 50.00 feet from said centerline, said point being the Northeast Corner of a Perpetual Easement and Right of Way Deed for Street and Highway Purposes granted to the City of Seal Beach recorded October 9, 1963, in Book 6752, Page 700 of Official Records in the Office of said County; THENCE along the Southeasterly line of said Deed South $31^{\circ}53'45''$ West, 11.99 feet to the Southerly Corner of said Deed; THENCE along the Southwesterly line of said Deed North $12^{\circ}55'18''$ West, 1.04 feet; THENCE leaving said Southwesterly line and along the Northeasterly line of the above described Parcel 103764-1 North $30^{\circ}40'45''$ West 7.13 feet to the **TRUE POINT OF BEGINNING**; THENCE leaving said Northeasterly line North $30^{\circ}38'50''$ West 17.60 feet to the Northeasterly line of said Lot 35; THENCE along said Northeasterly line North $57^{\circ}43'59''$ West 0.49 feet; THENCE leaving said Northeasterly line the following (3) three courses;

1. South $32^{\circ}15'07''$ West 2.00 feet.
2. South $30^{\circ}38'50''$ East 16.58 feet
3. South $00^{\circ}12'52''$ East 15.92 feet to the Southeasterly line of said Lot 35.

THENCE along said Southeasterly line North $31^{\circ}53'45''$ East 3.76 feet; THENCE leaving said Southeasterly line and along the Westerly line of the above described Parcel 103764-1 North $00^{\circ}12'52''$ West 13.28 feet to the **TRUE POINT OF BEGINNING**.

Rights to the above described Temporary Easement shall cease and terminate on April 30, 2021.

The rights may also be terminated prior to the above date by STATE upon notice to OWNER.

Unless otherwise stated, all bearings and distances described in this description are California Coordinate System of 1983, Zone 6 based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. Distances are U.S. Survey Foot grid, divide grid distances by a combined factor 0.99998345 to obtain U.S. Survey foot ground distances.

**TRANSPORTATION COMMISSION
RESOLUTION NO.**

C-21734

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 12-Ora-5-PM 14.2-14.4 PARCEL 202069-1, 2, 3, 4, 5
OWNER: TR Mission Ridge LLC, a Delaware limited liability company**

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

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

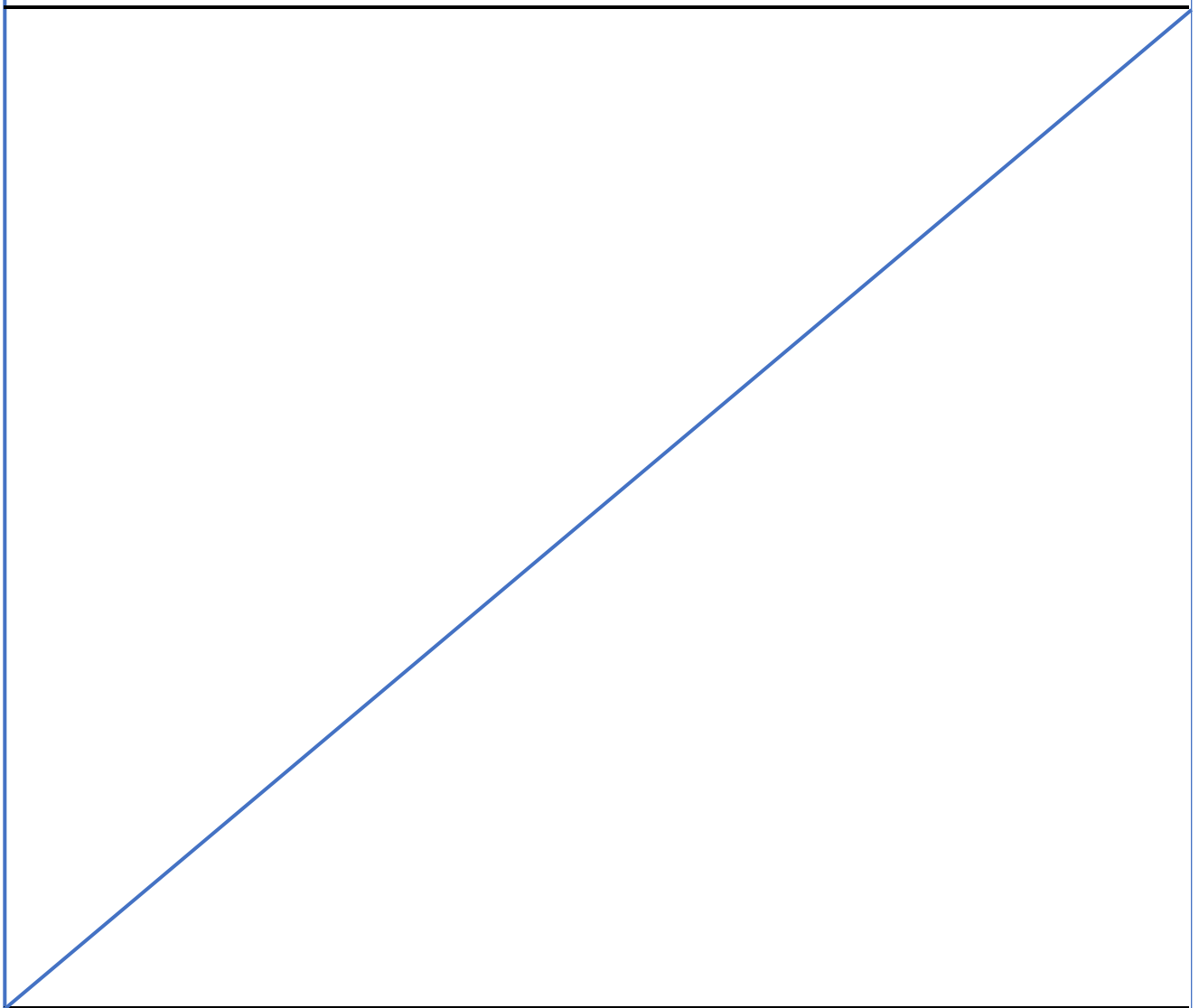
**Attorney, Department of
Transportation**

**DIVISION OF RIGHT OF
WAY**

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

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

8 The real property or interests in real property, which the Department of
9 Transportation is by this resolution authorized to acquire, is situated in the County of
10 Orange, State of California, Highway 12-Ora-5 and described as follows:



Legal Description

PARCEL 202069-1 Fee

For freeway purposes, that real property in the City of Mission Viejo, County of Orange, State of California, being a portion of Parcel 3 as described in Lot Line Adjustment LLA No. 99-03 recorded August 30, 2000 as Instrument No. 20000452980 of Official Records of said County, described as follows:

Commencing at the southeasterly corner of said Parcel 3;

thence South 80°14'18" West 134.21 feet along the southerly line of said Parcel 3 to the **True Point of Beginning**;

thence continuing along the southerly and westerly lines of said Parcel 3 the following two courses:

1. South 80°14'18" West 10.43 feet;
2. North 06°52'47" East 72.48 feet;

thence South 83°07'16" East 2.58 feet;

thence South 06°53'21" West 64.00 feet;

thence South 83°07'13" East 7.42 feet;

thence South 06°52'47" West 5.50 to the **True Point of Beginning**.

Lands abutting the freeway shall have no right or easement of access thereto.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202069-2 Fee

For freeway purposes, that real property in the City of Mission Viejo, County of Orange, State of California, being a portion of Parcel 3 as described in Lot Line Adjustment LLA No. 99-03 recorded August 30, 2000 as Instrument No. 20000452980 of Official Records of said County, described as follows:

Commencing at the southeasterly corner of said Parcel 3;

thence along the southerly and westerly lines of said Parcel 3 the following two courses:

1. South 80°14'18" West 144.64 feet;
2. North 06°52'47" East 419.02 feet to the **True Point of Beginning**;

thence continuing along said westerly line North 06°52'47" East 20.00 feet;

thence South 83°06'39" East 10.00 feet;

thence South 06°52'47" West 20.00 feet;

thence North 83°06'39" West 10.00 feet to the **True Point of Beginning**.

Lands abutting the freeway shall have no right or easement of access thereto.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202069-3 Permanent Slope Easement

An easement for permanent slope purposes in the City of Mission Viejo, County of Orange, State of California, being a portion of Parcel 3 as described in Lot Line Adjustment LLA No. 99-03 recorded August 30, 2000 as Instrument No. 20000452980 of Official Records of said County, described as follows:

Commencing at the southeasterly corner of said Parcel 3;

thence along the southerly and westerly lines of said Parcel 3 the following two courses:

1. South 80°14'18" West 144.64 feet;
2. North 06°52'47" East 72.48 feet to the **True Point of Beginning**;

thence continuing along said westerly line North 06°52'47" East 346.54 feet;

thence South 83°06'39" East 10.00 feet;

thence South 06°52'47" West 346.53 feet;

thence North 83°07'16" West 10.00 feet to the **True Point of Beginning**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202069-4 Permanent Slope Easement

An easement for permanent slope purposes in the City of Mission Viejo, County of Orange, State of California, being portions of Parcels 1 through 3 as described in Lot Line Adjustment LLA No. 99-03 recorded August 30, 2000 as Instrument No. 20000452980 of Official Records of said County, described as follows:

Commencing at the southeasterly corner of said Parcel 3;

thence along the southerly and westerly lines of said Parcel 3 the following two courses:

1. South 80°14'18" West 144.64 feet;
2. North 06°52'47" East 439.02 feet to the **True Point of Beginning**;

thence continuing along westerly line of said Parcels 1 through 3 the following 3 courses:

1. North 06°52'47" East 836.79 feet to a curve concave westerly having a radius of 10,116.47 feet;
2. northerly 636.44 feet along said curve through a central angle of 03°36'16";
3. non-tangent to said curve North 23°57'18" East 16.95 feet to a non-tangent curve concave westerly having a radius of 10,122.47 feet, a radial line to said curve bears South 86°48'53" East;

thence southerly 41.60 feet along said curve through a central angle of 00°14'08";

thence non-tangent to said curve South 86°34'45" East 4.00 feet to a non-tangent curve concave westerly having a radius of 10,126.47 feet, a radial line to said curve bears South 86°34'45" East;

thence southerly 59.40 feet along said curve through a central angle of 00°20'10";

thence non-tangent to said curve North 86°14'35" West 6.50 feet to a non-tangent curve concave westerly having a radius of 10,119.97 feet, a radial line to said curve bears South 86°14'35" East;

thence southerly 167.19 feet along said curve through a central angle of 00°56'48";

thence non-tangent to said curve South 36°15'32" East 9.91 feet to a non-tangent curve concave westerly having a radius of 10,126.47 feet, a radial line to said curve bears South 85°15'15" East;

thence southerly 36.75 feet along said curve through a central angle of 00°12'29";

thence non-tangent to said curve South 85°02'46" East 12.00 feet to a non-tangent curve concave westerly having a radius of 10,138.47 feet, a radial line to said curve bears South 85°02'46" East;

thence southerly 25.85 feet along said curve through a central angle of 00°08'46";

thence non-tangent to said curve North 84°54'00" West 9.00 feet to a non-tangent curve concave westerly having a radius of 10,129.47 feet, a radial line to said curve bears South 84°54'00" East;

thence southerly 303.43 feet along said curve through a central angle of 01°42'59";

thence non-tangent to said curve North 83°11'02" West 3.00 feet to a non-tangent curve concave westerly having a radius of 10,126.47 feet, a radial line to said curve bears South 83°11'02" East;

thence southerly 11.23 feet along said curve through a central angle of 00°03'49";

thence South 06°52'47" West 281.18 feet;

thence South 50°10'25" West 8.93 feet;

thence South 38°01'22" East 8.67 feet;

thence South 06°52'47" West 542.97 feet;

thence North 83°06'39" West 10.00 feet to the **True Point of Beginning**.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Legal Description

PARCEL 202069-5 Soil Nail Easement

An easement for soil nail purposes in the City of Mission Viejo, County of Orange, State of California, being a portion of Parcel 3 as described in Lot Line Adjustment LLA No. 99-03 recorded August 30, 2000 as Instrument No. 20000452980 of Official Records of said County, described as follows:

Commencing at the southeasterly corner of said Parcel 3;

thence South 80°14'18" West 42.47 feet along the southerly line of said Parcel 3 to the **True Point of Beginning**;

thence North 03°13'08" East 43.31 feet;

thence North 83°07'16" West 92.54 feet;

thence South 06°53'21" West 64.00 feet;

thence South 83°07'13" East 7.42 feet;

thence South 06°52'47" West 5.50 feet to the southerly line of said Parcel 3;

thence North 80°14'18" East 91.74 feet to the **True Point of Beginning**.

The State, its successors and assigns, and their respective agents and assigns, shall have the right to directionally drill into the subsurface of said real property hereinabove described for the purposes above set forth, from lands other than said property, without, however, the right to use or drill through the surface of said property or drill in such manner as to endanger the safety of any improvements that may be constructed on said property. Owner, his successors and assigns, shall retain all surface rights of the above-described easement area and rights to build permanent structures thereon.

All costs incurred for improvements made by the Owner, his successors and assigns, in the use of the rights to the surface and the rights to build permanent structures shall be borne by the Owner, his successors and assigns, and such use shall not unreasonably interfere or act inconsistently with the rights of the State, its successors and assigns, and the design and construction of any and all improvements to the easement area shall be first approved by the State of California, Department of Transportation, whose review will not be unreasonably withheld.

Unless otherwise noted, all bearings and distances are in terms of the California Coordinate System of 1983, Zone VI, based on the North American Datum of 1983 Epoch 1991.35 as locally adjusted by the Orange County Surveyor. The distances shown herein are grid distances. Ground distances may be obtained by dividing grid distances by the combination factor of 0.99995281.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.4d.
Action Item

From: STEVEN D. KECK
Chief Financial Officer

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

Subject: CONVEYANCE OF EXCESS STATE-OWNED REAL PROPERTY

ISSUE:

Should the California Transportation Commission (Commission) approve execution of the following Director's Deeds?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission authorize 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 \$13,437,310. The State will receive a return of \$13,744,860 from the sale of these properties. Corresponding maps are attached.

DIRECTOR'S DEEDS:

01-01-Hum-101 PM R79.18	Eureka
Disposal Unit #DD 7949-01-01	0.54 acre
Convey to: Bob and Chrys Johnston	\$15,000 (Appraisal \$1,225)

Public sale. This parcel was sold with the adjoining Disposal Unit #DD 7581-01-01 as one parcel. There were three bidders that participated in the sealed bid auction. The highest bid received was \$30,000 (\$15,000 each) for the two disposal units.

02-01-Hum-101 PM R79.2	Eureka
Disposal Unit #DD 7581-01-01	0.46 acre
Convey to: Bob and Chrys Johnston	\$15,000 (Appraisal \$1,225)

Public sale. This parcel was sold with the adjoining Disposal Unit #DD 7949-01-01 as one parcel. There were three bidders that participated in the sealed bid auction. The highest bid received was \$30,000 (\$15,000 each) for the two disposal units.

03-03-Pla-65 PM R19.45	Unincorporated Placer County
Disposal Unit #DD 33535-01-01	0.11 acre
Convey to: Walter and Robyn Fickewirth Family Trust	\$360 (Appraisal \$360)

Direct sale. The parcel is landlocked, irregularly-shaped, and too small for independent development. The parcel was offered to the only adjoining owner at an appraised value of \$360.

04-03-Sut-99 PM 36.1	Unincorporated Sutter County
Disposal Unit #DD 019309-02-01	18.02 acres
Convey to: Filter Farms LLC	\$551,000
	Public Sale Estimate (PSE) \$551,000

Public sale. One active bidder participated in the auction. Selling price represents the highest bid received at the public auction.

05-04-Ala-262 PM R0.4	Fremont
Disposal Unit #DK 057851-X3-X1	25,972 square feet (s.f.)
Convey to: City of Fremont	\$0
	Appraisal Not Applicable (N/A)

Direct conveyance for no monetary consideration. Conveyance is to the City of Fremont to fulfill Cooperative Agreement 4-1781-C dated October 22, 2018.

06-04-Ala-880 PM 33.1	Oakland
Disposal Unit #DE 050036-04-01	12,674 s.f.
Convey to: East Bay Municipal Utility District	\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100 percent (%) State's obligation pursuant to Utility Agreement No. 900.18 dated January, 9, 1996.

<u>07</u> -04-SF-230 PM 3.0	San Francisco
Disposal Unit #DD 030669-01-01	74,916 s.f.
Convey to: City and County of San Francisco, a Municipal Corporation	\$8,991,000 (Appraisal \$8,991,000)

Direct sale. Property is being sold to the City and County of San Francisco, a governmental agency. Parcel is needed for the Central Bayside Sewer Improvement Project. The selling price represents the appraised value.

<u>08</u> -04-SM-84 PM N/A	Menlo Park
Disposal Unit #DE 045857-03-01	822 s.f.
Convey to: Midpeninsula Regional Open Space District	\$100 (Appraisal \$100)

Direct conveyance via exchange. Conveyance is to Midpeninsula Regional Open Space District, a public district. Conveyance is in exchange for acquisition parcel 63570 as stipulated in Right of Way Contract dated October 15, 2018.

<u>09</u> -06-Fre-99 PM 25.7	Fresno
Disposal Unit #DE 86954-02-01	3,480 s.f.
Convey to: Fresno Irrigation District	\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 06-1398.32 dated January 12, 2016.

<u>10</u> -06-Fre-180 PM R61.95	Fresno
Disposal Unit #DD 83916-01-01	18,866 s.f.
Convey To: Paul Van and Kathy T. Van	\$26,500 (PSE \$24,500)

Public sale. Selling price represents the highest bid received at the public sale. There were two registered bidders and both participated in the auction.

<u>11</u> -06-Kin-198 PM 24.6	Unincorporated Kings County
Disposal Unit #DK 85178-07-01	7,763 s.f.
Convey to: Southern California Edison Company	\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 06-1154.13 dated December 2, 2008.

<u>12</u> -06-Kin-198 PM 24.6	Unincorporated Kings County
Disposal Unit #DK 85178-12-01	11,894 s.f.
Convey to: Southern California Edison Company	\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 06-1154.13 dated December 2, 2008.

<u>13</u> -06-Kin-198 PM 25.1	Unincorporated Kings County
Disposal Unit #DK 85178-06-01	4,824 s.f.
Convey to: Corcoran Irrigation District	\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 06-1154.81 dated September 9, 2009.

<u>14</u> -06-Kin-198 PM 25.1	Unincorporated Kings County
Disposal Unit #DK 85178-08-01	6,334 s.f.
Convey to: Southern California Edison Company	\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 06-1154.13 dated December 2, 2008.

<u>15</u> -06-Kin-198 PM 25.1	Unincorporated Kings County
Disposal Unit #DK 85178-13-01	4,824 s.f.
Convey to: Southern California Edison Company	\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 06-1154.13 dated December 2, 2008.

<u>16</u> -06-Kin-198 PM 26.1	Unincorporated Kings County
Disposal Unit #DK 84878-03-01	192 s.f.
Convey to: Southern California Edison Company	\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 06-1154.13 dated December 2, 2008.

<u>17</u> -06-Kin-198 PM 26.1	Unincorporated Kings County
Disposal Unit #DK 84878-05-01	1,687 s.f.
Convey to: Southern California Edison Company	\$0 (Appraisal N/A)

Direct conveyance for no monetary consideration. Conveyance is 100% State's obligation pursuant to Utility Agreement No. 06-1154.13 dated December 2, 2008.

18-06-Mad-99 PM 21.33
Disposal Unit #DD 85009-01-01
Convey to: Samuel Loredo and Beth Loredo
Trustees of the Loredo Family Trust

Madera
1.165 acres
\$500 (Appraisal \$500)

Direct sale. Parcel is incapable of independent development due to shape, and developmental limitations—according to the Commercial, Rural, and General District Zoning ordinance of Madera County. Parcel is bordered by State Route (SR) 99, Golden State Boulevard and only one adjoining owner. Selling price represents the appraised value.

19-07-LA-5 PM 55.4
Disposal Unit #DD B7081-01-01
Convey to: The Newhall Land and Farming
Company, a California Limited Partnership

Unincorporated Los Angeles County
238,804 s.f.
\$2,775,000 (PSE \$2,775,000)

Public sale. There were 19 registered bidders at the auction, and only one active bidder for this parcel. Selling price represents the highest and only bid received at the public oral auction sale.

20-07-LA-405 PM 27.21
Disposal Unit: #DD 76861-01-01
Convey to: Huntley Avenue, LLC
a California Limited Liability Company

Culver City
10,188 s.f.
\$525,000 (PSE \$295,000)

Public sale. There were 19 registered bidders and four active bidders at auction. Selling price represents the highest bid received at the public oral auction sale.

21-07-LA-405 KP 42.9
Disposal Unit #DD 76904-01-02
Convey to: John F. O'Mahony & E. Dara O'Mahony

City of Los Angeles
1,065 s.f.
\$2,500 (Appraisal \$2,500)

Direct sale. The subject parcel is an unimproved, irregularly-shaped parcel that is incapable of independent development. The selling price represents the appraised value from the only adjoining owner.

22-08-Riv-215 PM 31.5-34.2
Disposal Unit #DD 008690-01-01
Convey to: Riverside County Transportation
Commission

Riverside County
4.22 acres
\$734,000 (Appraisal \$734,000)

Direct conveyance via exchange. Conveyance is in exchange for the acquisition of parcels pursuant to Right of Way Contract No. 8699-1, 8699-4, 8699-5, 8699-13, and 8699-14 dated November 20, 2017.

Unincorporated Riverside County
22.7 s.f.
\$100 (Appraisal \$100)

Unincorporated Calaveras County
0.12 acre
\$1,000 (Appraisal \$1,000)

Livingston
2,435 s.f.
\$12,500 (PSE \$4,000)

Livingston
0.28 acre
\$57,500 (PSE \$18,000)

Livingston
0.36 acre
\$500 (Appraisal \$500)

Merced
0.8 acre
\$34,800 (PSE \$34,800)

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

29-10-Tuo-108 PM 3.7

Disposal Unit #DD 013942-01-01

Convey to: Robert and Sandra Fisher, Joint Trust

Tuolumne County

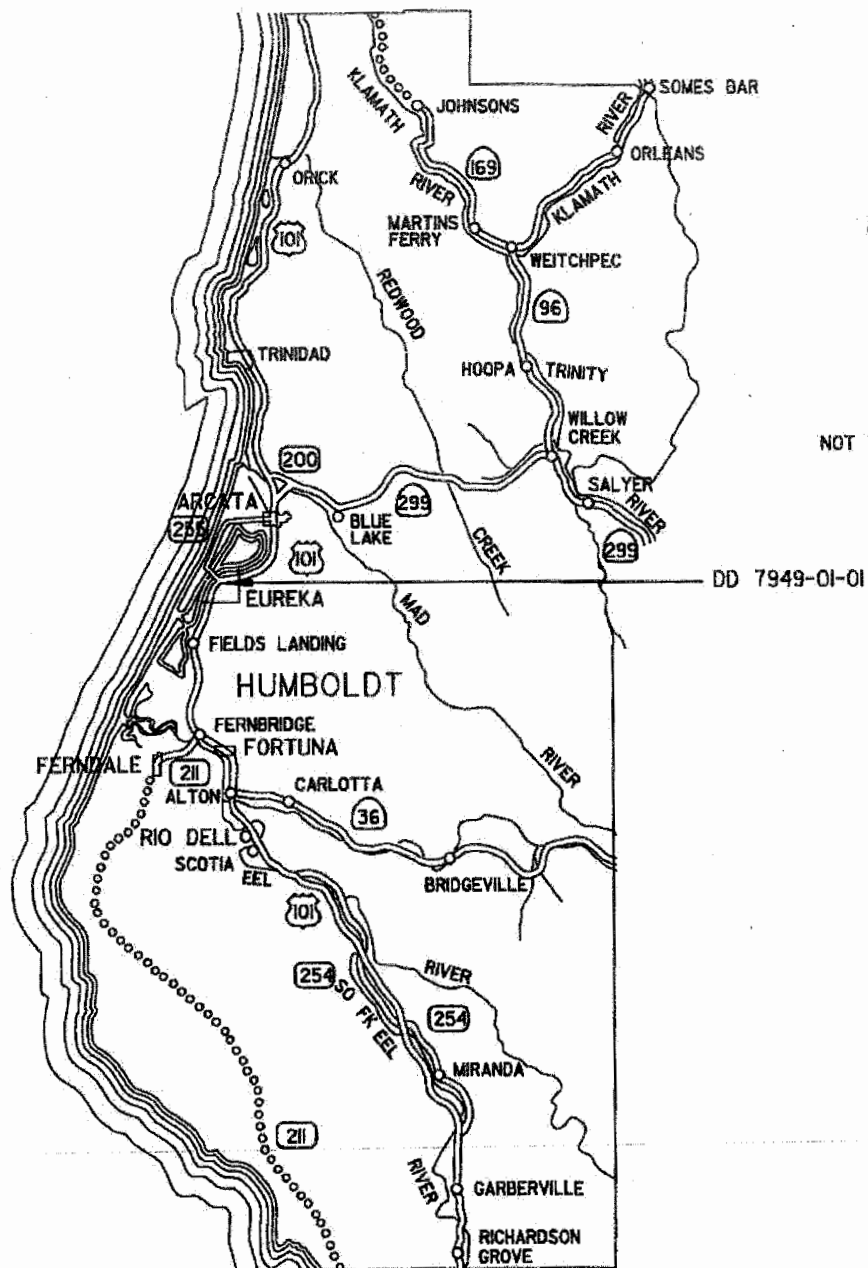
0.85 acre

\$2,500 (Appraisal \$2,500)

Direct sale. Parcel is landlocked and incapable of independent development. Selling price represents the appraised value from the only interested adjoining owner.

Attachments

Exhibits 1A-29B - Parcel maps



LOCATION MAP

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 01		
DIRECTOR'S DEED DD-7949-01-01		
CO	ROUTE	PM
HUM	101	R79.18

SECTION 23
T 5 N, R 1 W, HM
CITY OF EUREKA

6TH STREET

POB

174.5'

80'

APN
002-114-04

44.25'
5.66'
36.25'

APN
002-114-07

APN
002-114-08

225.50'±

DD 7949-01-01

155.50'±

APN
002-114-05

U STREET



LEGEND



DD 7949-01-01
 EXCESS LANDS PARCEL
 0.54 ACRES ±
 PORTION OF APN 002-114-06

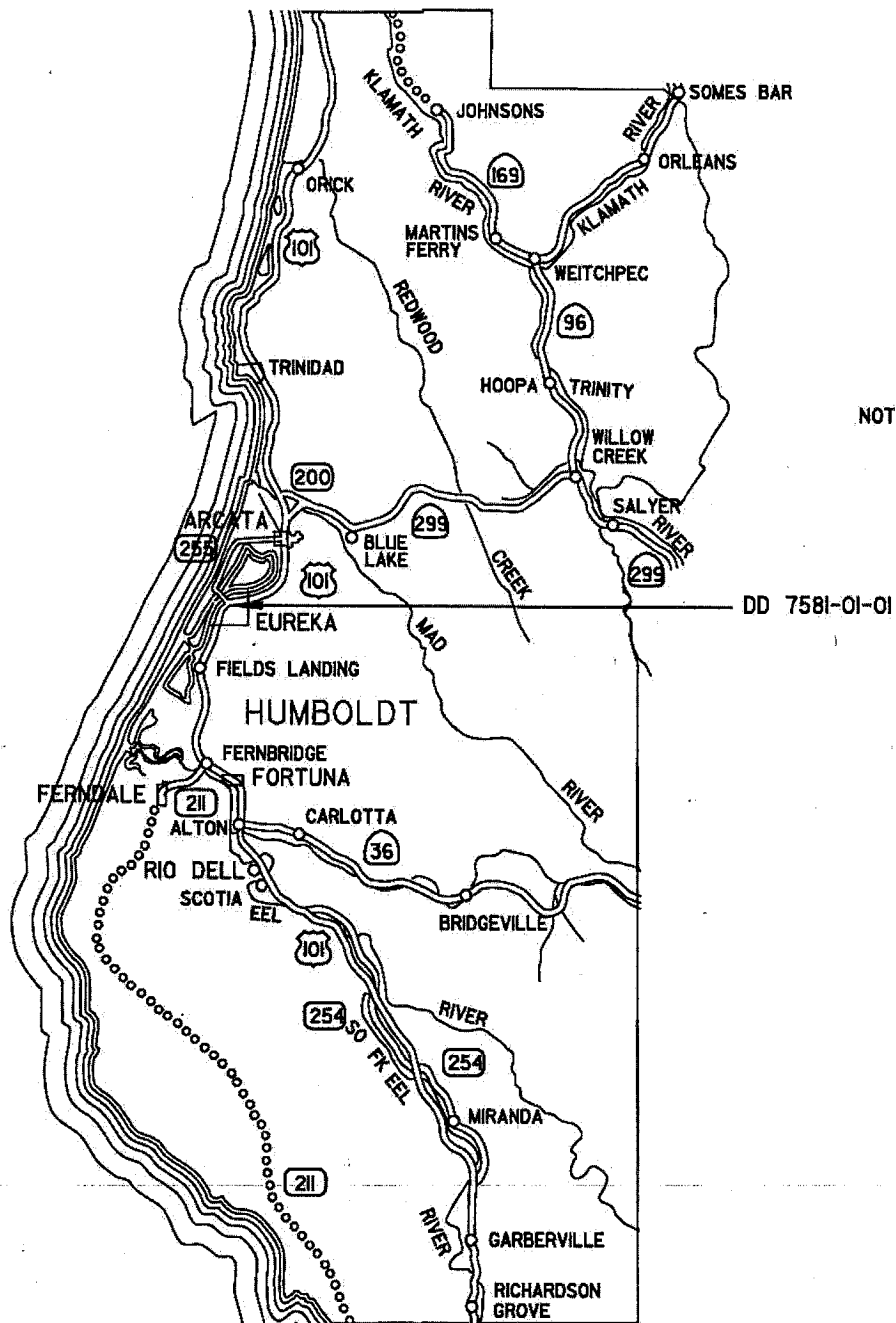


STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND
 HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 01

DIRECTOR'S DEED
 DD-7949-01-01

CO	ROUTE	PM
HUM	101	R79.18

APPROXIMATE 1/4 SECTION LINE



LOCATION MAP

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 01		
DIRECTOR'S DEED DD-7581-01-01		
CO	ROUTE	PM
HUM	101	R79.2

**SECTION 23
T 5 N, R 1 W, HM
CITY OF EUREKA**



T STREET

6TH STREET

U STREET

EAST LINE OF "T" STREET
EXTENDED SOUTH TO 6TH
STREET

POB

65.5'

87.25'

APN
002-114-06

DD 7581-01-01

APN
002-114-08

229'±

229'±

87.25'

APPROXIMATE 1/4 SECTION LINE

LEGEND



**DD 7581-01-01
EXCESS LANDS PARCEL
0.46 ACRES ±
PORTION OF APN 002-114-07**

SCALE: 1" = 50'

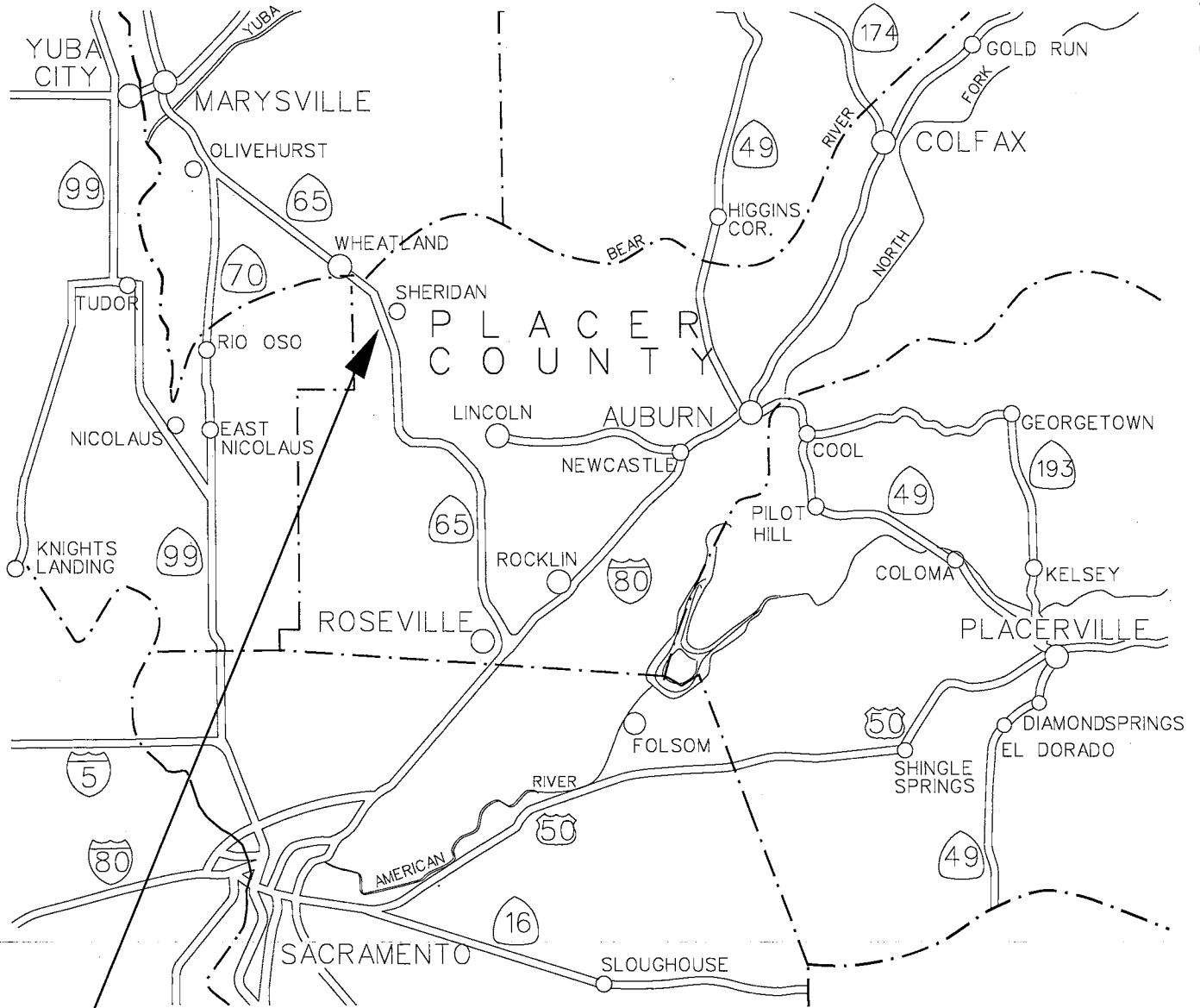
FEET 0 25 50 100

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND
HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 01

DIRECTOR'S DEED

DD-7581-01-01

CO	ROUTE	PM
HUM	101	R79.2



PARCEL LOCATION

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

**EXHIBIT
LOCATION MAP
PARCEL 33535-01-01**

DISTRICT	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
03	PLA	65	PM R19.45	1	3



SECTION 1
T12N, R5E, M.D.M.

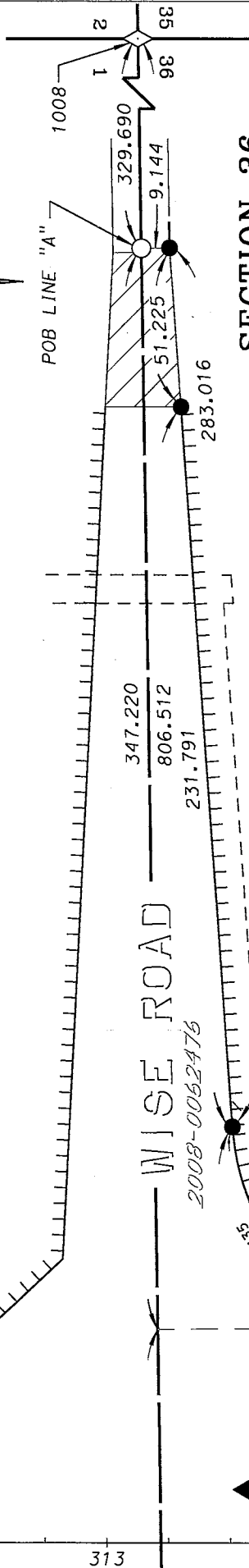
TO ROSEVILLE

312

313

314

315



SECTION 36
T13N, R5E, M.D.M.

LEGEND

- CALCULATED POINT ONLY
- ▲ CONTROL MONUMENT
- ◇ FOUND PLSS CORNER
- SET 1" IP WITH CALTRANS PLASTIC CAP
- ||| ACCESS CONTROLLED
- /// SEGMENT 5, RELINQUISHMENT #036311-X
(STATE HIGHWAY MAP BOOK 3A,
PAGE 72, RECORDS OF PLACER COUNTY)

PG & E EASEMENT
DOC NO. 2009-0013689

33535-01-01
0.046 HECTARES
(0.11 ACRES)

UTILITY EASEMENT
P.O.B.
(SEE SHEET 3)

LINE "A" DESCRIBED IN
DOC NO. 2008-0050334

RESERVED
UTILITY
EASEMENT

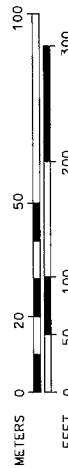
STATE
HIGHWAY
65

TO MARYSVILLE

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
EXHIBIT MAP

DD-33535-01-01



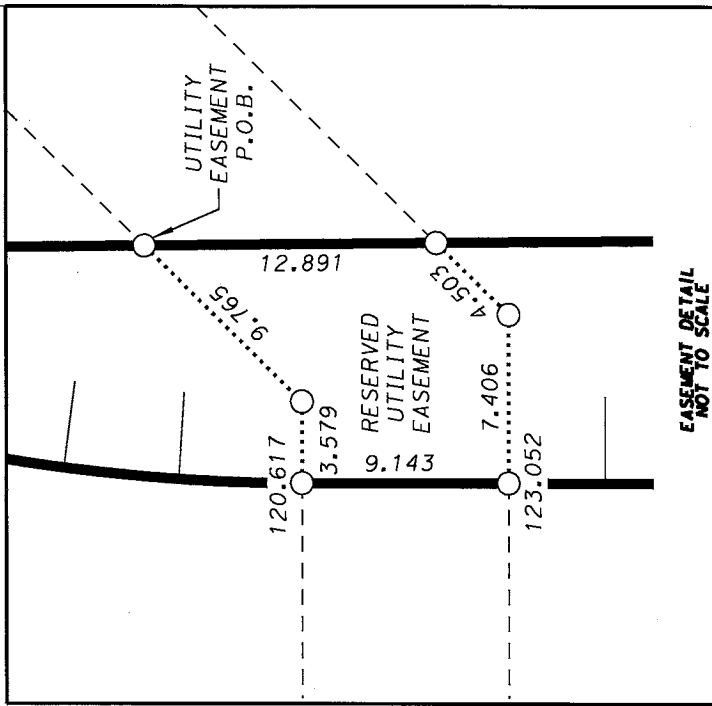
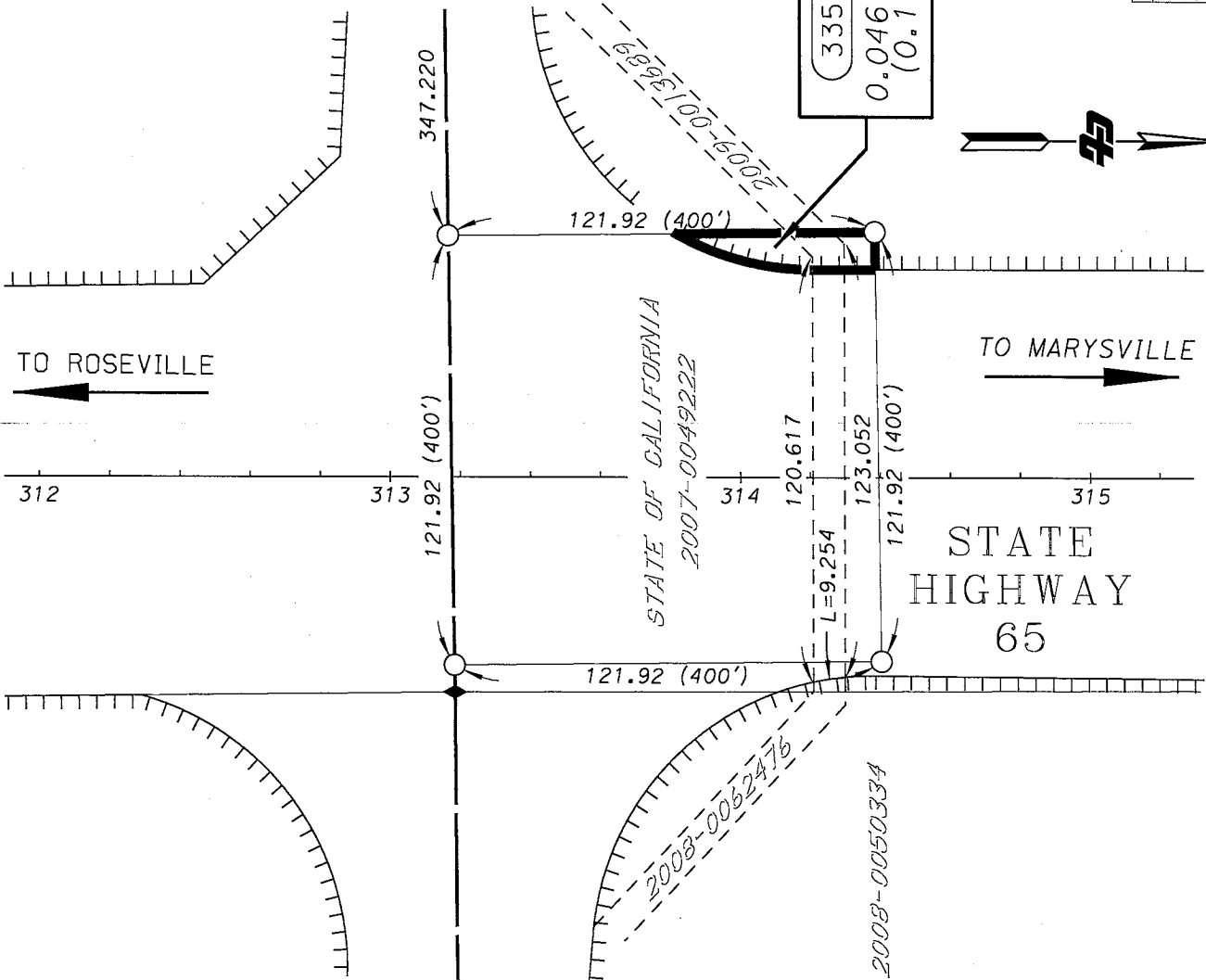
NOTES

All distances are in meters unless
otherwise noted.

To convert meters to U.S. Survey
feet, multiply distance by
3937/1200.

PARCEL DETAIL
NOT TO SCALE

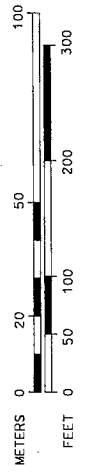
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	PLA	65	RT9.45	2	3



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
EXHIBIT MAP**

DD-33535-01-01



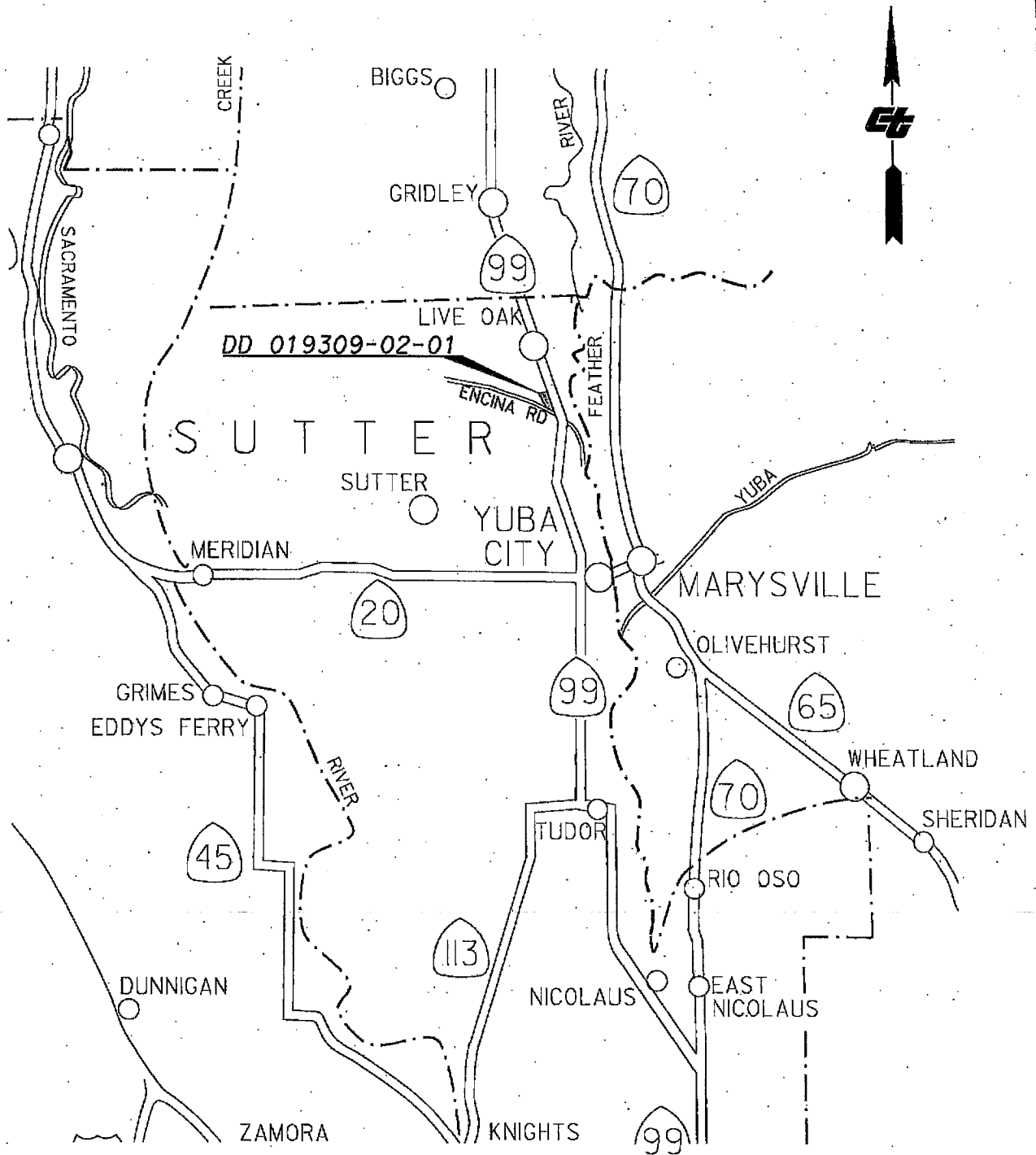
NOTES

All distances are in meters unless otherwise noted.

To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

DISTRICT	COUNTY	ROUTE	PLA	SHEET PM	SHEET NO.	TOTAL SHEETS
03			65	R19.45	3	3

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



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 019309-02-01**

NO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SUT	99	36.1	1	2

TOWNSHIP 16 NORTH RANGE 3 EAST, M.D.M. SUTTER COUNTY SECTION 29

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.



APN: 10-130-001

LINE DESCRIBED IN DEED RECORDED
NOVEMBER 21, 1972 IN BOOK OF SUTTER COUNTY
PAGE 59, OFFICIAL RECORDS

APN: 10-130-020
DEED RECORDED (DD 019309-01-01) AT
NOVEMBER 21, 1972 IN BOOK OF SUTTER COUNTY
PAGE 59, OFFICIAL RECORDS

STATE R/W
STATE HIGHWAY 99
STATE R/W

SOUTHER PACIFIC R.R.

KENT AVENUE

APPROX. SECTION LINE
ENGINA ROAD

SECTION 28

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD 019309-02-01



NOTES
Coordinates and bearings are on CSE
Projections. Distances are
multiplied by 0.99991 to obtain
grid distances.
All distances are in feet unless
otherwise noted.

LEGEND

DD 019309-02-01
18.02 AC

CURVE LENGTH	
NO.	LEN/DIST
1	535.10
2	505.51
3	737.31

DISTRICT	COUNTY	ROUTE	SHEET	PM	SHEET NO.	TOTAL SHEETS
03	SUT	99	56.10	2	2	2

DK-057851-X3-X1
25,972 SQ.FT.

U P R R

262

ROUTE

EAST WARREN AVE

ROAD

UPUC NO. 001DA-36.20

MISSION FALLS CT

BENICIA ST

AUBURN ST

ROUTE 880

To San Jose



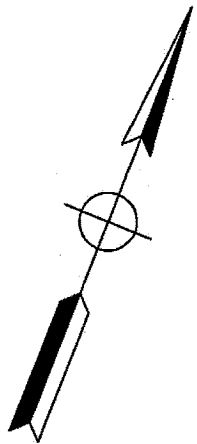
KATO ROAD

KATO

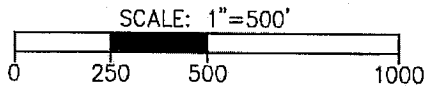
BLVD

LAKEVIEW

To Oakland



5/24/2017



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF
TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DK-057851-X3-X1

DRAWN BY: RFP		DATE: 2/13/2017	
CHECK BY: DE		SCALE: 1"=500'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	262	RO.4	1 OF 2

STATE ROUTE 262
(7149 O.R. 149)

LEGEND

P.O.B. POINT OF BEGINNING
P.O.C. POINT OF COMMENCEMENT
SN SERIAL NO.
(R) RADIAL BEARING
O.R. OFFICIAL RECORDS
R RADIUS
L ARC LENGTH
Δ DELTA

DK-057851-X3-X1
25,972 SQ.FT.

APN. 519-0950-001-14
CITY OF FREMONT
SN 84-218706 O.R.

Δ=16°40'58"
L=78.05'
R=268.05'

Δ=24°59'10"
L=144.81'
R=332.07'

Δ=57°16'55"
L=139.99'
R=140.03'

Δ=113°10'01"
L=98.78'
R=50.01'

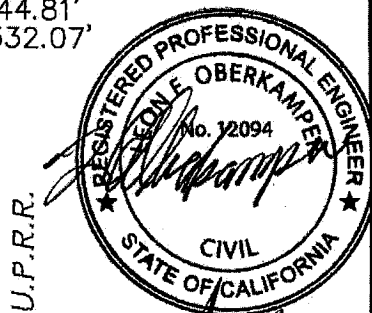
Δ=35°16'31"
L=50.50'
R=82.03'

(57851-3) ACQUIRED UNDER
SECTION 83

WARREN AVE.

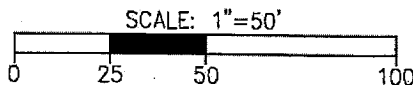
KATO ROAD
(MAP BOOK 73, PAGE 55)

APN. 519-0950-012-03
CITY OF FREMONT



U.P.R.R.

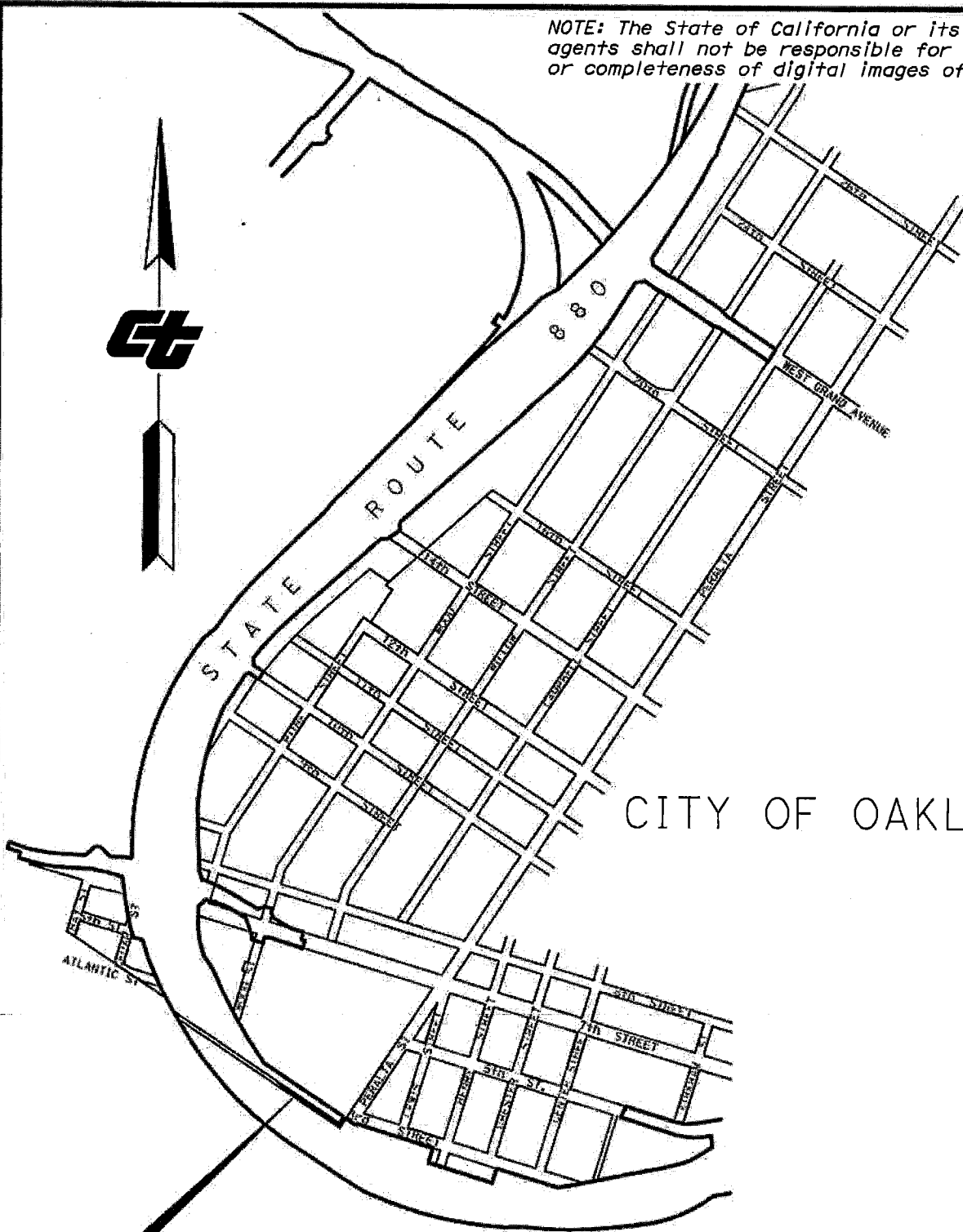
5/24/2017



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF
TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DK-057851-X3-X1

DRAWN BY: RFP		DATE: 2/13/2017	
CHECK BY: DE		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	262	R0.4	2 OF 2

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



DE-050036-04-01

12,674 SQ. FT.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED**

DE-050036-04-01

SCALE: 1"=1000'

FEET 0 500 1000 2000

DRAWN BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
CE	04/06/15	4	ALA	880	33.1	2	2

R-7X.0
A-1095.0

BEARING AND DISTANCES SHOWN ARE ON
CCS 1927, ZONE 3. MULTIPLY
DISTANCES SHOWN BY 1.0000720 TO
OBTAIN GROUND LEVEL DISTANCES.

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

CITY OF OAKLAND

RDS MAP S-406
25 R S 58-69

BAY VIEW
HOMESTEAD
4 MAPS 5

DE-050036-04-01

PERALTA ST
80.00
8.97'

N56°34'41"W 742.39' (R/W)

662.39' STATE OF CALIFORNIA
DOC. 2009066114

CITY OF OAKLAND
DOC. 2002455185

N35°01'57"W
116.28'

N56°29'26"W 482.29'
R=2298.00' Δ=11°27'05" L=459.29'

S33°27'02"W
63.65'
113.62'(T)

Δ=14°44'01" L=591.29'
R=2299.38'

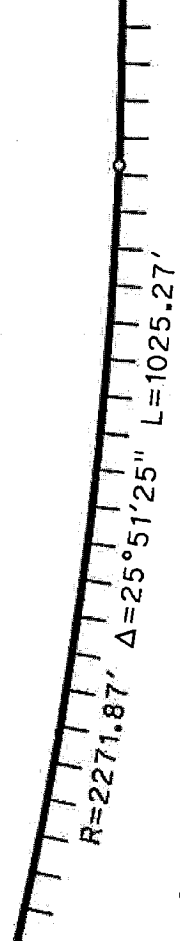
CCUA 50036-A

TO EASTSHORE HWY
80/580 RICHMOND/
SAN FRANCISCO

STATE ROUTE 880

50036

TO SAN JOSE

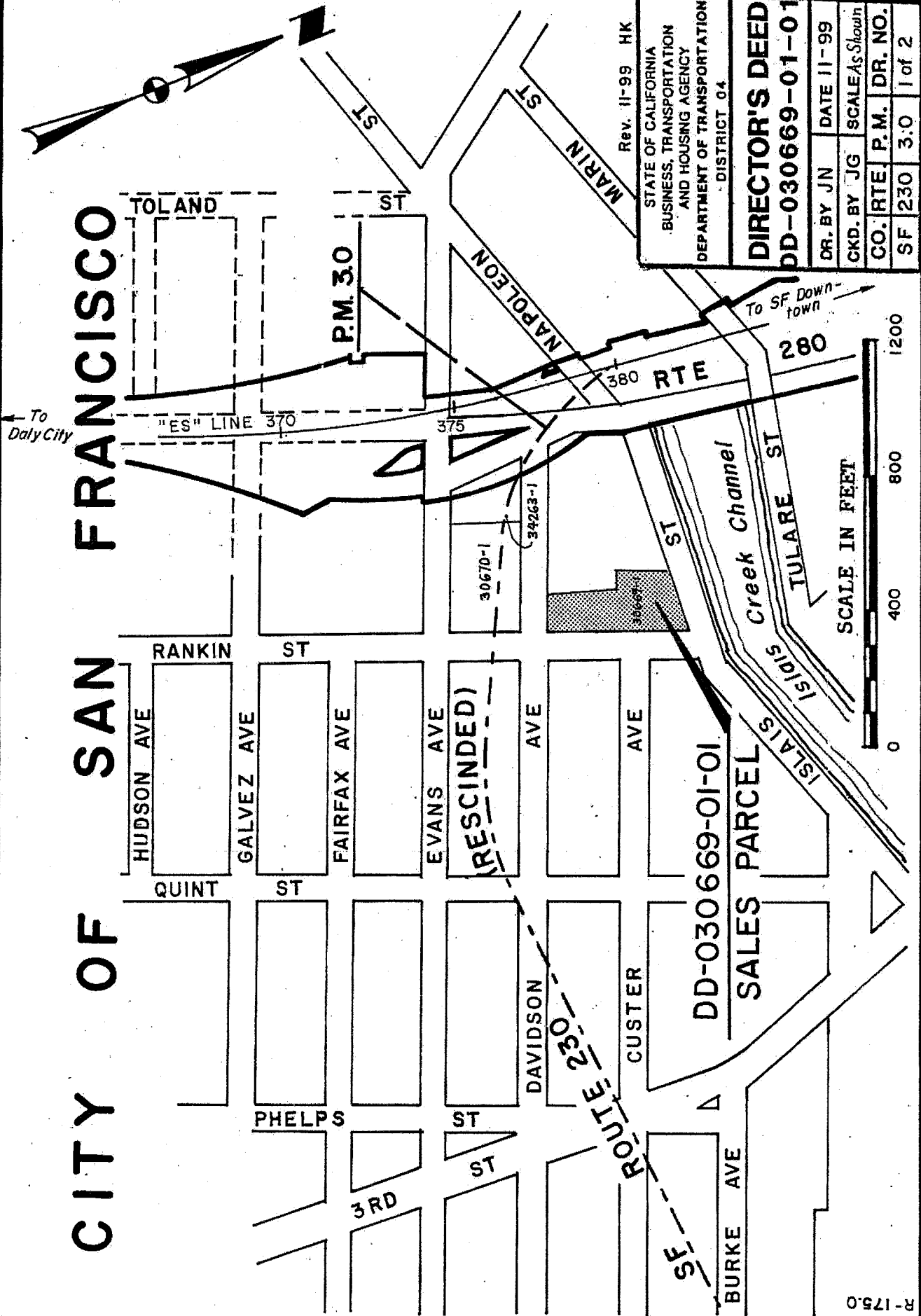


R-7X.5
A-1095.6

NOTES	STATE OF CALIFORNIA
All distances are in feet unless otherwise noted.	CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION
LEGEND	RIGHT OF WAY DIRECTOR'S DEED DE-050036-04-01
Access Prohibited P.O.B. Point of Beginning (T) Total	DE-050036-04-01
DRAWN BY CH	DISTRICT COUNTY ROUTE SHEET FM SHEET NO. TOTAL SHEETS
DATE 04/06/15	4 A LA 880 33.1 3



CITY OF SAN FRANCISCO



R-175.0

(Rescinded Route)

CITY OF SAN FRANCISCO

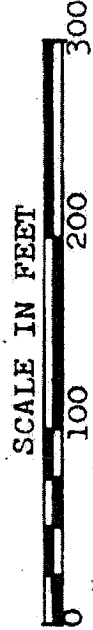
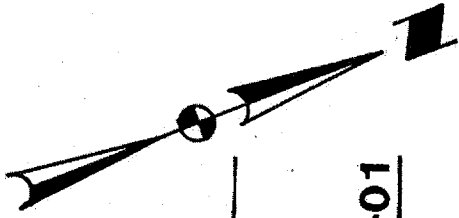
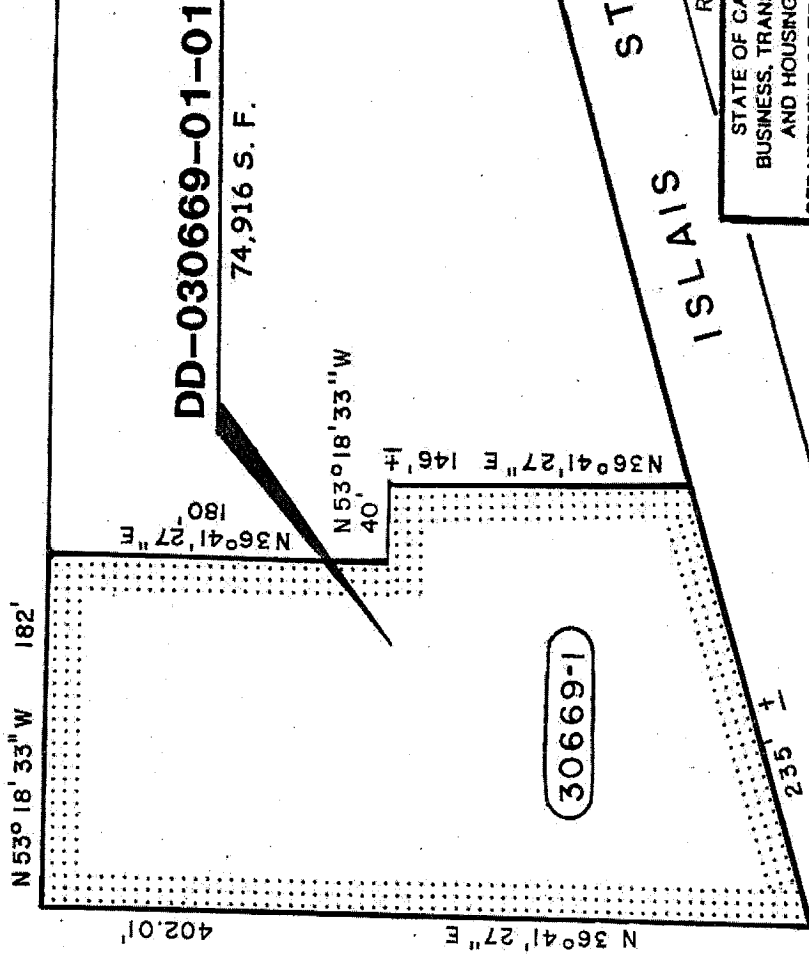
DAVIDSON AVE

CUSTER AVE

ST

RANKIN ST

ISLAIS ST



Rev. 11-99 HK

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 04

DIRECTOR'S DEED
DD-030669-01-01

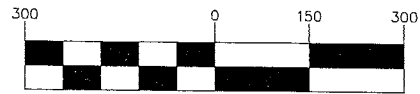
DR. BY	JN	DATE	11-99
CKD. BY	JG	SCALE	As Shown
CO. RTE.	P.M.	DR. NO.	
SF	230	3.0	2 of 2

(Rescinded Route)

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.

← HWY 101 HWY 84 → FREMONT

GRAPHIC SCALE



(IN FEET)

1 inch = 300 ft.



SAN MATEO COUNTY TRANSIT DISTRICT

DE-045857-03-01
822± SQUARE FEET

MENLO PARK
EAST PALO ALTO
UNIVERSITY AVENUE

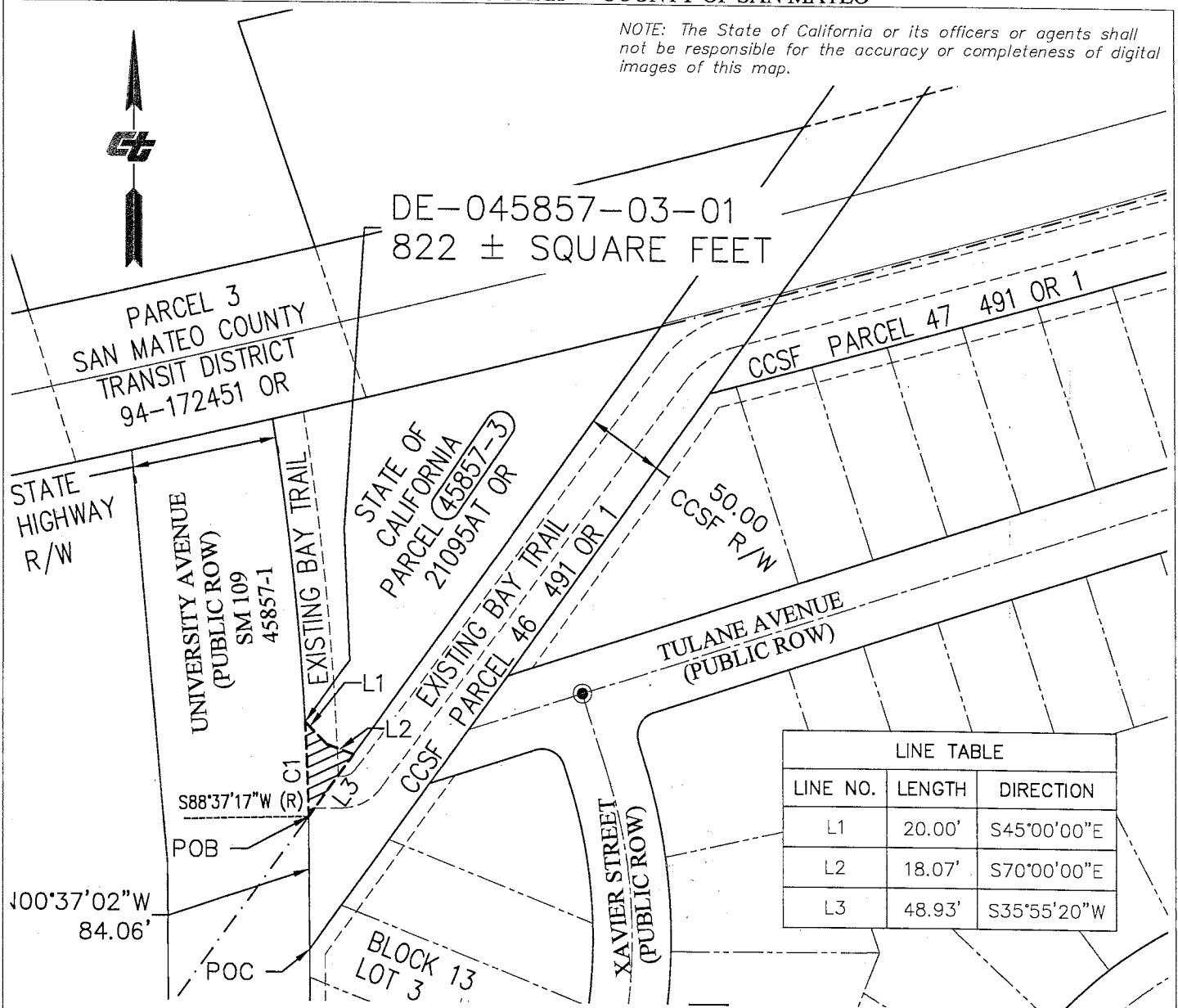
MENLO PARK
ACCESS ROAD
XAVIER STREET

TULANE AVENUE
HUNTER STREET

UNIVERSITY AVENUE
STATE OF CALIFORNIA
CCSF

NOTES		LEGEND			STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED EXHIBIT B DE-045857-03-01		
Coordinates and bearings are on CCS NAD83 Zone III. Distances and stationing are grid distances. Divide by 0.99994412 to obtain ground distances. All distances are in feet unless otherwise noted.		SUBJECT EASEMENT - - - - -					
		EXISTING EASEMENT - - - - -					
		CITY LIMITS - - - - -					
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
JJB	02-12-19	04	SM	84	N/A	1	2

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

**RECORD REFERENCES:**

- (1) PARCEL 45857-3 LANDS OF THE STATE OF CALIFORNIA 21095AT OR
 (2) PARCEL 46 CCSF 491 OR 1

CURVE TABLE			
CURVE NO.	LENGTH	RADIUS	DELTA
C1	60.00'	1846.01'	1°51'44"

GRAPHIC SCALE

(IN FEET)
 1 inch = 100 ft.

NOTES
 Coordinates and bearings are on CCS NAD83 Zone III. Distances and stationing are grid distances.
 Divide by 0.99994412 to obtain ground distances.
 All distances are in feet unless otherwise noted.

LEGEND
ABBREVIATIONS
 CCSF=LANDS OF CITY AND COUNTY OF SAN FRANCISCO
 C#=CURVE TABLE REFERENCE
 L#=LINE TABLE REFERENCE
 OR=OFFICIAL RECORDS
 POB=POINT OF BEGINNING
 (R) =RADIAL
 POC=POINT OF COMMENCEMENT
 R/W=RIGHT OF WAY

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
EXHIBIT B
DE-045857-03-01

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
JJB	02-12-19	4	SM	84	NA	2	2

T.13S., R.19E., M.D.M.

SECTION 13

T.13S., R.20E., M.D.M.

SECTION 19

SECTION 24

CITY OF FRESNO
SECTION 23

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.

R. 20 E.
R. 19 E.

TO SELMA
STATE HIGHWAY 99

UNION PACIFIC RAILROAD

PROPOSED HSR
GOLDEN STATE BLVD

TO MADERA

W DAKOTA AVE

W SHIELDS AVE

N VALENTINE AVE

DE86954-02-01

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S EASEMENT
AREA MAP
EXHIBIT A
NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET	PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	25.70	1	1	2

T.13S., R.19E., M.D.B.&M. CITY OF FRESNO SECTION 24

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.

CEN. COR. SEC. 24, 13/19
FD 4-1/2 "JP, FILLED WITH
CONCRETE, PER COR. REC.
NO. 3013 FOR

Point of Commencement
Parcel DE86954-02-01

422.12' 1/2 SECTION LINE
N PARKWAY DR
215 214 213 211 210 209 208

PROPOSED R/W

PROPOSED R/W

W DAKOTA AVE.
51.29

DE86954-02-01
AREA = 3480 SQ.FT.

Point of Beginning
Parcel DE86954-02-01

N VALENTINE AVE
279.43
4.98
30.47
99.54
47.81
22.55
4.00
2.59
2.59
12.91
64.95
102.36
24.34
57.22
3.14
2.59
142.72
18.74
2.24
17.83
3.30
21.36

LEGEND

- PROPOSED RIGHT OF WAY AND ACCESS CONTROL
- PARCEL DE86954-02-01
- FID EASEMENT

NOTES

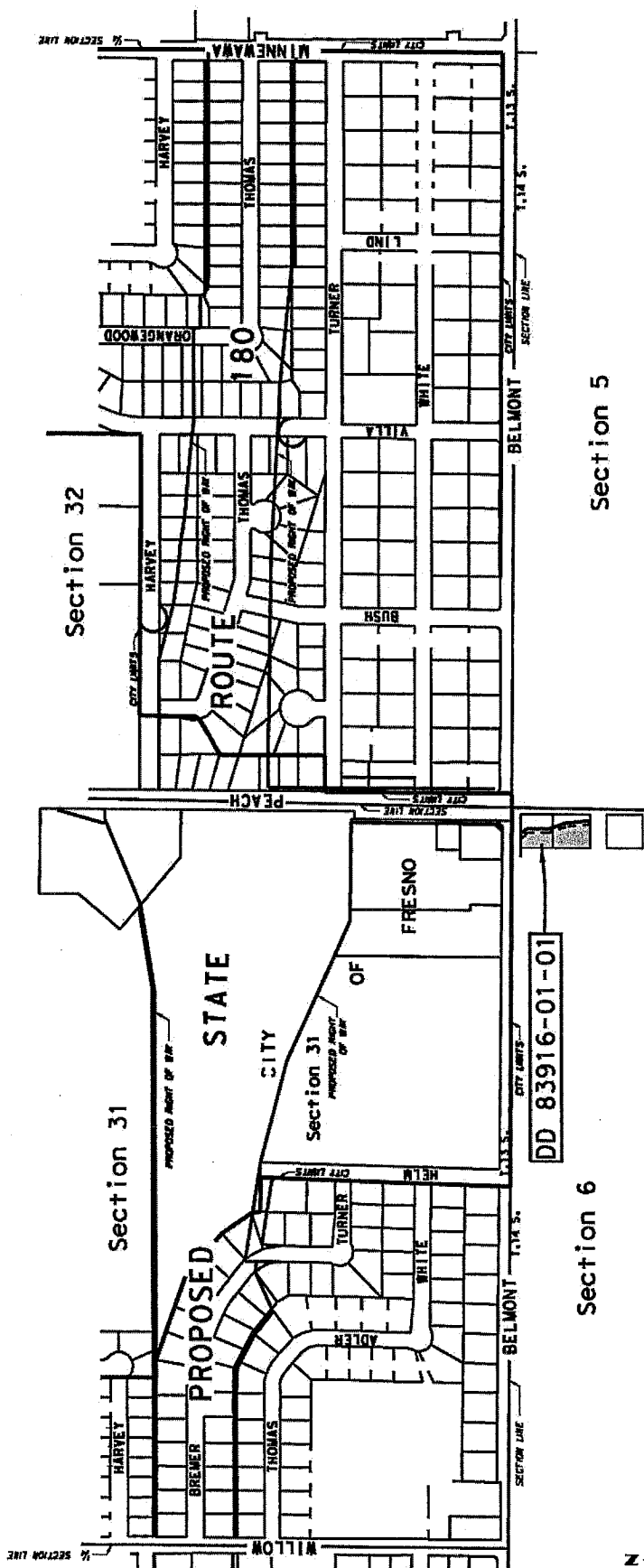
Coordinates and bearings are on CCS 1983(2007) Zone 4. Distances and stationing are grid distances. Divide by 0.99993543 to obtain ground distances.
All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
EXHIBIT B**
SCALE: 1"=100'

FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	25-70	2	2

T.13 S., R.21 E., M.D.B.&M.



T.14 S., R.21 E., M.D.B.&M.

**CALIFORNIA STATE
TRANSPORTATION AGENCY
DIRECTOR'S DEED
AREA MAP FOR**

DD 83916-01-01

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
06	FRE	180	KP R99.70	1	2

PM R61.95

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

T.14 S., R.21 E., M.D.B.& M.

NE Cor SEC 6-14/21

Section 5

NORTH PEACH AVE.

S00°47'06"W 100.687

SUBDIVISION MAP BOUNDARY

N00°47'06"E 41.200

Section 6
EASTERY

N44°46'56"W 7.789

N00°02'46"E 24.384

R=33.894
D=16°06'29"
L=9.529

83916-01-01
749.6 Sq.M. 8069 Sq.Ft.

LOT 1

DD 83916-01-01

1752.7 Sq.M. 18866 Sq.Ft.

LOT 2

3.048 (10')

N00°47'06"E 35.105

6.096 (20')

15.239

N00°34'57"E

29.730

1.13 S.

9.143 (30')

SECTION LINE

EAST BELMONT AVE.

1.14 S.

9.143 (30')

SECTION LINE

12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

9.143 (30')

SECTION LINE

EAST MADISON AVE.

12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

9.143 (30')

SECTION LINE

EAST MADISON AVE.

12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

9.143 (30')

SECTION LINE

EAST MADISON AVE.

12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

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21.345

9.143 (30')

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21.345

9.143 (30')

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9.143 (30')

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N89°25'13"W

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N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

9.143 (30')

SECTION LINE

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12.776

N89°25'13"W

9.199

N05°42'39"W

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S89°25'13"E 36.574

21.345

9.143 (30')

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SECTION LINE

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N89°25'13"W

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N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

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SECTION LINE

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12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

9.143 (30')

SECTION LINE

EAST MADISON AVE.

12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

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SECTION LINE

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12.776

N89°25'13"W

9.199

N05°42'39"W

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S89°25'13"E 36.574

21.345

9.143 (30')

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12.776

N89°25'13"W

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9.143 (30')

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12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

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21.345

9.143 (30')

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SECTION LINE

EAST MADISON AVE.

12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

9.143 (30')

SECTION LINE

EAST MADISON AVE.

12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

9.143 (30')

SECTION LINE

EAST MADISON AVE.

12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

9.143 (30')

SECTION LINE

EAST MADISON AVE.

12.776

N89°25'13"W

9.199

N05°42'39"W

10.555

S89°25'13"E 36.574

21.345

9.143 (30')

9.143 (30')

SECTION LINE

EAST MADISON AVE.

12.776

N89°25'13"W

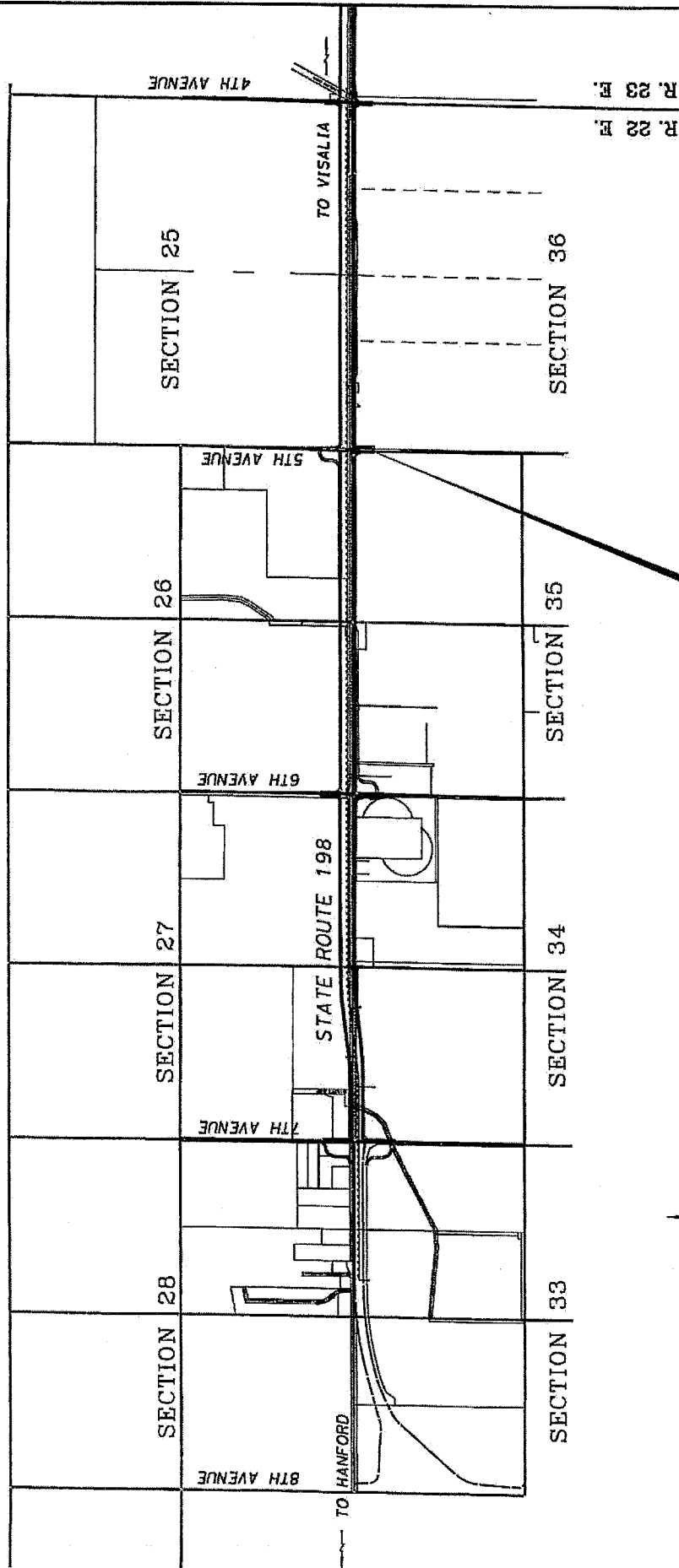
9.199

N05°42'39"W

10.555

T. 18 S., R. 22 E., M.D.B. & M.

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.



DK 85178-07-01

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

**RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
AREA MAP FOR
DK 85178-07-01**

FEET 0 500 1000 2000 3000

DISTRICT	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
06	KIN	198	24.6	1
				2

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

T.18 S., R.22 E., M.D.B. & M.

SECTION 25

HWY R/W

STATE ROUTE 198

SECTION LINE

HWY R/W

RS 4-18

SECTION 36

PARCEL F

DK 85178-07-01



AREA = 7,763 SQUARE FEET



NOTES

All distances are in feet unless otherwise noted.

LEGEND

-  - Quitclaim Area
-  - Access Prohibited

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

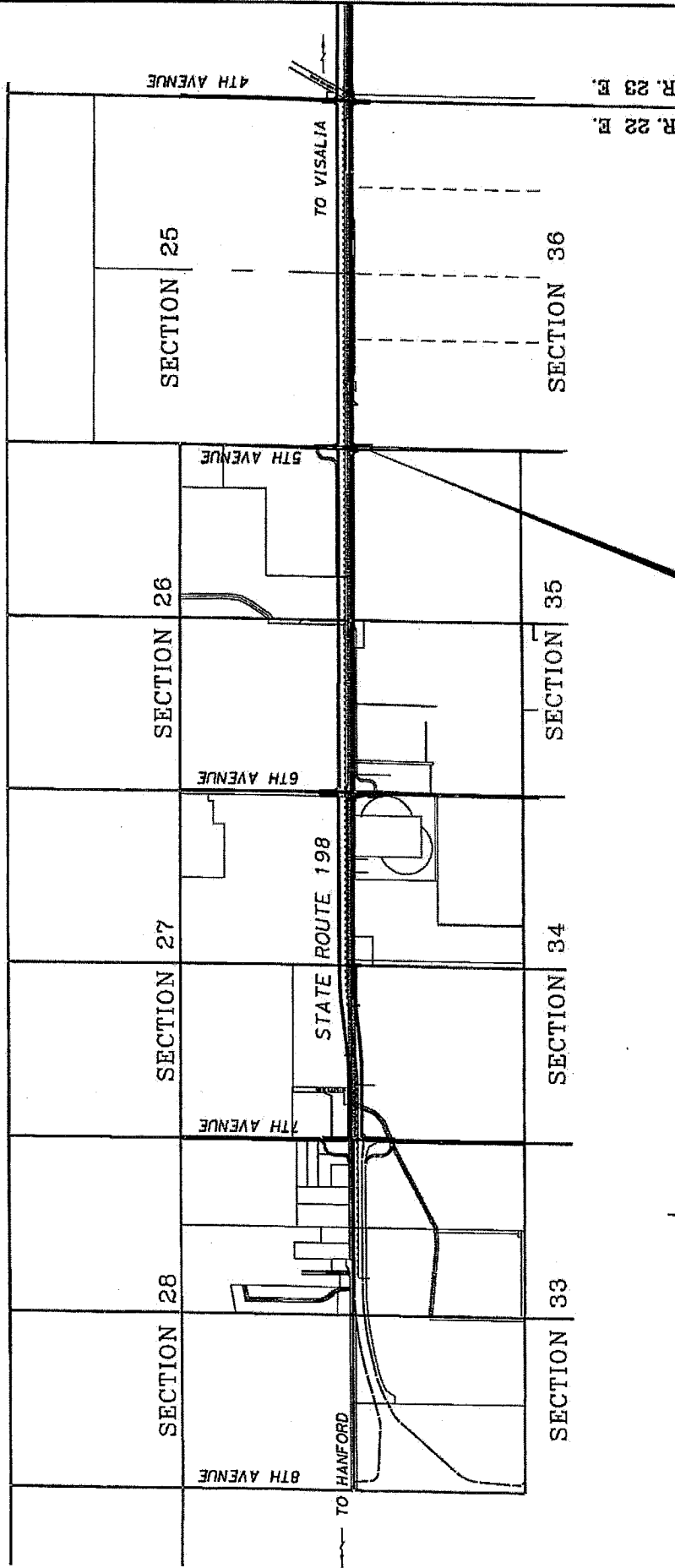
RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
DK 85178-07-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	24.6	2	2

T. 18 S., R. 22 E., M.D.B. & M.

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DK 85178-12-01



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

RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
AREA MAP FOR
DK 85178-12-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	24.6	1	2

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

T.18 S., R.22 E., M.D.B. & M.

SECTION 25

5TH AVENUE

HWY R/W

NW COR. SEC. 36, 18/22

STATE ROUTE 198

264

265

266

267

268

269

270

SECTION LINE

HWY R/W

RS 4-18

SECTION 36

PARCEL F

DK 85178-12-01

AREA = 11,894 SQUARE FEET



NOTES

All distances are in feet unless otherwise noted.

LEGEND

- Quitclaim Area

- Access Prohibited

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

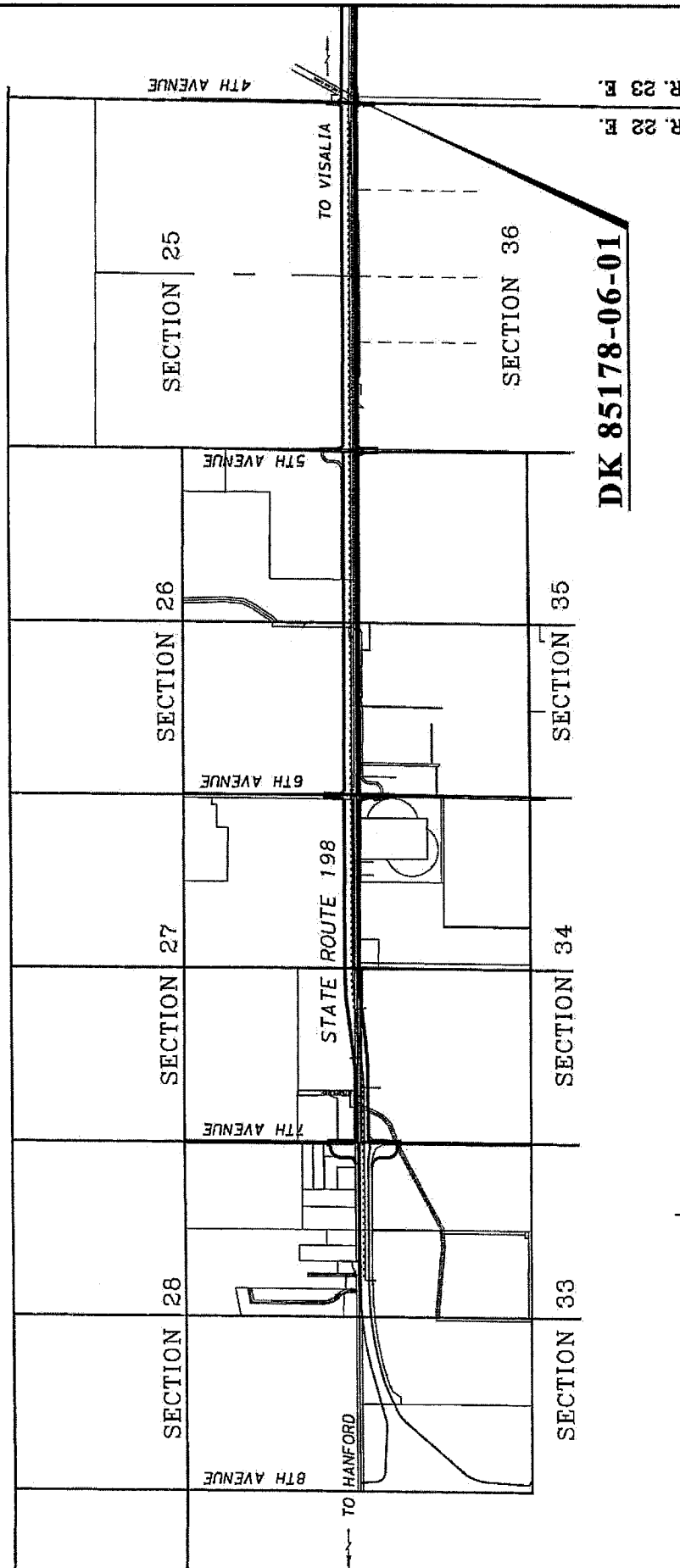
RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
DK 85178-12-01

FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	24.6	2	2

T. 18 S., R. 22 E., M.D.B. & M.

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



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
AREA MAP FOR
DK 85178-06-01**

FEET 0 500 1000 2000 3000

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KN	198	25.1	1	2

T.18 S., R.22 E., M.D.B. & M.

SECTION 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.

4TH AVENUE

STATE ROUTE 198

314

315

316

317

318

319

320

321

NE COR. SEC. 36, 18/22

SECTION LINE

HYW R/W

S89°53'55"E 6.63'

S38°28'19"E

N5°10'10"W

11.69'
S89°58'02"E

RS 4-18

SECTION 36

LAKELAND CANAL

DK 85178-06-01

AREA = 4,824 SQUARE FEET

N90°00'00"W 17.67'

R.22 E.

R.23 E.



PARCEL C



NOTES

All distances are in feet unless otherwise noted.

LEGEND

-  - Quitclaim Area
-  - Access Prohibited

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

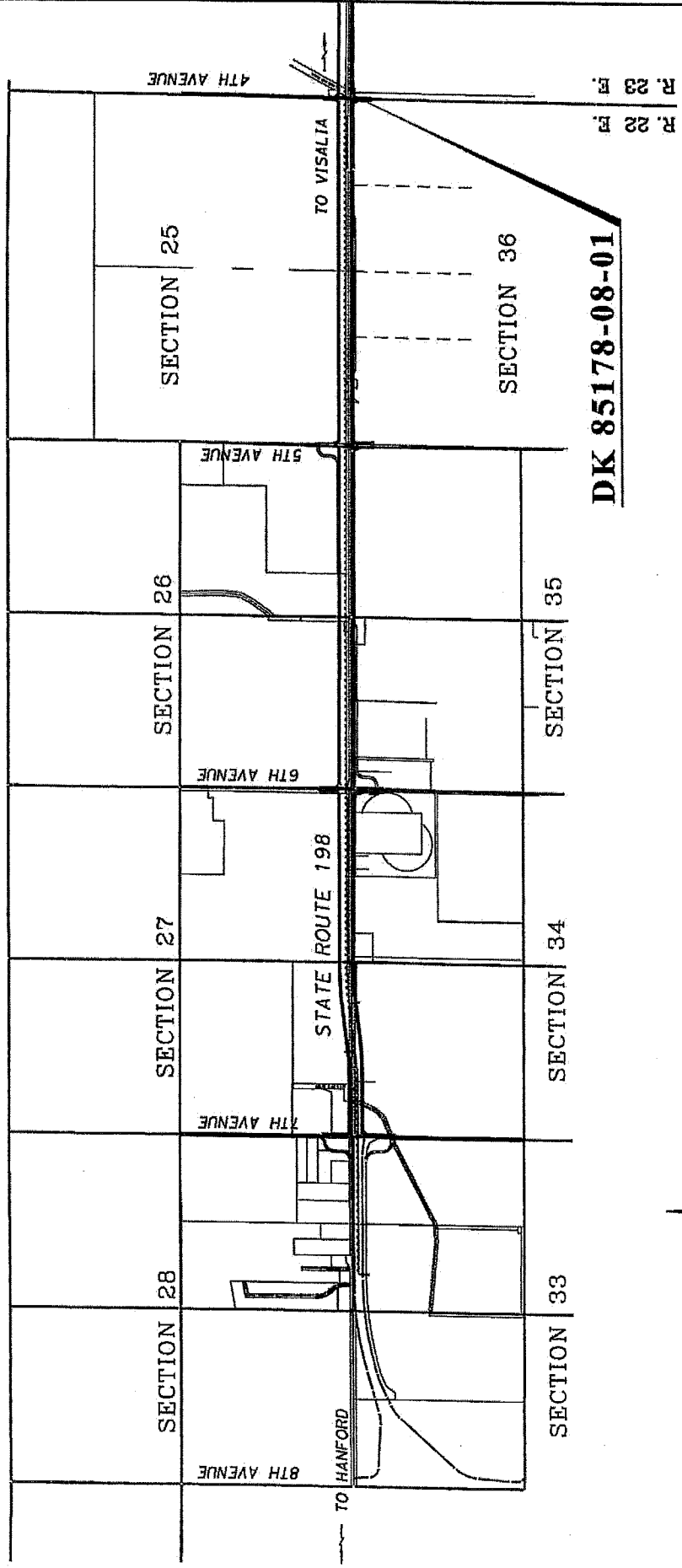
**RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
DK 85178-06-01**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	25.1	2	2

T. 18 S., R. 22 E., M.D.B.& M.

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.



DK 85178-08-01



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

**RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
AREA MAP FOR
DK 85178-08-01**

FEET 0 500 1000 2000 3000

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	25.1	1	2

T.18 S., R.22 E., M.D.B. & M.

SECTION 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.

4TH AVENUE

STATE ROUTE 198

314 315 316 317 318 319 320 321

NE COR. SEC. 36, 18/22

SECTION LINE

HYW R/W

N89°53'55"W 22.21'

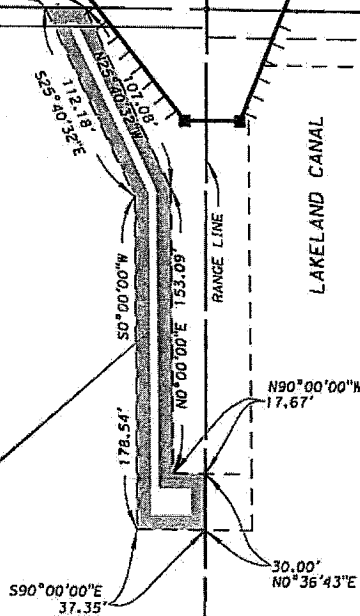
RS 4-18

SECTION 36

DK 85178-08-01

AREA = 6,334 SQUARE FEET

PARCEL C



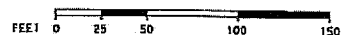
NOTES

All distances are in feet unless otherwise noted.

LEGEND

- Quitclaim Area
- Access Prohibited

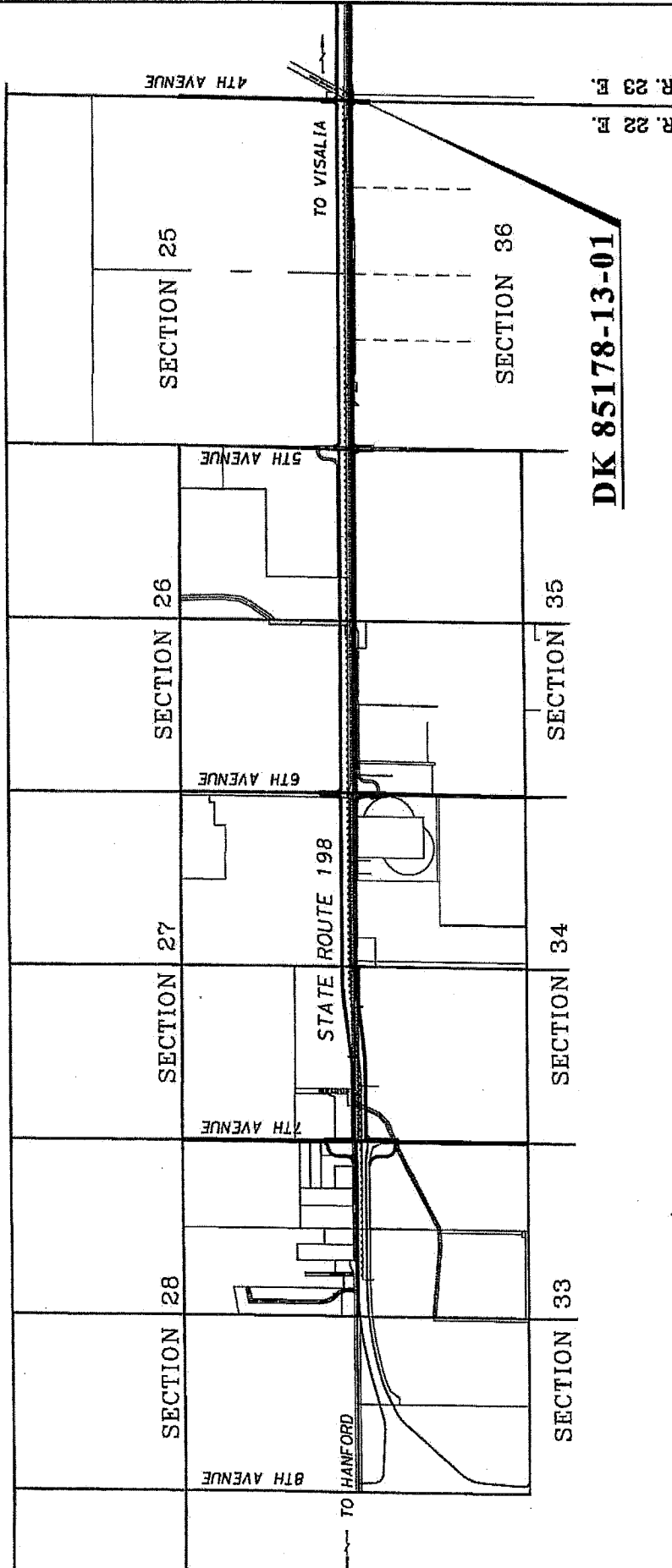
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
DK 85178-08-01**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	25.1	2	2

T. 18 S., R. 22 E., M.D.B. & M.

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



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

**RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
AREA MAP FOR
DK 85178-13-01**



DISTRICT	COUNTY	ROUTE	SHEET	PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	25.1	1	2	2

T.18 S., R.22 E., M.D.B. & M.

SECTION 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.

STATE ROUTE 198

4TH AVENUE

RANGE LINE

NE COR. SEC. 36, 18/22

SECTION LINE

HYW R/W

S89°53'55"E 6.63'

RS 4-18

SECTION 36

DK 85178-13-01

AREA = 4,824 SQUARE FEET

N90°00'00"W 17.67'

11.69'
S89°58'02"E

LAKELAND CANAL

R.22 E.
R.23 E.

PARCEL C



NOTES

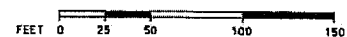
All distances are in feet unless otherwise noted.

LEGEND

- Quitclaim Area
- Access Prohibited

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

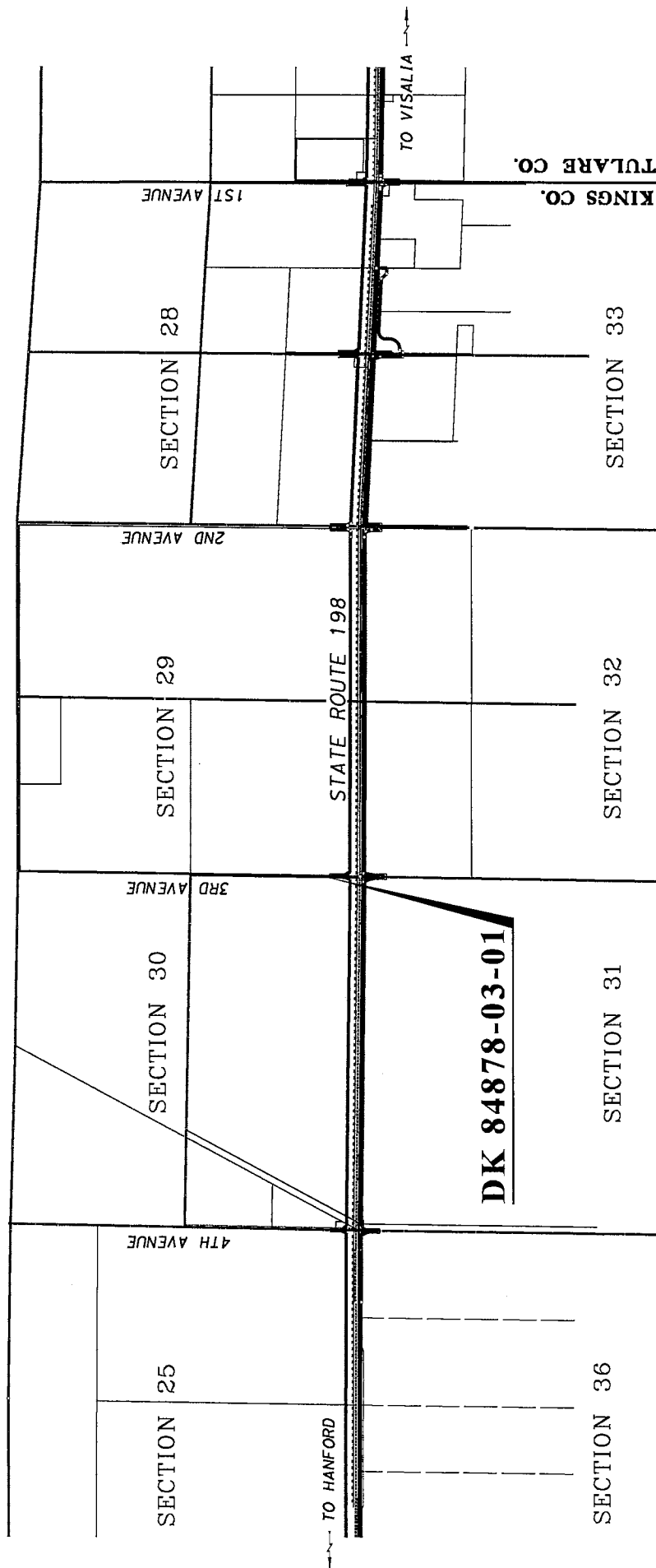
**RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
DK 85178-13-01**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	25.1	2	2

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

T. 18 S., R. 23 E., M.D.B.& M.



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

**RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
AREA MAP FOR
DK 84878-03-01**



DISTRICT	COUNTY	ROUTE	SHEET	PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	26.1		1	2

T.18 S., R.23 E., M.D.B. & M.

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.

SECTION 30

DK 84878-03-01

AREA = 192 SQUARE FEET



6.60' S90°00'00"E
30.00' N0°00'00"E
30.00' S0°46'44"W
6.19' N90°00'00"W

STATE ROUTE 198

366 367 368 369 370 371 372

SECTION LINE

NE COR. SEC. 31, 18/23

HWY R/W

NOTES

All distances are in feet unless otherwise noted.

LEGEND

- Quitclaim Area
 - Access Prohibited

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

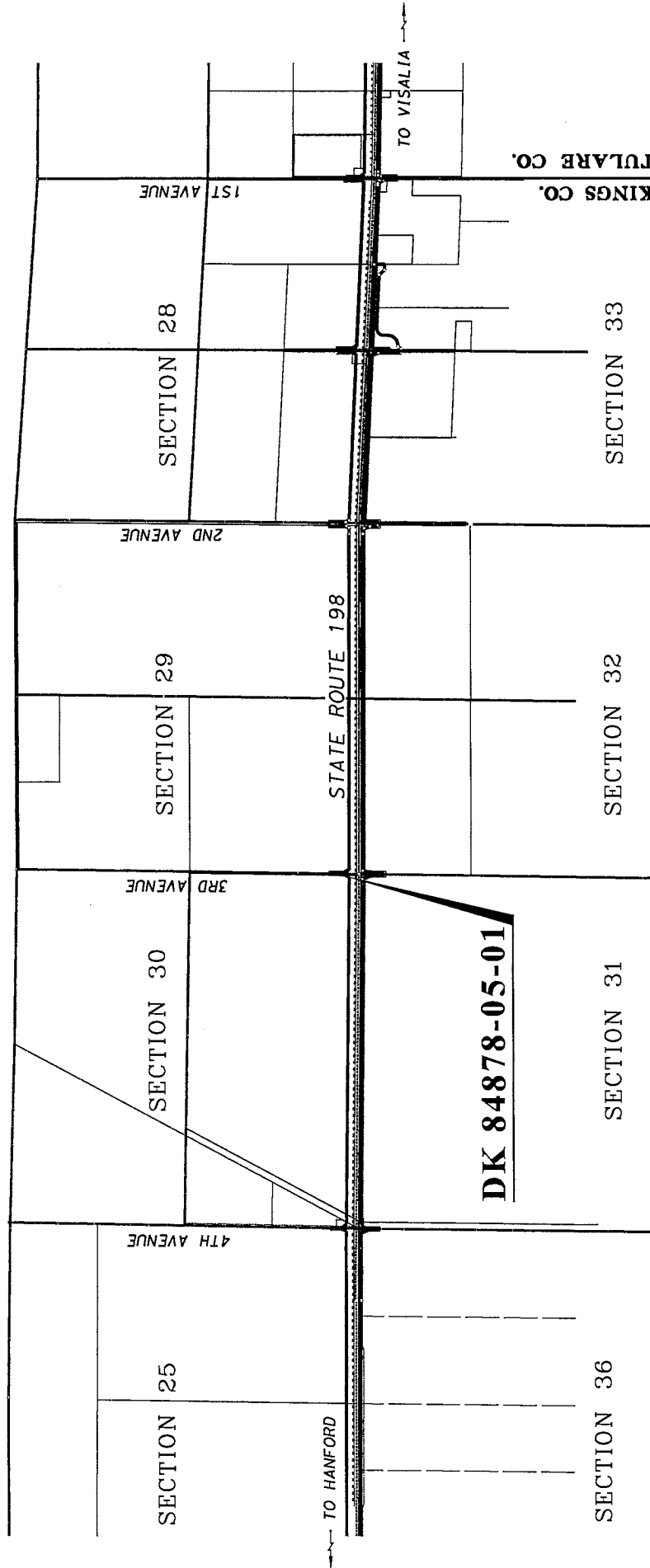
RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
DK 84878-03-01

FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	26.1	2	2

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

T. 18 S., R. 23 E., M.D.B. & M.



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

**RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
AREA MAP FOR
DK 84878-05-01**



R. 22 E.
R. 23 E.

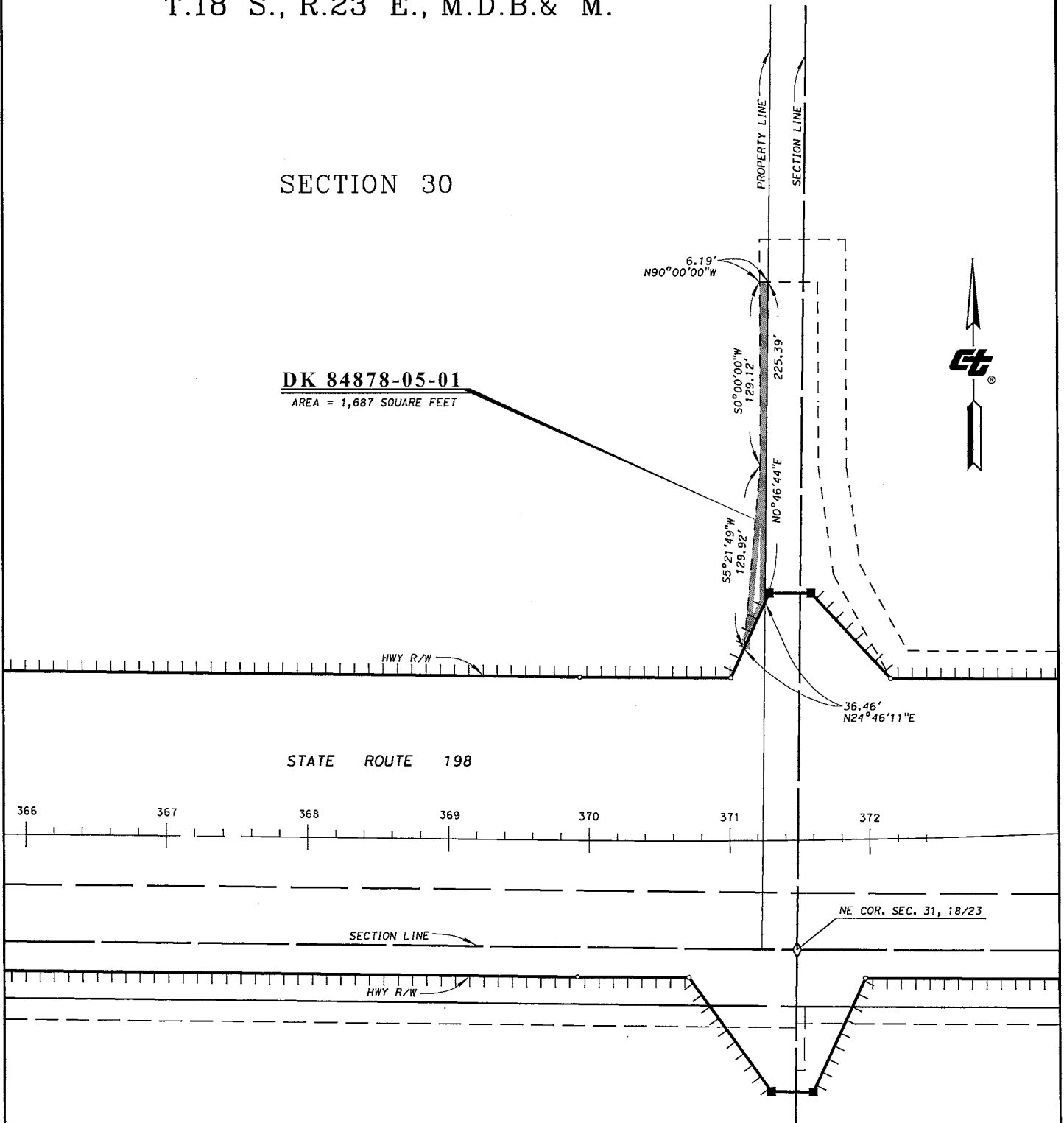
DISTRICT	COUNTY	ROUTE	SHEET	PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	26.1		1	2

T.18 S., R.23 E., M.D.B.& M.

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SECTION 30

DK 84878-05-01
AREA = 1,687 SQUARE FEET



NOTES

All distances are in feet unless otherwise noted.

LEGEND

- Quitclaim Area
- Access Prohibited

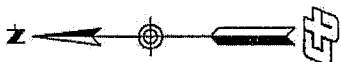
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTORS QUITCLAIM DEED
DK 84878-05-01

FEET 0 25 50 100 150

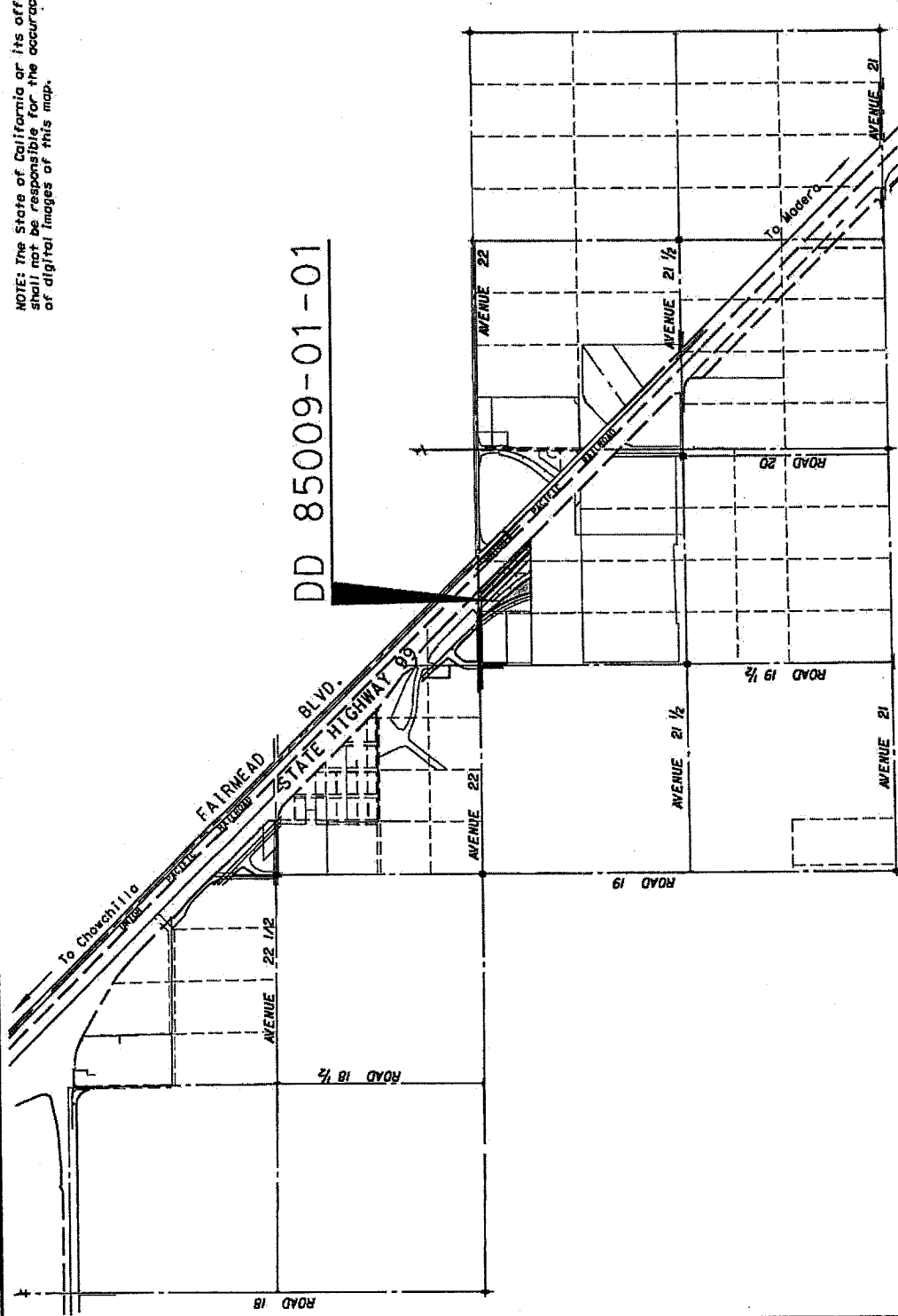
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	26.1	2	2



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



DD 85009-01-01



NOTES

COORDINATES AND BEARINGS ARE ON
CCS 1983 ZONE 3. DISTANCES AND
STATIONING ARE GRID DISTANCES.
MULTIPLY HORIZONTAL DISTANCES IN
FEET BY 0.9998 TO CONVERT TO
METERS TO U.S. SURVEY FEET.
MULTIPLY DISTANCES BY 3337/1200.
AREAS ARE SHOWN IN GROUND.

LEGEND

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

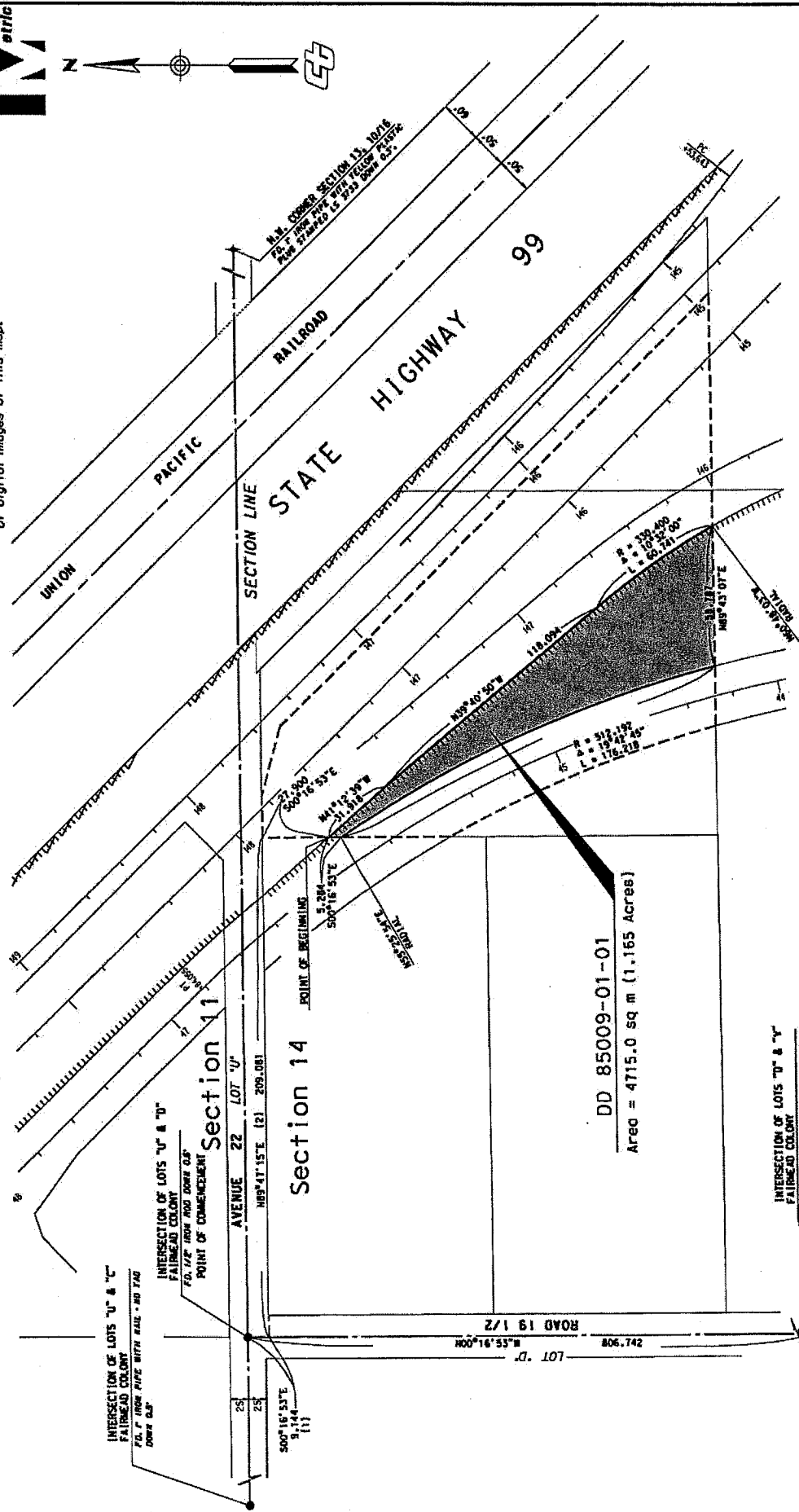
**RIGHT OF WAY
DIRECTORS DEED
AREA MAP**
DD 85009-01-01
NO SCALE

DISTRICT	COUNTY	ROUTE	SHEET	PM/KP	SHEET NO.	TOTAL SHEETS
06	MAD	99	21.33	1		2



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

T.10 S., R.16 E., M.D.B. & M.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTORS DEED
DD 85009-01-01

NOTES
COORDINATES AND BEARINGS ARE ON
CCS 1983 ZONE 3. DISTANCES AND
STATIONING ARE GRID DISTANCES.
MULTIPLY BY 1.00000331 TO OBTAIN
GROUND DISTANCES. TO CONVERT
GROUND DISTANCES TO SURVEY FEET
MULTIPLY DISTANCES BY 3937/1200.
AREAS ARE SHOWN IN GROUND.

LEGEND
CALTRANS PARCEL
CONTAINING 30751
SQUARE FEET

METERS 0 30 75 150
FEET 0 150 300 450

MAY 1, 2011

DISTRICT	COUNTY	ROUTE	SHEET	PW/PI	SHEET NO.	TOTAL SHEETS
06	MAD	99	21.33	2	2	2

UNINCORPORATED AREA
OF LOS ANGELES

HASLEY CANYON RD

COMMERCE CENTER DR

BISCAILUZ DR

ROUTE 5
THE OLD ROAD

ROUTE 126

RAILROAD

CHERRY DR

MAYO DR

CASTAIC CANYON RD

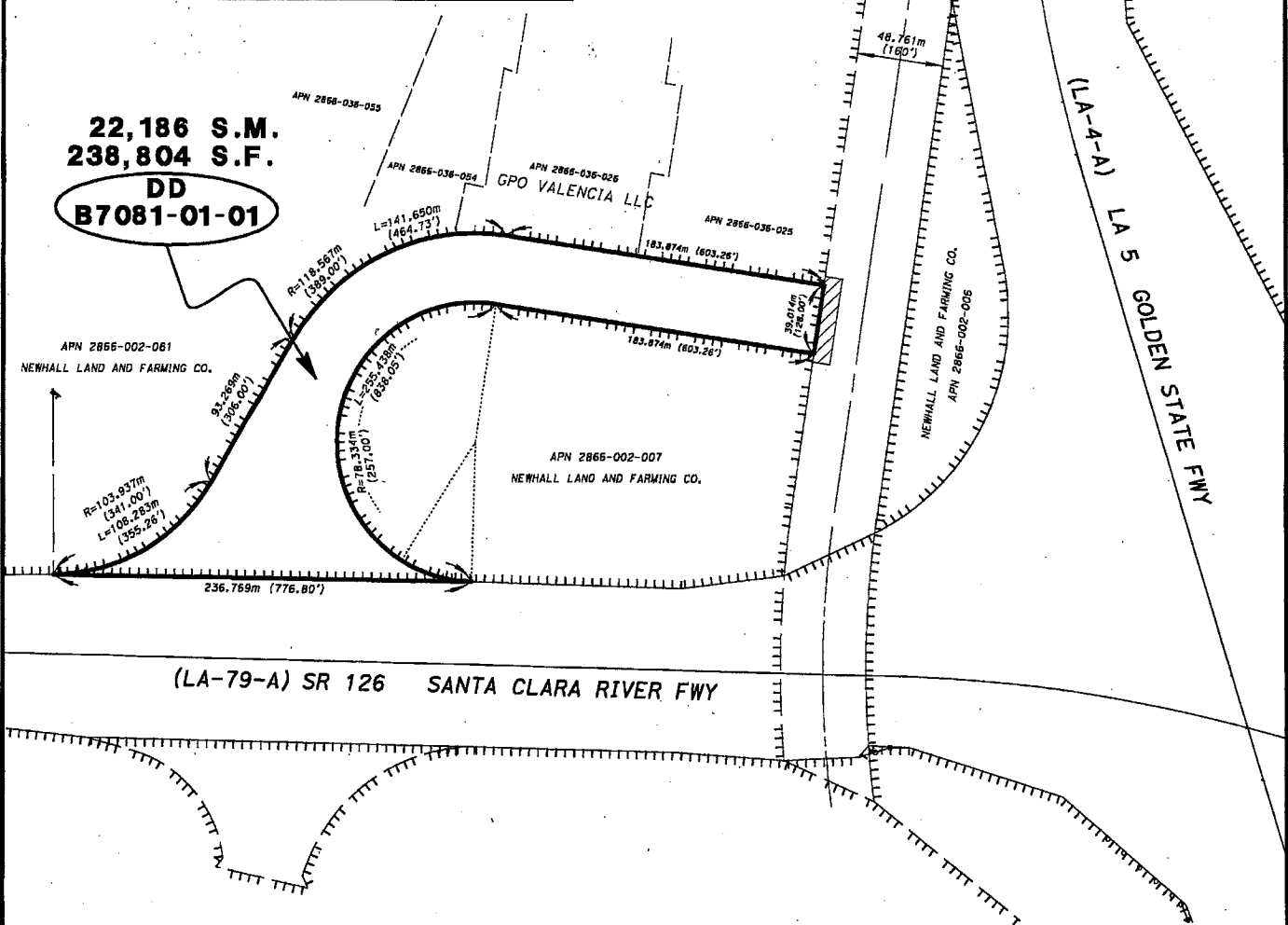
N AVE STANFORD
THE OLD ROAD

CASTAIC JUNCTION

SITE

LOCATION MAP NO SCALE

PARCEL NO.	AREA
DD B7081-01-01	22,186 SM
	238,804 SF



UUUUUU STATE RETAINS ACCESS RIGHTS

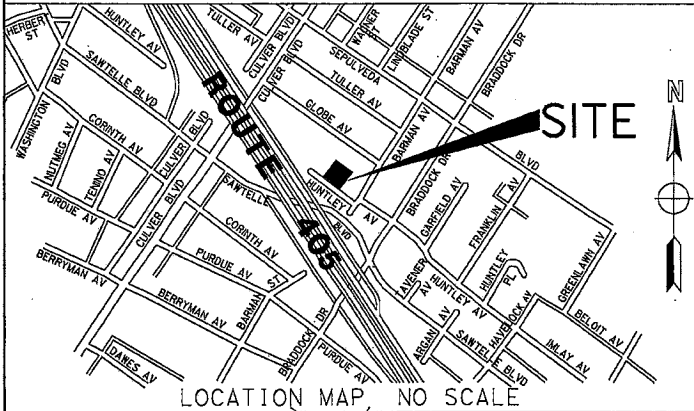
STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

DIRECTOR'S DEED DD B7081-01-01

REF. MAP: R/W MAP NO. F1309, AND 26116-C

DATE: 09-29-2016

CITY OF CULVER CITY

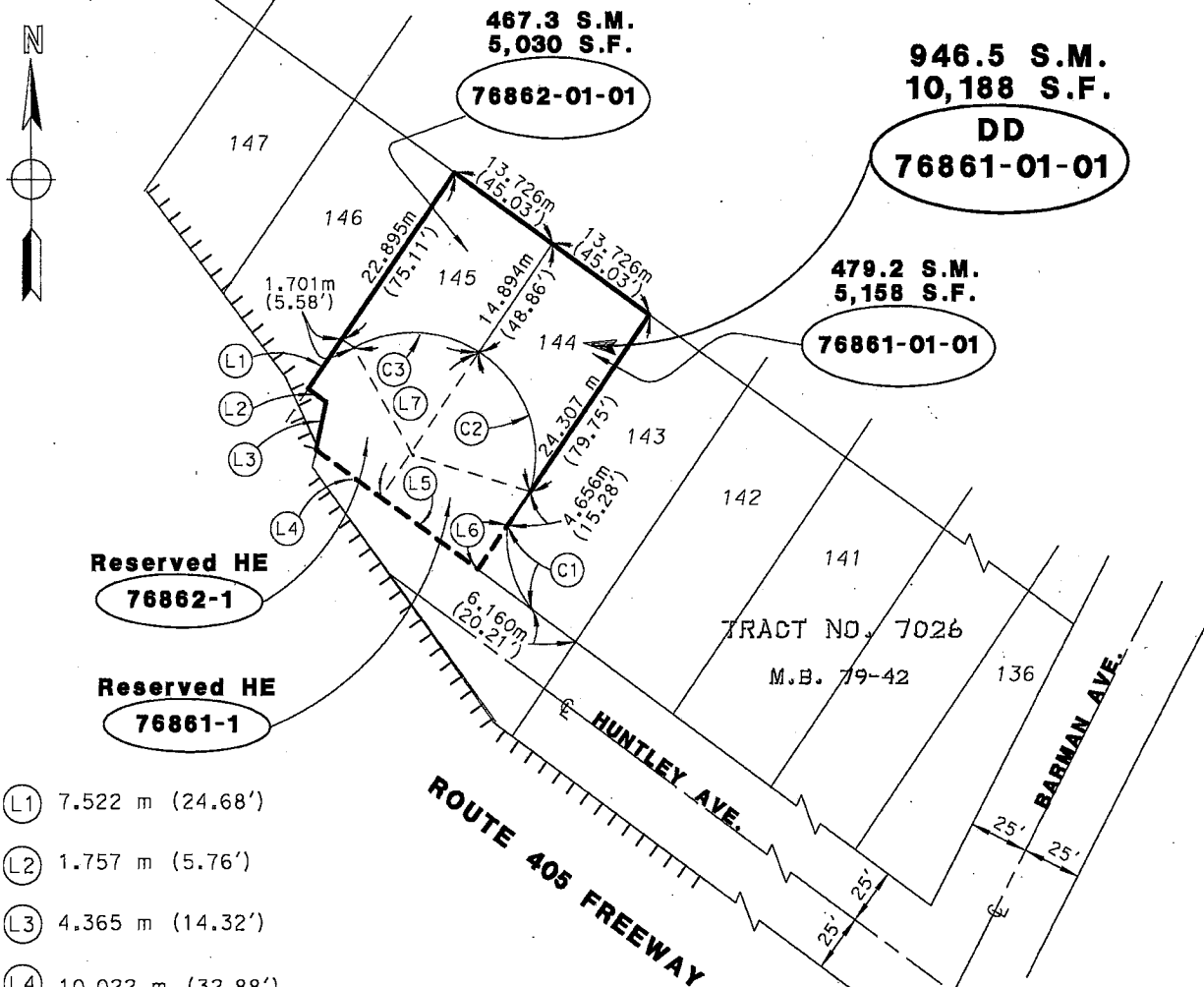


NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

PARCEL NO.	AREA
76861-01-01	479.2 SM 5,158 SF
76862-01-01	467.3 SM 5,030 SF
DD 76861-01-01	946.5 SM 10,188 SF

Reserved Highway Easement

76861-1	243.0 SM	2,616 SF
76862-1	220.3 SM	2,372 SF



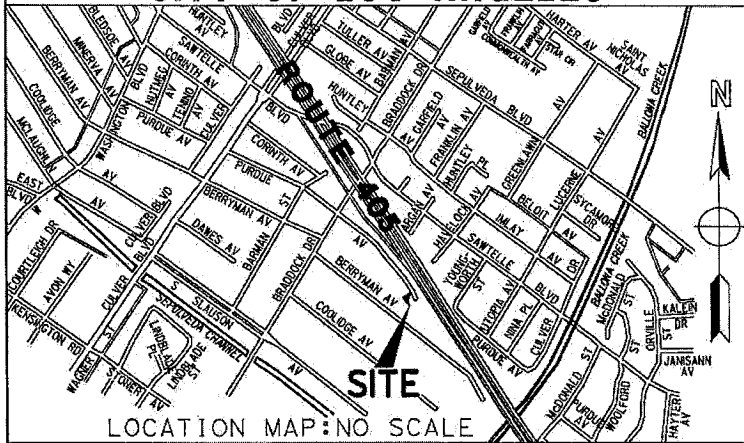
- (L1) 7.522 m (24.68')
- (L2) 1.757 m (5.76')
- (L3) 4.365 m (14.32')
- (L4) 10.022 m (32.88')
- (L5) 13.728 m (45.04')
- (L6) 6.023 m (19.76')
- (L7) 19.983 m (65.56')
- (C1) R = 13.564 m (44.50')
L = 10.080 m (33.07')
- (C2) R = 13.944 m (45.75')
L = 18.124 m (59.46')
- (C3) R = 13.944 m (45.75')
L = 14.914 m (48.93')

INTERSTATE CITY OF CULVER CITY

NOTES
All distances are in feet unless otherwise noted.
LEGEND
STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION					
RIGHT OF WAY DIRECTOR'S DEED DD 76861-01-01					
NOT TO SCALE					
REF.: R/W MAP NO. F1929-3, 26096-C DATE: 01-16-2019					
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
07	LA	405	27.21	1	1

CITY OF LOS ANGELES



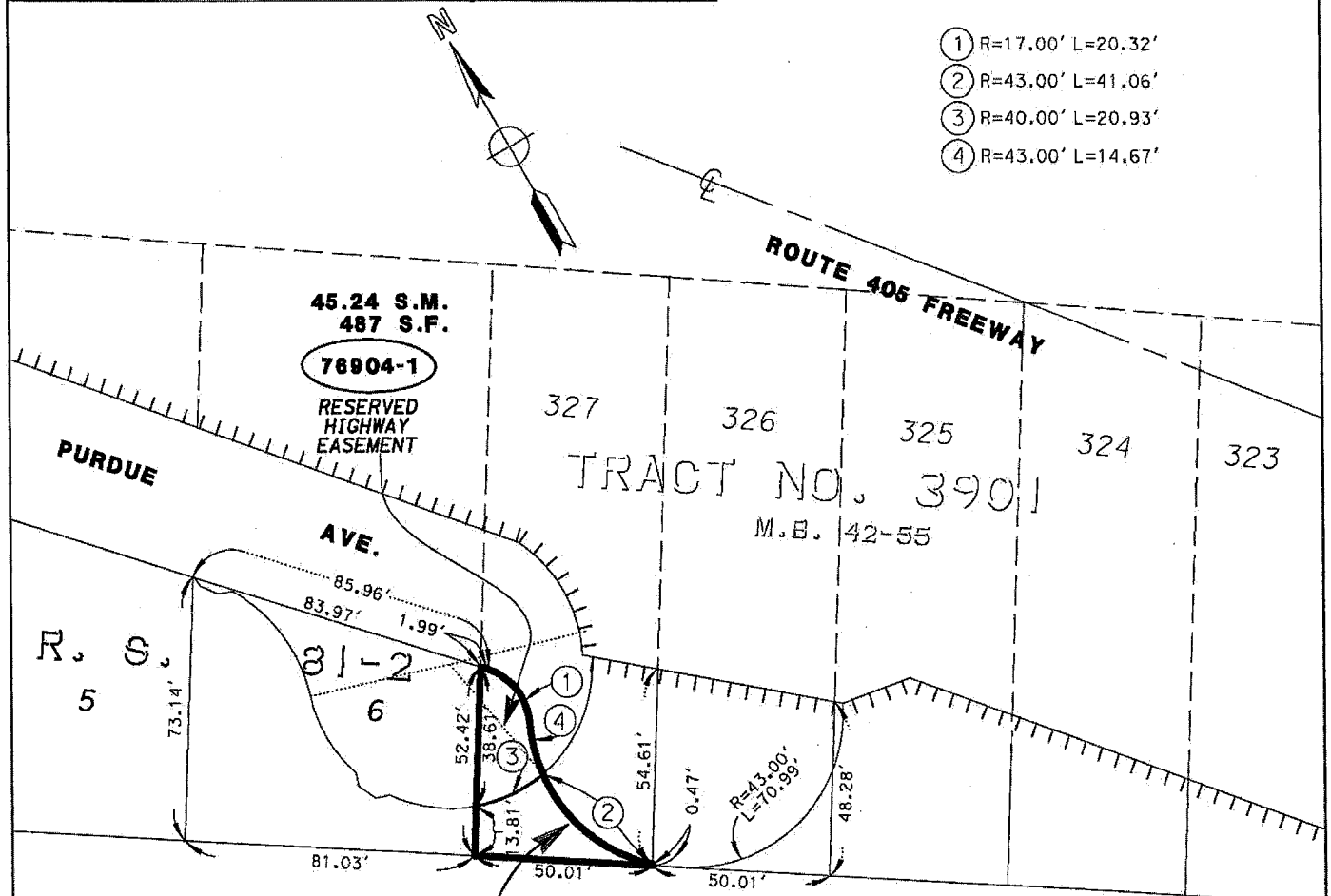
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

PARCEL NO. AREA
DD 76904-01-02 98.94 S.M. 1,065 S.F.

RESERVED HIGHWAY EASEMENT
76904-1 45.24 S.M. 487 S.F.

PORTION OF PARCEL 6 OF
 RECORD OF SURVEYS, BOOK 81-2

- ① R=17.00' L=20.32'
- ② R=43.00' L=41.06'
- ③ R=40.00' L=20.93'
- ④ R=43.00' L=14.67'



INTERSTATE IN CITY OF LOS ANGELES

**DD
 76904-01-02**

**98.94 S.M.
 1,065 S.F.**

NOTES
 All distances are in feet unless
 otherwise noted.

LEGEND

||||| STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTOR'S DEED
 DD 76904-01-02**

NOT TO SCALE

REF.: R/W MAP NO. 26086-C				DATE: 2-22-2019	
DISTRICT	COUNTY	ROUTE	SHEET KP	SHEET NO.	TOTAL SHEETS
07	LA	405	42.9	1	1



RIGHT OF WAY
DETAIL MAP - DEED PLAT
DIRECTOR'S DEED
DD008690-01-01

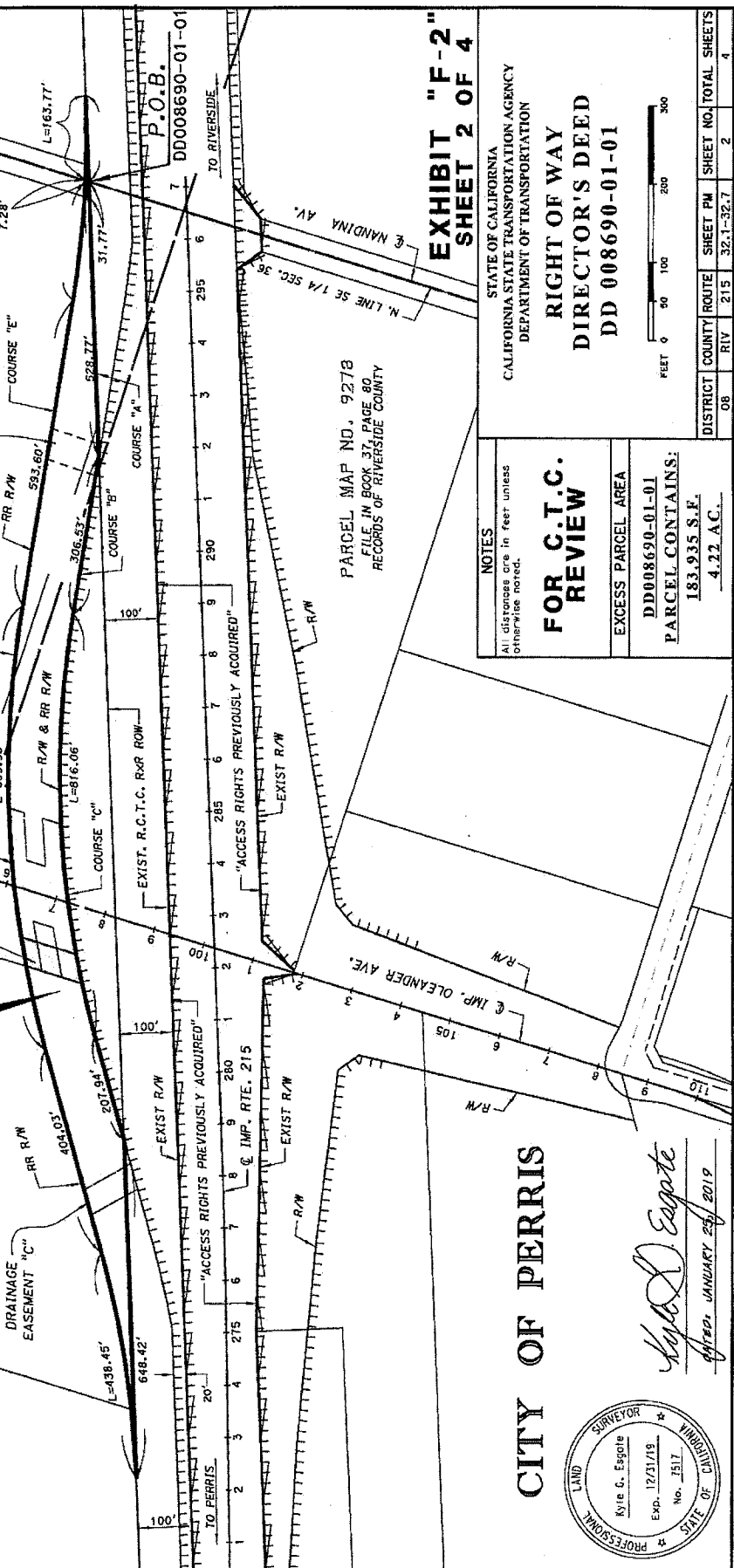
EXHIBIT "F-2"
FOR C.T.C. REVIEW

COUNTY OF RIVERSIDE
T.3S. R.4W. S.B.M.

SECTION 35

SECTION 36

DD008690-01-01



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.



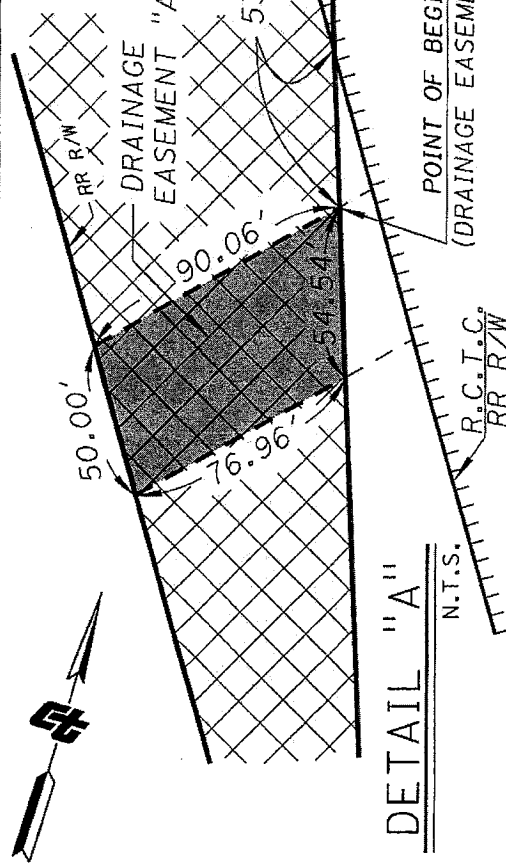
Kyle G. Esquite
DATE: JANUARY 25, 2019

Rev 1-25-19 K9e

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.

**RIGHT OF WAY
DETAILS "A," "B" & "C"
DEED PLAT
DIRECTOR'S DEED
DD008690-01-01**

**EXHIBIT "F-2"
FOR C.T.C. REVIEW**

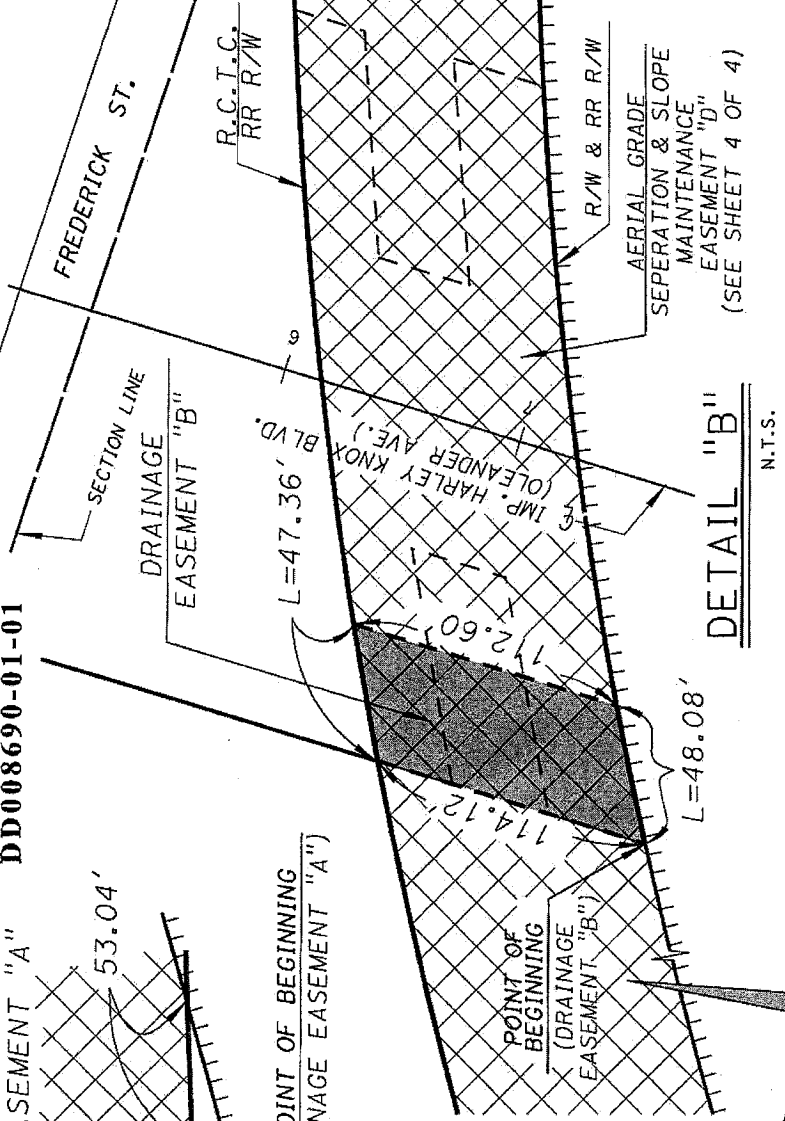
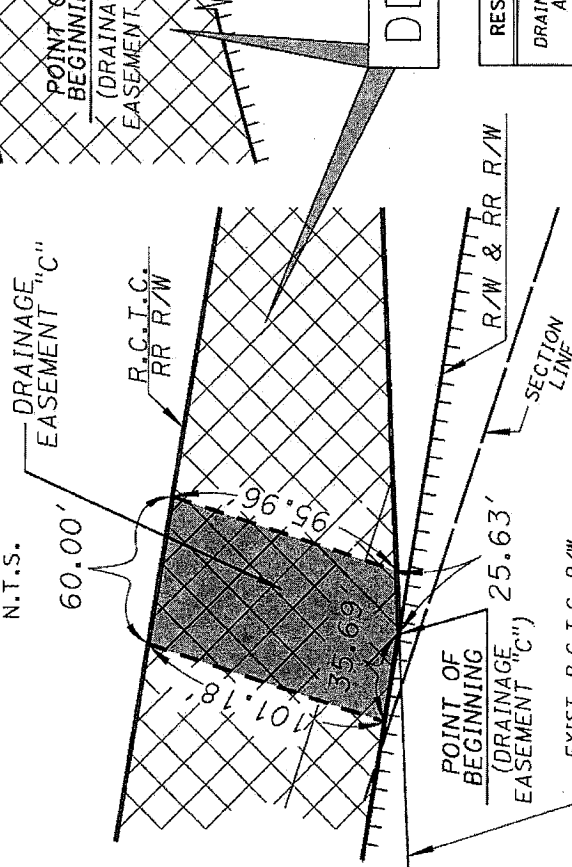


DETAIL "A"

N.T.S.

DETAIL "C"

N.T.S.



DETAIL "B"

N.T.S.

**FOR C.T.C. REVIEW
EXHIBIT "F-2"
SHEET 3 OF 4**

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED DD008690-01-01 RESERVATION DETAIL PLAT FOR EXHIBIT "F-2"	
DISTRICT 08	COUNTY RIV
ROUTE 215	SHEET PM 32.1-32.7
SHEET NO. TOTAL SHEETS 3 4	

NOTES: ALL DISTANCES ARE IN SURVEY FEET UNLESS OTHERWISE NOTED REF. INFO.: DISTRICT 08 R/W MAP NO. 423521-11	EXCESS PARCEL AREA DD008690-01-01 PARCEL CONTAINS: 183,935 S.F. 4.22 A.C.
RESERVATION AREAS DRAINAGE EASEMENT "A" AREA=4,064 SF	DRAINAGE EASEMENT "B" AREA=5,660 SF
DRAINAGE EASEMENT "C" AREA=5,937 SF	AERIAL & SLOPE EASEMENT AREA=23,930 SF



EXIST. R.C.T.C. R/W
(A.T. & S.F.) RAILWAY
PER INST. #191848
REC. 5/10/1994, O.R.

Kyle G. Esquite
DATE: JANUARY 25, 2019

**RIGHT OF WAY
DETAIL "D" - DEED PLAT
DIRECTOR'S DEED
DD008690-01-01**

AERIAL GRADE SEPERATION
& SLOPE MAINTENANCE
EASEMENT "D"



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

**EXHIBIT "F-2"
FOR C.T.C. REVIEW**

DETAIL "D"

N.T.S.

FREDERICK ST.

SECTION LINE
IMP. HARLEY KNOX BLVD.
(OLEANDER AVE.)

R.C.T.C.
RR R/W

DD008690-01-01

R.C.T.C.
RR R/W

DRAINAGE
EASEMENT "B"

R/W & RR R/W

POINT OF BEGINNING
(DRAINAGE EASEMENT "B" & AERIAL/SLOPE EASEMENT "D")

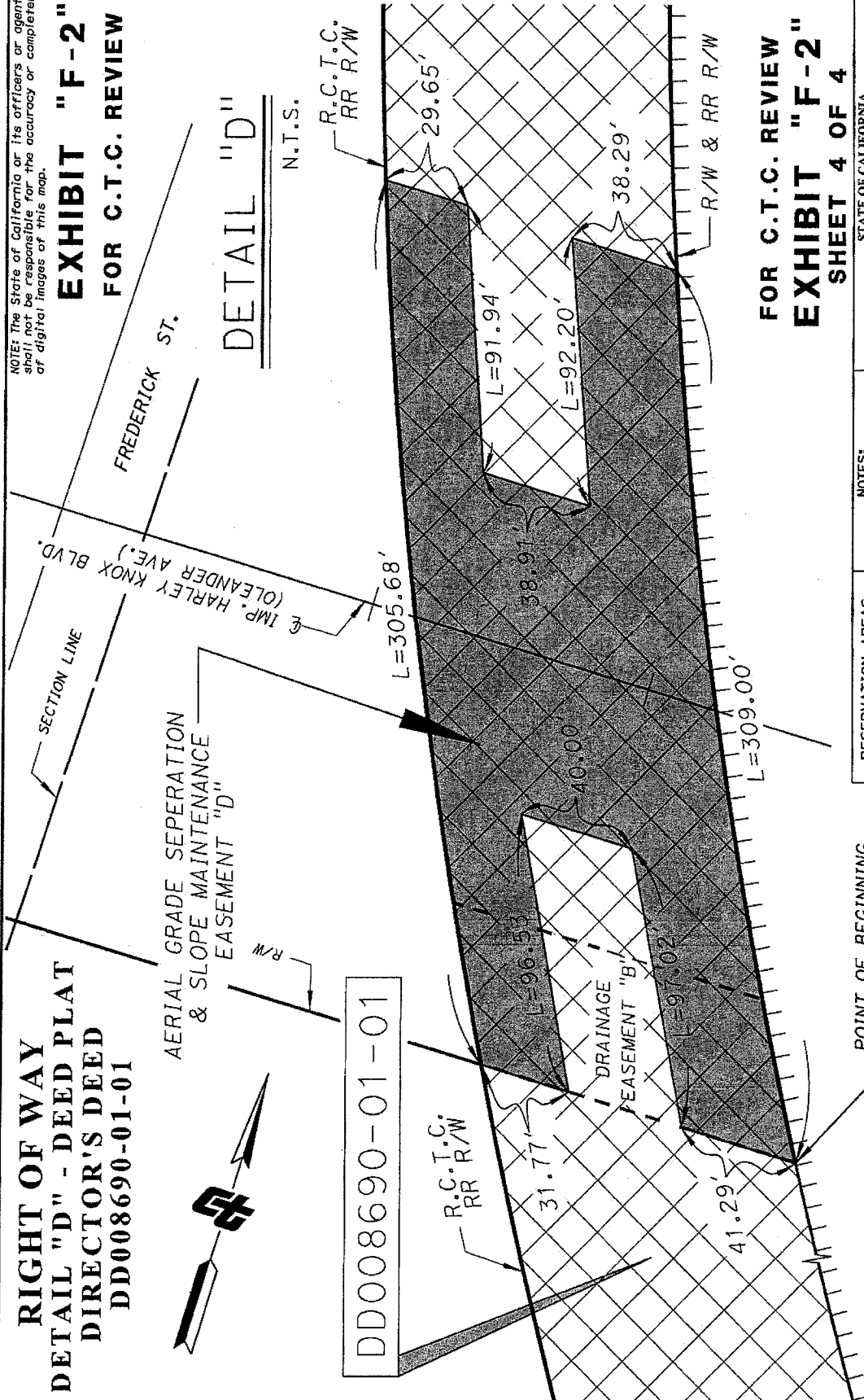


Kyle C. Esgate
DATED: JANUARY 29, 2019

Revi: 1-25-19 Kgo

**FOR C.T.C. REVIEW
EXHIBIT "F-2"
SHEET 4 OF 4**

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY		DIRECTOR'S DEED DD008690-01-01 RESERVATION DETAIL PLAT FOR EXHIBIT "F-2"	
NOTES: ALL DISTANCES ARE IN SURVEY FEET UNLESS OTHERWISE NOTED REF. INFO.: DISTRICT 08 R/W MAP NO. 423521-11		EXCESS PARCEL AREA DD008690-01-01 PARCEL CONTAINS: 183,935 S.F. 4.22 AC.	
RESERVATION AREAS DRAINAGE EASEMENT "A" AREA=4,064 SF DRAINAGE EASEMENT "B" AREA=5,660 SF DRAINAGE EASEMENT "C" AREA=5,937 SF AERIAL & SLOPE EASEMENT "D" AREA=23,930 SF		DISTRICT 08 COUNTY ROUTE 215 R/W 32.1-32.7 SHEET PM 4 SHEET NO. 4 TOTAL SHEETS 4	




LEGEND

----- STATE R/W

----- SUPERSEDED R/W

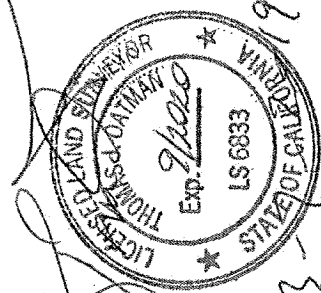
RB= RADIUS BEARING

 STATE DISPOSAL PARCEL

(R1) RECORD DATA PER

() O.R. 2004-0852336

() RECORD DATA AS NOTED



IDENTICAL
POINTS,
N.T.S.

19870-1

(R) DEED TO STATE
DOC. 2004-0852536
REC 10-28-2004
RIV. CNTY RECORDS
THIS DOC DID NOT
ACQUIRE ACCESS CONTR

COUNTY OF CALAVERAS

T.3 N., R.13.E., M.D.B.& M.

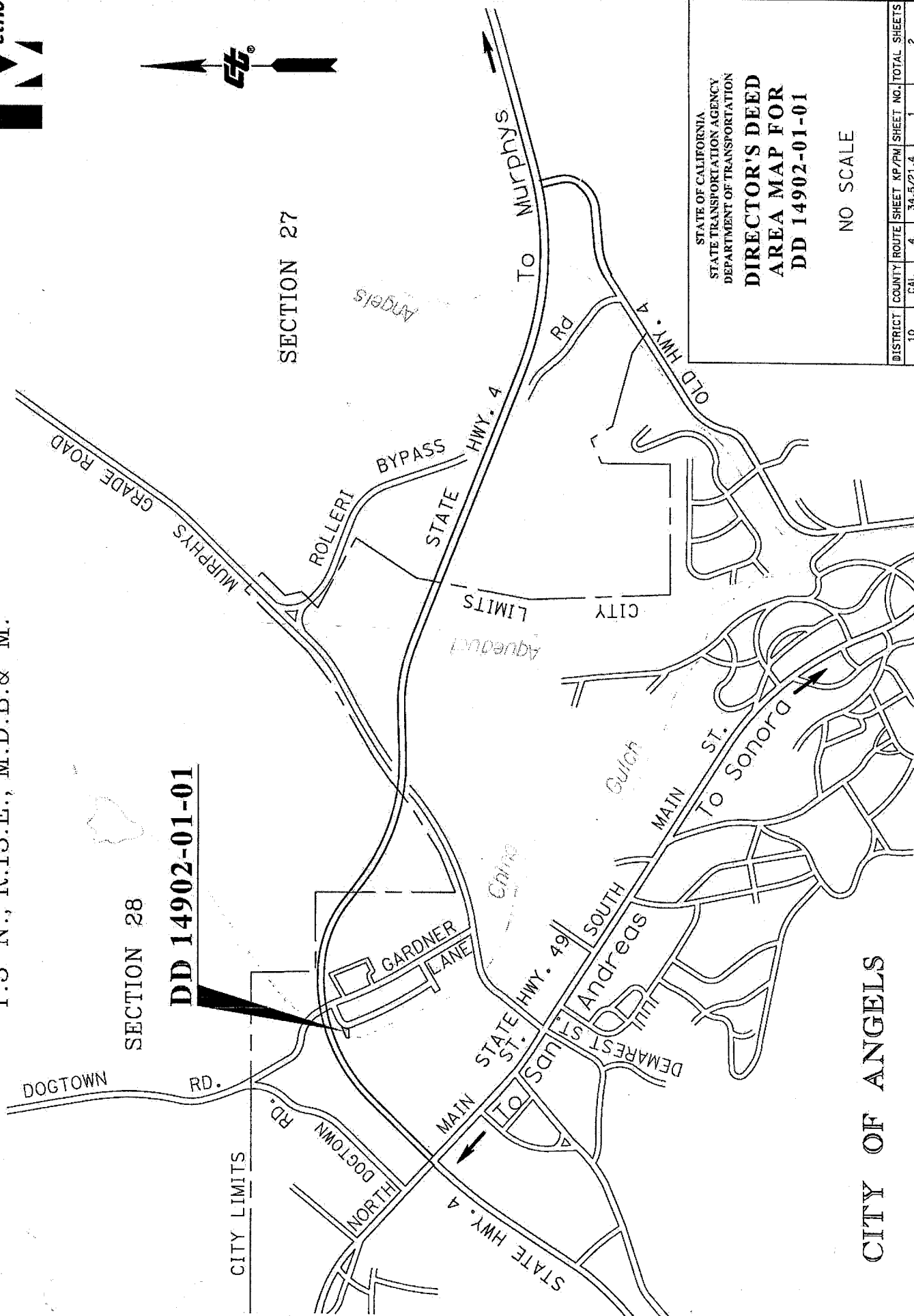
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



SECTION 28

DD 14902-01-01

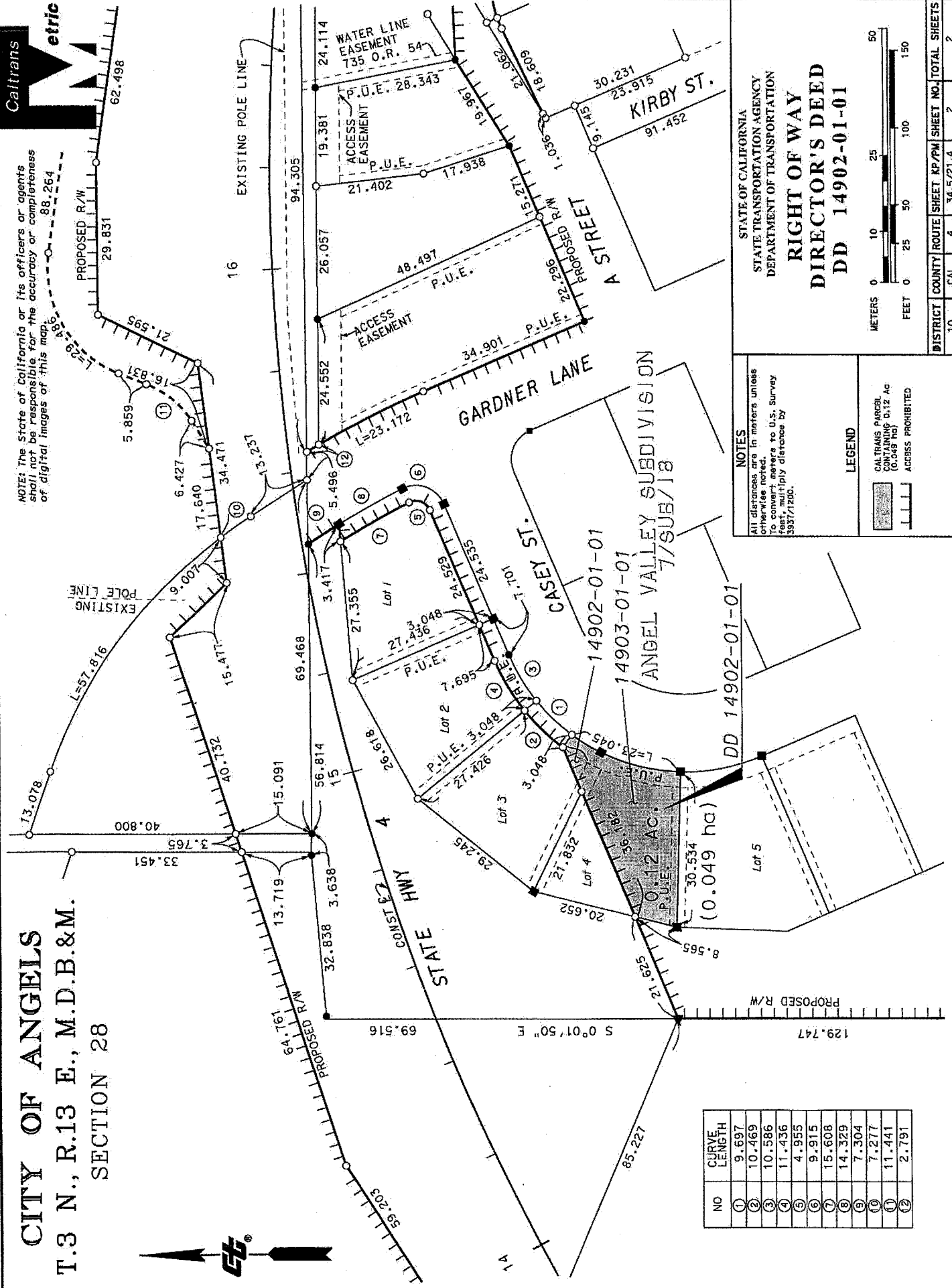
SECTION 27



STATE OF CALIFORNIA
STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DIRECTOR'S DEED
AREA MAP FOR
DD 14902-01-01

NO SCALE

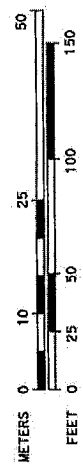
DISTRICT	COUNTY	ROUTE	SHEET	NO.	DATE	SHEET	NO.	TOTAL	SHEETS
10	CAL	4	34.5/21.4	1				2	



STATE OF CALIFORNIA
 STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 14902-01-01

DISTRICT 10 COUNTY CAL ROUTE SHEET 4 34.5/21.4 SHEET NO. 2 TOTAL SHEETS 2

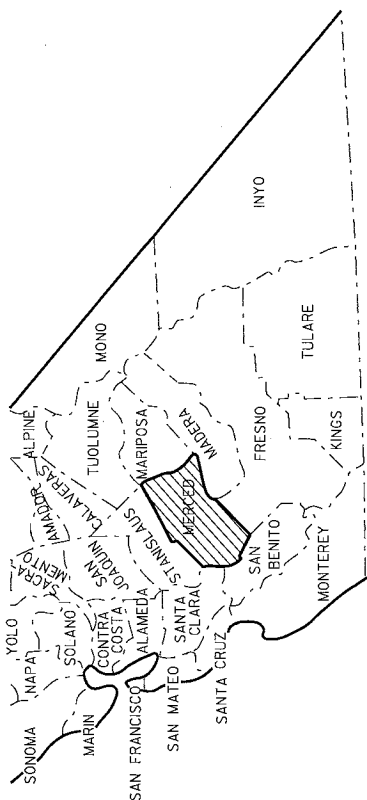


0 10 25 50
 METERS

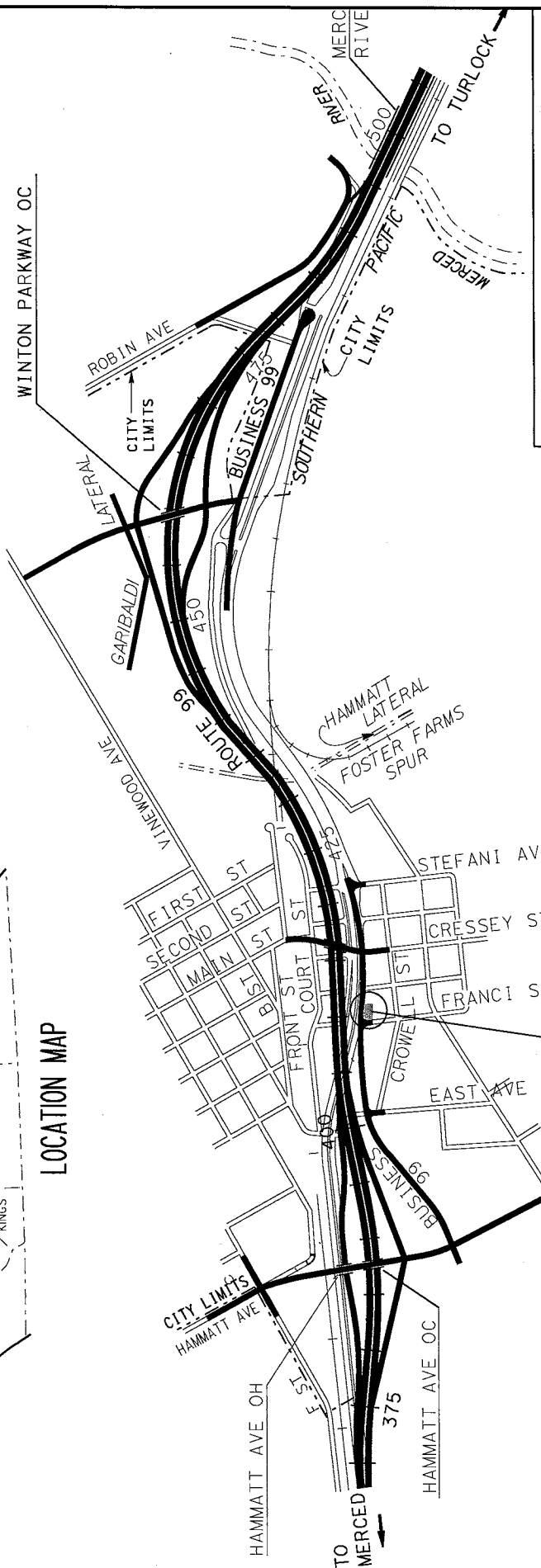
0 25 50 100 150
 FEET

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.

SECTION 25



LOCATION MAP



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

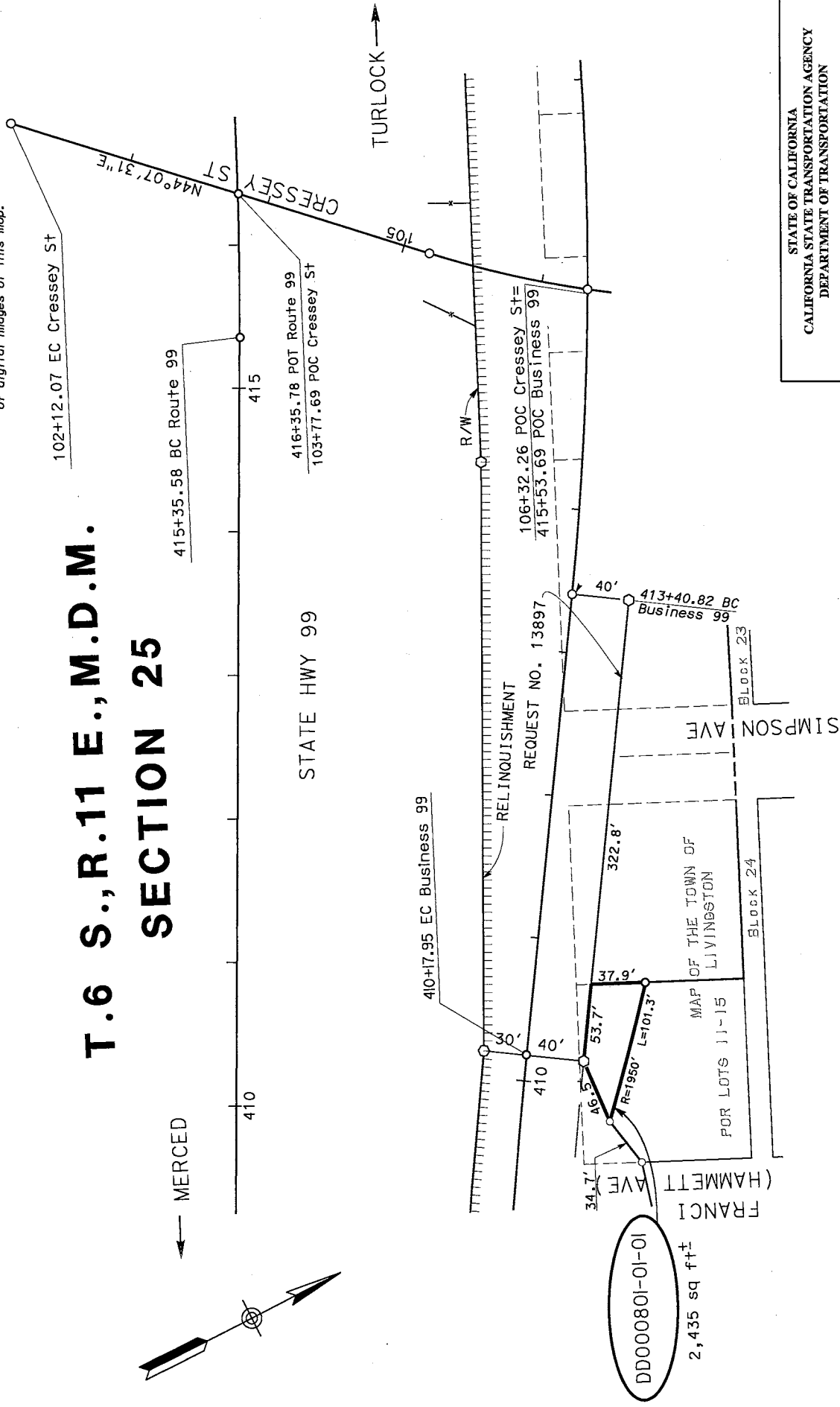
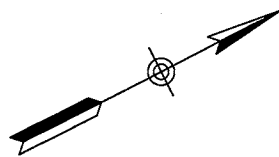
**RIGHT OF WAY
DIRECTOR'S DEED
DD 000801-01-01**

PARCEL
DD000801-01-01

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	MER	99	29.4	1	2

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

T.6 S., R.11 E., M.D.M. SECTION 25



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 000801-01-01**



NOTES
All distances are in feet unless otherwise noted.

CITY OF LIVINGSTON
COUNTY OF MERCED

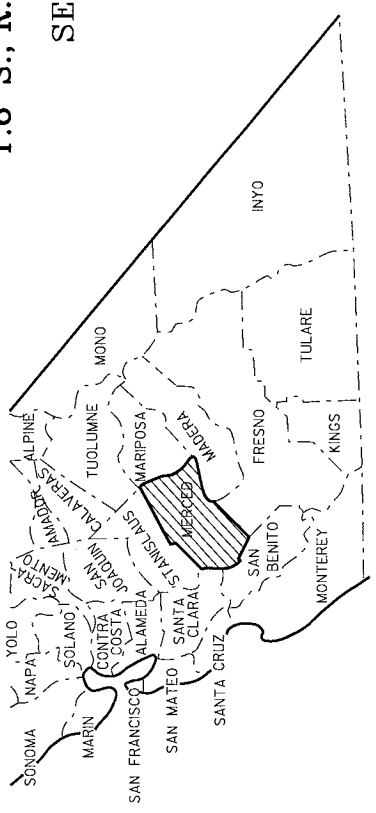
LEGEND

- ACCESS RESTRICTION
- 1" IRON PIPE W/PLUG "CALIF DOT"
- PER SHEET 5 OF RECORD OF SURVEY, VOLUME 36 AT PAGE 19, COUNTY OF MERCED
- CALCULATED POINT
- CAL TRANS PARCEL CONTAINING 2435 SQ.FT. +/-

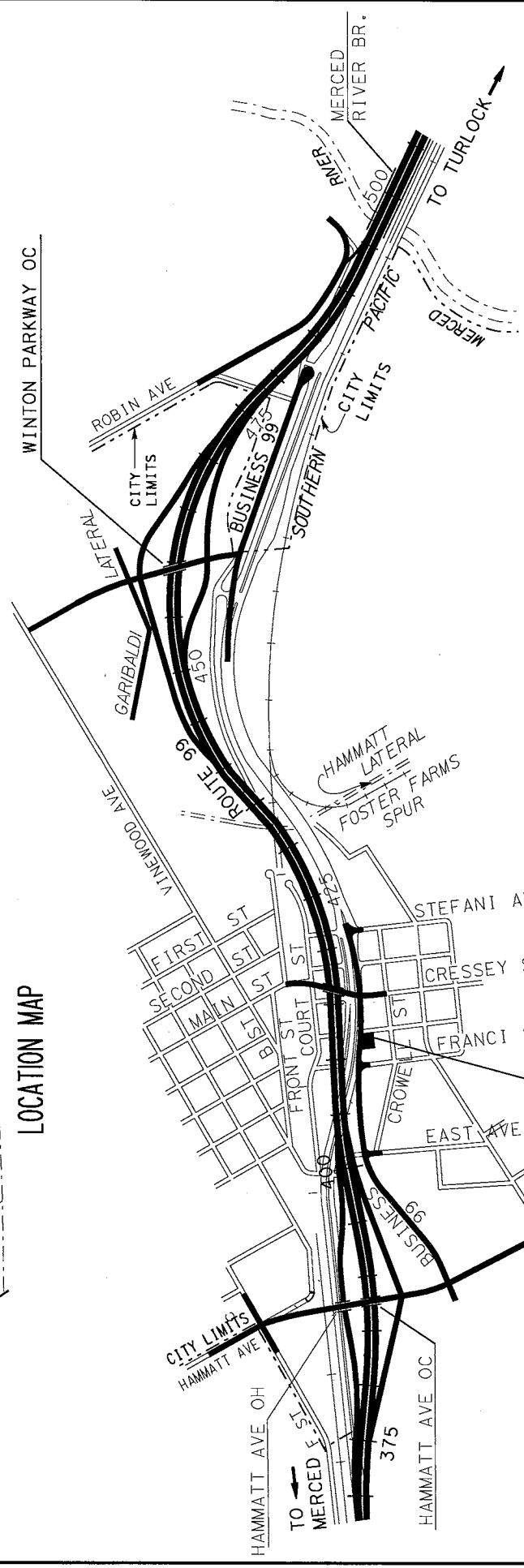
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	MERCED	99	29.4	2	2

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

T.6 S., R.11 E., M.D.B.&M.
SECTION 25



LOCATION MAP

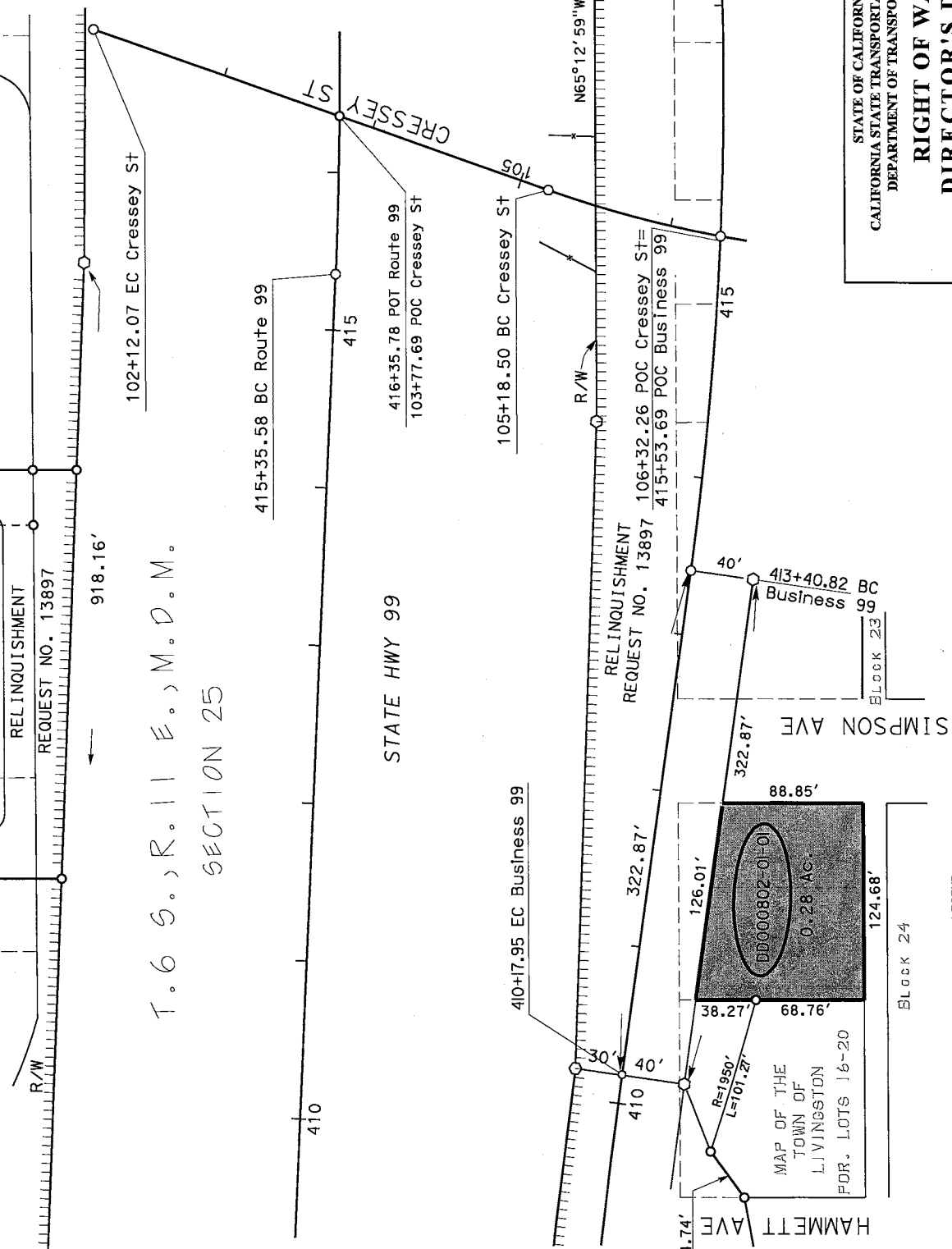


PARCEL
DD000802-01-01

CITY OF LIVINGSTON
MERCED COUNTY

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD 000802-01-01
NO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	MER	99	29.4	1	2



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY

DIRECTOR'S DEED

DD000802-01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	MER	99	29.4	2	2

CITY OF LIVINGSTON
COUNTY OF MERCED

T.6 S., R.11 E., M.D.M.

SECTION 25

STATE HWY 99

RELINQUISHMENT
REQUEST

RELINQUISHMENT
REQUEST NO. 13897
106+32.26 POC Cressey St=
415+53.69 POC Business 99/

SIMPSON AVE

Block 24
124.68'

LEGEND

ACCESS RESTRICTION

O 1" IRON PIPE W/PLUG "CALIF DOT"

PER RECORD OF SURVEY,
VOLUME 36 AT PAGE 19, COUNTY OF MERCED

CALCULATED POINT

CALCULATED POINT

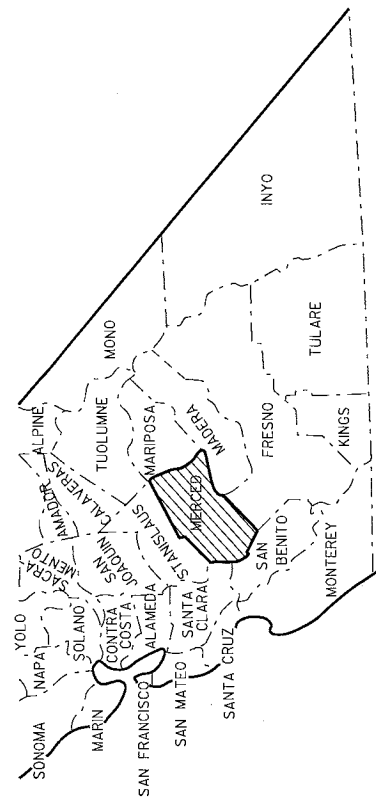
**CALTRANS PARCEL
CONTAINING 0.28 Acres**

NOTES

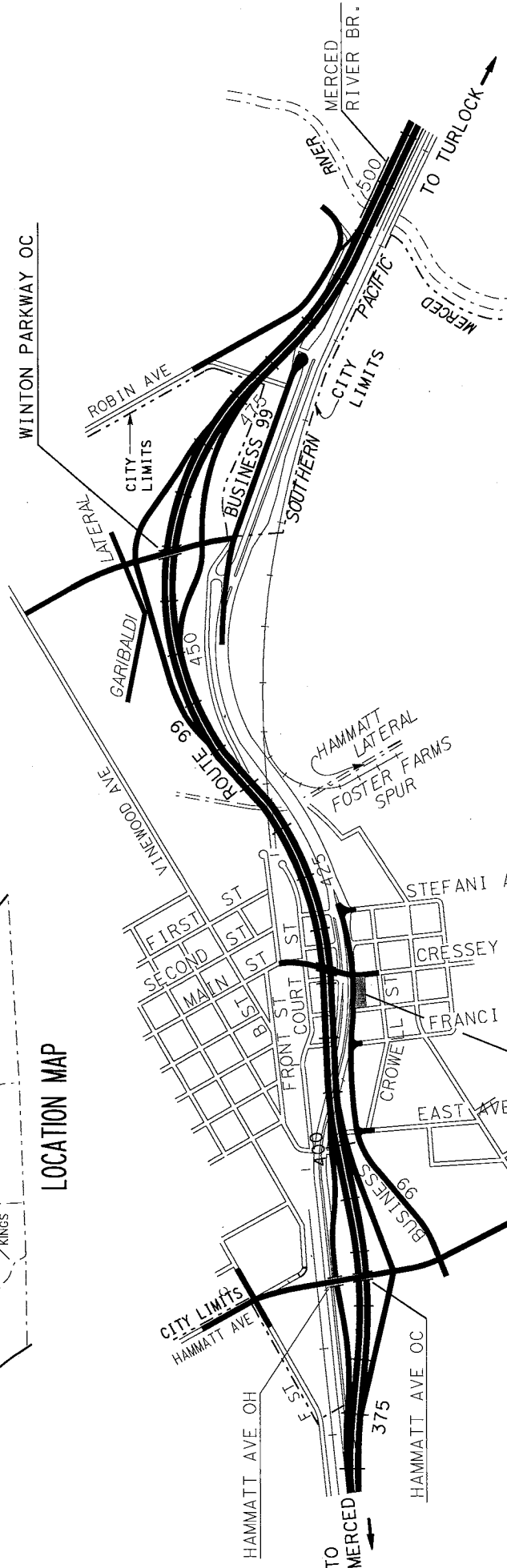
Distances shown are based on the California Coordinate System. DISTANCES ARE IN FEET unless otherwise noted. Multiply distances shown by 1.48 to obtain ground level distances.

T.6 S., R. 11E., M.D.B.&M.

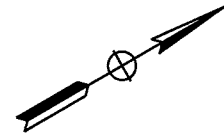
SECTION 25



LOCATION MAP



PARCEL
DD000803-01-01



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED
DD 000803-01-01**

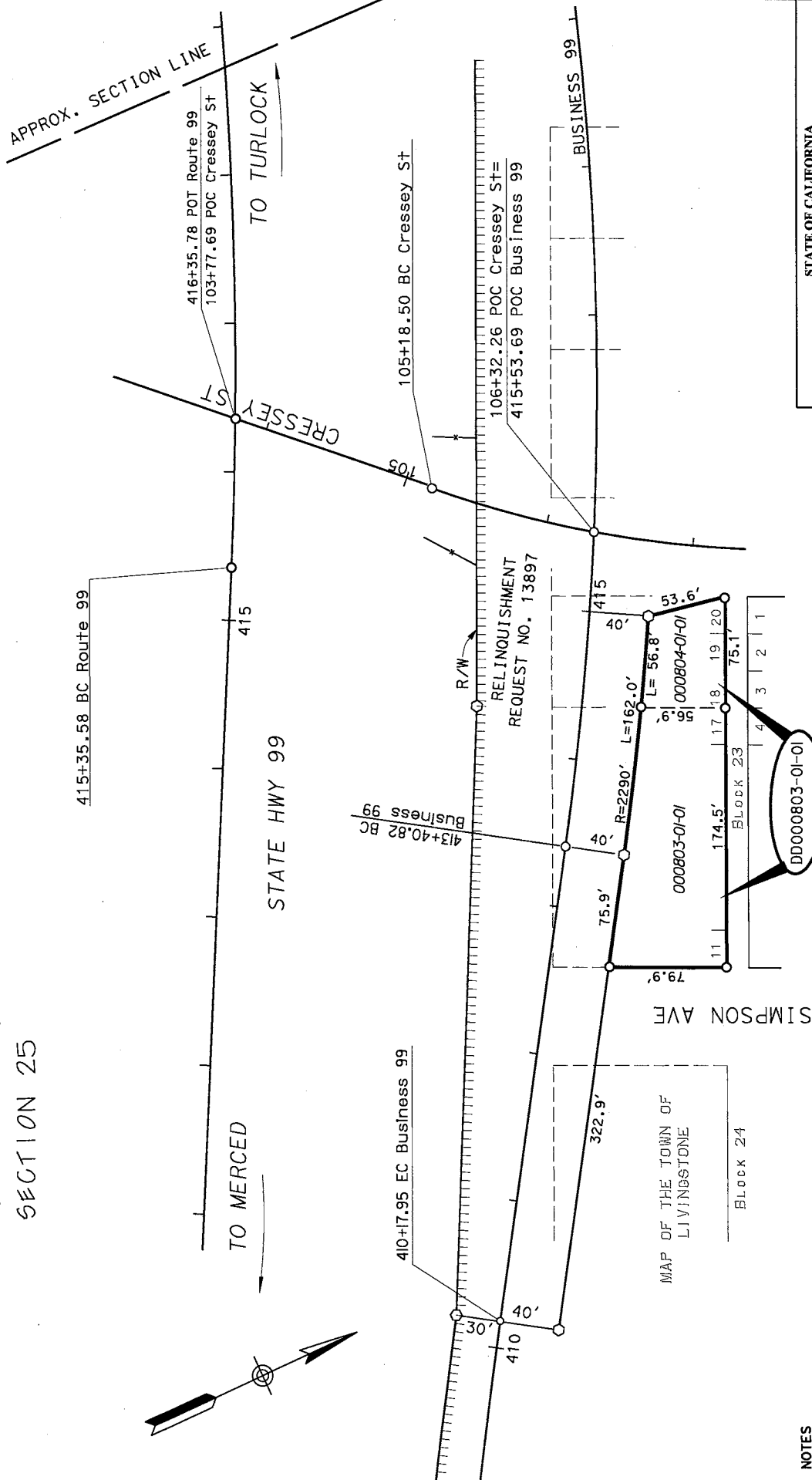
NO SCALE

CITY OF LIVINGSTON
MERCED COUNTY

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	MER	99	29.5	1	2

T.6 S., R.11 E., M.D.M. SECTION 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.



NOTES

Distances shown are based on the California State Plane Coordinate System of 1927, Zone 3. Distances are in feet unless otherwise noted. Multiply distances shown by 1.0000551 to obtain ground level distances.

LEGEND

- ACCESS RESTRICTION
- 1" IRON PIPE W/PLUG "CALIF DOT"
- PER RECORD OF SURVEY, VOLUME 36 AT PAGE 19, COUNTY OF MERCED
- CALCULATED POINT

NOTES

All distances are in feet unless otherwise noted.
CALTRANS PARCEL CONTAINING 0.36 ACRES

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 000803-01-01

FEET 0 25 50 100 150

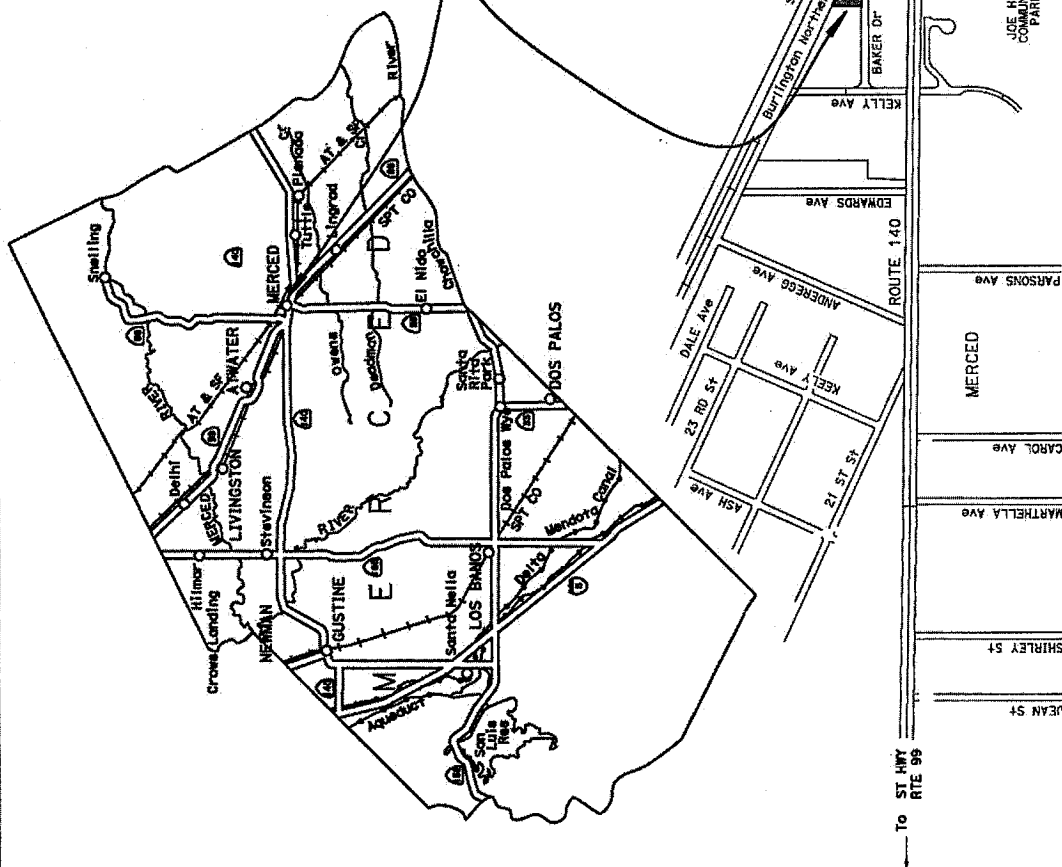
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
10	MER	99	29-5	2	2

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



NO SCALE

DD 15251-01-01



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
Director's Deed
DD 15251-01-01
E.A. 10-3A66U_

CITY OF MERCED

COUNTY OF MERCED

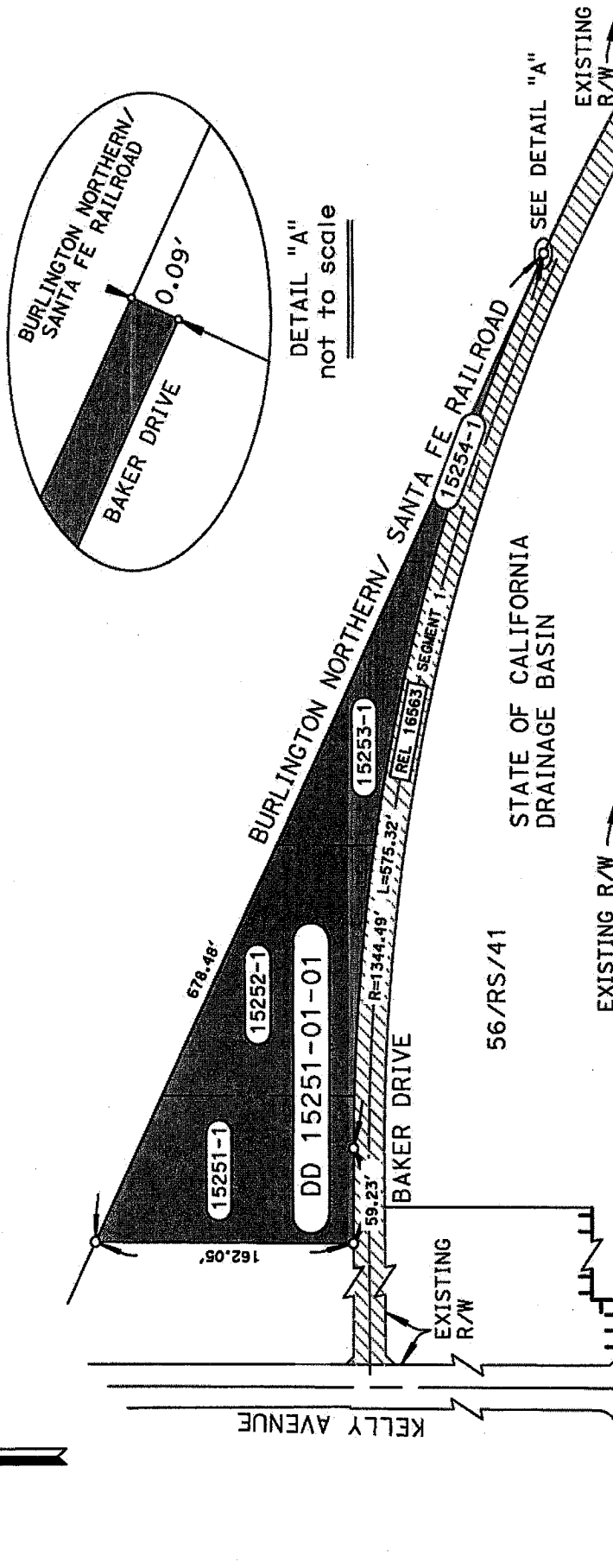
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
M. Turner	4/30/2017	10	MER	140	37.0	1	2

T.7S. R.14E. M.D.M.

SECTION 28

COUNTY OF MERCED


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.



140

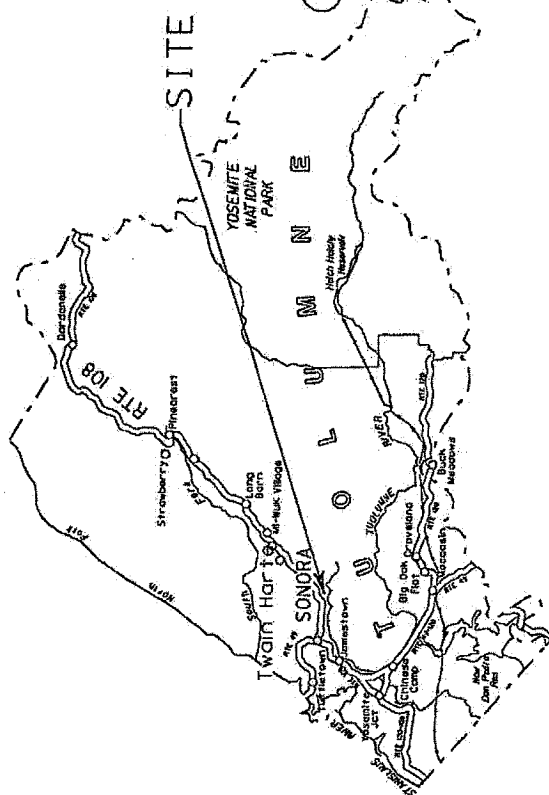
TO ST HWY
RTE 99

TO PLANADA

NOTES		LEGEND		STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY					
Distances are on CCS 1983(1991.35) Zone 3. Distances are grid distances. Multiply by 1.000043292 to obtain ground distances. All distances are in feet.				Caltrans Parcel, 0.80 acres, more or less.		<div>Director's Deed DD 15251-01-01 E.A. 10-3A66U</div> <div>SCALE: 1" = 100'</div> 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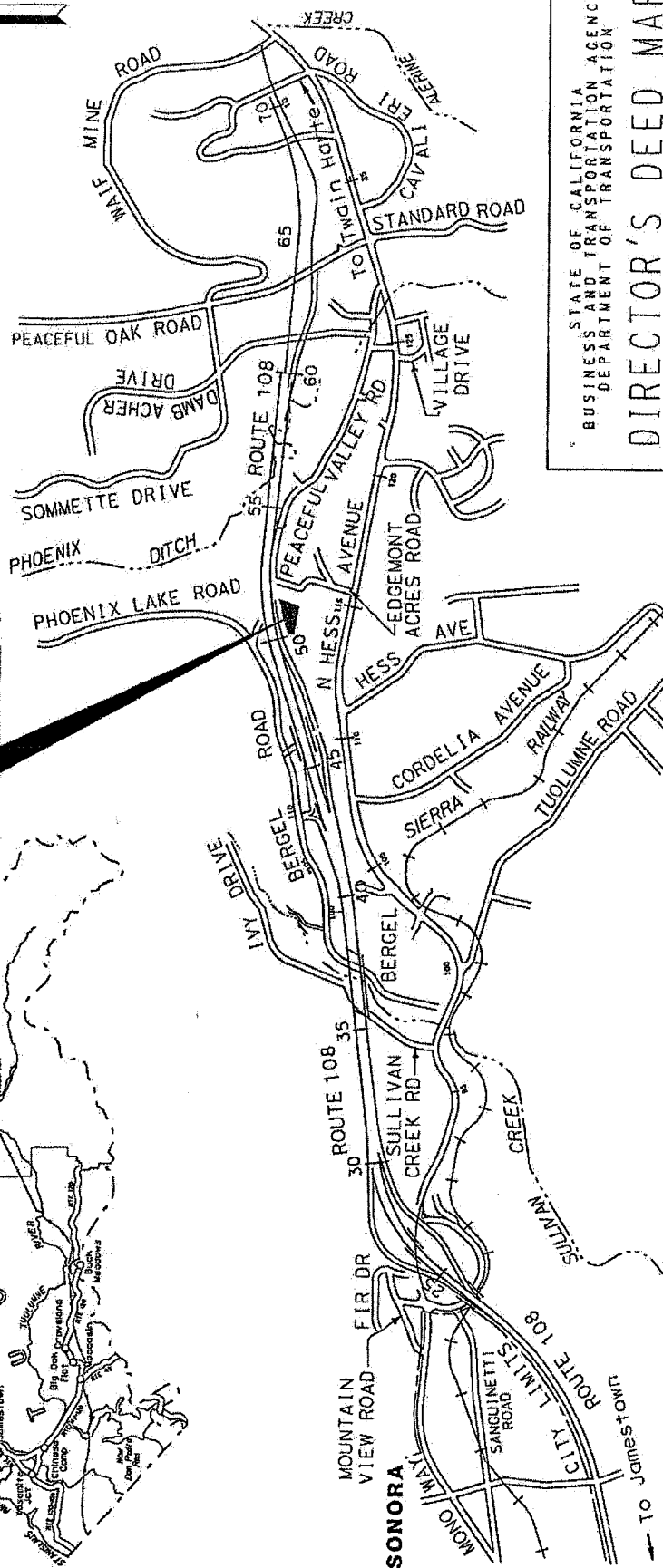
DIST	COUNTY	RTE	POST
10	TUO	108	3.7



SITE

DD013942-01-01

NO SCALE



STATE OF CALIFORNIA
BUSINESS AND TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED MAP

DD013942-01-01

T. 2 N., R. 15 E., M.D.M.
TUOLUMNE COUNTY

SHEET 1 OF 2

Coordinates, bearings and distances shown are based on the California Coordinate System 1983, Zone 3. DISTANCES ARE IN METERS unless otherwise noted. Multiply distances shown by 1.00016223 to obtain ground level distances. To convert meters to the U.S. Survey foot multiply distances by .3937/1200. To convert hectares to acres multiply by 2.471.

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.

SECTION 33

DIST	COUNTY	RTE	POST
10	TUO	108	3.7

OLD MONO HWY & PEACEFUL VALLEY ROAD

To Twin Harb

SCALE 1:1000

1/4 SECTION LINE

STATE ROUTE 10-TUO-108

40' Wide Utility and Road Non Exclusive Easement

57.015

N 82°56'51" E

EXISTING R/W

45.526

N 77°59'34" E

65.610

17.673

S 13°56'46" W

112.170

RIGHT OF WAY

TO JONESTOWN

N 59°19'52" E

112.170

17.673

S 13°56'46" W

112.170

N 74°38'36" W

83.120

45.526

N 82°56'51" E

57.015

17.673

S 13°56'46" W

112.170

45.526

N 77°59'34" E

65.610

17.673

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112.170

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N 74°38'36" W

83.120

57.015

N 82°56'51" E

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45.526

N 77°59'34" E

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5g.(5a)-2.5g.(5d)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: **FINANCIAL ALLOCATION AMENDMENTS FOR PROPOSITION 1B TRADE CORRIDOR
IMPROVEMENT FUND PROGRAM PROJECTS**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to de-allocate a combined total of \$1,418,000 in Proposition 1B – Trade Corridor Improvement Funding (TCIF) from four projects, due to cost savings at the completion of each project?

RECOMMENDATION:

The Department recommends that the Commission approve this request to de-allocate a total of \$1,418,000 in Proposition 1B – TCIF funding from the four projects listed below, due to cost savings at the completion of each project as follows:

<u>TCIF Project</u>	<u>PPNO</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allocation</u>	<u>Cost Savings</u>	<u>Revised Allocation Amount</u>
Project 37: Orangethorpe Avenue Grade Separation	12-TC37	TCIF-AA-1819-14	TCIF-AA-1819-08	\$30,324,000	\$624,000	\$29,700,000
Project 50: Clay Street Railroad Grade Separation	08-1126	TCIF-AA-1819-15	TCIF-A-1213-15	\$13,247,000	\$139,000	\$13,108,000
Project 82: Marina Bay Parkway Grade Separation	04-2008A	TCIF-AA-1819-16	TCIF-A-1112-05	\$18,975,000	\$562,000	\$18,413,000
Project 100: I-10/Tippecanoe Avenue Interchange Improvements	08-0154D	TCIF-AA-1819-17	TCIF-AA-1415-09	\$8,691,000	\$93,000	\$8,598,000
TOTAL				\$71,237,000	\$1,418,000	\$69,819,000

BACKGROUND:

The Proposition 1B – TCIF program projects listed above have been completed and have construction cost savings. Each of the implementing agencies for these projects is requesting that the Commission reduce the currently approved Proposition 1B – TCIF allocations, by the amount of cost savings, for each project. The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote boxes.

FINANCIAL RESOLUTION

Be it Resolved, that the Proposition 1B – TCIF funds currently allocated for each project is hereby amended by its cost savings, in accordance with the attached revised vote boxes.

Attachments

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5a) Financial Allocation Amendment - Proposition 1B – Locally Administered TCIF Projects off the State Highway System			Resolution TCIF-AA-1819-14 Amending Resolution TCIF-AA-1819-08	
1 \$30,324,000 \$29,700,000 Orange County Transportation Authority OCTA 12-Orange	Orangethorpe Avenue Grade Separation. In Placentia, at the Orangethorpe Avenue at-grade crossing. Construct roadway overpass, including structures at Chapman Avenue and Miller Street. (TCIF Project 37) <u>Outcome/Output:</u> Decrease in traffic congestion and travel time. The elimination of collision points will provide greater driver safety. <u>Amend Resolution TCIF-AA-1819-08 to de-allocate \$624,000 in TCIF Bond Program CONST to reflect Construction Cost Savings.</u>	12-TC37 TCIF/11-12 CONST \$30,324,000 \$29,700,000 1200020231	2010-11 104-6056 TCIF 20.30.210.300	\$30,324,000 \$29,700,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5b) Proposition 1B – Locally Administered TCIF Projects off the State Highway System		Resolution TCIF-AA-1819-15 Amending Resolution TCIF-A-1213-15		
1 \$13,247,000 \$13,108,000 Riverside County RCTC 08-Riverside	Clay Street Railroad Grade Separation. East of the city of Riverside. Construct a grade separation for UPPR lines at Clay Street (TCIF Project 50). (CEQA – CE, 09/24/2012.) (NEPA – CE, 09/17/2012.) (Concurrent TCIF Project Baseline Amendment under Resolution TCIF-P-1213-69, June 2013) (The TCIF allocation is split as follows: \$3,000,000 for construction engineering and \$10,247,000 for construction capital.) (Contributions from other sources: \$17,559,000.) <u>Outcome/Output:</u> This project will decrease traffic congestion and travel time to improve goods movement and emergency vehicle response. <u>Amend Resolution TCIF-A-1213-15 to de-allocate \$139,000 in TCIF Bond Program CONST to reflect Construction Cost Savings.</u>	08-1126 TCIF/12-13 CONST \$13,247,000 \$13,108,000 0800000180	2011-12 104-6056 TCIF 20.30.210.300	\$13,247,000 \$13,108,000

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 EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5c) Delivered List Allocation - Proposition 1B – Locally Administered TCIF Projects off the State Highway System			Resolution TCIF-AA-1819-16 Amending Resolution TCIF-A-1112-05	
1 \$18,975,000 \$18,413,000 City of Richmond MTC 04-Contra Costa	Marina Bay Parkway Grade Separation TCIF Project 82. In the city of Richmond, on Marina Parkway between Regatta Boulevard and Meeker Avenue, at the BNSF/RPRC railroad crossing. Construct an undercrossing. (CEQA – CE, 01/18/11.) <u>Outcome/Output:</u> The project will resolve major health and safety issues for the fastest growing area in the city of Richmond. It will reduce traffic congestion and allow emergency vehicles to access the South Richmond Shoreline Area unimpeded. <u>Amend Resolution TCIF-A-1112-05 to de-allocate \$562,000 in TCIF Bond Program CONST to reflect Construction Cost Savings.</u>	04-2008A TCIF/10-11 CONST \$18,975,000 \$18,413,000 0400021087 985803L	2010-11 104-6056 TCIF 20.30.210.300	\$18,975,000 \$18,413,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5d) Allocation Amendment Proposition 1B – Locally Administered TCIF Projects on the State Highway System		Resolution TCIF-AA-1819-17, Amending Resolution TCIF-AA-1415-09		
1 \$8,691,000 \$8,598,000	I-10/Tippecanoe Avenue Interchange Improvements – Phase II. In the city of San Bernardino. Reconstruct interchange, construct auxiliary lanes, and improve local street. (TCIF Project 100.)	08-0154D TCIF/13-14 CONST \$8,691,000 \$8,598,000	2013-14 304-6056 TCIF 20.20.723.000	\$8,691,000 \$8,598,000
San Bernardino Associated Governments SANBAG 08-SBd-10 26/27.3	(Future Consideration of Funding under Resolution E-11-32; May 2011.) (The TCIF construction allocation split: \$1,443,000 [support] and \$7,248,000 [capital]). (Contributions from other sources: \$8,222,000.) <u>Outcome/Output:</u> Reconstruct one interchange. <u>Amend Resolution TCIF-AA-1415-09 to de-allocate \$93,000 in TCIF Bond Program Construction cost savings.</u>	0800020467 4CONL 448124		

Memorandum

To: CHAIR AND COMMISSIONERS

CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019**Reference No.:** 2.6a.(1)

Action Item

From: STEVEN D. KECK
Chief Financial Officer**Prepared by:** Ronald E. Sheppard,
Chief (Acting)
Division of Rail and
Mass Transportation**Subject:** AMENDMENT FOR A LOCALLY-ADMINISTERED STATE TRANSPORTATION
IMPROVEMENT PROGRAM TRANSIT PROJECT
RESOLUTION MFP-18-09, AMENDING RESOLUTION MFP-17-05**ISSUE:**

Should the California Transportation Commission (Commission) approve an amendment to Resolution MFP-17-05 for the locally-administered State Transportation Improvement Program (STIP) – Systemwide Light Rail Vehicles (PPNO 4025) project, in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends the Commission approve an amendment to Resolution MFP-17-05 for the locally-administered STIP – Systemwide Light Rail Vehicles (PPNO 4025) project, in Los Angeles County.

BACKGROUND:

At its May 2018 meeting, the Commission approved the allocation of \$21,700,000 in STIP funds to the Los Angeles County Metropolitan Transportation Authority, for the Systemwide Light Rail Vehicles (PPNO 4025) project under Resolution MFP-17-05.

However, at the time the project was approved, the “Project Description” in the vote box was inaccurate as it stated, “Acquisition of 235 Light rail vehicles to provide needed capacity expansion and improve service delivery of light rail system.” The correct “Project Description” should read as follows: “Light rail vehicles (78 plus 39 w/option).” The required changes are reflected in strike through and bold on the revised attachment. There is no change to the original project allocation amount.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Programmed: Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(1) Amendment - Locally Administered STIP Transit Projects		Resolution MFP-18-09 Amending Resolution MFP-17-05		
1 \$21,700,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	Systemwide Light Rail Vehicles. Acquisition of 235 Light rail vehicles to provide needed capacity expansion and improve service delivery of light rail system. Light rail vehicles (78 plus 39 w/option). (NEPA – CE, 12/02/2014) <u>Outcome/Output:</u> Increase light rail fleet size to help Meet growing demand, relieve traffic congestion and improve regional air quality. <u>Amend Resolution MFP-17-05 to correct the project</u> <u>description. There is no change to the original</u> <u>project allocation amount.</u>	07-4025 RIP/17-18 CONST \$21,700.00 0715000307 S	2018-19 101-0890 FTF 30.10.070.626	\$21,700,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.6s.(2)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Ronald E. Sheppard,
Chief (Acting)
Division of Rail and
Mass Transportation

Subject: AMENDMENT FOR A LOCALLY-ADMINISTERED MULTI-FUNDED SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM/SOLUTIONS FOR CONGESTED CORRIDORS
PROGRAM TRANSIT PROJECT
RESOLUTION LPP-A-1819-25, AMENDING RESOLUTION LPP-A-1819-08
RESOLUTION SCCP-A-1819-09, AMENDING RESOLUTION SCCP-A-1819-04

ISSUE:

Should the California Transportation Commission (Commission) amend Resolutions LPP-A-1819-08 and SCCP-A-1819-04 for the locally-administered multi-funded Senate Bill 1 (SB 1) Local Partnership Program (LPP)/Solutions for Congested Corridors (SCCP) Redlands Passenger Rail (PPNO 1230) project, in San Bernardino County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve an amendment to Resolutions LPP-A-1819-08 and SCCP-A-1819-04 to revise the "Outcome/Output" in the vote box for the locally-administered SB 1 LPP/SCCP Redlands Passenger Rail (PPNO 1230) project, in San Bernardino County.

BACKGROUND:

In October 2018, the Commission approved Resolutions LPP-A-1819-08 and SCCP-A-1819-04, allocating a total of \$82,000,000 in LPP Formulaic, LPP Competitive, and SCCP funds for the Redlands Passenger Rail project to the San Bernardino County Transportation Authority.

However, at the time the project was approved, the "Outcome/Output" was incorrect in the vote box on the Book Item Attachment. The required changes are reflected in strike through and bold in the revised attachment. There is no change to the original project allocation amount.

Attachment

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Programmed: Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6s.(2) Amendment – Multi-Funded LPP/SCCP Transit Project		Resolution LPP-A-1819-25 Amending Resolution LPP-A-1819-08 Resolution SCCP-A-1819-09 Amending Resolution SCCP-A-1819-04		
1 \$82,000,000 San Bernardino County Transportation Authority SBCTA 08-San Bernardino	Redlands Passenger Rail project. Construct new rail System that will connect the University of Redlands and downtown San Bernardino with fast, frequent service. <u>Outputs/Outcomes</u> Miles(s) of new track Miles(s) of new track Modified/Reconstruction of Bridges New Stations Station Improvements (Future consideration of funding approved under Resolution E-18-111; August 2018.) (Contribution from other sources: \$200,277.) (Related SB 1 Multi funded LPP/SCCP Baseline Agreement approval under Resolution SCCP-P-1819-05B & Resolution LPP-P-1819-07B; October 2018.) Amend Resolutions LPP-A-1819-08, and SCCP-A-1819-04 to revise the Outputs/Outcomes. There is no change to the allocated amounts.	08-1230 LPP-F/18-19 CONST \$6,169,000 LPP-C/18-19 CONST \$10,831,000 SCCP/18-19 CONST \$65,000,000 0818000204, 0819000013, 0819000014 S	2017-18 601-3290 RMRA 30.10.724.100 2017-18 6013290 RMRA 30.10.724.100 2018-19 109.0042 SHA 30.10.030.100	\$6,169,000 \$10,831,000 \$65,000,000

Memorandum

To: CHAIR AND COMMISSIONERS

CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15 – 16, 2019

Reference No.: 2.5g.(9a) – 2.5g.(9d)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Ronald E. Sheppard,
Chief (Acting)
Division of Rail and Mass
Transportation

Subject: ALLOCATION AMENDMENTS FOR PROPOSITION 1B HIGHWAY RAILROAD
CROSSING SAFETY ACCOUNT PROJECTS

ISSUE:

Should the California Transportation Commission (Commission) approve a combine total of \$425,000 for four Proposition 1B Highway - Railroad Crossing Safety Account (HRCSA) due to project savings at closeout?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve a combine total of \$425,000 for four Proposition 1B HRCSA due to project savings at closeout.

BACKGROUND:

The Proposition 1B HRCSA projects listed below have each been completed with construction cost savings. Each of the implementing agencies for these projects are now requesting that the Commission reduce the currently allocated Proposition 1B HRCSA project allocations by the amount of construction cost savings for each project.

<u>Project</u>	<u>EA</u>	<u>Resolution</u>	<u>Amending</u>	<u>Current Project Allocation</u>	<u>Cost Savings</u>	<u>Revised Allocation Amount</u>
North Spring Street Grade Separation (Los Angeles County)	H011BA	GS1B-AA-1819-01	GS1B-A-1112-005	\$5,001,000	\$7,000	\$4,994,000
San Mateo Bridge Grade Separation Phase II (San Mateo County)	H028BA	GS1B-AA-1819-02	GS1B-A-1314-03	\$9,000,000	\$135,000	\$8,865,000
Marina Bay Parkway Grade Separation (aka Officer Bradley A. Moody Memorial Underpass) (Contra Costa County)	2008A	GS1B-AA-1819-03	GS1B-A-1213-01	\$4,230,000	\$254,000	\$3,976,000
Moorpark Avenue Grade Crossing Improvement (Ventura County)	HO33BB	GS1B-AA-1819-04	GS1B-A-1314-04	\$4,841,000	\$29,000	\$4,812,000
Total Deallocated					\$425,000	

FINANCIAL RESOLUTION

Be it Resolved, that the Proposition 1B HRCSA funds currently allocated for each project is hereby amended by its construction cost savings.

Attachments

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9a)	Proposition 1B – Locally Administered Highway-Railroad Crossing Safety Account (HRCSA) Projects	Amending Resolution GS1B-A-1112-005	Resolution GS1B-AA-1819-01	
1 \$5,001,000 \$4,994,000 City of Los Angeles LACMTA 07-Los Angeles	North Spring Street Grade Separation. Widen North Springs Street to accommodate traffic lanes, including median, sidewalks and bike lanes in each direction and seismically retrofit the historic North Spring Street Bridge within the city of Los Angeles. (Original programming resolution GS1B-P-1011-01) (Concurrent Future Consideration of Funding – Resolution E-12-27, May 2012.) (Contributions from other sources: \$43,318,000.) <u>Outcome/Output:</u> The bridge widening will relieve traffic overflow to the yet to be grade-separated North Main Street Bridge. <u>Amend Resolution GS1B-A-1112-005 to deallocate \$7,000 of HRCSA CONST to reflect cost savings at project closeout.</u>	75-Rail HRCSA/11-12 CONST \$5,001,000 \$4,994,000 0013000292 S H011BA	2010-11 104-6063 HRCSA 20.30.010.400	\$5,001,000 \$4,994,000

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
2.5g.(9b) Proposition 1B – Locally Administered Highway-Railroad Crossing Safety Account (HRCSA) Projects			Resolution GS1B-AA-1819-02 Amending Resolution GS1B-A-1314-03	
1 \$9,000,000 \$8,865,000 Peninsula Corridor Join Powers Board MTC 04-San Mateo	San Mateo Bridges Grade Separation Phase II. In San Mateo County in the City of San Mateo at Poplar, Santa Inez, Monte Diablo and Tilton Avenues between Mileposts 17.09 and 17.7. The second phase of work consists of the replacement of the bridge superstructures and any associated civil, track, signal and utility relocations as needed. (CEQA – CE – Section 21080.13 (b) (10) May 2009.) (Original Programming Resolution GS1B-P-1213-01 – September 2012.) (Baseline Agreement Resolution: GS1B-P-1213-07 – January 2013.) (Contributions from other sources: \$20,588,000.) <u>Outcome/Output:</u> The replacement of these bridges will ensure that Cal train can continue to provide safe and reliable commuter rail service as well as accommodate future service level increases and planned High Speed Rail on the San Francisco Peninsula. <u>Amend Resolution GS1B-A-1314-03 to deallocate \$135,000 of HRCSA CONST to reflect cost savings at project closeout.</u>	75-Rail HRCSA/13-14 CONST \$9,000,000 \$8,865,000 0014000205 S	2012-13 104-6063 HRCSA 20.30.010.400	\$9,000,000 \$8,865,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9c) Proposition 1B – Locally Administered Highway-Railroad Crossing Safety Account (HRCSA) Projects			Resolution GS1B-AA-1819-03 Amending Resolution GS1B-A-1213-01	
1 \$4,230,000 \$3,976,000	Marina Bay Parkway Grade Separation (aka Officer Bradley A. Moody Memorial Underpass). In Contra Costa County in the city of Richmond on Marina Bay Parkway between Regatta Boulevard and Meeker Avenue, at the BNSF/RPRC railroad crossing. Construct roadway undercrossing via "Top Down" method (allowing for the underpass bridge structure to be constructed at grade prior to the existing roadway being excavated) in place of existing grade crossing. (TCIF Project 82.)	75-2008A HRCSA/12-13 CONST \$4,230,000 \$3,976,000 0013000152	2012-13 104-6063 HRCSA 20.30.010.400	\$4,230,000 \$3,976,000
City of Richmond MTC 07-Contra Costa	<p>(Original programming Resolution: GS1B-P-1213-01; September 2012.)</p> <p>(Baseline agreement under Resolution: GS1B-P-1213-03; January 2013.)</p> <p>(TCIF Allocation of \$18,975,000 CONST under Resolution TCIF-A-1112-05; October 2011.)</p> <p>(CEQA – CE – 03/16/2009.)</p> <p>(Contributions from other sources: \$37,950,000.)</p> <p><u>Outcome/Output:</u> The project eliminates daily train blockages, reduces train-involved accidents, provides commuter and emergency access to regional ferry service, reduce congestion Daily Vehicle Hours of Delay and reduces emissions.</p> <p><u>Amend Resolution GS1B-A-1213-01 to deallocate \$254,000 of HRCSA CONST to reflect cost savings at project closeout.</u></p>			

2.5 Highway Financial Matters

Project #	Allocation Amount	Project Title	PPNO Program/Year Phase	Budget Year	Amount by
Recipient		Location	Prgm'd Amount	Item #	
RTPA/CTC			Project ID	Fund Type	
District-County		Project Description	Adv Phase	Program Code	Fund Type
2.5g.(9d) Allocation Amendment – Proposition 1B – Locally Administered HRCSA Projects off the State Highway System			Resolution GS1B-AA-1819-04 Amending Resolution GS1B-A-1314-04		
1					
\$4,841,000		Moorpark Avenue Grade Crossing Improvement. In	75-Rail	2012-13	
\$4,812,000		Ventura County in the city of Moorpark, to construct rail-	HRCSA/13-14	104-6063	\$4,841,000
		highway grade crossing improvements at Moorpark	CONST	HRCSA	\$4,812,000
Southern California		Avenue, Mileposts 426.5 to 427.0. The rail-highway	\$4,841,000	20.30.010.400	
Regional Rail		crossing project includes installation of new gate arms,	\$4,812,000		
Authority		flashing warning signals, pedestrian channeling and swing	0015000199		
VCTC		gates, advanced sign preemption, new roadway lanes and	S		
07-Ventura		new track panels.			
		(CEQA – CE Section 21080 (b) (10) May 2013.)			
		(Original Programming Resolution GS1B-P-1213-01 – July 2012.)			
		(Baseline Agreement Resolution: GS1B-P-1213-07 – January 2013.)			
		(Contributions from other sources: \$1,031,000.)			
		<u>Outcome/Output:</u> The project will reduce the opportunity of collisions thereby increasing safety and reducing delays to passenger and freight rail traffic and motor vehicles traveling through the crossing.			
		<u>Amend Resolution GS1B-A-1314-04 to deallocate \$29,000 of HRCSA CONST to reflect cost savings at project closeout.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 2.2c.(6)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Philip J. Stolarski, Chief
Division of Environmental
Analysis

Subject: APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-19-48?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve the attached Resolution E-19-48.

BACKGROUND:

07-LA-710, PM 26.7/32.1T RESOLUTION E-19-56

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:

- State Route 710 (SR 710) in Los Angeles County. Construct roadway improvements and other congestion reducing measures on a portion of SR 710 in Los Angeles County. (EA 18790)

This proposed project is located on SR 710, from north of Interstate 210 to south of Interstate 10, east to Interstate 605 and west to Interstate 5 in Los Angeles County. The project proposes to improve efficiency of the existing regional freeway and transit networks, reduce congestion on local arterials and minimize environmental impacts related to mobile sources. Transportation System Management/Transportation Demand Management has been identified as the preferred alternative for this proposed project which includes Intelligent Transportation Systems, Active Traffic Management and intersection improvements. Also included are bus and bicycle service improvements. The proposed project is estimated to cost a total of \$219.3 million which includes preliminary costs and support. The funding for the project will be from local Measure R funds and potential Federal funding. Construction is estimated to begin in 2020.

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to enhance California’s economy and livability”*

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include visual/aesthetics, community impacts, emergency services, paleontology, traffic and transportation, cultural, water quality, hazardous material, and biological resources.

Potential impacts associated with the project can all be mitigated to below significance with the exception of cultural resources and traffic, for which a Statement of Overriding Considerations was prepared. As a result, an FEIR was prepared for the project.

Attachments

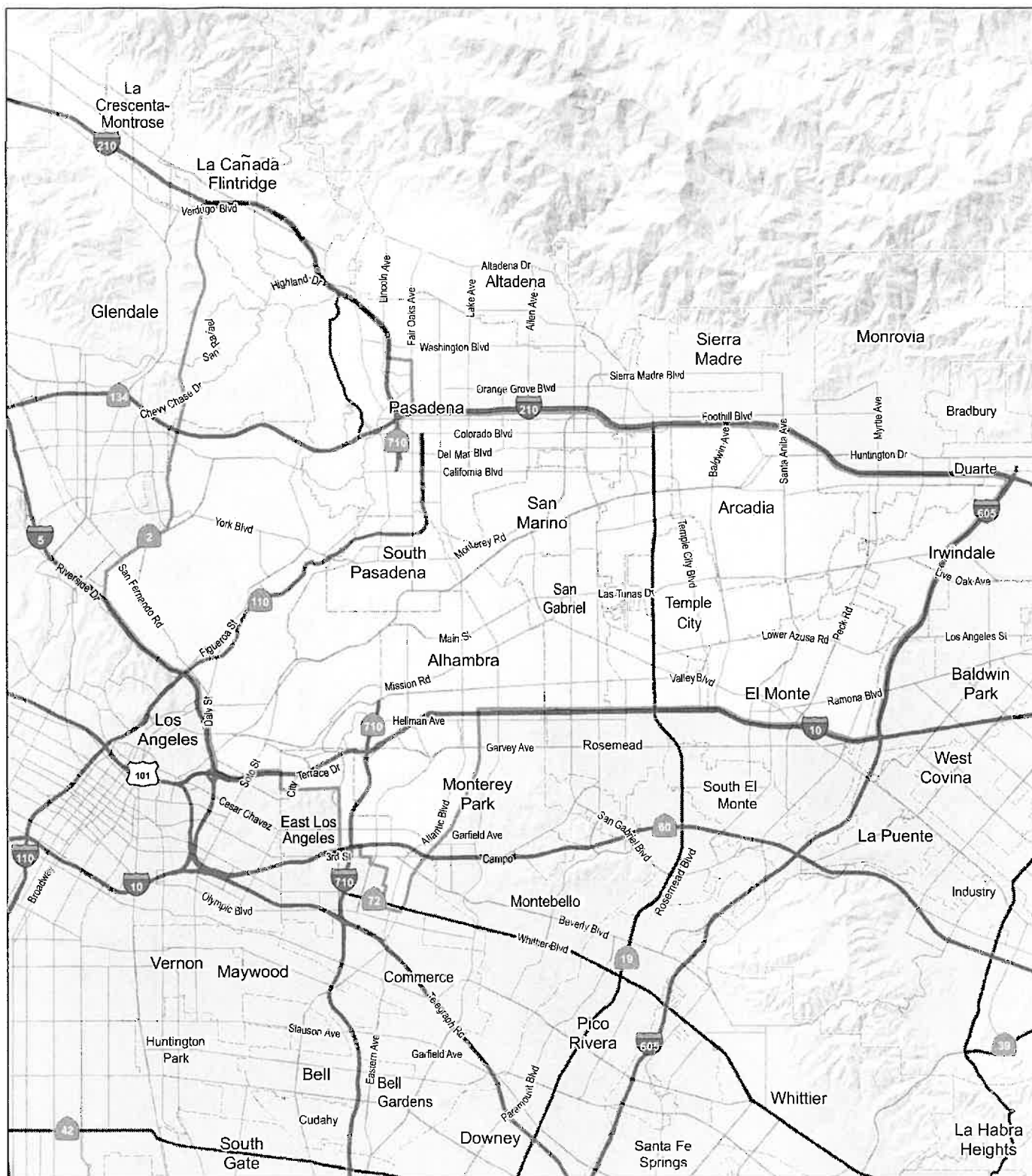
CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

07-LA-710, PM 26.7/32.1T

Resolution E-19-48

- 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:
 - State Route 710 (SR 710) in Los Angeles County. Construct roadway improvements and other congestion reducing measures on a portion of SR 710 in Los Angeles County. (EA 18790)
- 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 prepared.
- 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.



LEGEND

☐ SR 710 North Study Area

SOURCE: ESRI (2008); LSA (2013)

I:\CHM1105\G\Chapter 1\Project Location.cdr (1/11/2018)

SR 710 North Project
Project Location

07-LA-710 (SR 710)
EA 187900
EFIS 0700000191

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, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: SR 710 North Project

1982092310	Jason Roach	(213) 897-0357
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 710 (SR 710) in Los Angeles County.

Project Description: Construct roadway and congestion reducing improvements on a portion of SR 710 in Los Angeles County.

This is to advise that the California Transportation Commission has approved the above described project on

(☐ Lead Agency/ ☒ Responsible Agency)

May 15-16, 2019, and has made the following determinations regarding the above described project:

1. The project (☒ will/ ☐ 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.
☐ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☒ was / ☐ was not) adopted for this project.
6. Findings (☒ 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. 7, 100 S. Main St., Los Angeles, CA 90012

SUSAN BRANSEN		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

SR-710 North Project
07-LA-710 (SR-710)
EA: 187900
EFIS ID: 0700000191

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS

FOR THE STATE ROUTE 710 NORTH PROJECT

IMPROVEMENTS ON STATE ROUTE 710 AND/OR THE SURROUNDING AREA FROM NORTH TO INTERSTATE 210, SOUTH TO INTERSTATE 10, EAST TO INTERSTATE 605 AND WEST TO INTERSTATE 5 AND STATE ROUTE 2

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (Final EIR) for the project, which is the basic source for the information.

The following effects have been identified in the Final EIR as resulting from the Preferred Alternative, the Transportation Systems Management/Transportation Demand Management Alternative (TSM/TDM Alternative). Effects found not to be significant have not been included.

Paleontological Resources

Adverse Environmental Effects:

Excavation for the larger-scale improvements (e.g., Other Road Improvements T-1 [Valley Boulevard to Mission Road Connector Road] and T-2 [SR 110/Fair Oaks Avenue Hook Ramps]) could reach native deposits, which in most areas are considered to be highly sensitive for paleontological resources. Potentially significant direct impacts to paleontological resources could result from ground-disturbing activities associated with the clearing of vegetation and soil, excavation, and construction. Although construction would be a short-term activity, the loss of some fossil remains and fossil-bearing rocks would be a permanent potentially significant impact based on the scientific significance of potential paleontological resources in formations in the project area.

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:

A Paleontological Mitigation Plan (PMP) and Paleontological Resources Impact Mitigation Program (PRIMP) will be implemented during final design. The PRIMP will follow the guidelines of the Society of Vertebrate Paleontology (2010). Preparation of a PMP or PRIMP, as appropriate, during Plans, Specifications, and Estimates (PS&E) will follow the guidelines provided in the Caltrans Standard Environmental Reference Environmental Handbook, Volume 1, Chapter 8, and includes the measures listed below.

- A qualified paleontologist or representative will attend the preconstruction meeting. At this meeting, the paleontologist will conduct paleontological resources awareness training, including describing the likelihood of encountering paleontological resources during grading and excavation, what types of resources might be discovered, the roles and authorities of the paleontological resources monitors, the methods used to assess and recover discovered resources, and other information relevant to paleontological resources and the monitoring that will be conducted during project construction.
- A preconstruction field survey will be conducted in areas with deposits of high paleontological sensitivity after vegetation and paving have been removed, and any observed surface paleontological resources salvaged prior to the beginning of additional grading.
- In general, a qualified paleontological monitor will initially be present on a full-time basis whenever excavation would occur within the sediments that have a high paleontological sensitivity rating, and on a spot-check basis when excavating in sediments that have a low sensitivity rating. No monitoring is generally necessary in deposits with no paleontological sensitivity, such as Artificial Fill and Holocene Alluvial Fan Deposits. However, the specific monitoring levels and locations will be developed according to the final design plans and take into account the excavation methods and depths, the thickness of any Artificial Fill and/or Holocene Alluvial Fan Deposits present in the project area, and the sensitivity of the deposits underlying those two geologic units.
- Full-time monitoring may be reduced to a part-time or spot check basis if no resources are being discovered in sediments with a high sensitivity rating. Monitoring reductions, when they occur, will be determined by the qualified Principal Paleontologist in consultation with the Resident Engineer.
- The monitor will inspect fresh cuts and/or spoils piles to recover paleontological resources and/or screen wash for smaller fossils, depending on the material available for inspection. The monitor will be empowered to temporarily divert construction equipment away from the immediate area of the discovery. The monitor will be equipped to rapidly stabilize and remove fossils to avoid prolonged delays to construction schedules. If large mammal fossils or large concentrations of fossils are encountered, heavy equipment will be used to assist in the removal and collection of large materials.
- Native sediments of high and low sensitivity will occasionally be spot-screened on site through 1/8- to 1/20-inch mesh screens to determine whether micro vertebrates or other small fossils are present. If small fossils are encountered, sediment samples (up to 3 cubic yards, or 6,000 pounds) will be collected and processed through 1/20-inch mesh screens to recover additional fossils.

- Recovered specimens will be prepared to the point of identification and permanent preservation. This includes the sorting of any washed mass samples to recover small invertebrate and vertebrate fossils, the removal of surplus sediment from around larger specimens to reduce the volume of storage for the repository and storage cost, and the addition of approved chemical hardeners/stabilizers to fragile specimens.
- Specimens will be identified to the lowest taxonomic level possible and curated into an institutional repository with retrievable storage. The repository institutions usually charge a one-time fee based on volume, so removing surplus sediment is important. The repository institution may be a local museum or university with a curator who can retrieve the specimens on request. Caltrans requires that a draft curation agreement be in place with an approved curation facility prior to the initiation of any paleontological monitoring or mitigation activities.

Hazardous Waste

Adverse Environmental Effects:

The Initial Site Assessment (ISA) (2014) indicated potentially significant impacts may result during construction, as there is the potential to encounter hazardous materials in the soils and existing road materials. The majority of the proposed improvements do not involve substantial ground-disturbing activities during construction. However, there would be disturbance of soils and removal of existing structures. Therefore, hazardous soil contaminants (such as aerially deposited lead [ADL] and structural materials (e.g., polychlorinated biphenyls [PCBs], creosote and other wood-treating chemicals, lead chromate, lead-based paint [LBP], and asbestos containing materials [ACMs]) may be encountered during construction. In addition, soil and/or groundwater containing petroleum hydrocarbons, halogenated compounds, or other hazardous materials could be encountered at the properties that would be partially or fully acquired for the TSM/TDM Alternative.

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:

Additional site investigations will be conducted for the properties within the alignments of the TSM/TDM Alternative that have a history of hazardous waste, listed pursuant to Government Code Section 65962.5, or are otherwise a recognized environmental concern. The results of the investigations will determine the steps to be followed with respect to handling and disposal of hazardous waste on these properties prior to project disturbance in these areas, consistent with local, state, and federal regulations.

Adherence to regulatory requirements would avoid substantial impacts related to transport, use, or disposal of hazardous materials. Typical hazardous materials used during construction (e.g., solvents, paints, fuels) would be handled in accordance with standard procedures. California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste.

The Porter-Cologne Water Quality Control Act also restricts the disposal of wastes and requires the cleanup of wastes that are below hazardous waste concentrations but that could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include: Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste; Title 23 Waters; and Title 27 Environmental Protection. These are standard regulations that must be followed with respect to the use, storage, handling, disposal, and transport of potentially hazardous materials during construction of the TSM/TDM Alternative to protect human health and the environment from upsets or accidents. Routine maintenance activities will be conducted during operation would be required to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials.

Land Use

Adverse Environmental Effects:

The TSM/TDM Alternative require permanent acquisition and conversion of land currently planned for non-transportation uses into transportation uses, which would result in potentially significant impacts and inconsistencies with land use designations in local jurisdictions' General Plans. These inconsistencies would exist until the applicable local General Plans are amended to reflect the use of the affected land for transportation improvements. Neither Los Angeles County Metropolitan Transportation Authority (Metro) nor Caltrans has land use planning authority, and neither has the authority to require local jurisdictions to amend their General Plans. Therefore, it will be the decision of the affected local jurisdictions on how and when to address the identified General Plan land use inconsistencies.

Findings:

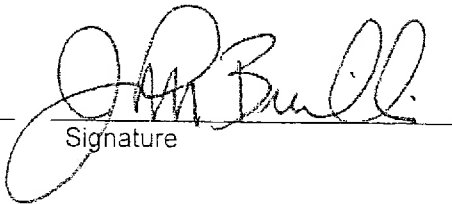
Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

Statement of Fact:

Because it is generally desirable that the General Plans be consistent with existing conditions, Metro and Caltrans will request that the applicable local jurisdictions amend their General Plans to reflect the permanent use of land for the improvements included in the TSM/TDM Alternative. It is anticipated that these amendments could occur in the normal course of General Plan updates required in accordance with California law (e.g., a special amendment process specifically to address the SR-710 North Project would not be necessary). The timing of preparation and processing of such amendments would be at the discretion of each local jurisdiction and compliance with the standards in municipal codes of the Cities of Alhambra and Los Angeles was considered when making the significance determination.

District
Director:
(or designee)

John Bulinski
Print name


Signature

1/25/19
Date

STATEMENT OF OVERRIDING CONSIDERATIONS
CALIFORNIA DEPARTMENT OF TRANSPORTATION
FOR THE STATE ROUTE 710 NORTH PROJECT
IMPROVEMENTS ON STATE ROUTE 710 AND/OR THE SURROUNDING AREA
FROM NORTH TO INTERSTATE 210, SOUTH TO INTERSTATE 10,
EAST TO INTERSTATE 605 AND WEST TO INTERSTATE 5 AND STATE ROUTE 2

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093), and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21 California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). 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 were identified as significant and not fully mitigatable in the Final EIR as resulting from the Preferred Alternative, the Transportation Systems Management/Transportation Demand Management Alternative (TSM/TDM Alternative):

Cultural Resources

The 2014 Historic Property Survey Report (HPSR) and the 2017 Supplemental HPSR identified 84 properties in the Area of Potential Effects (APE) that were determined to be historical resources for the purposes of CEQA. The list of 84 properties includes those listed on the National Register of Historic Places and eligible historic properties, those listed on the California Register of Historical Resources or eligible resources per State Historical Resources Commission determination resources, resources identified as significant in surveys that meet Office of Historic Preservation standards, or resources that are designated landmarks under local ordinances.

In accordance with CEQA, Caltrans analyzed the potential impacts of the TSM/TDM Alternative on the 84 historical resources located within the APE. It was determined that the construction and operation of the TSM/TDM Alternative would cause a significant impact to the Arroyo Seco Parkway Historic District as follows:

The Fair Oaks Avenue off-ramp with its vegetated embankment is a character-defining feature of the Arroyo Seco Parkway. Widening the northbound SR-110 (Arroyo Seco

Parkway) off-ramp at Fair Oaks Avenue from two lanes to four lanes on the outside will remove portions of the ramp itself, including character defining curbs and the character-defining vegetated embankment. Therefore, the widening of the off-ramp would cause a significant impact on the Arroyo Seco Parkway Historic District.

A 275-foot retaining wall, ranging from approximately 6 to 20 feet in height, will be installed along the south side of the widened Fair Oaks Avenue off-ramp to accommodate the new configuration. The retaining wall is needed to support Grevelia Street at the top of the wall and allow the proposed lane configuration of the northbound off-ramp. The wall would be approximately 22 feet tall near the base of the ramp and would gradually diminish in height to ground level at approximately 50 feet from the top of the ramp. At the top of the ramp, a concrete barrier and a three-foot planting area would separate the roadway from the new sidewalk along the south side of Grevelia Street to the top of the ramp. A 275-foot K-rail deflective concrete barrier would be installed at the base and front of the proposed retaining wall for safety. The installation of the retaining wall and concrete barrier would remove portions of the ramp and its character-defining features causing a significant impact on the Arroyo Seco Parkway Historic District.

A new southbound SR-110 State Street on-ramp, approximately 2500 feet long, would be constructed approximately 2,300 feet east of Fair Oaks Avenue and immediately adjacent to the existing State Street off-ramp. The existing SR-110 off-ramp on State Street that accesses Fair Oaks Avenue would be shifted to the north and realigned. The off-ramp at State Street, the chain-link fence, and landscaped shoulder are character defining features of the Arroyo Seco Parkway. The reconfiguration of the off-ramp and construction of a new on-ramp would remove portions of the historic property. Therefore, reconfiguration of the State Street off-ramp to construct a new on-ramp would cause a significant impact on the Arroyo Seco Parkway Historic District.

The proposed on- and off-ramp reconfiguration is located within the Arroyo Seco Parkway Historic District and introduces new design features into the historic district, including new stone landscaping, new curbs, and new barriers. Although the proposed new features would be similar to the historic off-ramp features, the construction of a new on-ramp would require removal of landscaping features that characterize the property and introduce new cobblestone paving, thereby changing the setting of the historic district in that area. Therefore, the proposed on- and off-ramp reconfiguration would cause a significant impact on the Arroyo Seco Parkway Historic District.

To support the reconfiguration of the State Street off-Ramp from SR-110, a new retaining wall and concrete barrier will be constructed. The wall and barrier, approximately 2000 feet in length, will be constructed along the edge of the SR-110 shoulder to support the grade differential between the ramp and State Street. The retaining wall would be 22 feet at its maximum height and 8 feet at its minimum. The recommended wall type is consistent with the existing stone face or "crazy quilt" rock pattern wall on the southbound side of SR-110 toward downtown and adjacent to the

Figueroa Tunnel sections. The treatment proposed for the unplatable gore and shoulder area is a cobblestone rock blanket.

The SR-110 off-ramp at State Street is a character-defining feature of the Arroyo Seco Parkway, and the installation of the retaining wall and concrete barrier will remove portions of the ramp and its character-defining features. Therefore, the proposed retaining wall would cause a significant impact on the Arroyo Seco Parkway Historic District. The proposed retaining wall and barrier are located within the Arroyo Seco Parkway Historic District and introduce new elements that are incongruous within the historic district. Therefore, the proposed retaining wall and barrier would cause a significant impact on the Arroyo Seco Parkway Historic District.

The State Street off-ramp will be reconfigured to accommodate the new southbound on-ramp. Construction would require moving the existing off-ramp approximately 65 feet north from its existing location. This realignment would require acquisition of approximately 9,750 square feet from the southeastern portion of APN 5317-090-092 to accommodate the reconfigured southbound off-ramp. In addition, a new retaining wall and concrete barrier, approximately 290 feet long and 8 to 12 feet high would be installed along the edge of shoulder.

The SR-110 off-ramp at State Street is a character-defining feature of the Arroyo Seco Parkway, and the reconfiguration of the ramp and installation of a retaining wall and concrete barrier would alter the ramp and its character-defining features. Therefore, the proposed ramp reconfiguration and retaining wall would cause a significant impact on the Arroyo Seco Parkway Historic District.

The proposed ramp reconfiguration, retaining wall, and barrier are located within the Arroyo Seco Parkway Historic District and would introduce new elements that are incongruous within the character of the historic district. Therefore, the proposed ramp reconfiguration, addition of a retaining wall, and new barrier would cause a significant impact on the Arroyo Seco Parkway Historic District.

The Phase 1 Roadway dual-tone paved surfaces (design, not materials) of the Arroyo Seco Parkway Historic District are character-defining features and restriping in those areas has the potential to cause a significant impact on the Arroyo Seco Parkway Historic District.

Impacts would remain significant after implementation of the following mitigation measures (Measures CUL-1 (Pre-Construction Surveys, CUL-2 [Arroyo Seco Parkway Historic District] and CUL-12 [Property-Specific Protection Plans] and CUL-13 [Post-Construction Building Surveys]). Mitigation measures for the Arroyo Seco Parkway Historic District as applicable to the Preferred Alternative, are contained in the approved Memorandum of Agreement (MOA) between the State Historic Preservation Officer (SHPO) and Caltrans and are described below and in Section 3.7.4 of the Final EIR.

- **CUL-1 Pre-Construction Surveys**

Pre-construction surveys are required and shall be conducted on all historic properties with a Finding of Adverse Effect (FOAE) or Finding of Conditional No Adverse Effect before any construction activities commence. The pre-construction survey will be performed by a licensed structural engineer with a specialization in historic buildings in collaboration with a qualified architectural historian and/or historic architect. The qualifications for the structural engineer, architectural historian, and/or historic architect shall be approved by a Caltrans professionally qualified staff (PQS) in collaboration with the Los Angeles County Metropolitan Transportation Authority (Metro).

- **CUL-2 Arroyo Seco Parkway Historic District – Secretary of Interior Standards (SOIS) Plan**

The plan will conform with the SOIS and will be prepared in consultation with the Caltrans Cultural Studies Office (CSO) and the SHPO, as required. The TSM/TDM Alternative would destroy landscaped buffers, install new retaining walls within the boundaries of this historic district, move an existing off-ramp at State Street, add a new on-ramp, and widen another off-ramp. These significant impacts of the TSM/TDM Alternative improvements in the historic district cannot be avoided.

To minimize the effects on the character-defining features of the Arroyo Seco Parkway Historic District, the new construction for the TSM/TDM Alternative improvements shall be designed in a manner that is consistent with the SOIS. The project architectural historian shall review the final design plans, review mockups as needed, and conduct a field visit to ensure that the following work is performed in accordance with the SOIS. At a minimum, the SOIS plan will ensure that:

- New elements such as retaining walls, off-ramps, on-ramps, lighting, and curbing will be designed to be compatible with the historic district in terms of color, materials, profiles, dimensions, and so forth.
- Any work taking place on character-defining features will minimize potential damage to the historic district.
- All revegetation of buffers and planting strips will be designed to be compatible with the historic district.

Caltrans will install a highway sign near the northern entrance to the Arroyo Seco Parkway at Glenarm Street that welcomes drivers to the Arroyo Seco Parkway Historic District. The sign will be compatible with similar signage found at the southern entrance to the Parkway.

- **CUL-12 Property-Specific Protection Plans.**

The intent of the property-specific protection plan is to ensure that the potential effects of the preferred alternative on each property with significant impacts are addressed by specific measures implemented as part of the project pre-construction, construction, and post-construction phases.

At a minimum, the property-specific protection plan for the properties adversely affected by the selected alternative will include the following for each affected property:

- Name, address, boundary, and description of the historic property.
- List of potential adverse effects of the selected alternative on each historic property and the measures included in that alternative to address those effects.
- Key actions required in each measure.
- Party/parties responsible for implementing each key action in each measure.
- Other party/parties involved in implementing, overseeing, and/or documenting the implementation of the key actions in each measure.
- Timing of the implementation of the key actions in each measure (final design/pre-construction, construction, and/or post-construction).
- Requirements for documenting compliance with the requirements of each measure.
- Other relevant technical and supporting information.

During final design, the project engineer, in consultation with the historic architect, the architectural historian, the structural engineer, the acoustical engineer, and the geotechnical engineer, will prepare a property-specific protection plan for all properties adversely affected by the project. Properties subject to this measure are the historic properties that would be adversely affected by the Build Alternatives.

The property-specific protection plans shall be prepared in consultation with the Caltrans CSO and the SHPO, as required.

A property-specific protection plan will be prepared during the final design for each of the historic properties adversely affected by the preferred alternative.

The project engineer, resident engineer, and the construction contractor will be required to implement the property-specific protection plans for each property during the appropriate project phases (pre-construction, construction, and/or postconstruction).

- **CUL-13 Post-Construction Building Surveys.**

Post-construction building surveys (which have the same level of effort, qualifications for preparers, scope, and implementation as the pre-construction surveys described in Section 3.7.4.2 of the Final EIR/EIS) will be conducted for the properties where the project will result in significant impacts.

The post-construction surveys will be completed within two months or 60 days following completion of the work in a specific area. The construction contractor and the resident engineer will notify the structural engineer and architectural historian when construction in the vicinity of a specified historic property or properties is completed. At that time, the structural engineer, the historic architect, the architectural historian, the geotechnical engineer, and other appropriate qualified specialists will conduct the post-construction surveys. The results of the survey will be documented in a written report, illustrated with photographs and drawings, as appropriate.

Traffic

Significant impacts to intersections and freeway segments will occur based on the following metrics:

- If an intersection is projected to operate at level of service (LOS) E and the increase in delay over the No Build Alternative is 5 seconds or more; or
- If an intersection is projected to operate at LOS F and the increase in delay over the No Build Alternative is 2 seconds or more.
- If a freeway segment is projected to operate at LOS F and the increase in traffic demand compared to the No Build Alternative is 2 percent or more.

These measures have also been used to identify impacts under CEQA.

The traffic analysis includes operational analysis for 156 intersections and 606 freeway segments in an extended study area. Detailed analyses were conducted for existing conditions (2012) and future conditions (i.e., 2020, 2025, and 2035 for the TSM/TDM Alternative). The operations of the freeway segments and intersections for the horizon year (2035) Build Alternatives were compared to the existing conditions (2012).

For existing conditions, 14 of the 156 intersections operate at LOS E in one or both peak periods, and 5 of the 156 intersections operate at LOS F. Improvements were considered to address the significant impacts at the identified intersections and freeway segments. However, mitigation measures are not proposed at all the intersections and freeway segments with significant impacts, for reasons detailed in the Final EIR Tables 3.5.15 and 3.5.16 for the TSM/TDM Alternative (see attached).

As a result, the TSM/TDM Alternative would result in significant impacts on study area intersections and freeway segments that cannot be mitigated to below a level of significance.

Overriding considerations that support approval of this recommended project are as follows

Overriding considerations are based on the engineering and environmental technical analysis, the project's impact on the environment, and the comments and concerns expressed during the public review period. The Final EIR was prepared to address all public comments and incorporate any refinements made to the project design, environmental setting and impacts that have been identified since the Draft EIR and Focused Recirculated Draft EIR (Focused RDEIR) were completed.

The Freeway Tunnel Alternative with Single Bore Tunnel design variation was determined to provide operational benefits, after:

- comparing and weighing the benefits and impacts of the study alternatives summarized in Table ES-1 of the Final EIR;
- reviewing the comments received during the public circulation of the Draft EIR and Focused RDEIR;
- and completing technical studies and performance evaluations for each of the alternatives.

However, with the lack of funding and the lack of community consensus, the Single Bore Tunnel Alternative, estimated at \$3.15 billion, cannot be accomplished successfully within a reasonable period of time to achieve all aspects of the project purpose and need.

The TSM/TDM Alternative would attain the purpose and need of the project, as discussed in Section 1.2 of the Final EIR. This Alternative would improve local traffic operations, mobility and accessibility and enhance modal choice, while accommodating planned growth within the study area and minimizing environmental impacts. The TSM/TDM Alternative would provide direct benefits for traffic circulation on local arterials and some benefit to the regional freeway and transit networks resulting from the following improvements:

- Signal optimization
- Local street and intersection improvements
- Transit service improvements
- Bus service enhancements
- Bicycle facility improvements

The TSM/TDM Alternative consists of relatively small capital cost investments with low impacts that include operational improvements and strategies that increase the efficiency and capacity of the existing transportation system, while reducing the effects of localized bottlenecks and chokepoints.

The TSM component of this alternative includes Intelligent Transportation Systems (ITS), local street and intersection improvements and Active Traffic Management (ATM) throughout the study area.

The TDM component of the alternative includes expanded bus service, bus service improvements and bicycle facility improvements throughout the study area. The TSM/TDM Alternative also encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system.

The TSM/TDM Alternative has the fewest number of freeway segments that would be adversely affected and is tied with the BRT Alternative for the lowest number of total intersections and freeway segments adversely affected¹.

The following additional factors support the identification of the Preferred Alternative. (They are not in order of importance and do not represent all of the benefits or impacts associated with the Preferred Alternative).

Community Impact Factors

- The Preferred Alternative is generally consistent with the Pasadena, Rosemead, San Gabriel, San Marino, and South Pasadena General Plans and most of the local jurisdictions' Specific Plans as discussed in Section 3.1.2 of the Final EIR.
- The Preferred Alternative would have the lowest overall adverse effects related to property acquisitions and it would not displace any residents or residential land uses.
- The Preferred Alternative would have the least number of historic resource impacts when compared to all of the other build alternatives.

Local Traffic Circulation Factors

- The Preferred Alternative includes signal optimization on corridors with signal coordination hardware already installed as a part of LA County's Traffic Signal Synchronization Program (TSSP). The corridors include Del Mar Avenue, Rosemead Boulevard, Temple City Boulevard, Santa Anita Avenue, Fair Oaks Avenue, Fremont Avenue, and Peck Road.
- The Intelligent Transportation Systems (ITS) improvements (traffic signal upgrades and synchronization, transit signal prioritization, changeable message signs and detection systems) provide incremental benefits that are independent of any capital transportation improvements.
- The Preferred Alternative includes local street and intersection improvements within the cities of Los Angeles, Pasadena, South Pasadena, Alhambra, San Gabriel, Rosemead, and San Marino.

¹ Depending on the design and operational variation, the Tunnel Alternative could have 2 fewer total intersections and freeway segments adversely impacted or could have up to 16 more total intersections and freeway segments adversely impacted.

- Intersection improvements will reduce delay at individual intersections regardless of other local or regional transportation projects.
- The Preferred Alternative includes transit service improvements by improving bus headways to between 10 and 30 minutes during the peak periods and between 15 and 60 minutes during the off-peak periods. Some of the bus service enhancements will result in almost twice as many buses as the existing service.
- The expanded bus service can be implemented incrementally to provide increased transit service for existing and future users.
- The Preferred Alternative includes bicycle facility improvements that consist of on-street Class III bicycle facilities that support access to transit facilities throughout the study area. It will also provide expanded bicycle parking facilities at existing Metro Gold Line stations. The expanded bicycle network will enhance access to both local destinations and the regional transit system.

Natural Resource Factors

The Preferred Alternative does not result in any impacts to State jurisdictional wetlands or Federal or Regional jurisdictional drainages.


Economic and Fiscal Factors

- The construction cost estimate for the Preferred Alternative is approximately \$105 million and can be funded utilizing existing resources, unlike the single bore freeway tunnel that is estimated to cost approximately \$3.15 billion and subject to local fund restrictions. (Use of Measure M funds to construct a SR 710 tunnel is prohibited).
- Available funding for the Preferred Alternative includes local Measure R funds.
- A process is underway for community consensus to be achieved for the expenditure of \$105 million from Measure R funds for the preferred alternative.

For the above reasons, the Preferred Alternative has also been identified as the Environmentally Superior Alternative (pursuant to CEQA).

District Director:
(or designee)

John Bulinski
Print name


Signature

1/25/19
Date

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.4c.
Action Item

From: STEVEN D. KECK
Chief Financial Officer

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

Subject: AIRSPACE LEASE – REQUEST TO APPROVE TERMS, CONDITIONS, AND
EXECUTION OF AIRSPACE LEASE WITH THE CITY OF LOS ANGELES

ISSUE:

Should the California Transportation Commission (Commission) approve a request by the California Department of Transportation (Department) to approve terms, conditions, and execution of an airspace lease with the City of Los Angeles for emergency temporary shelter and feeding program purposes, pursuant to Streets and Highways Code Section 104.26?

RECOMMENDATION:

The Department recommends that the Commission authorize the execution of an airspace lease, with rent at less than the fair market lease rate, with the City of Los Angeles for terms not to exceed three years.

SUBJECT PROPERTY

The subject Freeway Lease Area (FLA), 07-LAX-110-0035-01, is approximately 26,196 square feet (s.f.), and it covers approximately one-third of the Beacon Street Park and Ride lot (Exhibit A), located in the San Pedro area of Los Angeles. This operating Park and Ride lot has only a 7 percent usage during prime commuting periods.

BACKGROUND:

Streets and Highways (S&H) Code Section 104.12 (a) requires that any lease that the Department enters into be in accordance with Commission approval. Commission Resolution G-03-03, Section 2.1, states the Department is not authorized to enter into leases with a public entity unless the Department will receive a fair market lease rate for the property. Senate Bill 519 added S&H Code Section 104.26 (Exhibit B) allowing the City of Los Angeles to lease property from the Department at a rate of one dollar (\$1) per month.

EMERGENCY SHELTER AND FEEDING PROGRAM PROPOSAL:

Improvements and Use

The City of Los Angeles will be constructing a 10,800 square foot shelter as part of the City's "A Bridge Home Initiative." The temporary shelter will be a tent-like structure with a total of 102 beds, common areas, hygiene station with seven toilets, seven showers and five sets of washers and dryers. Outdoor areas will feature a covered dining area, lockers, a pet relief area and covered walkways. City plans and environmental documents will be reviewed and approved for compliance with all federal, state, and local regulations, statutes, and codes.

Lease Terms

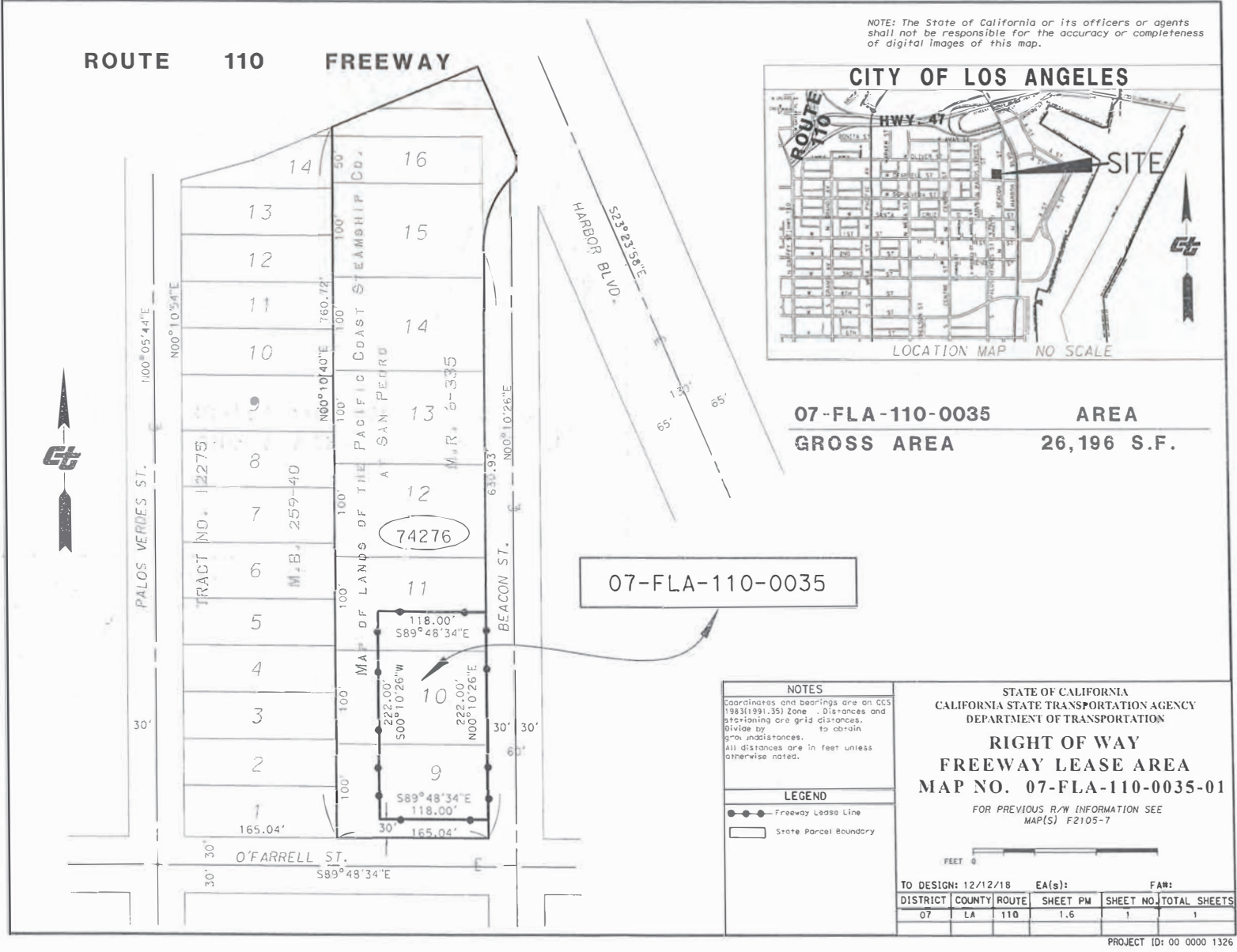
Term Length:	Three years
Monthly Rent:	\$1
Yearly Escalation and Re-evaluation:	None
Annual Administration Fee:	\$500

SUMMARY:

In accordance with Senate Bill 519, it is in the State's best interest to lease airspace property to the City of Los Angeles per the State statute and execute a lease for a temporary shelter and feeding program on this specific site.

Attachments

Exhibit A – Right of Way Freeway Lease Area Map No. 07-LAX-110-0035-01
Exhibit B – S&H Code 104.26



Streets and Highways Code 104.26

(a) (1) Any airspace under a freeway, or real property acquired for highway purposes, in the City of Los Angeles, that is not excess property, may be offered for lease on a right of first refusal by the department to the city, or to a political subdivision of the city, for purposes of an emergency shelter or feeding program.

(2) For up to 10 parcels, the lease amount for emergency shelter or feeding programs shall be for one dollar (\$1) per month. The lease amount may be paid in advance of the term covered in order to reduce the administrative costs associated with the payment of the monthly rental fee. The lease shall require the payment of an administrative fee not to exceed five hundred dollars (\$500) per year, unless the department determines that a higher administrative fee is necessary, for the department's cost of administering the lease.

(3) The Legislature finds and declares that the lease of real property pursuant to this subdivision serves a public purpose.

(b) (1) Any airspace under a freeway, or real property acquired for highway purposes, in the City of San Jose, that is not excess property, may be offered for lease on a right of first refusal by the department to the city, or to a political subdivision of the city, for purposes of an emergency shelter or feeding program.

(2) For up to 10 parcels, the lease amount for emergency shelter or feeding programs shall be for one dollar (\$1) per month. The lease amount may be paid in advance of the term covered in order to reduce the administrative costs associated with the payment of the monthly rental fee. The lease shall require the payment of an administrative fee not to exceed five hundred dollars (\$500) per year, unless the department determines that a higher administrative fee is necessary, for the department's cost of administering the lease.

(3) The Legislature finds and declares that the lease of real property pursuant to this subdivision serves a public purpose.

(Added by Stats. 2018, Ch. 444, Sec. 1. (SB 519) Effective January 1, 2019.)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 4.8

Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Mike Keever, Chief
Division of Project
Management

Subject: PROJECT DELIVERY UPDATE

SUMMARY:

The California Department of Transportation (Department) will provide a Project Delivery update to the California Transportation Commission at the May 2019 meeting. This update will include project delivery information on transportation projects for which the Department is fully responsible for development and construction management.

BACKGROUND:

The Department is responsible for the delivery of transportation capital program projects that preserve, protect, and enhance performance of the State Highway System:

- Operational improvement projects help the existing highway system function more efficiently
- System preservation projects, such as bridge rehabilitation and pavement rehabilitation, help the highway system last longer and decrease maintenance
- Safety projects reduce fatalities and serious injuries resulting from traffic accidents
- System expansion projects reduce congestion by adding lanes or constructing new highways.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5d.(2)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Tim Gubbins
Director, District 05

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED
AMOUNT BY MORE THAN 20 PERCENT
(PPNO 2452/EA 1C980 – MONTEREY AND SANTA CRUZ COUNTIES – STATE
ROUTE 1)
RESOLUTION FP-18-71**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$5,997,000 for the State Highway Operation Protection Program (SHOPP) Roadside Safety Improvement project (PPNO 2452) on State Route (SR) 1 in Monterey and Santa Cruz Counties?

RECOMMENDATION:

The Department recommends that the Commission approve an allocation of \$5,997,000 for the SHOPP Roadway Safety Improvement project (PPNO 2452) on SR-1 in Monterey and Santa Cruz Counties.

PROJECT DESCRIPTION:

This project is located on SR 1, at 69 locations between Salinas Road and the Larkin Valley Road Undercrossing, in Monterey and Santa Cruz Counties. The project will construct maintenance vehicle pull outs, repair guardrail, install contrast surface treatments, and improve gate access.

The project is consistent with the performance measures, goals, and objectives in the Commission-adopted Transportation Asset Management Plan (TAMP), and the goals and visions of the Department's Complete Street policies.

PROGRAMMING / FUNDING STATUS:

The project was programmed in the 2018 SHOPP, for construction in the 2018-19 Fiscal Year, with delivery by 2020. The programmed funds for the project were \$2,900,000 for Construction Capital, and \$1,225,000 for Construction Support, for a total of \$4,125,000. The most recent Engineer's Estimate (EE) for the project was certified on March 11, 2019, and based on the updated EE, the required funds to deliver this project are \$4,742,000 in Construction Capital, and \$1,255,000 in Construction Support, for a total of \$5,997,000.

REASON FOR COST INCREASE:

This project includes gore area and ramp area work to improve maintenance workers safety at 69 locations along SR 1, which presents a major challenge for traffic control during the construction work window. Maintaining traffic flow and minimizing public inconvenience during construction, greatly influence the cost of the contract items associated with traffic control. Moreover, restricted work windows, due to traffic control requirements, influence the overall cost of construction and the cost of resources needed to administer and inspect the project.

The cost increase in construction capital and support is discussed further below.

Construction Capital Increase

The primary reasons for the construction capital cost increase are underestimating the impact of the numerous work locations between the project's limits and the cost of traffic control, which include "Traffic Control" and "Maintain Traffic". These items were undervalued in the Project Report (PR), and upon further analysis during the design phase, the Department adjusted the cost of these items to account for the spread out of work location within the project limits. The adjusted, overall cost of all traffic control items resulted in a project cost increase of \$767,000.

Another major cost increase was due to the need for an additional investigation to quantify the size of embankment material that was identified as hazardous material in the initial project report, determine the extent of contamination, and the most effective method to mitigate. The contamination was identified in the PR as Aerially Deposited Lead (ADL), which is common in urban areas, including many locations within the project region. However, during the design phase, the Department recognized that the presence of ADL may have been underestimated and wanted to know if the ADL level at any of these locations exceeded the regulatory threshold.

The Department considered several mitigation options, including removing the ADL and hauling it to an approved disposal site. However, after further evaluation, the Department determined that for locations where contrast surface treatment is used, such as gore paving, it would be more cost effective to over-excavate locations and bury the ADL under the new installations, while removing the excess clean material and using it as borrow material where needed within the existing site. The net cost increase, because of this unexpected operation, was due to the increased volume of excavated material as compared to volume calculated for the initial project report.

The remainder of the construction cost increase was due to a combination of trending market price increase and the accuracy of the approximate cost estimating used by the Department in the project report as compared to the detailed, quantity-based EE. For example, the size of ADL area was estimated in the PR by using data obtained from aerial mapping, a more accurate estimate utilizing site-specific ground survey data was used during the PS&E phase which yielded a more accurate EE.

Construction Support Increase

The Construction Support increase is primarily due to the increase in the number of working days from 120 to 160. The increase in the number of working days is reflective of the current traffic handling plans, closures, work windows, and other traffic restrictions during construction.

CONSEQUENCES:

SR 1 is the main artery serving north-south coastal transportation for regional, interregional, commute, commercial, agricultural, and recreational traffic. The Department has determined that if this allocation request for \$5,997,000 is not approved, this Roadside Safety Improvement project will not be completed as planned, which may impact other roadway improvement projects in the region.

FNANCIAL RESOLUTION:

Resolved, that \$4,742,000 be allocated from the budget act of 2018, Budget Act Items 2660-302-0042 and 2660-302-0890, and Non-Budget Act Items 2660-001-0042 and 2660-001-0890 to provide funds to advertise SHOPP Roadside Safety Improvement project on SR 1 in Monterey and Santa Cruz Counties.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5e.(1)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Shari Bender-Ehlert
Director, District 06

Subject: CAPITAL SUPPLEMENTAL FUND REQUEST- COMPLETE CONSTRUCTION
(PPNO 6891/EA48464 – KERN COUNTY – STATE ROUTE 99 AND 58)
RESOLUTION FA-18-41

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$3,300,000 for the State Highway Operation Protection Program (SHOPP) Operational Improvement project (PPNO 6891) on State Route (SR) 99 and 58, in Kern County, to complete construction?

RECOMMENDATION:

The Department recommends that the Commission allocate an additional \$3,300,000 for the previously approved SHOPP Operational Improvement project (PPNO 6891) on SR 99 and 58 in Kern County, to complete construction.

PROJECT DESCRIPTION:

This project is located on SR 99 and 58 in and near the City of Bakersfield (City), in the County of Kern. The project will widen traffic lanes, add an auxiliary lane and improve signs on northbound (NB) SR 99 between Ming Avenue and SR 58. The project will also replace the Belle Terrace Overcrossing (OC) and reconstruct the NB SR 99/EB SR 58 connector. The project is designated as a Financial Contribution Only (FCO) and therefore is not eligible for G-12 authority. This project is located within a main freight corridor for California funded with various local funds, SB 1 funds, SHOPP funds and federal grants. Many of these projects are in various stages of construction. The overall cost of these projects is estimated to be over \$1 billion dollars.

FUNDING AND CONTRACT STATUS:

In March 2018, the Commission allocated \$30,960,000 in Construction Capital, and \$0 in Construction Support. The City is funding the cost of Construction Support in the amount of \$3,850,000. A cooperative agreement (Co-Op) between the Department and the City, designates the City as the construction implementation agency, responsible for contract administration and associated support cost. The Department, as a project sponsor, provides project oversight and funding for additional Construction Capital cost incurred during construction. The \$30,960,000 allocation provided to the City is being invoiced and the Department is reimbursing for actual allowable costs incurred and paid to the contractor.

In June 2018, the City augmented the allocated Construction Capital funds and awarded the project contract for \$32,460,000. Construction began in October 2018; the contract status is currently active with 27 percent of the construction bid items completed. The project is expected to be completed by April 2020.

Since the start of construction, the project has incurred a funding shortfall due to agreed-upon contract Change Orders (CO). The City has negotiated with the contractor, and they both agreed on the amount needed to pay for these COs, and the Department concurred.

The total amount needed to pay for these COs is \$3,500,000. Based on funding proportions and the terms of the Co-Op agreement, the City will provide \$200,000 in local funds, and SHOPP funds will provide \$3,300,000. As with the original allocation, the \$3,300,000 allocation provided to the City is to be invoiced and the Department will reimburse for actual allowable costs incurred and paid to the contractor.

The Department is requesting a supplemental fund amount of \$3,300,000 in Construction Capital to complete the construction of this project. Since the City is funding the total cost of Construction Support, the Department is not requesting any Construction Support funds. When this supplemental request is approved, the Department and the City have agreed to amend the Co-Op, requiring that any future cost increases in construction will not come from SHOPP funds.

REASON(S) FOR COST INCREASE:

A major portion of the construction cost increase is due to differing site conditions at the soil nail walls. Retaining Walls No. 6 and 62 were type-selected as soil nail walls based on their proximity to existing Wible Road, and the need for “top-down” construction. Field soil investigation prior to wall design, including multiple soil test borings, revealed the existence of layers of loose to medium dense sands. The geotechnical report did include measures to mitigate loose, caving sandy soil during construction. These measures included constructing a berm, using temporary shotcrete to stabilize the excavation, and using full length temporary casings. Furthermore, stability testing would be performed to determine the acceptable lift height of soil and exposure time during excavation.

The wall design option as a soil nail wall type remained unchanged through the course of design and went through all the required design and constructability reviews before advertising the project contract. Using over 2,000 soil nails, the 24-foot-high retaining wall supports a 3,500 feet embankment consisting of loose, sandy soil.

During construction, excavation at the soil nail wall location revealed a more dominant presence of loose, less competent soils than anticipated and field excavation activities were halted. The Construction Manager then collaborated with the Contractor and Geotechnical Engineer to develop a timely and cost-effective solution that involves “soil mixing” to stabilize the soil and preventing caving of over 56,000 linear feet of soil nail bores.

The City has negotiated a firm agreement with the contractor to perform this soil stabilization for \$2,475,000. Despite the additional cost of soil mixing, it was determined that the soil nail wall was still the most cost-effective wall type for the site.

Another significant portion of the construction cost increase is the result of the discovery of an AT&T abandoned conduit during field preparation to demolish the bridge. The conduit was discovered inside the bridge and was determined to contain asbestos. An earlier asbestos survey, that was conducted during the design phase, did not find any asbestos on the Belle Terrace Bridge. The asbestos conduit removal will require additional costs to be safely detached prior to bridge demolition, as contractors are required to adhere to special safety procedures when dealing with items containing asbestos.

The cost associated with this operation is \$550,000. The bridge demolition operation has been delayed to accommodate a change in the means and methods for demolition of the bridge and mitigation of the asbestos containing conduit.

The remainder of the cost increase, \$475,000 is due to the additional field work needed to excavate and remove “Unknown Buried Manmade Objects”; consisting of large, unearthed chunks of concrete rubble at the project site.

CONSEQUENCES:

This project is a significant element of a large, major transportation corridor improvement project known as the “Centennial Corridor Project”. It is a collaboration between the Department and several local governments and other stakeholders. While the Department is providing most of the cost of this portion of the project, the remainder of the Corridor’s cost is provided by local partners.

The Department has determined that additional funds are needed to complete this construction contract and are in the best interest of the State. There is still 73 percent of the bid items on this project remaining. Additionally, there is still substantial risk of the demolition of the Wible Road UC, and traffic control during stage construction. The additional Construction Capital funds requested will allow the City and the Department to proceed without additional delays to the various adjacent projects in construction.

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

If this request for an additional \$3,300,000 is not approved, the Department will not be following the terms of its Co-Op agreement with the City, and the City may seek legal remedies or seek other funds to complete the project.

FINANCIAL RESOLUTION

Resolved, that \$3,300,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-302-0890 to provide funds for the SHOPP Operational Improvement project on SR 99 and 58 in Kern County, to complete construction.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.29, Information

Prepared By: Dawn Cheser
Associate Deputy Director

Published Date: May 3, 2019

Subject: **Status of Baseline Agreements for the Active Transportation, Local Partnership, Solutions for Congested Corridors, and Trade Corridor Enhancement Programs**

Summary:

The California Transportation Commission (Commission), at its October 2018 meeting, approved the Benefits Form as an attachment to the Baseline Agreements for the Active Transportation Program, the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program. Additionally, the Commission required the Benefits Form be completed and submitted by December 31, 2018.

Background:

In accordance with the SB 1 Accountability and Transparency Guidelines, Baseline Agreements were approved by the Commission for the Active Transportation Program, the Local Partnership Program, the Solutions for Congested Corridors Program, and the Trade Corridor Enhancement Program projects as identified in Attachment A.

The Benefits Form will document the expected quantifiable benefits and help standardize the reporting of these benefits. Commission staff has received all Benefit Forms for projects listed in Attachment A. The Benefit Forms that have been reviewed by Commission staff and identified as meeting all Baseline Agreement requirements are provided in Attachment B. Commission staff has completed finalizing reviews of all remaining Benefit Forms, therefore, no additional Benefits Forms will be coming forward following this update, unless they accompany outstanding Baseline Agreements.

A listing of projects that have not yet met the Baseline Agreement requirements is provided in Attachment C along with a status as to when the Baseline Agreement is expected to be received.

Attachments:

- Attachment A: Projects with approved Baseline Agreements
- Attachment B: Completed Benefit Forms
- Attachment C: Status of projects with outstanding Baseline Agreements

Active Transportation Program			Meeting Benefits Form Presented
County	Route	Project Title	
Riverside		Coachella Valley Link	January 2019
Santa Barbara		Las Positas and Modoc Roads Class I Construction	March 2019

Local Partnership Program - Competitive			Meeting Benefits Form Presented
County	Route	Project Title	
Los Angeles		Vista Canyon Metrolink Station	March 2019
Riverside	15	I-15/Railroad Canyon Road Interchange Project	May 2019
San Bernardino		Ranchero Road Widening Project	January 2019
Sacramento		Capital SouthEast Connector	March 2019
Santa Clara		Mathilda Avenue Improvements at SR 237 and US 101	May 2019
San Diego		Citracado Parkway Transportation Connections Project	January 2019

Multi-Funded: Local Partnership Program/State Highway Operation and Protection Program			Meeting Benefits Form Presented
County	Route	Project Title	
Contra Costa	680/4	I-680/SR4 Interchange - Widen Route 4 (Phase 3)	January 2019

Multi-Funded: Solutions for Congested Corridors/Local Partnership Program			Meeting Benefits Form Presented
County	Route	Project Title	
San Bernardino		Redlands Passenger Rail Project	May 2019
San Mateo/Santa Clara	101	San Mateo and Santa Clara US 101 Managed Lanes	March 2019

Multi-Funded: Trade Corridor Enhancement/State Highway Operation and Protection Program			Meeting Benefits Form Presented
County	Route	Project Title	
San Bernardino	10	Rt 10 Corridor Contract 1 (Express Lanes)	May 2019
San Diego/Imperial		California-Mexico Border System Network Improvement Projects	March 2019
Shasta	5	Rt 5 Redding to Anderson Widening, Phase 2	March 2019

Multi-Funded: Solutions for Congested Corridors/Trade Corridor Enhancement/State Highway Operation and Protection Program			Meeting Benefits Form Presented
County	Route	Project Title	
Santa Barbara	101	Rt 101 Multimodal Corridor	May 2019

Multi-Funded: Solutions for Congested Corridors/State Highway Operation and Protection Program			Meeting Benefits Form Presented
County	Route	Project Title	
Sacramento	5	I-5 Corridor Enhancement Project/I-5 HOV Lanes - Phase 1	March 2019
Sacramento	50	US 50 Multimodal Corridor Enhancement Project	May 2019
San Diego	5	I-5 North Coast Corridor HOV Extension Phase I	January 2019

Solutions for Congested Corridors			Meeting Benefits Form Presented
County	Route	Project Title	
Los Angeles		Airport Metro Connector (AMC) 96th Street Transit Station Project	January 2019
Sonoma	101	Marin Sonoma Narrows Segment C2 - HOV Lanes Gap Closure	March 2019

Trade Corridor Enhancement Program			Meeting Benefits Form Presented
County	Route	Project Title	
Alameda		7th Street Grade Separation (East)	January 2019
Alameda		Freight Intelligent Transportation System (FITS)	March 2019
Alameda		Quiet Zone Safety Engineering Measures	January 2019
Kern	58/99	Rt 58 / 99 Bakersfield Freeway Connector	May 2019
Los Angeles	5	Rt 5 Golden State Chokepoint Relief	May 2019
Los Angeles	71	Rt 71 Freeway Conversion	May 2019
Los Angeles	57/60	Rt 57 / 60 Confluence: Chokepoint Relief Program	May 2019
Los Angeles		Southern California Rail Project	March 2019
Los Angeles	91	Rt 605 / 91 Interchange Improvement: Gateway Cities Freight Crossroads Project	March 2019
Merced	99	Rt 99 Livingston Widening, North Bound	March 2019
Orange	57	Rt 57 / Lambert Road Interchange Improvement	May 2019
Riverside	60	Rt 60 Truck Safety and Efficiency, Phase 1A	March 2019
San Diego		Otay Mesa Truck Route, Phase 4A	March 2019
San Diego		Sorrento to Miramar, Ph2 Intermodal Improvements	May 2019
San Diego		Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancements	March 2019
San Joaquin		Fyffe Avenue Grade Separation	March 2019
San Bernardino	395	Route 395 Widening from SR 18 to Chamberlaine Way	May 2019
San Bernardino		Etiwanda Avenue Grade Separation	May 2019
Santa Clara	101/25	Route 101/25 Interchange Improvements Phase I	January 2019
Solana	80/12	Rt 80/680/12 Interchange, Package 2A	January 2019
Stanislaus	132	Rt 132 West Freeway / Expressway Phase 1	January 2019
Ventura		Rice Avenue and Fifth Street Grade Separation	January 2019

Local Partnership Program
Benefits FormsReference Item No.: 4.29
May 15-16, 2019
ATTACHMENT B

Project Information	
Project Title: I-15/Railroad Canyon Road Interchange Project	Date: 12/12/2018
Project Identifier (EA, PPNO, etc): 0A441 3004U Project ID 0818000047	

Contact Information	
Nominating Agency: Riverside County Transportation Agency (RCTC)	Agency Completing Form: RCTC
Contact Person: Shirley Medina Phone: 951-787-7141	Contact Person: Alex Menor Phone: 951-787-7970
Email Address: smedina@rctc.org	Email Address: amenor@rctc.org

LPP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Cost Effectiveness	Travel Time Savings	Millions		269.5	2040
	Emissions	Millions		0.73	2040
	Vehicle Operating Cost	Millions		9.10	2040
	Capital Cost	Millions		69.5	2040
	Operations & Maintenance Cost	Millions		0.06	2040
	Benefit Cost Ratio	NA		4.02	NA
	Vehicles Miles Traveled No Build	Miles	599,449	872,298	2040
	Vehicles Miles Traveled Build	Miles	595,742	865,069	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
	The analysis shows that the project will generate \$279.33 million in undiscounted present value benefits over the 20 years of operations, exceeding the projected cost of \$69.56 million generating a benefit to cost ratio of 4.02. Source SB-1 LPP I-15/Railroad Road Grant Application.				
Delay & LOS	Northbound On-ramp	Seconds	333/269 LOS F/F	0	2040
	Southbound On-ramp	Seconds	132/481 LOS F/F	29/65 LOS C/E	2040
	Grape St/Summerhill Drive/Railroad Canyon	Seconds	229/213 LOS F/F	61/83 LOS E/F	2040
	Grape St/Shopping Center Middle Driveway/NB Hook Ramp	Seconds	15/136 LOS C/F	34/84 LOS D/F	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Accessibility	On street bicycle lanes	ft	0	5	
	ADA Compliant curb ramps and sidewalks	ft	6	6	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
	Source I-15/Railroad Canyon Road SB-1 Grant Application.				
Economic Development	Jobs created	Each	NA		
	Benefit/Cost Ratio	Ratio	4.02		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
	See cost effectiveness above for Benefit/Cost Ratio data input.				

**Local Partnership Program
Benefits Forms**

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		0	2040
	Reduction in Particulate Matter (PM10)	Tons per year		0	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year		2,359	2040
	Reduction in Volatile Organize Compounds (VOC)	Tons per year		5	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year		0	2040
	Reduction in Carbon Monoxide (CO)	Tons per year		68	2040
	Reduction in Nitrogen Oxide (NOx)	Tons per year		16	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	The values shown represent the total benefit for 20 years of project operation. Source SB-1 LPP Railroad Canyon Grant Application.				
System Preservation	Pavement lane miles	Miles	NA		
	Condition of pavement - percentage	Percent	NA		
	Condition of bridge - percentage	Percent	NA		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed System Preservation outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Reliability	Travel Time Variability (buffer index)	Time	NA		
	Daily vehicle hours of delay per capita	Hours	NA		
	Daily congested highway VMT per capita	Each	NA		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed Reliability outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. See Delay and LOS table above for existing & projected intersection delay and LOS.				
Mobility	Passenger Hours of Delay / Year	Hours	NA		
	Average Peak Period Travel Time	Time	NA		
	Average Non-Peak Period Travel Time	Time	NA		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed Mobility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				

Local Partnership Program
Benefits Forms

Project Information	
Project Title: Mathilda Avenue Improvements at SR 237 and US 101	Date: 12/7/2018
Project Identifier (EA, PPNO, etc): EA 4H290; PPNO 0462H	

Contact Information	
Nominating Agency: Santa Clara Valley Transportation Authority	Agency Completing Form: Santa Clara Valley Transportation Authority
Contact Person: Gene Gonzalo Phone: 408-952-4236	Contact Person: Gene Gonzalo Phone: 408-952-4236
Email Address: gene.gonzalo@vta.org	Email Address: gene.gonzalo@vta.org

LPP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Throughput	Average Peak Period Vehicle Trips	Time	3,758,178	4,484,618	2040
	Average Daily Vehicle Trips (ADT)	Each	175,320	203,487	2040
	Reduction in Daily Vehicle Hours of Delay	Hours	2,989	1,948	2040
	Daily VMT per capita	Each	180,183	633,857	2040
	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Each	1.3	1.3	2020
	Average Daily Vehicle Trips Multiplied by the Occupancy Rate	Each	1.15	1.15	2020
	Passengers per Vehicle Revenue Hour	Hours	N/A	N/A	
	Passengers per Vehicle Revenue Mile	Miles	N/A	N/A	
	Passenger Mile per Train Mile (Intercity Rail)	Miles	N/A	N/A	
	Boardings per capita	Each	N/A	N/A	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
	Average Peak Period is based upon the Benefit/Cost Analysis that was completed in January 2018 using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C). Outcome result is time benefit of the project in vehicle-mile/year. Annual average of \$0.5 million of Travel Time Savings is expected, and approximately \$9.0 million over the 20 year period.				
Safety	Fatalities per Vehicle Miles Traveled (VMT) and per capita	Each	N/A	N/A	
	Fatal Collisions per VMT and per capita	Each	0.005	0.002	2020
	Injury Collisions per VMT and per capita	Each	0.09	0.06	2020
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Accessibility	Percentage of population within 1/2 mile of a rail station or bus route.	Percent	No information		
	Average travel time to jobs or school.	Time	No information		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
	California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) does not have these information.				
Economic Development	Jobs created	Each	No information		
	Benefit/Cost Ratio	Ratio		2	2027
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Economic Development	From the Life-Cycle Benefit/Cost Analysis Model, the project generates a positive benefit cost ratio of 2, with a NPV of approximately \$41.8 million over the course of 20 years of project operation. The expected rate of return from the model is at 13.6% at a payback period of seven years.				

**Local Partnership Program
Benefits Forms**

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		0	2020
	Reduction in Particulate Matter (PM10)	Tons per year		0	2020
	Reduction in Carbon Dioxide (CO2)	Tons per year		106	2020
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		0	2020
	Reduction in Sulphur Oxides (SOx)	Tons per year		0	2020
	Reduction in Carbon Monoxide (CO)	Tons per year		1	2020
	Reduction in Nitrogen Oxide (NOx)	Tons per year		0	2020
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p>The Project would reduce total vehicle hours of delay and improve average network speed and system safety. Congestion Mitigation and Air Quality (CMAQ) studies have shown that by improving the traffic flow and consistency the build alternative will reduce GHG emissions by 4,695 metric tons in 2040 and GHG precursors by 235 metric tons.</p>				
System Preservation	Pavement lane miles	Miles	0	1.2	2020
	Condition of pavement - percentage	Percent	0	100	2020
	Condition of bridge - percentage	Percent	N/A	N/A	
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed System Preservation outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p>				
Reliability	Travel Time Variability (buffer index)	Time	No information		
	Daily vehicle hours of delay per capita	Hours	2,989	1,948	2040
	Daily congested highway VMT per capita	Each	N/A		
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed Reliability outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>Under 2040 conditions total vehicle hours of delay would decrease from 2,989 hours under No-Build conditions to 1,948 hours for the Build condition. In 2040, the Project would result in decreases in all pollutants compared to existing conditions.</p>				
Mobility	Passenger Hours of Delay / Year	Hours	N/A	N/A	
	Average Peak Period Travel Time	Time	0.02	0.02	
	Average Non-Peak Period Travel Time	Time	0.02	0.02	
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed Mobility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p>				

**Solutions for Congested Corridors Program
Benefits Forms**

Project Information	
Project Title: Santa Monica Road and Via Real Intersection Improvements	Date: 12/28/2018
Project Identifier (EA, PPNO, etc): 05-1J850/0518000080/2985	

Contact Information	
Nominating Agency: SBCAG/Caltrans	Agency Completing Form: Caltrans
Contact Person: Fred Luna Phone: (805) 961-8926	Contact Person: Scott Eades Phone: (805) 549-3144
Email Address: fluna@sbacag.org	Email Address: scott.eades@dot.ca.gov

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Each			
	Mode choices	Each	Yes	Yes	2020+
	Dedicated rights of way for bike and transit	Each	Yes	Yes	2020+
	Vehicle miles traveled	Miles			
	Reduction in Daily Vehicle Hours of Delay	Hours			
	Other (Reduction in AM Peak Hour Average Vehicle Delay)	Seconds	NA	116	2040
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p> <p>The project is expected to reduce average vehicle delay in the AM Peak Hour by 37 seconds or greater on opening day and 116 seconds or greater in 2040.</p>				
Safety	Reduction in vehicle-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p>				
Accessibility	Enhancements to the reliability of the system	Each	NA	Yes	2020+
	First/last mile improvements	Each			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p>				
Economic Development	Jobs created	Each			
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.</p>				

**Solutions for Congested Corridors Program
Benefits Forms**

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year			
	Reduction in Particulate Matter (PM10)	Tons per year			
	Reduction in Carbon Dioxide (CO2)	Tons per year			
	Reduction in Volatile Organize Compounds (VOC)	Tons per year			
	Reduction in Sulphur Oxides (SOx)	Tons per year			
	Reduction in Carbon Monoxide (CO)	Tons per year			
	Reduction in Nitrogen Oxide (NOx)	Tons per year			
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p><i>The improvements to the Santa Monica Rd/ Via Real intersection will improve traffic operations and local circulation. HOV lane improvements, which are affiliated with this intersection improvement project, were included in the funding application and funded with SCCP funds. These improvements, in combination with the HOV improvements, will reduce the travel time delay and GHG emissions.</i></p>				
Efficient Land Use	<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts:</p> <ul style="list-style-type: none"> Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation 				
	<p><i>The project is being designed to minimize right of way impacts to surrounding land uses. The corridor improvements support and are compatible with existing corridor access management policies, community vision, and local infrastructure improvements for the surrounding area.</i></p>				

Solutions for Congested Corridors Program
Benefits Forms

Project Information					
Project Title: Redlands Passenger Rail Project					Date: 12/10/2018
Project Identifier (EA, PPNO, etc): R391GA, 1230					
Contact Information					
Nominating Agency: San Bernardino County Transportation Authority			Agency Completing Form: SBCTA		
Contact Person: Victor Lopez Phone: 909-884-8276			Contact Person: Philip Chu Phone: 909-884-8276		
Email Address: vlopez@gosbcta.com			Email Address: pchu@gosbcta.com		

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Each		2400	2041
	Mode choices	Each			
	Dedicated rights of way for bike and transit	Each			
	Vehicle miles traveled	Miles			
	Reduction in Daily Vehicle Hours of Delay	Hours		508	2041
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
<p>Over the entire analysis period, the RPRP produces decreases in vehicle miles of travel (VMT) and vehicle hours of travel (VHT). Estimates of project impacts for RPRP were made from travel demand modeling and post processing of those outputs. The cumulative savings in the RPRP corridor by impact category for the 20 year period beginning with initial operation in 2021 include:</p> <p>□ VMT: 9.49 million miles reduced</p> <p>□ VHT – 185,500 vehicle hour reduction</p>					
Safety	Reduction in vehicle-involved incidents	Each	NA	NA	NA
	Reduction in train-involved incidents	Each	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Data not available in BC table - Fatality Exposure Rate is 0.72 per 100 million VMT, Injury Exposure Rate per 100 million VMT is 2.95, PDO Exposure Rate per million VMT is 0.432					
Accessibility	Enhancements to the reliability of the system	Each			
	First/last mile improvements	Each	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Not studied as part of the application					
Economic Development	Jobs created	Each	5420		
	Improvements to freight throughput	Each	NA		
	Benefit/Cost Ratio	Ratio	1.13		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Jobs are created at the standard rate of 19,200 jobs per \$1 Billion spent. 1.13 represents the CalBC benefit-cost ratio meaning that for every dollar spent there is \$1.13 dollars saved.					

**Solutions for Congested Corridors Program
Benefits Forms**

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	NA	NA	NA
	Reduction in Particulate Matter (PM10)	Tons per year	NA	0.45	2041
	Reduction in Carbon Dioxide (CO2)	Tons per year	NA	25.1	2041
	Reduction in Volatile Organize Compounds (VOC)	Tons per year	NA	2.08	2041
	Reduction in Sulphur Oxides (SOx)	Tons per year	NA	NA	NA
	Reduction in Carbon Monoxide (CO)	Tons per year	NA	NA	NA
	Reduction in Nitrogen Oxide (NOx)	Tons per year	NA	2.5	2041
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	<p align="center">The analysis of vehicle miles of travel and vehicle hours of travel was conducted based on travel demand modeling and consistent with the benefit/cost analysis referenced previously. Again, this was done as an alternate procedure to Cal B/C due to the complexities of corridor-level transit benefit calculations. Like the B/C, the VMT and emissions analysis used a 20-year analysis period after rail operations are scheduled to begin in 2021. Over the entire analysis period, the RPRP produces decreases in vehicle miles of travel (VMT) and vehicle hours of travel (VHT). Estimates of project impacts for RPRP were made from travel demand modeling and post-processing of those outputs. SOx, PM2.5, and CO were not studied in this version of the Benefit Cost Model.</p>				
Efficient Land Use	<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts: Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation</p>				
	<p align="center">The East Valley area, where the proposed project is located, has been steadily densifying. Housing and employment increases have been steady and are forecast to continue over the next 20 years. The cities in the area have implemented, and are continuing to implement, TOD style projects in transit station areas (i.e. in the Metrolink corridor). As indicated earlier, the City of Redlands has had draft Transit Village Plans for several years, and they are now moving forward toward implementation. An RFP for consultant services was released in December 2017 the scope of which, among other tasks, is to 1) Develop a density bonus program; 2) Compile and enhance architectural design guidelines for each Village; and 3) Incorporate revised parking standards. The partnerships between Omnitrans, SBCTA, local jurisdictions, and the private sector are bearing fruit. We need to maintain this momentum by completing RPRP on schedule, so that the economy and these new travel choices can yield the intended benefits. Through the diversion of automobiles off of the local roads and freeways, the RPRP produces decreases in VMT, vehicle hours of travel (VHT) and emissions. The annual savings in the RPRP corridor for Year 2040 include savings of some 25 tons of CO2, as well as significant reductions in NOx, PM, and VOC emissions.</p>				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: I-10 Corridor Contract 1 Project (Express Lanes)	Date: 12/10/2018
Project Identifier (EA, PPNO, etc):	0C251, 3009P

Contact Information	
Nominating Agency: San Bernardino County Transportation Authority	Agency Completing Form: SBCTA
Contact Person: Chad Costello Phone: 909-884-8276	Contact Person: Phone: 909-884-8276
Email Address: ccostello@gosbcta.com	Email Address: pchu@gosbcta.com

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	229	222	2043
	Reduction in train-involved incidents	Each	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	CalBC did not differentiate between auto and truck related accident, but with trucks being 9% of traffic the numbers were calculated based on overall accidents with statewide average.				
Velocity	Change in a average weekday speed - roadway	MPH	46.6 mph	53	2043
	Change in a average weekday speed - train	MPH	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Average speeds calculated from CalBC. Averages taken from Peak and Non-Peak and for truck speeds				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	11296750	13176135	2043
	Number of trailers	Each	NA	NA	NA
	Number of containers	Each	NA	NA	NA
	Increase in tonnage	Tons per year	NA	NA	NA
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	NA	NA	NA
	Number of containers	Each	NA	NA	NA
	Increase in tonnage	Tons per year	NA	NA	NA
	Other				
	Change in port volume				
	Number of containers	Each	NA	NA	NA
	Increase in tonnage	Tons per year	NA	NA	NA
	Increase in value	Dollar	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Truck volumes calculated from CalBC model, no information provided regarding containers or tonnage				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes	NA	NA	NA
	Person Minutes Saved During Peak Hour	Minutes	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Reduction in Daily Vehicle Hours of Delay	Hours	NA	NA	NA
	Reduction in Annual Truck Trips (due to mode shift)	Each	NA	NA	NA

**Trade Corridor Enhancement Program
Benefits Form**

Congestion Reduction	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	This project did not involve any mode shifts.				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	NA	0.45	2043
	Reduction in Particulate Matter (PM10)	Tons per year	NA	0.55	2043
	Reduction in Carbon Dioxide (CO2)	Tons per year	NA	10,337	2043
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	NA	10.59	2043
	Reduction in Sulphur Oxides (SOx)	Tons per year	NA	0.13	2043
	Reduction in Carbon Monoxide (CO)	Tons per year	NA	45.51	2043
	Reduction in Nitrogen Oxides (NOx)	Tons per year	NA	139.29	2043
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
Economic Development	Current emissions were not measured, future emission benefits were calculated from Cal BC				
	Jobs Created	Each	15355		
	Benefit/Cost Ratio	Ratio	2.4		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Jobs are created at the standard rate of 19,200 jobs per \$1 Billion spent. 2.4 represents the CalBC benefit-cost ratio meaning that for every dollar spent there is \$2.4 dollars saved.				

**Solutions for Congested Corridors Program
Benefits Forms**

Project Information					
Project Title: South Coast 101 HOV Lanes - Summerland (Segment 4C)					Date: 12/28/2018
Project Identifier (EA, PPNO, etc): 05-0N703, 0518000109, 7101E					
Contact Information					
Nominating Agency: SBCAG/Caltrans			Agency Completing Form: Caltrans		
Contact Person: Fred Luna		Phone: (805) 961-8926	Contact Person: Scott Eades		Phone: (805) 549-3144
Email Address: fluna@sbacag.org			Email Address: scott.eades@dot.ca.gov		

SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Each			
	Mode choices	Each	Limited	Yes	2020+
	Dedicated rights of way for bike and transit	Each	Limited	Yes	2020+
	Vehicle miles traveled	Miles			
	Reduction in Daily Vehicle Hours of Delay	Hours			
	Other (Reduction in Daily Person Hours of Delay)	Hours	NA	2,400	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Reduction in daily person hours of delay based on 2040 NB morning and SB afternoon peak period conditions. Data is from the Forecast Operations Report prepared during PA&ED phase. Outputs are based on the traffic study limits (PM 0.0 / PM 27.5). The segment specific benefits are based on a weighted average of the entire project length and assumes the entire project (Segments 4A - 4E) is constructed and fully functional. The Forecast Operations Report referenced above is available at: http://dot.ca.gov/dist05/projects/sb_101hov/final/tech_reports/traf_forecast.pdf					
Safety	Reduction in vehicle-involved incidents	Each	NA	461	2040
	Reduction in train-involved incidents	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Reduction in vehicle-involved incidents based on a 20 year period and assumes that the entire project (Segment 4A-4E) is constructed and fully functional. The segment specific safety benefits are based on a weighted average of the entire project length.					
Accessibility	Enhancements to the reliability of the system	Each	N/A	Yes	2020+
	First/last mile improvements	Each	Limited	Yes	2020+
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
The project includes the addition of an HOV Lane in each direction which will significantly improve system reliability for all users. In addition, the project is being coordinated with a series of local bicycle and pedestrian system improvements which will also complete critical links in the California Coastal Trail. In addition, SBCAG funds a "Clean Air Express" commute bus system with on-board wireless internet access which reduces single occupancy vehicle use in this corridor. The timeliness and reliability of this service will improve substantially when the new HOV lanes are constructed. In addition, SBCAG's Measure A funding funds local transit services which facilitate first and last mile connections in this corridor.					
Economic Development	Jobs created	Each	NA	1380	2040
	Improvements to freight throughput	Each			
	Benefit/Cost Ratio	Ratio		1.5	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used.				
Jobs created figure based on construction phase costs, assuming that each \$1 billion in transportation infrastructure investments supports 13,000 jobs. The jobs created value above is based specifically on the cost of the Summerland Segment (4C).					
Benefit/cost ratio produced by Cal B/C model for 20-year life cycle analysis. Cal B/C model conducted using benefits associated with entire US Multimodal Corridor, including the HOV lanes.					

**Solutions for Congested Corridors Program
Benefits Forms**

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	NA	0.035	2040
	Reduction in Particulate Matter (PM10)	Tons per year	NA	0.035	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	NA	4,200	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	NA	0.624	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	NA	0.052	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	NA	16	2040
	Reduction in Nitrogen Oxide (NOx)	Tons per year	NA	3.42	2040
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p><i>Based on 2040 year conditions and assumes that the entire project (Segments 4A-4E) is constructed and fully functional. The segment specific air quality benefits are based on a weighted average of the entire project length.</i></p>				
Efficient Land Use	<p>In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts:</p> <ul style="list-style-type: none"> Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation <p><i>The corridor improvements support and are compatible with existing corridor access management policies, community vision, and local infrastructure improvements for the surrounding area. Several components of the HOV project are expressly designed and customized to limit visual impacts and integrate within the iconic Santa Barbara visual landscape. With climate adaptation goals in mind, the HOV project includes storm water management features and creek restoration. The project also includes replacement of several creek-crossing structures on US 101 which are hydraulically deficient. The replaced structures are being sized in coordination with the Federal Emergency Management Agency (FEMA) and Santa Barbara County Flood Control staff to comply with long-term goals for flood event relief in the corridor.</i></p>				

**Solutions for Congested Corridors Program
Benefits Forms**

Project Information					
Project Title: South Coast HOV Lanes - Padaro (Segment 4B)					Date: 12/28/2018
Project Identifier (EA, PPNO, etc): 05-0N702, 0518000113, 7101D					
Contact Information					
Nominating Agency: SBCAG/Caltrans			Agency Completing Form: Caltrans		
Contact Person: Fred Luna		Phone: (805) 961-8926		Contact Person: Scott Eades	
Email Address: fluna@sbacag.org				Phone: (805) 549-3144	
				Email Address: scott.eades@dot.ca.gov	
SCCP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Congestion/ Throughput	Person throughput by mode	Each			
	Mode choices	Each	Limited	Yes	2020+
	Dedicated rights of way for bike and transit	Each	Limited	Yes	2020+
	Vehicle miles traveled	Miles			
	Reduction in Daily Vehicle Hours of Delay	Hours			
	Other (Reduction in Daily Person Hours of Delay)	Hours	NA	4,100	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion and throughput outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. <i>Reduction in daily person hours of delay based on 2040 NB morning and SB afternoon peak period conditions. Data is from the Forecast Operations Report prepared during PA&ED phase. Outputs are based on the traffic study limits (PM 0.0 / PM 27.5). The segment specific benefits are based on a weighted average of the entire project length and assumes the entire project (Segments 4A - 4E) is constructed and fully functional. The Forecast Operations Report referenced above is available at: http://dot.ca.gov/dist05/projects/sb_101how/final/tech_reports/traf_forecast.pdf</i>				
Safety	Reduction in vehicle-involved incidents	Each	NA	790	2040
	Reduction in train-involved incidents	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. <i>Reduction in vehicle-involved incidents is calculated based on the 20 year period and assumes that the entire project (Segment 4A-4E) is constructed and fully functional. The segment specific safety benefits are based on a weighted average of the entire project length.</i>				
Accessibility	Enhancements to the reliability of the system	Each	NA	Yes	2020+
	First/last mile improvements	Each	Limited	Yes	2020+
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed accessibility outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. <i>The project includes the addition of an HOV Lane in each direction which will significantly improve system reliability for all users. In addition, the project is being coordinated with a series of local bicycle and pedestrian system improvements which will also complete critical links in the California Coastal Trail. In addition, SBCAG funds a "Clean Air Express" commute bus system with on-board wireless internet access which reduces single occupancy vehicle use in this corridor. The timeliness and reliability of this service will improve substantially when the new HOV lanes are constructed. In addition, SBCAG's Measure A funding funds local transit services which facilitate first and last mile connections in this corridor.</i>				
Economic Development	Jobs created	Each	NA	2,200	2040
	Improvements to freight throughput	Each	Congested	Uncongested	2020+
	Benefit/Cost Ratio	Ratio		1.5	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other", describe the measure and why other suggested measure(s) were not used. <i>Jobs created figure based on construction phase costs, assuming that each \$1 billion in transportation infrastructure investments supports 13,000 jobs. The jobs created value above is based specifically on the cost of the Padaro Segment (4B).</i> <i>Benefit/cost ratio produced by Cal B/C model for 20-year life cycle analysis. Cal B/C model conducted using benefits associated with entire US Multimodal Corridor, including the HOV lanes.</i>				

Solutions for Congested Corridors Program
Benefits Forms

Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	NA	0.059	2040
	Reduction in Particulate Matter (PM10)	Tons per year	NA	0.059	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	NA	7,100	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	NA	1.069	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	NA	0.089	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	NA	27	2040
	Reduction in Nitrogen Oxide (NOx)	Tons per year	NA	5.85	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
<i>Based on 2040 year conditions and assumes that the entire project (Segments 4A-4E) is constructed and fully functional. The segment specific air quality benefits are based on a weighted average of the entire project length.</i>					
Efficient Land Use	In the space below, qualitatively describe how the project supports transportation-efficient land use principles, entailing the following concepts: Supports mixed-use development with multimodal choices Supports in-fill development Supports interconnected streets and corridor access management policies Addresses climate adaptation				
	<i>The corridor improvements support and are compatible with existing corridor access management policies, community vision, and local infrastructure improvements for the surrounding area. Several components of the HOV project are expressly designed and customized to limit visual impacts and integrate within the iconic Santa Barbara visual landscape. With climate adaptation goals in mind, the HOV project includes storm water management features and creek restoration. The project also includes replacement of several creek-crossing structures on US 101 which are hydraulically deficient. The replaced structures are being sized in coordination with the Federal Emergency Management Agency (FEMA) and Santa Barbara County Flood Control staff to comply with long-term goals for flood event relief in the corridor.</i>				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: South Coast 101 HOV Lanes - Carpinteria (Segment 4A)	Date: 12/28/2018
Project Identifier (EA, PPNO, etc): 05-0N701, 0518000112, 7101C	

Contact Information	
Nominating Agency: SBCAG	Agency Completing Form: Caltrans
Contact Person: Fred Luna Phone: (805) 961-8926	Contact Person: Scott Eades Phone: (805) 549-3144
Email Address: fluna@sbcag.org	Email Address: scott.eades@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other (Accidents reduced annually)	Each	NA	560	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<i>Accidents reduced annually outputs are based a 20 year period and assumes that the entire project (Segments 4A-4E) is constructed and fully functional. The segment specific safety benefits are based on a weighted average of the entire project length. The truck related incident measures were not used because the data is not available.</i>				
Velocity	Change in a average weekday speed - roadway	MPH	NA	14.3	2040
	Change in a average weekday speed - train	MPH			
	Other	MPH			
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<i>Based on 2040 northbound morning peak hour travel speed improvements from the Forecast Operations Report prepared during PA&ED phase and assumes the entire project (Segments 4A - 4E) is constructed and fully functional. Outputs are based on the traffic study limits (PM 0.0 / PM 27.5). The Forecast Operations Report referenced above is available at: http://dot.ca.gov/dist05/projects/sb_101hov/final/tech_reports/traf_forecast.pdf</i>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<i>Project studies completed during the PA&ED phase or since did not include this level of data.</i>				
	Reduction in variability in travel time, typical origin/destination pairs	Minutes	NA	19.2	2040
	Person Minutes Saved During Peak Hour	Minutes	NA	178,700	2040

**Trade Corridor Enhancement Program
Benefits Form**

Reliability	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<i>Reduction in variability in travel time based on 2040 northbound morning peak hour travel time savings from the Forecast Operations Report prepared during PA&ED phase. Travel times for an approx. 20-mile trip on US 101 between Linden Avenue and Los Carneros Road. Person minutes saved during peak hour based on 2040 NB/SB morning/afternoon person hours of delay savings during peak period travel time from the Forecast Operations Report prepared during PA&ED phase. Outputs are based on the traffic study limits (PM 0.0 / PM 27.5). The segment specific benefits shown above are based on a weighted average of the entire project length and assumes the entire project (Segments 4A - 4E) is constructed and fully functional.</i>				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours			
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other (Reduction in Daily Person Hours of Delay)	Hours	NA	3,000	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
<i>Person hours of delay reduction based on 2040 NB morning and SB afternoon peak period conditions. Data is from the Forecast Operations Report prepared during PA&ED phase. Traffic study limits were PM 0.0 to PM 27.5. The segment specific benefits are based on a weighted average of the entire project length and assumes the entire project (Segments 4A - 4E) is constructed and fully functional.</i>					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	NA	0.043	2040
	Reduction in Particulate Matter (PM10)	Tons per year	NA	0.043	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	NA	5,100	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	NA	0.768	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	NA	0.064	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	NA	19	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year	NA	4.20	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
<i>Based on 2040 year conditions and assumes that the entire project (Segments 4A-4E) is constructed and fully functional. The segment specific air quality benefits are based on a weighted average of the entire project length.</i>					
Economic Development	Jobs Created	Each	NA	1400	2020
	Benefit/Cost Ratio	Ratio		1.5	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<i>Jobs created figure based on construction phase costs, assuming that each \$1 billion in transportation infrastructure investments supports 13,000 jobs. The jobs created value above is based specifically on the cost of the Carpinteria segment (4A).</i>				
<i>Benefit/cost ratio produced by Cal B/C model for 20-year life cycle analysis. Cal B/C model conducted using benefits associated with entire US 101 Multimodal Corridor, including the HOV lanes.</i>					

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title:	SR 57/60 Confluence Chokepoint Relief Project
Date:	3/13/2019
Project Identifier (EA, PPNO, etc):	EA 27912, PPNo 5394

Contact Information	
Nominating Agency:	LA Metro, Caltrans
Agency Completing Form:	Caltrans
Contact Person:	Vincent Lorenzo
Phone:	213-418-3419
Contact Person:	Dan Kopulsky/Jimmy Shih
Phone:	213-897-0227
Email Address:	
Email Address:	dan.kopulsky@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each			
	Reduction in train-involved incidents	Each			
	Other -Current Accidents on Route Route 60	number/ Miles/ Year			
	Other (Rate of All Accidents per Million Vehicles)	Rate per Million	3.2	1.01	2025
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>SR-57/60 confluence area has an accident rate 50% high than the statewide average for a comparable facilities. The proposed improvements are expected to reduce fatalities and accidents by 25%, equivalent to 6 traffic deaths and 678 injuries prevented over 20 years. The total monetized value of these safety-related benefits is \$61 million (in discounted 2016 dollars). Data were extracted from a previous INFRA application and Benefit Cost Model.</p>				
Velocity	Change in a average weekday speed - roadway	MPH	39	60	2025
	Change in a average weekday speed - train	MPH			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Data extracted from previous INFRA application.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other - Truck volume east bound on SR-60	ADT	13,600	22,800	2042
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Data extracted from previous INFRA application.</p>				

Trade Corridor Enhancement Program

Benefits Form

Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes					
	Person Minutes Saved During Peak Hour	Minutes					
	Other (Total Travel Time saving)	\$		\$1,401	2045		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.						
	Information derived from Benefit Cost Model						
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours					
	Reduction in Annual Truck Trips (due to mode shift)	Each					
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each					
	Other (Overall Freeway)	LOS	F	C	2025		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.						
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0	5	2045		
	Reduction in Particulate Matter (PM10)	Tons per year	0	5	2045		
	Reduction in Carbon Dioxide (CO2)	Tons per year	27,392	547,845	2045		
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	7	141	2045		
	Reduction in Sulphur Oxides (SOx)	Tons per year	0	0	2045		
	Reduction in Carbon Monoxide (CO)	Tons per year	63	1,265	2045		
	Reduction in Nitrogen Oxides (NOx)	Tons per year	4	77	2045		
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.						
	Results are from benefit cost model.						
Economic Development	Jobs Created	Each	0	3,070			
			Discounted at 7%	Discounted at 3%			
	Benefit/Cost Ratio	Ratio	3.3	5			
	Other- Total Discounted Benefits		\$490.3	\$936.4			
	Other- Total Discounted Costs		\$153.0	\$193.6			
	Other- Net Present Value		\$337.3	\$742.2			
	Other- Internal Rate of Return (%)		22.3%				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.						
	Based upon the benefit cost model, the job creation for the propose project is as follow:						
	job-years due to project during development and construction -- 2,860						
	due to project during development, construction and maintenance -- 3,070						
	increase in job-years						

Trade Corridor Enhancement Program Benefits Form

Project Information			
Project Title:	Sorrento to Miramar Phase 2 Intermodal Improvement Project		Date: 4/12/19
Project Identifier (EA, PPNO, etc):	EA: TC0014	PPNO: T0014	Project ID: 0018000308

Contact Information			
Nominating Agency: Caltrans, Div of Rail & Mass Transportation		Agency Completing Form: San Diego Association of Governments (SANDAG)	
Contact Person: Phillip Hoebeke	Phone: 916-654-6657	Contact Person: Linda Culp	Phone: 619-699-6957
Email Address: Phillip.Hoebeke@dot.ca.gov		Email Address: Linda.culp@sandag.org	

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents (events/million veh-mi)	Each	0.846	0.846	2042
	Reduction in train-involved incidents - passenger (events/million veh-mi)	Each	0.2775	0.2775	2042
	Reduction in train-involved incidents - Freight (events/million veh-mi)	Each	13.5424	13.5424	2042
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The Project will improve safety by eliminating sharp curves along the slowest stretch of the railroad corridor. The realignment of the sharp curves will reduce potential for freight train derailments on this portion of the corridor. The rates of incidents are from Cal-B/C, and are not assumed to vary from no-build to build, but there are modest safety improvements from shifting from truck to rail over the life of the project, these benefits turn negative after year 11.				
Velocity	Change in a average weekday speed - roadway	MPH			
	Change in a average weekday speed - freight train	MPH	20	25	2042
	Change in a average weekday speed - passenger train	MPH	25	40	2042
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The Project improves velocity by increasing the speed limit for this section of track for freight trains from 20 MPH to 25 MPH and passenger trains from 25 MPH to 40 MPH.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	1,500	1,564	2042
	Number of containers	Each			
	Increase in tonnage	Tons per year	33,050,000	37,997,833	2042
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				

Trade Corridor Enhancement Program

Benefits Form

	The LOSSAN Corridor is the only rail line for the region. As such it accommodates all freight and passenger traffic in and out of the region. Approximately 1,500 freight trains travel this corridor each year. Additional trains and tonnage are calculated in Cal-B/C Freight.				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours		5,493	2042
	Reduction in Annual Truck Trips (due to mode shift)	Each		10,600	2042
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each		6,360,000	2042
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
The Project reduces congestion by adding capacity so that additional train service can be added. In the Cal-B/C analysis for the highway (2,606,070 person-hours are saved in year 20 of the project; divide by 365, and divide by a 1.3 occupancy rate = 5,493 daily vehicle hours saved). Cal-BC also provides truck trips saved in the freight analysis, in Box 1D of the "Project Information" tab, line 87 shows a 10,600 reduction in trucks in the last year of the analysis; trip length is assumed to be 600 miles, so truck-miles reduced is 6,360,000. Please note that the 47,700 annual truck trips referenced in the application refers to the amount contributing to the total program of projects. The 10,600 annual truck trips shown above refers to this project only.					
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons		3	2042
	Reduction in Particulate Matter (PM10)	Tons		-33	2042
	Reduction in Carbon Dioxide (CO2)	Tons		250,231	2042
	Reduction in Volatile Organic Compounds (VOC)	Tons		11	2042
	Reduction in Sulphur Oxides (SOx)	Tons		3	2042
	Reduction in Carbon Monoxide (CO)	Tons		266	2042
	Reduction in Nitrogen Oxides (NOx)	Tons		-234	2042
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
This project results in significant reductions in most pollutants, including CO2. Detailed analysis using the Caltrans' Life-Cycle Benefit-Cost Analysis (BCA). The Cal-B/C tool calculates the emissions reductions for the projects in tons over 20 years (Table 2). The data above is a combination of the cumulative passenger and freight BCAs over 20 years.					
While there are significant reductions in most pollutants, including CO2, the monetary value of the increase in NOx and PM10 outweigh the value of the other reductions, leading to a modest cost.					
	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		2.7	2042
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				

**Trade Corridor Enhancement Program
Benefits Form****Economic Development**

The new version 6.2 of Cal- Life-Cycle Benefit-Cost (B/C) was used to estimate the benefits and benefit/cost ratio for the project, including an analysis of the freight component using the new freight tool. Attachment 3 includes the detailed spreadsheets.

The results show that the project overall has a B/C ratio of 2.7 with life-cycle costs of \$108.8 million, and benefits of \$317.0 million. (Project costs were apportioned to the passenger and freight analyses based on the share of trains per day; 91% for passenger, 9% for freight.)

Table 3

ECONOMIC BENEFITS OF THE PROJECT

Project	Life-Cycle Costs	Life-Cycle Benefits	B/C Ratio
Passenger Service	\$108.8 million	\$242.5 million	2.2
Freight Service	\$10.7 million	\$74.5 million	7.0
TOTAL	\$119.5 million	\$317.0 million	2.7

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: Pier G/J Double Track	4/17/2019
Project Identifier (EA, PPNO, etc): T0007	

Contact Information	
Nominating Agency: Los Angeles County Metropolitan Transportation Authority (LA Metro)	Agency Completing Form: Port of Long Beach (POLB)
Contact Person: Michael Cano Phone: 213-418-3010	Contact Person: Dr. Allison Yoh Phone: 562-283-7175
Email Address: canom@metro.net	Email Address: allison.yoh@polb.com

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	Not applicable	Not applicable	Not applicable
	Reduction in train-involved incidents	Each	Not applicable	Not applicable	Not applicable
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Safety Outcomes for the Pier G/J Double Track project are not applicable. Suggested Safety Measures/Outcomes are not utilized in the Project Programming Request (PPR) as a primary benefit.				
Velocity	Change in a average weekday speed - roadway	MPH	Not applicable	Not applicable	Not applicable
	Change in a average weekday speed - train	MPH	Not applicable	Not applicable	Not applicable
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Velocity Outcomes for the Pier G/J Double Track project are not applicable. Suggested Velocity Measures/Outcomes are not utilized in the PPR as a primary benefit.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	Not applicable	Not applicable	Not applicable
	Number of trailers	Each	Not applicable	Not applicable	Not applicable
	Number of containers	Each	Not applicable	Not applicable	Not applicable
	Increase in tonnage	Tons per year	Not applicable	Not applicable	Not applicable
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	Not applicable	6,377	2040
	Number of containers	Each	908,471	1,700,400	2040
	Increase in tonnage	Tons per year	Not applicable	Not applicable	Not applicable
	Other				
	Change in port volume				
	Number of containers	Each	2,358,289	4,412,111	2040
	Increase in tonnage	Tons per year	Not applicable	Not applicable	Not applicable
	Increase in value	Dollar	Not applicable	Not applicable	Not applicable
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Current conditions are from actual on-dock container volume for 2016; future conditions are based on the Port's 2016 Cargo Forecast for 2040, assuming full buildout of Pier F, and no improvements at Pier G and J, and mid-range cargo demand. Rail volumes are the total container traffic (1.85 TEUs per container lift) projected to shift from off-dock to on-dock rail, based on opening year performance, then over a 20-year period (based on grant application benefit-cost analysis).				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes	Not applicable	Not applicable	Not applicable
	Person Minutes Saved During Peak Hour	Minutes	Not applicable	Not applicable	Not applicable
	Other				

Trade Corridor Enhancement Program

Benefits Form

Reliability	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Reliability Outcomes for the Pier G/J Double Track project are not applicable. Suggested Reliability Measures/Outcomes are not utilized in the PPR as a primary benefit.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	Not applicable	691,298	2040
	Reduction in Annual Truck Trips (due to mode shift)	Each	Not applicable	169,686	2040
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	Not applicable	2,197,600	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Reduction in Daily Vehicle Hours of Delay is Annual Truck Vehicle Hours Traveled (VHT) to Off-Dock Yards Avoided in the TCEP BCA. It is calculated by multiplying Annual Truck Vehicle Miles Traveled (VMT) to Off-Dock Yards Avoided with the Ratio of annual truck VHT to annual truck VMT to off-dock yards avoided. Reductions in Annual Truck Trips is Annual Truck Trips to Off-Dock Yards Avoided in the TCEP BCA. It is constant within the BCA across all 20 years of the project reported for the Pier G/J Double Track. It is calculated by taking the amount of TEUs diverted to on-dock yards and multiplied by truck trips per TEU diverted. Reduction in Annual Truck Miles Traveled is Annual Truck VMT to Off-Dock yards Avoided in the TCEP BCA. It is calculated by multiplying annual truck trips to off-dock yards avoided with miles per truck trip avoided.				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	Not applicable	Not applicable	Not applicable
	Reduction in Particulate Matter (PM10)	Tons per year	Not applicable	0.0	2040
	Reduction in Carbon Dioxide (CO2)	Tons per year	Not applicable	3103.3	2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	Not applicable	0.5	2040
	Reduction in Sulphur Oxides (SOx)	Tons per year	Not applicable	0.0	2040
	Reduction in Carbon Monoxide (CO)	Tons per year	Not applicable	2.5	2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year	Not applicable	8.4	2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes. Net changes are the sum of emissions increases from the addition of rail capacity and emission decreases from the reduction of truck trips due to the increased rail. These net changes are based on the first year of operation for the Pier G/J Double Track project in 2021, then over 20 years. Reduction in Particulate Matter (PM 2.5) for the Pier G/J Double Track project is not applicable. PM 2.5 reduction is not utilized in the PPR as a primary benefit.				
Economic Development	Jobs Created	Each	Not applicable	Not applicable	Not applicable
	Benefit/Cost Ratio	Ratio		8.9	2018
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used. Economic Development outcomes for the Pier G/J Double Track project is applicable for the Benefit Cost Ratio (BCA) set down in the Project's 2018 TCEP application. The BCA for the Pier G/J Double Track project is 8.9. This ratio is for the entire lifespan of the Project. Jobs created is not applicable, as the project will create mostly short-term construction jobs.				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title:	I-5 Golden State Chokepoint Relief Project
Date:	12/31/2018
Project Identifier (EA, PPNO, etc):	2332E - 3189B

Contact Information	
Nominating Agency:	Los Angeles County Metropolitan Transportation Authority (LACMTA)
Agency Completing Form:	LACMTA
Contact Person: Diego Ramirez	Phone: 213-922-2468
Contact Person: Diego Ramirez	Phone: 213-922-2468
Email Address: ramirezdi@metro.net	Email Address: ramirezdi@metro.net

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	HOV/HOT lane-miles constructed	Miles			
	Auxiliary lane miles constructed	Miles			
	Truck climbing lane miles constructed	Miles			
	Reduction in Fatalities and Injuries	Fatalities/Injuries/PDO	No Build 3 / 133 / 344	Build 2 / 106 / 273	2043
	Reduction in train-involved incidents	Each	Not Applicable	Not Applicable	Not Applicable
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	In appendix B (page 36) of the SB-1 TCEP application included in the Baseline Agreement package we state that after the project is completed, the no build option would produce 3 Fatalities and 133 injuries and a PDO of 344 if we build the project we will produce 2 Fatalities and 106 injuries and a PDO of 273. As per the "Safety" tab in the 2017 Cal-B/C, the benefits were established by calculating the reduction of crashes per year using the project "build" profile, for twenty years after the 2023 completion of the project in 2043.				
Velocity	Change in speed - roadway if project is Built	MPH	-	-	-
	Total Person-Hours of Travel Time Saved Over 20 Years	Hours	-	123,279,539	2043
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The "Person-Hours Travel Time Saved" was calculated by looking at volume of traffic and travel time changes over the project area over 20 years as stated in the Summary of Travel Time Benefits section in the 2017 Cal-B/C "Travel" tab.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	Not Applicable	Not Applicable	-
	Number of trailers	Each	Not Applicable	Not Applicable	-
	Number of containers	Each	Not Applicable	Not Applicable	-
	Increase in tonnage	Tons per year	Not Applicable	Not Applicable	-
	Peak-period level of service Improvement	LOS	F	E	2043
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	Not Applicable	Not Applicable	-
	Number of containers	Each	Not Applicable	Not Applicable	-
	Increase in tonnage	Tons per year	Not Applicable	Not Applicable	-
	Other				-
	Change in port volume				
	Number of containers	Each	Not Applicable	Not Applicable	-
	Increase in tonnage	Tons per year	Not Applicable	Not Applicable	-
	Increase in value	Dollar	Not Applicable	Not Applicable	-
	Other				-

**Trade Corridor Enhancement Program
Benefits Form**

	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Taken from the Caltrans's August 2009 I-5 HOV and Truck Lane Project Report (EA07-2332E0, EA07-2332A0). Based on a constrained Highway Capacity Software (HCS) operational analysis for 2030 conditions using SCAG's projections of Average Daily Traffic value the report states that the building of this project would (as per the State of California Level of Service guidelines) keep the level of service from reaching F levels along the I-5 corridor studied.</p>				
Reliability	Present Value of Travel Time Benefits	Total Over 20 Years	-	\$892,600,000	2043
	Person Minutes Saved During Peak Hour	Minutes	-	-	-
	Person Minutes Saved During Peak Hour	Minutes	-	-	-
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>This information reflects freeway projected congestion improvement over 20 years after the completion of this project The information was calculated using a Benefit-Cost Analysis model, monetizing the Travel time benefits of the project over 20 years. The information can be found in the Summary of Travel Time Benefits section in the 2017 Cal-B/C "Travel" tab.</p>				
Congestion Reduction	Reduction in person hours of travel time saved	Hours	-	123,279,539	2043
	Reduction in Annual Truck Trips (due to mode shift)	Each	-	-	-
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	-	-	-
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The Information generated per the Benefit-Cost Analysis model reflects congestion improvement if the project is built. This estimate is based on travel time modeling from the 2017 Cal-B/C, as found in its "Travel Time" tabs.</p>				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons Saved per year	-	0.2	2043
	Reduction in Particulate Matter (PM10)	Tons Saved per year	-	0.3	2043
	Reduction in Carbon Dioxide (CO2)	Tons Saved per year	-	25,559.3	2043
	Reduction in Volatile Organic Compounds (VOC)	Tons Saved per year	-	5.9	2043
	Reduction in Sulphur Oxides (SOx)	Tons Saved per year	-	0.2	2043
	Reduction in Carbon Monoxide (CO)	Tons Saved per year	-	56.3	2043
	Reduction in Nitrogen Oxides (NOx)	Tons Saved per year	-	11	2043
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.</p> <p>The completion of this project is expected to reduce Greenhouse Gas Emissions. The benefits were established by calculating average annual tons per year of emission produced with the current roadway in place and comparing it with the calculated average annual tons per year of emission produced with the project built and over twenty years of service after the 2023 completion of the project. The information is found in the "Emission" tab in the 2017 Cal-B/C</p>				
Economic Development	Internal Rate of Return	Rate	-	12.9%	2043
	Benefit/Cost Ratio	Ratio		2.4	2043
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The Net Present Value of the Project is \$642 million with a life cycle benefit of \$1.1 billion over the first 20 years of Operation, a rate of return of 12.9% and a Benefit-Cost Ratio is 2.4 with a pay back period of 7 years. These totals are based on Benefit-Cost Analysis modeling from the 2017 Cal-B/C, as found in its "Results" and "Final Calculations" tabs.</p>				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: SR71 Freeway Conversion	Date: 3/13/2019
Project Identifier (EA, PPNO, etc): EA 21060, PPNo 2741S	

Contact Information	
Nominating Agency: LA Metro	Agency Completing Form: Caltrans
Contact Person: Vincent Lorenzo Phone: 213-418-3419	Contact Person: John K Lee Phone: 213-897-8623
Email Address: LORENZOV@metro.net	Email Address: John.K.Lee@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current /No Build	Projected	
				Outcome	Year
Safety	Accident Costs - Truck, Peak Period	\$ /Year	\$677,035	\$146,082	2024
	Accident Costs - Truck, Peak Period	\$ /Year	\$1,301,483	\$280,817	2043
	Accident Costs - HOV, Peak Period	\$ /Year	\$0	\$0	
	Reduction in truck-involved incidents	Each	NA	NA	NA
	Reduction in train-involved incidents	Each	NA	NA	NA
	Other				
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>The proposed project will reduce the accident rate by 70% on this segment of SR-71. The monetary value for the reduction in accidents are as follows. The accident costs data were derived from the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Version 6.2. Under the no project scenario, the accident cost for trucks would be \$677,035. If the project were to be built, the accident cost would be \$146,082. Over a 20 year period, the cost savings would drop from \$1,301,483 to \$280,817.</p>				
Velocity	Change in a average weekday speed - roadway	MPH	37.9	64.9	2024
	Change in a average weekday speed - train	MPH	NA	NA	NA
	Other, Truck Average speed build vs no-build	MPH	37.9	64.9	2024
	<p>In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.</p> <p>Highway Speed is based upon the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Version 6.2. The speed was calculated by the model. The speed will improve from 37.9 to 64.9 when the project is completed.</p>				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other, HOV Volume Peak Period	vehicles/year	0	3,193,750	2024
	Other, Non-HOV Volume Peak Period	vehicles/year	14,413,930	11,220,180	2024
	Other, Truck Volume Peak Period	vehicles/year	1,425,554	1,425,554	2024
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	NA	NA	NA
	Number of containers	Each	NA	NA	NA
	Increase in tonnage	Tons per year	NA	NA	NA
	Other				
	Change in port volume				
	Number of containers	Each	NA	NA	NA
	Increase in tonnage	Tons per year	NA	NA	NA
	Increase in value	Dollar	NA	NA	NA

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	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Information extracted from "Vehicle Operating Costs" from the Cal-B/C model.				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Person-Hours			
	Person Minutes Saved During Peak Hour	Minutes			
	Other, HOV Volume Peak Period	Person-Hours		29,948	2024
	Other, Non-HOV Volume Peak Period	Person-Hours		453,238	2024
	Other, Truck Volume Peak Period	Person-Hours		50,074	2024
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The expected travel time benefit during the peak hour can be seen in the data above. Overall the project will produce a total of 75,797,548 of person-hours of time saved over a 20-year period. These information were extracted from the Cal-B/C model.				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours			
	Reduction in Annual Truck Trips (due to mode shift)	Each			
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other, HOV Volume Peak Period	trips/year	0	6,866,563	2024
	Other, Non-HOV Volume Peak Period	trips/year	16,575,992	12,903,179	2024
	Other, Truck Volume Peak Period	trips/year	1,425,551	1,425,551	2024
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Information extracted from "Travel Time" of the Cal-B/C Model				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	0	0	2043
	Reduction in Particulate Matter (PM10)	Tons per year	0	0	2043
	Reduction in Carbon Dioxide (CO2)	Tons per year	5,039	12,240	2043
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	0	3	2043
	Reduction in Sulphur Oxides (SOx)	Tons per year	0	2	2043
	Reduction in Carbon Monoxide (CO)	Tons per year	0	36	2043
	Reduction in Nitrogen Oxides (NOx)	Tons per year	0	26	2043
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	Results are from the Cal B/C model.				
Economic Development	Jobs Created	Each	0	1600	
	Benefit/Cost Ratio	Ratio	0	5.8	
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The project has a Benefit/Cost ratio of 5.8. The rate of return on investment is about 20% and the payback period is only 6 years. The information is extracted from the Cal-B/C model. In addition, the project is expected to produce nearly 1,600 direct and indirect jobs of which nearly 800 jobs are directly related to the construction of the project.				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title: Bakersfield Freeway Connector	Date:
Project Identifier (EA, PPNO, etc): EA -48460, Project ID 6000004841	

Contact Information	
Nominating Agency: City of Bakersfield	Agency Completing Form: Parsons
Contact Person: Nick Fidler Phone: 661-326-3700	Contact Person: Gregory Gharib Phone: 626-831-8712
Email Address: nfidler@bakersfieldcity.us	Email Address: Gregory.Gharib@parsons.com

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each		0	
	Reduction in train-involved incidents	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
California Department of Transportation Benefit/Cost Metrics					
Velocity	Change in a average weekday speed - roadway	MPH	43	61	Year 1
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Traffic Study Microsimulation					
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	F	C	Year 20
	Number of trailers	Each	N/A	N/A	
	Number of containers	Each	N/A	N/A	
	Increase in tonnage	Tons per year	N/A	N/A	
	Other		N/A	N/A	
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A	N/A	
	Number of containers	Each	N/A	N/A	
	Increase in tonnage	Tons per year	N/A	N/A	
	Other		N/A	N/A	
	Change in port volume				
	Number of containers	Each	N/A	N/A	
	Increase in tonnage	Tons per year	N/A	N/A	
	Increase in value	Dollar	N/A	N/A	
	Other		N/A	N/A	
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Traffic Study Microsimulation					
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes		6876	Year 20
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
California Department of Transportation Benefit/Cost Metrics					
	Reduction in Daily Vehicle Hours of Delay	Hours		915	Year 1
	Reduction in Annual Truck Trips (due to mode shift)	Each			

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Congestion Reduction	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other: Reduction Truck Hrs of Delay	Hours		120	Year 1
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Traffic Study Microsimulation				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		0	Year 1
	Reduction in Particulate Matter (PM10)	Tons per year		0	Year 1
	Reduction in Carbon Dioxide (CO2)	Tons per year		3530	Year 1
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		4	Year 1
	Reduction in Sulphur Oxides (SOx)	Tons per year		0	Year 1
	Reduction in Carbon Monoxide (CO)	Tons per year		60	Year 1
	Reduction in Nitrogen Oxides (NOx)	Tons per year		5	Year 1
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
Economic Development	California Department of Transportation Benefit/Cost Metrics				
	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		2.3	Sum 20 Years
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	California Department of Transportation Benefit/Cost Metrics				

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: State Route 57 Truck Climbing Lane Phase I - Lambert Road Interchange Improvements	Date: 12-07-18
Project Identifier (EA, PPNO, et EA: 0C110, PPNo. 3834, SR-57 PM 20.3/21.6	

Contact Information	
Nominating Agency: California Dept. of Transportation (Caltrans)-District 12	Agency Completing Form: Caltrans & City of Brea
Contact Person: Simin Arazbeg Phone: (657) 328-6014	Contact Person: Simin Arazbegi Phone: (657) 328-6014
Email Address: Simin.Arazbegi@dot.ca.gov	Email Address: Simin.Arazbegi@dot.ca.gov

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	N/A for the Lambert project		
	Reduction in train-involved incidents	Each	N/A for the Lambert project		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	In a period of over 20 years, the project combined with the Truck Climbing Project will amount to approximately \$50.7M - \$81.0M in accident cost savings. The methodology for deriving the quantifiable costs savings was not included in the application materials. The description of safety benefits include: Reduction in vehicle weaving; reducing off-ramp queuing to the freeway mainline which will reduce rear end collisions; reduce speed between trucks and passenger vehicles; replace existing signage with new high-reflective panes which will eliminate signage lighting and enhance worker safety; replace, upgrade, and add roadway lighting; install Intelligent Transportation System Infrastructure (ITS) such as cameras and sensors which will reduce emergency response time.				
Velocity	Change in a average weekday speed - roadway	MPH	5		
	Change in a average weekday speed - train	MPH	N/A for the Lambert project		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	SR-57 mainline average weekday speeds were obtained from the SR-57/Lambert Road Interchange (Project Project Approval/Environmental Document Phase) Traffic Study (July 2012). Methodologies prescribed in the Highway Capacity Manual were used in the analysis. The difference in speed between no-build and build conditions resulted in the change in average weekday speed. SR 57 serves as a critical goods movement route for Southern California, adjacent States, and Mexico. In a period of over 20 years, the project combined with Truck Climbing project will save approximately \$71.3M - \$113.9M in travel time. Truck volumes range from 12- to 17-percent within the corridor and the Project will serve as the basis for Phase 2 of the Truck Climbing Lane project which will enhance freight movement reliability, and provide long-term economic growth and opportunities within the Southern California region. Additionally, Phase 2 of the Project (Truck Climbing) will increase corridor travel speeds by separating trucks from the flow of general vehicular traffic.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	N/A for the Lambert project		
	Number of trailers	Each	N/A for the Lambert project		
	Number of containers	Each	N/A for the Lambert project		
	Increase in tonnage	Tons per year	N/A for the Lambert project		
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	N/A for the Lambert project		
	Number of containers	Each	N/A for the Lambert project		
	Increase in tonnage	Tons per year	N/A for the Lambert project		
	Other				
	Change in port volume				
	Number of containers	Each	N/A for the Lambert project		
	Increase in tonnage	Tons per year	N/A for the Lambert project		
	Increase in value	Dollar	N/A for the Lambert project		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	SR 57 is on the National Highway Freight Network System (NHFN) and the project results in a significant reduction in congestion and improve Level of Service for goods movement within the Southern California region. Additionally, the Project would reduce interregional congestion since Project will provide relief to the Lambert interchange bottleneck which will also result in reduction in delays between Orange and San Bernardino Counties for traffic that are currently diverted to SR 91 due to grade challenges on SR 57. The 2020 model estimates that the two phases of the project combined will significantly reduce delay of more than 14,000 daily vehicle-hours. Proposed improvements will better accommodate anticipated future traffic increases; improve LOS and operational performance of the interchange and potential safety hazards for motorists using this stretch of the roadway.				

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Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes	27,000		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	<p>Peak Hour delay values at the signalized intersections on Lambert Blvd (at: State College Blvd, NB SR-57 Ramps, and SB SR-57 Ramps) and SR-57 mainline were obtained from the SR-57/Lambert Road Interchange (Project Project Approval/Environmental Document Phase) Traffic Study (July 2012). Methodologies prescribed in the Highway Capacity Manual were used in the analysis. The difference in peak hour delay between no-build and build conditions resulted in savings of delay during peak hour. A multiplier of 1.2 (vehicle occupancy) was used to calculate person minutes saved during peak hour. Since the second phase includes mainline capacity improvements (Truck Climbing Lane) delay saving would be magnified. Person-hours of time saved for the Lambert and Truck Climbing together is 11.6M for period over 20 years, which is about 580,000 hours saved each year. By reducing congestion, bottlenecks, and the number of accidents, the project improves system reliability. This Project will enhance freight movement reliability to further long-term economic growth and economic opportunities within Los Angeles, Riverside, and San Bernardino Counties. As noted in the Southern California Associated Governments (SCAG) study, On the Move Southern California Delivers the Goods (2009), of the 3,983 occupied Southern California warehouse facilities. It is critical that Orange County's transportation infrastructure continues to enable the connectivity and efficiency of freight movement with its surrounding counties and distribution centers.</p>				
Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	1,160		
	Reduction in Annual Truck Trips (due to mode shift)	Each	N/A for the Lambert project		
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	N/A for the Lambert project		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Air Quality and Greenhouse Gas Reductions	<p>Daily Delay values at the signalized intersections on Lambert Blvd (at: State College Blvd, NB SR-57 Ramps, and SB SR-57 Ramps) and SR-57 mainline were obtained from the SR-57/Lambert Road Interchange (Project Project Approval/Environmental Document Phase) Traffic Study (July 2012). Methodologies prescribed in the Highway Capacity Manual were used in the analysis. The difference in daily delay between no-build and build conditions resulted in the reduction in daily vehicle hours of delay. SR 57 is on the National Highway Freight Network System (NHFN) and the project results in a significant reduction in congestion and improve Level of Service for general vehicular traffic and goods movement within the Southern California region. The Project will provide relief to the Lambert interchange bottleneck which will also result in reduction in delays between Orange and San Bernardino Counties for traffic that are currently diverted to SR 91 due to grade challenges on SR 57. Since the second phase includes mainline capacity improvements (Truck Climbing Lane) delay saving would be magnified. Together, the two phases of the Project (Lambert Interchange reconfiguration and Truck Climbing Lane) will have a reduction of more than 14,000 daily vehicle-hours of delay.</p>				
	Reduction in Particulate Matter (PM2.5)	Tons per year	17,918		
	Reduction in Particulate Matter (PM10)	Tons per year	17,918		
	Reduction in Carbon Dioxide (CO2)	Tons per year	26,444		
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	17,920		
	Reduction in Sulphur Oxides (SOx)	Tons per year	17,918		
	Reduction in Carbon Monoxide (CO)	Tons per year	17,937		
	Reduction in Nitrogen Oxides (NOx)	Tons per year	17,927		
Economic Development	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
	<p>The Project is adjacent to several schools and high density employment centers and is the primary access route among these communities, schools and employment centers. The completion of the Project would benefit these communities by reducing congestion and air quality impacts, and improving safety. The 2 sets of projects together will protect the environment and health of surrounding community residents by improving air quality and encouraging active transportation (e.g. bicycling and walking) and reduce emissions per, "Caltrans' Life-Cycle Benefit-Cost Analysis - SR 57 Truck Climbing Lane Phase I Lambert Road Interchange Improvements".</p>				
	<p>As a major thoroughfare serving Los Angeles and Orange Counties, the SR 57 corridor provides access to over one million jobs and world-renowned resorts and sports venues in the City of Anaheim and the California State University Fullerton. The Lambert segment of SR 57 currently experiences 17.6-percent of truck traffic during the midday peak hour, the improvements will provide reliable freight movement for further long-term economic growth and economic opportunities within the Southern California Region. The Project will also generate an estimated 734 direct and 1,415 indirect construction jobs, resulting in a total of 2,149 jobs generated based on American Road and Transportation Builders Association (ARTBA) estimates.</p>				

Trade Corridor Enhancement Program Benefits Form

Project Information	
Project Title:	U.S. 395 Widening from SR 18 to Chamberlaine Way
Date:	12/10/2018
Project Identifier (EA, PPNO, etc):	0F631, 026J

Contact Information	
Nominating Agency:	SBCTA
Agency Completing Form:	SBCTA
Contact Person: Andrea Nieto	Phone: 909-884-8276
Contact Person: Philip Chu	Phone: 909-884-8276
Email Address: anieto@gosbcta.com	Email Address: pchu@gosbcta.com

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each	18	44	2041
	Reduction in train-involved incidents	Each	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Used SWITRS database to determine the amount of accidents on project segment. Assumed even distribution based on truck traffic to calculate current truck accidents. Used CalBC Year 20 volumes to calculate increase in truck accidents.				
Velocity	Change in a average weekday speed - roadway	MPH	53.8	50.3	2041
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	It should be noted that a no-build scenario would have average truck speeds at 28 mph at Year 20.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each	762,850	1895080	2041
	Number of trailers	Each	NA	NA	NA
	Number of containers	Each	NA	NA	NA
	Increase in tonnage	Tons per year	NA	NA	NA
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each	NA	NA	NA
	Number of containers	Each	NA	NA	NA
	Increase in tonnage	Tons per year	NA	NA	NA
	Other				
	Change in port volume				
	Number of containers	Each	NA	NA	NA
	Increase in tonnage	Tons per year	NA	NA	NA
	Increase in value	Dollar	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Truck volumes calculated from CalBC, no information provided on containers or tonnage. No rail or port component to the project.				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes	NA	NA	NA
	Person Minutes Saved During Peak Hour	Minutes	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				

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Congestion Reduction	Reduction in Daily Vehicle Hours of Delay	Hours	19	8658	2041
	Reduction in Annual Truck Trips (due to mode shift)	Each	NA	NA	NA
	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each	NA	NA	NA
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Hours of Time Saved calculated from CalBC. There is no mode shift for this project.				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year	NA	1	2041
	Reduction in Particulate Matter (PM10)	Tons per year	NA	1	2041
	Reduction in Carbon Dioxide (CO2)	Tons per year	NA	90698	2041
	Reduction in Volatile Organic Compounds (VOC)	Tons per year	NA	20	2041
	Reduction in Sulphur Oxides (SOx)	Tons per year	NA	1	2041
	Reduction in Carbon Monoxide (CO)	Tons per year	NA	193	2041
	Reduction in Nitrogen Oxides (NOx)	Tons per year	NA	164	2041
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
Current emissions were not measured. Year 20 emissions calculated from CalBC					
Economic Development	Jobs Created	Each	999		
	Benefit/Cost Ratio	Ratio	3.1		
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Jobs are created at the standard rate of 19,200 jobs per \$1 Billion spent. 3.1 represents the CalBC benefit-cost ratio meaning that for every dollar spent there is \$3.1 dollars saved.					

**Trade Corridor Enhancement Program
Benefits Form**

Project Information	
Project Title: ETIWANDA AVENUE GRADE SEPARATION PROJECT	Date: 12/21/2018
Project Identifier (EA, PPNO, etc): EA: TC0011; Project ID: 0018000305; PPN: 0011	

Contact Information	
Nominating Agency: The California Department of Transportation (Caltrans) and The City of Rancho Cucamonga	Agency Completing Form: The City of Rancho Cucamonga
Contact Person: Phillip Hoebeke Phone: 916 654-6657	Contact Person: Curt Billings Phone: 909 774-4069
Email Address: Phillip.Hoebeke@dot.ca.gov	Email Address: Curt.Billings@CityofRC.us

TCEP Indicator	Suggested Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Safety	Reduction in truck-involved incidents	Each		N/A	N/A
	Reduction in train-involved incidents	Each		0.032 / 0.032	2020 / 2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed safety outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	By the year 2040 (BCA horizon) the project will produce \$500,000 of safety benefits. Accident incident savings are calculated based on the Federal Rail Authority (FRA) model. Conversion of the at grade crossing to a grade separation eliminates the chance of having an incident at the rail / roadway crossing. The project does not change the number of truck or vehicle miles travelled.				
Velocity	Change in a average weekday speed - roadway	MPH		7.6 / 10.1	2020 / 2040
	Change in a average weekday speed - train	MPH			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed velocity outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The change in the roadway velocity is calculated using the Cal-BC model with input from a Focused Traffic Analysis Study conducted by Kuzman Associates dated January 18, 2018. The velocity improvement is a result of vehicles on the roadway not having to slow, stop and wait at the rail crossing. Also, increasing vehicle travel lanes from one to two lanes in each direction through the project area will increase capacity and level of service (LOS). Furthermore, the grade separated roadway will help maintain the velocity of trains through the crossing.				
Throughput	Change in highway volume/Level of Service (LOS)				
	Number of 5+ axle trucks	Each			
	Number of trailers	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in rail volume/Level of Service (LOS)				
	Number of trains	Each			
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Other				
	Change in port volume				
	Number of containers	Each			
	Increase in tonnage	Tons per year			
	Increase in value	Dollar			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed throughput outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	The construction of a grade separation project in Rancho Cucamonga is not anticipated to significantly influence port volume in Long Beach, 60 miles away.				
Reliability	Reduction in variability in travel time, typical origin/destination pairs	Minutes			
	Person Minutes Saved During Peak Hour	Minutes			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed reliability outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Reduction in Daily Vehicle Hours of Delay	Hours		204 / 639	2020 / 2040
	Reduction in Annual Truck Trips (due to mode shift)	Each			

**Trade Corridor Enhancement Program
Benefits Form**

Congestion Reduction	Reduction in Annual Truck Miles Traveled (due to mode shift)	Each			
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed congestion reduction outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
	Over the BCA horizon, the project will save 3.8 million-person hour travelers time. The travel time savings is from the Cal-BC model that analyzed traffic count data from the Kuzman Traffic Study.				
Air Quality and Greenhouse Gas Reductions	Reduction in Particulate Matter (PM2.5)	Tons per year		0.02 / 0.01	2020 / 2040
	Reduction in Particulate Matter (PM10)	Tons per year		0.02 / 0.01	2020 / 2040
	Reduction in Carbon Dioxide (CO2)	Tons per year		817.57 / 1,320.43	2020 / 2040
	Reduction in Volatile Organic Compounds (VOC)	Tons per year		0.36 / 0.30	2020 / 2040
	Reduction in Sulphur Oxides (SOx)	Tons per year		0.01 / 0.01	2020 / 2040
	Reduction in Carbon Monoxide (CO)	Tons per year		1.71 / 2.45	2020 / 2040
	Reduction in Nitrogen Oxides (NOx)	Tons per year		1.02 / 3.71	2020 / 2040
	In the space below, qualitatively explain the assumptions and methodologies used for proposed emissions reduction outcomes.				
Economic Development	Over the BCA horizon, the project will reduce 45 tons of CO, 23,227 tons CO2, 45 tons of NOX and 7 tons of VOX. Air quality and and greenhouse gas reductions are calculated using the Cal-BC model from data input from the Kuzman Traffic Analysis Study and quantifies the time savings of not having to slow or stop at the rail crossing.				
	Jobs Created	Each			
	Benefit/Cost Ratio	Ratio		1.11	2040
	Other				
	In the space below, qualitatively explain the assumptions and methodologies used for proposed economic development outcomes. If another measure(s) is entered under "Other" describe the measure and why the suggested measure(s) were not used.				
Economic Development	BC Ratio is direct output of Cal-BC ratio based on above input.				

Active Transportation Program			
County	Route	Project Title	Status
Alameda		14th Street: Safe Routes in the City	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed May 2019.
Alameda	80	I-80 Gilman Bike/Ped Overcrossing	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by July 2019.
Butte		Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by November 2019.
Humboldt		Humboldt Bay Trail South	Baseline Agreement due four months after program adoption. The 2019 Active Transportation Program was adopted in January 2019, therefore the Baseline Agreement is due by May 2019.
Los Angeles		Orange Avenue Backbone Bikeway and Complete Streets Improvements	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by November 2020.
Los Angeles		Doran Street Grade Separation Active Transportation Access Project	Baseline Agreement due six months after environmental completion. Environmental was completed in March 2019.
Los Angeles		Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by May 2021.
Placer	49	Highway 49 Sidewalk Gap Closure	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by August 2019.
Santa Barbara		San Jose Multi-Purpose Path	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by April 2020.

Local Partnership Program - Competitive			
County	Route	Project Title	Status
Alameda		Purchase Hybrid Buses	The Baseline Agreement is pending due to a proposed scope change that will increase the project benefits. The implementing agency, in coordination with Caltrans, will prepare a project amendment for approval at a future CTC meeting. The project is currently in the planning phase, and environmental is scheduled to be completed in December 2019.
Monterey		Marina - Salinas Multimodal Corridor: Imjin Parkway	The environmental review was completed in March 2019. The Baseline Agreement was submitted to Caltrans on April 4, 2019 and is pending review and approval.
Los Angeles		Metro Orange Line Bus Rapid Transit Improvements	The environmental review was completed on September 27, 2018; however, the Baseline Agreement is pending while further analysis of the environmental outcomes is conducted. The implementing agency is working with Caltrans and CTC staff to determine what actions are required in order to proceed with project delivery.

Solutions for Congested Corridors			
County	Route	Project Title	Status
Orange		Orange County Central Corridor Improvement Project	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by August 2019.

Trade Corridor Enhancement Program			
County	Route	Project Title	Status
San Diego		National City Marine Terminal Rail Track Extension	Baseline Agreement due six months after environmental completion. Environmental scheduled to be completed by November 2019.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.19, Action

Prepared By: Christine Gordon
Assistant Deputy Director

Published Date: May 3, 2019

Subject: Amendment to the 2019 Local Partnership Formulaic Program, Resolution #G-19-11, Amending Resolution #G-19-02

Issue:

Should the California Transportation Commission (Commission) amend the 2019 Local Partnership Formulaic Program to program four new projects, totaling \$1,023,000 in Fiscal Year 2019-20?

Recommendation:

Commission staff recommends that the Commission approve the amendment to the 2019 Local Partnership Formulaic Program to program four new projects, totaling \$1,023,000 in Fiscal Year 2019-20.

Background:

Senate Bill 1 (Chapter 5, Statutes of 2017) created the Local Partnership Program, Assembly Bill 115 (Chapter 20, Statutes of 2017) clarified Senate Bill 1 language regarding local and regional transportation agency eligibility and expanded the types of projects eligible for the program. Senate Bill 1 authorizes \$200 million annually to fund the Local Partnership Program.

The Local Partnership Formulaic Program rewards counties, cities, districts, and regional transportation agencies with voter approved fees or taxes solely dedicated to transportation improvements.

Only agencies with Commission-adopted shares and committed local matching funds are eligible to receive the Local Partnership Formulaic Program funding.

On June 27, 2018, the Commission adopted the 2019 Local Partnership Formulaic Program Funding Distribution for Fiscal Year 2019-20, which included 40 agencies.

On January 30, 2019, the Commission adopted the amended 2019 Local Partnership Formulaic Program, with 24 agencies receiving programmed funds for 38 projects, totaling \$77.2 million.

The following projects nominated by the Imperial County Local Transportation Authority for funding in the 2019 Local Partnership Formulaic Program are consistent with the Local Partnership Program Guidelines:

- *2020 Overlay Improvements* - \$154,000
- *Scaroni Road Improvements* - \$305,000
- *Date Street Sidewalk Improvement* - \$41,000
- *Picacho Road Rehabilitation* - \$523,000

Approval of this amendment to the current program of projects would result in a new total of 24 agencies receiving programmed funds for 38 projects, totaling \$74.7 million. The remaining \$45.3 million is available for programming through June 30, 2021.

Attachments:

- Attachment A: Resolution G-19-11, Amending Resolution G-19-02
- Attachment B: Changes to Adopted 2019 Local Partnership Formulaic Program
- Attachment C: Amended 2019 Local Partnership Formulaic Program

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of Amendment to the 2019 Local Partnership Formulaic Program
May 15-16, 2019

RESOLUTION G-19-11
Amending Resolution G-19-02

- 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**, on June 27, 2017, Governor Brown 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**, the California Transportation Commission (Commission) adopted the amended 2019 Local Partnership Program Guidelines on June 27, 2018; and
 - 1.4 **WHEREAS**, the Commission adopted the 2019 Local Partnership Formulaic Program funding share distribution on June 27, 2018; and
 - 1.5 **WHEREAS**, the Commission adopted the 2019 Local Partnership Formulaic Program on October 17, 2018; and
 - 1.6 **WHEREAS**, the Commission adopted the amended 2019 Local Partnership Formulaic Program on January 30, 2019; and
 - 1.7 **WHEREAS**, the program of projects included \$77.2 million, for Fiscal Year 2019-20. The remaining \$27.8 million can be programmed through June 30, 2021; and
 - 1.8 **WHEREAS**, agencies with unprogrammed shares must submit eligible project proposals to the Commission to receive their distribution share of funding; and
 - 1.9 **WHEREAS**, if subsequent project funding requests are made in accordance with the Local Partnership Program Guidelines, the Commission will adopt an agency's programming through an amendment to the initial program of projects; and
 - 1.10 **WHEREAS**, the Imperial County Local Transportation Authority requests that four projects: *2020 Overlay Improvements, Scaroni Road Improvements, Date Street Sidewalk Improvement, and Picacho Road Rehabilitation*, be amended into the 2019 Local Partnership Formulaic Program for programming their available formulaic shares of \$1,023,000 in Fiscal Year 2019-20; and
 - 1.11 **WHEREAS**, the Imperial County Local Transportation Authority request is consistent with the Local Partnership Program Guidelines; and
 - 1.12 **WHEREAS**, the aforementioned nominated projects have been determined to be eligible for Local Partnership Formulaic Program funding.
-
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission approves the amendment to the 2019 Local Partnership Formulaic Program, as reflected in the Attachment; and

Page 2

- 2.2 **BE IT FURTHER RESOLVED**, that, with this amendment, the 2019 Local Partnership Formulaic Program includes 24 agencies receiving programmed funds for 38 projects, totaling \$74.7 million. The remaining \$45.3 million is available for programming through June 30, 2021; and
- 2.3 **BE IT FURTHER RESOLVED** that the Commission staff is authorized to make minor technical changes as needed to the program of projects; and
- 2.4 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the amended 2019 Local Partnership Formulaic Program of Projects on the Commission's website.

**Resolution G-19-02, Amending Resolution G-19-02
Changes to the Adopted 2019 Local Partnership Formulaic Program
(\$1,000s)**

Attachment B

County	Applicant Agency	Project Title	Implementing Agency	Total Project Cost	2019 Program Funding *	2018 Program Funding
Various	Bay Area Toll Authority	Richmond San Rafael Structural Steel Paint - lower deck and towers	Caltrans	\$85,000	\$9,649	\$10,236
Contra Costa	Contra Costa Transportation Authority	Innovate 680: I-680 Northbound HOT/HOV	CCTA	\$478,600	\$2,286	\$0
Contra Costa	Contra Costa Transportation Authority	Central Avenue and Carlson Boulevard Pavement Rehabilitation	El Cerrito	\$909	\$100	\$0
Contra Costa	Contra Costa Transportation Authority	Arnold Drive Sidewalk Gap Closure	Martinez	\$200	\$100	\$0
Contra Costa	Orinda	2019 Annual Pavement Rehabilitation	Orinda	\$700	\$100	\$0
Fresno	Fresno County Transportation Authority	Veterans Boulevard Interchange and Extension Phase 4a	Fresno	\$6,737	\$2,173	\$0
Madera	Madera County Transportation Authority	Avenue 7 Road Rehabilitation	Madera Co.	\$750	\$341	\$0
Marin	Transportation Authority of Marin County	Downtown SMART Station Phase 2	SMART/Novato	\$5,214	\$483	\$0
Mendocino	Fort Bragg	2020 Maple Street Storm Drain and Street Rehabilitation	Fort Bragg	\$650	\$100	\$0
Mendocino	Point Arena	Windy Hollow Road & Riverside Drive Repaving and Drainage Improvements	Point Arena	\$256	\$100	\$0
Mendocino	Willits	2019 Asphalt Maintenance	Willits	\$202	\$100	\$0
Monterey	Transportation Agency for Monterey County	Regional Wayfinding Program	TAMC	\$1,931	\$724	\$0
Monterey	Monterey-Salinas Transit District	Bus Replacements	MST	\$1,500	\$241	\$0
Nevada	Truckee	2019 Slurry Seal	Truckee	\$1,058	\$100	\$0
Sacramento	Sacramento Transportation Authority	Circulator Bus Service Expansion	RT	\$1,982	\$991	\$0
Sacramento	Sacramento Transportation Authority	ADA Accessibility and Drainage Improvements	Citrus Heights	\$641	\$123	\$0
Sacramento	Sacramento Transportation Authority	2020 Pavement Resurfacing	Elk Grove	\$3,754	\$254	\$0
Sacramento	Sacramento Transportation Authority	East Bidwell Street Widening and Sidewalk	Folsom	\$548	\$123	\$0
Sacramento	Sacramento Transportation Authority	Sunrise Boulevard Roadway Rehabilitation	Rancho Cordova	\$4,368	\$118	\$0
Sacramento	Sacramento Transportation Authority	Folsom Boulevard Roadway Rehabilitation	Sacramento	\$2,222	\$722	\$0
Sacramento	Sacramento Transportation Authority	Complete Streets Rehabilitation	Sacramento Co.	\$2,500	\$973	\$0
San Francisco	San Francisco Transportation Authority	Sunset and Parkside Streets Pavement Renovation	SFPW	\$4,972	\$2,007	\$333
Santa Clara	Santa Clara Valley Transportation Authority	Montague Expressway Pedestrian Overcrossing (Milpitas BART Station)	SCVTA	\$19,231	\$4,497	\$0
San Joaquin	San Joaquin County Transportation Authority	Turner Road Interchange Operational Improvements	Caltrans	\$4,171	\$1,629	\$0
Sonoma	Sonoma County Transportation Authority	2019 Pedestrian and Surfacing Improvements	Sonoma Co.	\$1,352	\$551	\$0
Sonoma/Marin	Sonoma-Marin Area Rail Transit District	SMART Rail Maintenance Equipment Expansion Phase 2	SMART	\$1,486	\$743	\$0
Yuba	Yuba County	Erle Road Rehabilitation	Yuba County	\$678	\$100	\$200
Imperial	Imperial County Local Transportation Authority	2020 Overlay Improvements	Imperial	\$481	\$0	\$154
Imperial	Imperial County Local Transportation Authority	Scaroni Road Improvements	Calexico	\$855	\$0	\$305
Imperial	Imperial County Local Transportation Authority	Date Street Sidewalk Improvements	Calipatria	\$82	\$0	\$41
Imperial	Imperial County Local Transportation Authority	Picacho Road Rehabilitation	Imperial Co.	\$1,046	\$0	\$523
Los Angeles	Los Angeles County Metropolitan Transportation Authority	West Santa Ana Branch Transit Corridor (WSAB)	LACMTA	\$1,250,200	\$5,441	\$0
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Transit Access Pass (TAP) Bus Farebox Upgrade - Municipal Transit Operators	LACMTA	\$10,000	\$5,000	\$0
Los Angeles	Los Angeles County Metropolitan Transportation Authority	Green Line Extension (Redondo Beach-Torrance)	LACMTA	\$1,167,273	\$17,059	\$2,686
Orange	Orange County Transportation Authority	I-5 Improvement, Alicia Parkway - El Toro Road (Segment 3)	Caltrans	\$154,052	\$9,388	\$0
Riverside	Riverside County Transportation Commission	I-215/Placentia Avenue Interchange	RCTC	\$76,975	\$7,042	\$48
Santa Barbara	Santa Barbara County Local Transportation Authority	Cabrillo Boulevard Pedestrian Improvements	Santa Barbara	\$4,220	\$0	\$0
Santa Barbara	Santa Barbara County Local Transportation Authority	Santa Claus Lane Streetscape, Coastal Access Parking and Railroad Crossing	Santa Barbara Co.	\$8,040	\$1,322	\$0
* Includes incentive funding		Total Recommended for 2019 Formulaic Program		\$3,304,836	\$74,680	\$14,526

Resolution G-19-02, Amending Resolution G-19-02
Changes to the Adopted 2019 Local Partnership Formulaic Program
(\$1,000s)

Attachment B

Applicant Agency	Unprogrammed Funding		
	2018 Program Funding	2019 Program Funding*	Funding Available
Alameda-Contra Costa Transit District	\$0	\$480	\$480
Alameda County Transportation Commission	\$0	\$3,802	\$3,802
Bay Area Rapid Transit District	\$0	\$845	\$845
City/County Association of Governments of San Mateo County	\$0	\$122	\$122
City of Clearlake	\$0	\$100	\$100
Council of San Benito County Governments	\$0	\$5,000	\$5,000
Imperial County Local Transportation Authority	\$53	\$556	\$609
Los Angeles County Metropolitan Transportation Authority	\$0	\$2,473	\$2,473
Merced County Transportation Authority	\$1,253	\$599	\$1,852
Napa Valley Transportation Authority	\$323	\$311	\$634
Nevada City	\$200	\$100	\$300
Stanislaus County Transportation Authority	\$0	\$1,196	\$1,196
San Mateo County Transportation Authority	\$0	\$840	\$840
San Mateo County Transit District	\$1,757	\$5,840	\$7,597
Santa Cruz County Regional Transportation Commission	\$0	\$302	\$302
Santa Cruz Metropolitan Transit District	\$0	\$302	\$302
San Bernardino County Transportation Authority	\$0	\$6,339	\$6,339
San Diego County Regional Transportation Commission	\$5,340	\$9,727	\$15,067
Transportation Authority of Marin County	\$0	\$5,000	\$5,000
Tulare County Transportation Authority	\$0	\$1,387	\$1,387
Total Unprogrammed Formulaic Funds	\$8,926	\$45,321	\$54,247

Funding Cycles - Detailed Breakdown		
2018 Program Funding	2019 Program Funding	
2017-18 and 2018-19	2019-20	Funding year(s)
68	38	Total projects
\$191,073	\$74,680	Programmed
\$8,927	\$45,320	Unprogrammed
June 30, 2020	June 30, 2021	Program End Date

Changes:					
Applicant Agency	Project Title	Implementing Agency	LPP Formulaic Funding		Change
Imperial County Local Transportation Authority	2020 Overlay Improvements	City of Imperial	\$154		Nominate new project
Imperial County Local Transportation Authority	Scaroni Road Improvements	City of Calexico	\$305		Nominate new project
Imperial County Local Transportation Authority	Date Street Sidewalk Improvement	City of Calipatria	\$41		Nominate new project
Imperial County Local Transportation Authority	Picacho Road Rehabilitation	Imperial County	\$523		Nominate new project

**Resolution G-19-02, Amending Resolution G-19-02
Amended 2019 Local Partnership Formulaic Program
(\$1,000s)**

Attachment C

County	Applicant Agency	Project Title	Implementing Agency	Total Project Cost	2019 Program Funding *	2018 Program Funding
Various	Bay Area Toll Authority	Richmond San Rafael Structural Steel Paint - lower deck and towers	Caltrans	\$85,000	\$9,649	\$10,236
Contra Costa	Contra Costa Transportation Authority	Innovate 680: I-680 Northbound HOT/HOV	CCTA	\$478,600	\$2,286	\$0
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**Resolution G-19-02, Amending Resolution G-19-02
Amended 2019 Local Partnership Formulaic Program
(\$1,000s)**

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June 30, 2020	June 30, 2021	Program End Date

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 4.10

Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: DENNIS T. AGAR, Chief
Division of Maintenance

Subject: **AMENDMENT TO THE MAJOR DAMAGE RESTORATION RESERVATION FISCAL YEAR
2018-19**
RESOLUTION G-19-09, AMENDING RESOLUTION G-19-03

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation (Department) request to amend Resolution G-19-03 to increase the adopted 2018 State Highway Operation and Protection Program (SHOPP) Major Damage Restoration Reservation by an additional \$100,000,000, from \$540,000,000 to \$640,000,000 for Fiscal Year 2018-19.

RECOMMENDATION:

The Department recommends that the Commission approve Resolution G-19-09 which will increase the SHOPP Major Damage Restoration Reservation by an additional \$100,000,000 from \$540,000,000 to \$640,000,000, to become effective immediately.

In 2018-19, the Commission adopted \$140,000,000 for the reservation funds in the 2018 SHOPP. In October 2018, under Resolution G-18-46, the Commission approved an increase of \$200,000,000. In January 2019, under Resolution G-19-03, an additional \$200,000,000 was requested and approved; increasing the reservation fund to \$540,000,000.

The Department has approved a total of \$523,219,405 for Major Damage Reservation emergency contracts as of April 9, 2019. Therefore, an additional funding capacity of \$100,000,000 is needed to meet the current level of emergency contracts being received. The Department will continue to monitor the reservation fund to determine if any additional funding is necessary for the remainder of Fiscal Year 2018-19.

The work done under emergency contracts does not necessarily restore facilities to pre-disaster conditions; the emergency work is focused on getting the facilities reopened as safely and quickly as possible. When a follow-up permanent restoration project is needed, reservation funds from the SHOPP Major Damage (Permanent Restoration) program are used. The Department will not be able to determine the scope, schedule and cost of permanent restoration

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

projects until proper site evaluations and project development activities can be conducted. These activities will take place in future years.

BACKGROUND:

On August 17, 2016, the Commission approved Resolution G-11-16, which amended Resolution G-00-11, and requires the Department to request an amendment to the adopted SHOPP if the annual Major Damage Restoration Reservation is not sufficient to fund emergency projects. As part of the conditions set forth in G-11-16, the Department must request additional funding at the next regularly scheduled Commission meeting following the need for an increase to the Major Damage Restoration Reservation. Federally funded emergencies are not included in SHOPP programming capacity because the specific need for the funds cannot be predicted. Therefore, a reservation amount is set-aside each year to respond to emergencies as they occur and the Department seeks reimbursement for projects included in federally approved emergency declarations. Such projects may be granted additional federal obligation authority.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.17, Action

Prepared By: Jon Pray
Assistant Deputy Director

Published Date: May 3, 2019

Subject: **Approval of SHOPP Project Baseline Agreements**
Resolution SHOPP-P-1819-12B

Issue:

Should the California Transportation Commission (Commission) approve six State Highway Operation and Protection Program (SHOPP) Project Baseline Agreements submitted in accordance with the Commission's Senate Bill (SB) 1 Accountability and Transparency Guidelines and establish these baseline agreements as the basis for project delivery and monitoring?

Recommendation:

Commission staff recommends that the Commission approve the following six SHOPP Baseline Agreements and establish these agreements as the basis for project delivery and monitoring:

District	EA	County	Route	Project Description (with embedded link to agreement)
03	1H190	Sacramento	80	SAC-80 R&R RHMA – Pavement Rehab
04	0J530	Alameda	880	Patterson Slough Creek Bridge Deck Replacement
04	3J700	Alameda	80	ALA-80 Median Barrier & Lighting
06	0U470	Kern	5	Lost Hills Rehabilitation
07	32550	Los Angeles	605	Slab Replacement and Shoulder Resurfacing
07	33860	Los Angeles	91	Upgrade Transportation Management System Elements

Background:

The Commission adopted the SB 1 Accountability and Transparency Guidelines at its March 21, 2018 meeting and directed agencies to provide executed Baseline Agreements that set forth the agreed upon expected benefits, delivery schedule, project cost, and funding plan. The Baseline Agreement provides a benchmark for comparison to the current status of a project for subsequent reporting purposes. The Baseline Agreement must be signed by the District Director and Director of the California Department of Transportation, and the Commission's Executive Director.

Commission staff has reviewed these Baseline Agreements and determined the project's expected benefits, delivery schedule, project cost, and funding plan are consistent with the project the Commission approved at the time of programming and the requirements set forth in the Interim SHOPP Guidelines.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.1.a.(1)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: SHOPP AMENDMENT 18H-009

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to amend the 2018 State Highway Operation and Protection Program (SHOPP) under SHOPP Amendment 18H-009?

RECOMMENDATION:

The Department recommends that the Commission approve SHOPP Amendment 18H-009 that will amend the 2018 SHOPP, in accordance with Senate Bill 486 and the Road Maintenance and Rehabilitation Program component of Senate Bill 1, which require the Commission to approve changes to projects in the SHOPP or to adopt new projects being amended into the SHOPP.

The Department recommends 27 new capital projects be amended into the 2018 SHOPP, as detailed in Attachment 1. These amendments, summarized below, would be funded from the Major Damage Restoration, Collision Reduction and 2018 SHOPP programming capacity. These projects are consistent with the 2018 Transportation Asset Management Plan (TAMP).

2018 SHOPP Summary of New Projects by Category	No.	FY 2018-19 (\$1,000)	FY 2019-20 (\$1,000)	FY 2020-21 (\$1,000)	FY 2021-22 (\$1,000)
Major Damage Restoration	24	\$80,212	\$0	\$0	\$4,990
Collision Reduction	3	\$0	\$0	\$4,682	\$14,194
Total New Amendments	27	\$80,212	\$0	\$4,682	\$19,184

Also, the Department recommends to begin the development of two new Long Lead projects, as detailed in Attachment 2. Resolution G-00-13, established in June 2000, provides the Department with authority to develop Long Lead SHOPP projects which require

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

periods longer than the standard four-year SHOPP cycle. Long Lead projects must identify challenges that require additional time beyond the typical four years to complete.

The Department further recommends that the capital projects, detailed in Attachment 3 and Attachment 4, be amended in the 2018 SHOPP to update scope, schedule, cost and make other technical changes. The amended projects are consistent with the Commission-adopted 2018 TAMP.

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 proposes amendments to 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.

Senate Bill 486, approved by the Governor on September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration					
1 01-DN-Var Var 1134 0119000058 0J590	In Del Norte County, on various routes and various locations. Replace failed culverts.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$25 \$1,500 \$40 <u>\$3,250</u> \$4,815	201.130 Assembly: 2 Senate: 2 Congress: 2 3 Location(s)
2 01-Men-1 0.1 4725 0119000054 0J560	In Mendocino County, at Gualala River Bridge No. 10-0180; also at Navarro River Bridge No. 10-0130 (PM 40.2). Remove debris at bridge piers.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$10 \$150 \$15 <u>\$500</u> \$675	201.130 Assembly: 2 Senate: 2 Congress: 2 2 Location(s)
3 01-Men-1 10.1 8508 0119000056 0J580	Near Gualala, at 0.2 mile north of Iversen Road. Repair slipout.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$10 \$300 \$15 <u>\$750</u> \$1,075	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
4 01-Men-1 104.4 4727 0119000067 0J620	Near Legget, at 4.0 miles south of Route 1. Repair slide.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$10 \$500 \$10 <u>\$1,500</u> \$2,020	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
5 02-Teh-32 20.3 3747 0219000083 0J270	Near Butte Meadows, at 4.3 miles west of Route 36. Reconstruct sack wall.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$0 \$0 \$350 \$0 <u>\$1,300</u> \$1,650	201.130 Assembly: 3 Senate: 4 Congress: 1 1 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued						
6 02-Tri-36 R34.7 3748 0219000086 0J300	Near Wildwood, 6.0 miles east of Route 3. Repair slipout and repair culvert.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$300 \$5 \$695 \$1,000	18-19 18-19 18-19	201.130 Assembly: 2 Senate: 2 Congress: 2 1 Location(s)
7 03-But-99 R2.0/4.0 2298 0319000321 4H930	In and near Gridley, from Evans Reimer Road to Cherry Road. Install temporary traffic signals and traffic lane revisions.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$50 \$500 \$100 \$2,000 \$2,650	18-19 18-19 18-19 18-19	201.130 Assembly: 3 Senate: 4 Congress: 1 1 Location(s)
8 03-ED-49 20.3/20.6 3470 0319000124 4H960	Near Coloma, from Woodridge Road to Johnson Ranch Road. Repair culverts and repair ditches and embankments.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$100 \$10 \$500 \$610	18-19 18-19 18-19	201.130 Assembly: 5 Senate: 1 Congress: 4 3 Location(s)
9 03-Yol-505 13.6/13.9 8669 0319000130 4H990	Near Madison, from to 0.3 mile north of County Road 19; also on Route 16 at 0.4 mile east of Road 42B (PM 8.9), and 0.1 mile east of Road 81. Construct soldier pile wall.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$5 \$200 \$10 \$1,500 \$1,715	18-19 18-19 18-19 18-19	201.130 Assembly: 4 Senate: 3 Congress: 3 4 Location(s)
10 04-Mrn-37 11.3/13.7 2030A 0419000281 3Q910	Near Novato, from Route 101 to Atherton Avenue. Remove flood debris, repair drainage systems, and restore roadway.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$900 \$0 \$3,000 \$3,900	18-19 18-19	201.130 Assembly: 10 Senate: 3 Congress: 5 1 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
11 04-SM-35 1.9 2029N 0419000265 3Q810	Near Portola Valley, at 1.2 miles south of Page Mill Road. Construct soldier pile and sheet pile walls.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$300 \$150 \$900 \$150 \$3,000 \$4,500	201.130 Assembly: 24 Senate: 13 Congress: 14 1 Location(s)
12 05-Mon-1 8.5/9.5 2907 0518000222 1K560	Near Gorda, from 0.4 mile south to 0.6 mile north of Mud Creek. Repair embankment.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$495 \$5 \$2,500 \$10 \$18,000 \$21,010	201.130 Assembly: 30 Senate: 17 Congress: 20 1 Location(s)
13 05-Mon-1 45.4/45.6 2855 0518000118 1K080	Near Big Sur, at the Pfeiffer Canyon Bridge No. 44 -0060. Environmental mitigation (planting, erosion control, utility relocation) for project EA 1J130/PPNO 08-2713. PA&ED: 3/25/2019 R/W: 7/7/2021 RTL: 9/8/2021 BC: 3/23/2022 (Concurrent COS allocation under Resolution FP-18-64.)	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$530 \$600 \$510 \$2,800 \$550 \$4,990	201.131 Assembly: 29,30 Senate: 12,17 Congress: 20 1 Location(s)
14 05-Mon-1 69.6 2909 0518000224 1K580	Near Carmel Highlands, at Fern Canyon Road. Replace failed culverts.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$20 \$35 \$20 \$125 \$50 \$750 \$1,000	201.130 Assembly: 29 Senate: 17 Congress: 20 1 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued					
15 05-SB-101 R5.5/10.5 2911 0518000225 1K590	Near Summerland, from Santa Claus Lane to Olive Mill Road. Clear debris from inlet and channels.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$150 \$0 \$350 \$0 \$1,300 \$1,800	201.130 Assembly: 37 Senate: 19 Congress: 24 5 Location(s)
16 05-SB-154 13.0/22.5 2908 0519000223 1K570	Near Santa Ynez, from 2.9 miles east of Armour Ranch Road to 0.9 mile east of Paradise Road. Remove debris, clean drainage systems, and repair embankment.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$175 \$50 \$675 \$50 \$2,250 \$3,200	201.130 Assembly: 37 Senate: 19 Congress: 24 6 Location(s)
17 07-LA-27 1.0/4.0 5481 0719000166 1XK80	Near Topenga, from 1.0 mile north of Route 1 to 0.2 mile south of Cuesta Cala Road. Remove rocks and slide debris, stabilize slope, and install drapery system.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$50 \$1,000 \$100 \$10,000 \$11,150	201.130 Assembly: 50 Senate: 26, 27 Congress: 33 5 Location(s)
18 07-LA-39 34.2 5549 0719000177 1XL10	Near Azusa, at 12.2 miles north of East Fork Road. Remove slide and slide material, repair damaged facilities.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$150 \$0 \$500 \$650	201.130 Assembly: 41 Senate: 25 Congress: 27 1 Location(s)
19 07-LA-60 0.2/0.4 5548 0719000176 1XL00	In the city of Los Angeles, from Route 10 to Route 5. Remove and replace drainage system, repair shoulder, and reconstruct slope.	18-19	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$0 \$0 \$0 \$400 \$0 \$1,000 \$1,400	201.130 Assembly: 53 Senate: 24 Congress: 34 2 Location(s)

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)			Program Code Leg./Congress. Dists. Perf. Meas.
Major Damage Restoration, continued						
20 07-LA-Var Var 5480 0719000159 1XK70	In Los Angeles and Ventura Counties, on various routes and at various locations. Remove mud and debris from roadway and drainage system. Repair embankments.	18-19	PA&ED	\$0		201.130
			PS&E	\$0		Assembly: 44, 50
			R/W Sup	\$50	18-19	Senate: 27
			Con Sup	\$1,200	18-19	Congress: 26, 33
			R/W Cap	\$100	18-19	
			Const Cap	\$3,000	18-19	5 Location(s)
			Total	\$4,350		
21 07-Ven-33 14.0/19.0 5482 0719000167 1XK90	Near Ojai, from 1.2 miles north of Fairview Road to 6.8 miles south of Sespe River Road. Remove debris, repair eroded slopes, drainage systems, and signs.	18-19	PA&ED	\$0		201.130
			PS&E	\$0		Assembly: 37
			R/W Sup	\$100	18-19	Senate: 19
			Con Sup	\$1,200	18-19	Congress: 26
			R/W Cap	\$100	18-19	
			Const Cap	\$4,000	18-19	1 Location(s)
			Total	\$5,400		
22 10-Cal-26 28.5/31.0 3449 1019000097 1K750	Near Mokelumne Hill, from 0.1 mile west of Deardorff Road to 0.1 mile west of Woodhouse Mine Road. Repair slide and slipout.	18-19	PA&ED	\$25	18-19	201.130
			PS&E	\$200	18-19	Assembly: 5
			R/W Sup	\$25	18-19	Senate: 8
			Con Sup	\$650	18-19	Congress: 4
			R/W Cap	\$100	18-19	
			Const Cap	\$2,400	18-19	1 Location(s)
			Total	\$3,400		
23 11-SD-805 20.1 1356 1119000103 43068	In the city of San Diego, at Mesa College Road. Remove and replace failed culvert, backfill sinkhole, and repair roadway sinkhole.	18-19	PA&ED	\$0		201.130
			PS&E	\$0		Assembly: 79
			R/W Sup	\$55	18-19	Senate: 39
			Con Sup	\$495	18-19	Congress: 53
			R/W Cap	\$50	18-19	
			Const Cap	\$1,100	18-19	1 Location(s)
			Total	\$1,700		
24 12-Ora-5 30.8 2839 1219000043 0R810	In Santa Ana, at Main Street. Repair precast wall panels.	18-19	PA&ED	\$3	18-19	201.130
			PS&E	\$9	18-19	Assembly: 69
			R/W Sup	\$0		Senate: 34
			Con Sup	\$48	18-19	Congress: 46
			R/W Cap	\$0		
			Const Cap	\$482	18-19	1 Location(s)
			Total	\$542		

List of New 2018 SHOPP Capital Project Amendments

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work	FY	Project Costs (\$1,000)		Program Code Leg./Congress. Dists. Perf. Meas.	
Collision Reduction						
25 01-Men-20 20.0/20.3 4717 0118000171 0J120	Near Willits, from James Creek Bridge to 0.3 mile east of James Creek Bridge. Improve curve and roadway cross slope, widen shoulders, and install rumble strips. PA&ED: 7/13/2020 R/W: 11/1/2021 RTL: 11/15/2021 BC: 3/4/2022 (Concurrent COS allocation under Resolution FP-18-64.)	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$944 \$798 \$142 \$1,080 \$30 \$1,100 \$4,094	18-19 20-21 20-21 21-22 21-22 21-22	201.010 Assembly: 1 Senate: 2 Congress: 1 30 Collision(s) reduced
26 06-Ker-43 25.2/25.4 6982 0618000131 0X770	In Wasco, from Route 46 to south of Gromer Avenue. Improve safety by constructing a roundabout. PA&ED: 12/1/2020 R/W: 4/1/2022 RTL: 4/15/2022 BC: 9/20/2022 (Concurrent COS allocation under Resolution FP-18-64.)	21-22	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,400 \$1,400 \$1,000 \$1,300 \$1,100 \$3,900 \$10,100	18-19 20-21 20-21 21-22 21-22 21-22	201.010 Assembly: 32 Senate: 14 Congress: 21 26 Collision(s) reduced
27 06-Tul-Var Var 6986 0618000228 0Y490	In various counties, on various routes, at various locations. Replace or install new curve warning signs on highways, onramps, and offramp locations. PA&ED: 7/1/2020 R/W: 4/1/2021 RTL: 4/15/2021 BC: 8/10/2021 (Concurrent COS allocation under Resolution FP-18-64.)	20-21	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$980 \$720 \$20 \$940 \$22 \$2,000 \$4,682	18-19 20-21 20-21 20-21 20-21 20-21	201.015 Assembly: 5, 23, 26, 31, 32, 34 Senate: 8, 12, 14, 16 Congress: 4, 16, 21, 22, 23 13 Collision(s) reduced

List of 2018 SHOPP Long Lead Project Amendments

Resolution G-00-13, established in June 2000, provides the Department with the 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.

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)
1 01-Hum-101 79.5/80.2 2417 0115000088 0F200	In Eureka, at the Eureka Slough Bridge No. 04 -0022L. Seismic retrofit. (Long Lead Project) <u>Performance Measure</u> 1 Bridge(s)	19-20 26-27 201.113	PA&ED \$709 Prior * PS&E \$1,574 19-20 \$1,574 24-25 * R/W Sup \$75 19-20 \$75 24-25 * Con Sup \$1,206 19-20 \$1,206 26-27 * R/W Cap \$3,837 19-20 \$3,837 26-27 <u>* Const Cap</u> <u>\$3,695</u> 19-20 <u>\$3,695</u> 26-27 Total \$11,096 \$11,096

* Phase NOT Programmed.

Note: An update to the project schedule will allow for the study of both seismic retrofit as well as bridge replacement alternatives, making it a Long Lead project.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	31,893.0	31,893.0
Post Condition	Square feet	31,893.0	0.0	0.0	31,893.0

2 09-Mno-395 69.9/71.9 2639 0917000014 36940	Near Bridgeport, from north of Route 270 Junction to Green Creek Road. Widen shoulders to eight feet, install rumble strips, improve sight distance, and upgrade signing and striping to current standards. (Long Lead Project) <u>Performance Measure</u> 54 Collision(s) reduced	23-24 201.015	PA&ED \$1,300 Prior PS&E \$0 R/W Sup \$0 Con Sup \$0 R/W Cap \$0 <u>Const Cap</u> <u>\$0</u> Total \$1,300
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Note: Remove project from the Long Lead list and develop a Minor project to install rumble strips.

3 10-Mer-152 Var 3122 1012000316 0G830	In Merced County, on Routes 152, 140, and 59 at various locations. Seismic retrofit and bridge rail upgrade of seven bridges. (Long Lead Project) <u>Performance Measure</u> 7 Bridge(s)	19-20 22-23 201.113	PA&ED \$982 Prior * PS&E \$649 19-20 \$3,000 20-21 * R/W Sup \$19 19-20 \$400 20-21 * Con Sup \$1,984 19-20 \$3,000 22-23 * R/W Cap \$416 19-20 \$1,700 22-23 <u>* Const Cap</u> <u>\$6,530</u> 19-20 <u>\$13,500</u> 22-23 Total \$10,580 \$22,582
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* Phase NOT Programmed.

Note: Delay in schedule is due to longer time to obtain Temporary Construction Easements (TCEs) and to obtain concurrence from regulatory agencies. Additional PS&E support is due to change in design strategy related to liquefaction. Additional construction costs are related to creek diversion, structures widening, new design strategy, and environmental mitigation. Additional R/W capital is due to increase in acquisition, utility and mitigation costs.

Performance Measure: Bridges (7 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	92,925.0	92,925.0
Post Condition	Square feet	95,291.0	0.0	0.0	95,291.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
1 01-DN-101 25.6/27.3 1095 0113000023 0C660	In and near Crescent City, from south of Elk Valley Road to north of Wilson Avenue/Burtschell Street. Upgrade Americans with Disabilities Act (ADA) facilities and construct traffic calming measures to improve operations and safety for non-motorized users.	19-20 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$669 \$595 \$1,862 \$530 \$621 \$4,340 \$8,617	Prior Prior Prior 19-20 19-20 19-20 19-20	\$669 \$595 \$1,862 \$810 \$621 \$5,600 \$10,157	Prior Prior Prior 19-20 19-20 19-20 19-20

Performance Measure

~~87 Curb ramp(s)~~

92 Curb ramp(s)

Note: Increase in construction capital is due to addition of five curb ramps, increase in quantities, addition of pedestrian bridge and utility relocations, and updated traffic control estimate. The construction support has increased based on past experience with similar projects requiring higher than typical resources.

2 01-Hum-101 27.7 2301 0112000211 0A110	Near Myers Flat, at South Fork Eel River Bridge No. 04-0123. Seismic retrofit.	20-21 201.113	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$4,641 \$2,072 \$218 \$2,267 \$80 \$9,723 \$19,001	Prior 18-19 18-19 20-21 20-21 20-21 20-21	\$4,641 \$2,072 \$218 \$2,267 \$85 \$13,762 \$23,045	Prior 18-19 18-19 20-21 20-21 20-21 20-21
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Note: R/W capital increase is due to increased permit and escrow fees. Increase in construction capital is due to new scour work and rock slope protection at an existing culvert near Abutment 1, at Pier 3, and from Pier 4 to Abutment 5.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	51,785.0	51,785.0
Post Condition	Square feet	51,785.0	0.0	0.0	51,785.0

3 01-Hum-101 80.8/87.8 2375M 0119000071 0C971	In and near Eureka and Arcata, from Airport Road to Arcata Overhead. Environmental mitigation for EA 0C970.	19-20 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$154 \$41 \$268 \$757 \$1,389 \$2,609	19-20 19-20 19-20 19-20 19-20 19-20 19-20
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Note: Environmental mitigation work split from EA 0C970/PPNO 01-2375 due to wetland impacts as a result of parent project construction. This mitigation project will fund the remaining design, construction, long term monitoring, maintenance, and endowment for the required wetland mitigation.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)			
4 01-Hum-101 84.4/84.8 2376M 0119000070 0E001	Near Eureka, at various locations from 0.1 mile south of Jacoby Creek Bridge to 0.1 mile north of Gannon Slough Bridge. Environmental mitigation for EA 0E000.	19-20 201.112	PA&ED	\$0		
			PS&E	\$106	19-20	
			R/W Sup	\$41	19-20	
			Con Sup	\$314	19-20	
			R/W Cap	\$244	19-20	
			Const Cap	\$413	19-20	
	<u>Performance Measure</u>					
	0.0 Linear feet		Total	\$1,118		

Note: Environmental mitigation work split from EA 0E000/PPNO 01-2376 due to wetland impacts as a result of parent project construction. This mitigation project will fund the remaining design, construction, long term monitoring, maintenance, and endowment for the required wetland mitigation.

Performance Measure: Bridges (0 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet rail	0.0	0.0	0.0	0.0
Post Condition	Linear feet rail	0.0	0.0	0.0	0.0

5 01-Hum-299 R14.7/R15.7 2435 0116000045 0F690	Near Blue Lake, from 2.2 miles east of Simpson Road to 3.2 miles east of Simpson Road. Widen shoulders, and install rumble strips and guardrail.	19-20 201.010	PA&ED	\$498	Prior	\$498	Prior
			PS&E	\$697	Prior	\$697	Prior
			R/W Sup	\$9	Prior	\$9	Prior
			Con Sup	\$642	19-20	\$642	19-20
			R/W Cap	\$0	19-20	\$0	19-20
	<u>Performance Measure</u>		Const Cap	\$1,386	19-20	\$1,584	19-20
	13 Collision(s) reduced		Total	\$3,232		\$3,430	

Note: Increase in construction capital is due to the addition of a maintenance vehicle pullout area to improve worker safety.

6 01-Lak-20 5.4/5.7 5.1/5.8 4647 0116000170 0G330	Near Upper Lake, from 0.4 mile west to 0.2 0.3 mile east of Witter Springs Road. Curve improvement, shoulder widening, and add left-turn pocket and rumble strips.	19-20 201.010	PA&ED	\$1,463	Prior	\$1,463	Prior
			PS&E	\$1,877	18-19	\$1,877	18-19
			R/W Sup	\$144	18-19	\$144	18-19
			Con Sup	\$1,870	19-20	\$1,870	19-20
			R/W Cap	\$234	19-20	\$832	19-20
	<u>Performance Measure</u>		Const Cap	\$7,441	19-20	\$8,318	19-20
	14 Collision(s) reduced		Total	\$13,029		\$14,504	

(Concurrent COS allocation under Resolution FP-18-64.)

Note: Change in project limits is to accommodate a standard curve radius and eliminate the need for retaining walls. Additional construction capital is needed due to increase in earthwork quantities and increase in unit prices for excavation. Additional R/W capital is needed due to encroachment into a wetland area requiring additional mitigation, permits, and temporary construction easements. Improved design also requires one additional parcel.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
7 01-Men-1 0.0/15.0 4626 0116000008 0F440	In and near Point Arena, from Sonoma County line to 0.1 mile south of Mill Street. Pavement rehabilitation.	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$623 \$704 \$85 \$2,590 \$15 <u>\$12,585</u> \$16,602	Prior Prior Prior 19-20 19-20 19-20 19-20	\$623 \$704 \$85 \$2,590 \$15 <u>\$12,585</u> \$16,602	Prior Prior Prior 19-20 19-20 19-20 19-20
	<u>Performance Measure</u> 31.4 Lane mile(s) 29.5 Lane mile(s)						

Note: Performance measure update to align with the most recent pavement survey data.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	29.5	0.0	29.5
Post Condition	Lane mile(s)	29.5	0.0	0.0	29.5

8 01-Men-1 Var 4507 0100000672 43480	In and near Fort Bragg, at Little River Bridge No. 10 0178 Near the Mendocino community , at Jack Peters Creek Bridge No. 10-0150 (PM 51.87); and at also in Fort Bragg at Pudding Creek Bridge No. 10-0158 (PM 62.12). Upgrade and replace barrier rails and bridge replacement.	20-21 201.112	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$3,806 \$2,825 \$341 \$3,650 \$1,099 <u>\$15,650</u> \$27,371	Prior 20-21 20-21 20-21 20-21 20-21 20-21	\$3,806 \$2,825 \$335 \$4,750 \$450 <u>\$19,019</u> \$31,185	Prior 19-20 19-20 20-21 20-21 20-21 20-21
	<u>Performance Measure</u> 1,463.0 Linear feet 1,328.0 Linear feet						

Note: Due to large project cost increases, one bridge is being removed from the project to allow delivery of the remaining two. Additional construction support and capital is needed to construct required sidewalks and resulting retaining walls at Pudding Creek Bridge. Refined item estimates have contributed to increased construction cost. R/W capital is reduced due to reduction in off-site mitigation needs. A revised resource estimate has reduced R/W Sup.

Performance Measure: Bridges (2 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet rail	0.0	0.0	887.0	887.0
Post Condition	Linear feet rail	1,328.0	0.0	0.0	1,328.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
9 01-Men-20 24.7/24.9 4650 0116000188 OG430	Near Willits, from 1.0 mile to 0.8 mile west of Three Chop Road. Realign curves Widen eastbound shoulders , construct guard railing, place Open Graded Friction Course (OGFC) pavement High Friction Surface Treatment (HFST) , and extend an existing culvert.	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$603 \$843 \$175 \$718 \$17 \$1,303 \$3,659	Prior Prior Prior 19-20 19-20 19-20 19-20	\$603 \$843 \$175 \$718 \$9 \$2,054 \$4,402	Prior Prior Prior 19-20 19-20 19-20 19-20

Performance Measure

8 Collision(s) reduced

Note: Design strategy has changed from shoulder widening to curve correction resulting in increased construction capital. R/W capital has decreased due to lower than anticipated permit fees.

10 02-But-70 22.0/48.0 3588 0215000051 OH560	Near Pulga, from 3.0 miles west of Coal Canyon Road to Plumas County line at various locations. Drainage system restoration.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$780 \$760 \$1,060 \$850 \$290 \$2,525 \$6,265	Prior Prior Prior 19-20 19-20 19-20 19-20	\$780 \$760 \$1,060 \$850 \$114 \$2,525 \$6,089	Prior Prior Prior 19-20 19-20 19-20 19-20
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Note: With further field reviews, design study, and cost evaluations, the number of culverts is being reduced to stay within programmed costs. As a result, performance measures are being updated to prioritize those most in need of repair. Reduce R/W capital as a result of more accurate information regarding culvert locations.

Performance Measure: Culverts (23 each)

	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	12.0	0.0	2,592.0	2,604.0
Post Condition	Linear feet	2,604.0	0.0	0.0	2,604.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
11 02-Plu-70 0-0/70-0 0.4/29.7 3587 0215000050 0H550	In Plumas County, from 0.4 mile east of Butte County line to east of Moach Road 3.3 miles west of Route 89 at various locations. Drainage rehabilitation.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,060 \$710 \$1,090 \$920 \$290 <u>\$2,525</u> <u>\$6,595</u>	Prior Prior Prior 19-20 19-20 19-20 19-20	\$1,060 \$710 \$1,090 \$920 \$89 <u>\$2,525</u> \$6,394	Prior Prior Prior 19-20 19-20 19-20 19-20	
	<u>Performance Measure</u> 50 Culvert(s) 36 Culvert(s)							

Note: With further field reviews, design study, and cost evaluations, the number of culverts is being reduced to stay within programmed costs. As a result, project limits and performance measures are being updated to prioritize those most in need of repair. Reduce R/W capital as a result of more accurate information regarding culvert locations.

Performance Measure: Culverts (36 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	75.0	75.0	1,859.0	2,009.0
Post Condition	Linear feet	2,009.0	0.0	0.0	2,009.0

12 02-Sis-96 23-0/103-4 32.1/82.8 3601 0215000105 1H090	Near Happy Camp, from 0.3 miles west of Swillup Creek Bridge to Route 263 0.5 mile west of Clear Creek Bridge to 0.1 mile east of Doggett Creek Bridge . Drainage system restoration.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,040 \$730 \$530 \$1,060 \$200 <u>\$2,070</u> <u>\$5,630</u>	Prior Prior Prior 19-20 19-20 19-20 19-20	\$1,040 \$730 \$530 \$1,060 \$127 <u>\$2,070</u> \$5,557	Prior Prior Prior 19-20 19-20 19-20 19-20
	<u>Performance Measure</u> 20 Culvert(s)						

Note: Update project limits and reduce R/W capital as a result of more accurate information regarding culvert locations.

Performance Measure: Culverts (20 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	0.0	1,466.0	1,466.0
Post Condition	Linear feet	1,466.0	0.0	0.0	1,466.0

13 02-Teh-32 20-2/20-3 3726 0218000162 4H460	Near Forest Ranch, west of Slate Creek Bridge: Replace damaged concrete sack retaining wall with Cased Secant Piling (CSP) retaining wall:	19-20 201.131	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$230 \$330 \$50 \$280 \$1 <u>\$600</u> <u>\$1,491</u>	Prior 19-20 Prior 19-20 19-20 19-20 19-20		
	<u>Performance Measure</u> 1 Location(s)						

Note: Delete project. Scope of work will be completed under emergency project EA 0J270/PPNO 02-3747.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code				Project Costs (\$1,000)		
14 02-Teh-36 0-0/100-0 2.6/37.1 3550 0214000025 4G560	Near Red Bluff, from 0.6 mile east of Teadoc Road to 1.3 miles west of Kinney Avenue Shasta County line to Route 32 at various locations. Drainage system restoration.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$760 \$660 \$620 \$1,310 \$354 <u>\$2,525</u> \$6,226	Prior Prior Prior 19-20 19-20 19-20 19-20	\$760 \$660 \$620 \$1,310 \$79 <u>\$2,525</u> \$5,954	Prior Prior Prior 19-20 19-20 19-20 19-20	
	<u>Performance Measure</u> 25 Culvert(s)							

Note: Update project limits and reduce R/W capital as a result of more accurate information regarding culvert locations.

Performance Measure: Culverts (25 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	77.0	578.0	876.0	1,531.0
Post Condition	Linear feet	1,531.0	0.0	0.0	1,531.0

15 02-Teh-Var Var 3549 0214000023 4G530	In Tehama County, on Routes 5, 32, and 36 at various locations; also in Shasta County on Routes 5 and 44; also in Lassen County on Route 299 at various locations. Bridge scour prevention at nine bridges.	19-20 201.119	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$780 \$720 \$50 \$600 \$147 <u>\$1,400</u> \$3,697	Prior Prior Prior 19-20 19-20 19-20 19-20	\$780 \$720 \$50 \$600 \$517 <u>\$2,400</u> \$5,067	Prior Prior Prior 19-20 19-20 19-20 19-20	
	<u>Performance Measure</u> 9 Bridge(s)							

Note: Additional construction capital is required to incorporate improvements to comply with Senate Bill 857 fish passage requirements. R/W capital has increased due to unanticipated environmental mitigation, parcel acquisitions, and increased permit fees.

Performance Measure: Bridges (9 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	92,484.0	1,453.0	93,937.0
Post Condition	Square feet	93,937.0	0.0	0.0	93,937.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
16 02-Tri-3 30.0/185.0 30.4/57.9 3586 0215000049 0H540	Near Trinity Center, from 0.9 miles south of Trinity River Bridge to Siskiyou County line 1.6 miles north of Bowerman Ridge Road at various locations. Drainage system restoration.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$1,390 \$850 \$1,450 \$1,580 \$365 \$3,443 \$9,078	Prior Prior Prior 19-20 19-20 19-20 19-20	\$1,390 \$850 \$1,450 \$1,580 \$79 <u>\$3,443</u> \$8,792	Prior Prior Prior 19-20 19-20 19-20 19-20	
<u>Performance Measure</u>								
35 Culvert(s)								
34 Culvert(s)								

Note: With further field reviews, design study, and cost evaluations, the number of culverts is being reduced to stay within programmed costs. As a result, project limits and performance measures are being updated to prioritize those most in need of repair. Reduce R/W capital as a result of more accurate information regarding culvert locations.

Performance Measure: Culverts (34 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	93.0	384.0	1,916.0	2,393.0
Post Condition	Linear feet	2,393.0	0.0	0.0	2,393.0

17	Near Trinity Center, from 1.3 miles south to 0.7	19-20	PA&ED	\$930	Prior	\$930	Prior
02-Tri-3	mile north of Swift Creek Bridge north of Preacher	201.110	PS&E	\$1,680	Prior	\$1,680	Prior
58.7/61.9	Meadows Road to north of El Dorado Way. Replace		R/W Sup	\$100	Prior	\$100	Prior
58.7/60.7	Swift Creek Bridge No. 05-0059.		Con Sup	\$2,090	19-20	\$2,090	19-20
3485			R/W Cap	\$620	19-20	\$751	19-20
0212000073	<u>Performance Measure</u>		Const Cap	\$8,627	19-20	\$11,490	19-20
4F220	1 Bridge(s)		Total	\$14,247		\$17,041	

Note: Update postmiles and decrease R/W capital as mitigation costs and right of way impacts are reduced by eliminating a second borrow site. Additional construction capital is needed as the road profile needs to be raised by two feet to prevent overtopping. This necessitates increased bridge height, additional embankment, and larger drainage facilities. Increased cost of steel and precast members has also resulted in increase of construction capital.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	4,801.0	0.0	4,801.0
Post Condition	Square feet	8,712.0	0.0	0.0	8,712.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)			
18 02-Tri-299 40.9/11.2 3579 0215000049 0H410	Near Burnt Ranch, from 0.4 mile east of Hennessey Road to 0.3 mile west of Burnt Ranch Road. Install rockfall drapery system.	19-20 201.150	PA&ED	\$200	Prior	
			PS&E	\$470	Prior	
			R/W Sup	\$70	Prior	
			Con Sup	\$500	19-20	
			R/W Cap	\$22	19-20	
			Const Cap	\$2,079	19-20	
			Total	\$3,341		

Note: Delete project. For design and construction efficiencies, combine EA 0H410/PPNO 02-3579 with EA 0H690/PPNO 02-3592 under EA 0H69U/PPNO 02-3592.

19 02-Tri-299 43.1/43.3 42.9/43.3 3592 0215000055 0218000060 0H690 0H69U	Near Junction City, at west of from 0.5 mile west of to Canyon Creek Bridge; also from 0.4 mile east of Hennessey Road to 0.3 mile west of Burnt Ranch Road (PM 10.9/11.2). Install rockfall drapery system.	19-20 201.150	PA&ED	\$330	Prior	\$330	Prior
			PS&E	\$580	Prior	\$580	Prior
			R/W Sup	\$200	Prior	\$200	Prior
			Con Sup	\$630	19-20	\$1,130	19-20
			R/W Cap	\$32	19-20	\$122	19-20
			Const Cap	\$3,000	19-20	\$6,357	19-20
			Total	\$4,772		\$8,719	

Note: For design and construction efficiencies, combine projects EA 0H410/PPNO 02-3579 and EA 0H690/PPNO 02-3592 under EA 0H69U/PPNO 02-3592. Increased construction support and capital, R/W capital, and project limits is the result of additional rockfall drapery and placement that will require the use of a helicopter.

20 03-Sac-80 M9.6/12.9 6714 0316000065 1H190	Near the city of Sacramento, from 0.2 mile east of Longview Drive to 0.4 mile east of Madison Avenue. Pavement rehabilitation.	21-22 201.121	PA&ED	\$50	Prior	\$50	Prior
			PS&E	\$1,500	Prior	\$1,500	Prior
			R/W Sup	\$80	Prior	\$80	Prior
			Con Sup	\$2,500	21-22	\$2,500	21-22
			R/W Cap	\$100	21-22	\$100	21-22
			Const Cap	\$14,000	21-22	\$14,000	21-22
			Total	\$18,230		\$18,230	

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-12B; May 2019.)

Note: Performance measure has been updated based on the most recent pavement measurement guidelines.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	5.0	26.4	0.0	31.4
Post Condition	Lane mile(s)	31.4	0.0	0.0	31.4

Note: Acceleration of the project by one year to remove an increased number of dead trees and address potential safety and fire issues earlier.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
24 04-Mrn-1 22.8/33.0 1480A 0414000403 1J960	Near Point Reyes Station and Olema, from Olema Creek Bridge to north of Cypress Road; also near Tomales, from south of Tomales-Petaluma Road to south of Valley Ford Road (PM 45.0/50.5). Pavement rehabilitation, improve drainage, and upgrade Americans with Disabilities Act (ADA) facilities.	21-22 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,320 \$2,500 \$350 \$1,540 \$817 \$13,783 \$20,310	Prior 20-21 20-21 21-22 20-21 21-22	\$1,320 \$2,500 \$350 \$2,300 \$817 \$24,545 \$31,832	Prior 20-21 20-21 21-22 21-22 21-22

Performance Measure

27.8 Lane mile(s)

Note: Additional construction capital is required for unit price increases to asphalt, grinding, and slab replacements. The asphalt removal item was missed in the original estimate. Other increases include contractor mobilization, contingency, and escalation to costs not captured in the previous amendment delay. Con. support has increased to account for additional long-term mitigation efforts. R/W capital delayed one year to align with construction allocation.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	7.3	20.5	27.8
Post Condition	Lane mile(s)	27.8	0.0	0.0	27.8

25 04-Nap-29 38.9/42.9 1483E 0418000401 2J88U	Near Calistoga, at Garnett Creek Bridge No. 21-0005 (PM 39.08), Garnet Creek Branch Bridge No. 21-0111 (PM 38.96), and No Name Creek Bridge No. 21-0100 (PM 42.83). Bridge preventative maintenance and scour mitigation.	19-20 20-21 201.119	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,320 \$1,810 \$566 \$1,950 \$812 \$3,944 \$10,402	Prior 18-19 18-19 19-20 19-20 19-20	\$1,320 \$1,810 \$566 \$1,950 \$2,166 \$5,266 \$13,078	Prior 18-19 18-19 20-21 20-21 20-21
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Performance Measure

3 Bridge(s)

(Concurrent COS allocation under Resolution FP-18-64.)

Note: Increase in R/W capital is due to unanticipated utility relocations, additional environmental mitigation, and drainage and temporary construction easements required on five parcels. Changes in design strategies during scope refinement, severe scour damage conditions, updated structures estimates, and long lead time for condemnation and acquisition of parcels resulted in two years of delay in schedule and increased construction capital costs.

Performance Measure: Bridges (3 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	1,055.0	2,717.0	3,772.0
Post Condition	Square feet	3,772.0	0.0	0.0	3,772.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
26 04-SCI-9 4.9 0386F 0412000409 3G630	Near Saratoga, at Saratoga Creek Bridge No. 37 -0074. Replace bridge. <u>Performance Measure</u> 1 Bridge(s)	19-20 21-22 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,800 \$4,200 \$1,200 \$1,526 \$6,779 \$11,668 \$28,173	Prior 18-19 18-19 19-20 19-20 19-20	\$2,800 \$4,200 \$1,200 \$1,526 \$6,779 \$11,668 \$28,173	Prior 18-19 18-19 21-22 21-22 21-22	

Note: The delivery of the project is delayed by two years due to complex right of way acquisition of multiple properties. Also, due to the historical aspect of the bridge, additional outreach was required, resulting in the need to develop a range of design options.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	0.0	4,223.0	4,223.0
Post Condition	Square feet	4,223.0	0.0	0.0	4,223.0

27 04-SCI-17 2.8/13.9 1480B 0414000404 1J970	In and near Los Gatos, Campbell and San Jose, from Hebard Way to Route 280. Pavement rehabilitation.	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,750 \$2,750 \$150 \$3,450 \$20 <u>\$30,141</u> \$37,961	Prior Prior Prior 19-20 19-20 19-20	\$1,750 \$2,750 \$150 \$5,900 \$56 <u>\$53,200</u> \$63,806	Prior Prior Prior 19-20 19-20 19-20
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Note: Additional construction capital is needed to address extensive improvements to aging drainage system and increase in unit prices for asphalt and other items. Construction support has increased to account for additional labor intensive drainage inspection work. R/W capital has increased for acquisition of drainage easements.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	1.5	46.7	1.8	50.0
Post Condition	Lane mile(s)	50.0	0.0	0.0	50.0

28 04-SCI-101 R26.4/46.4 2020J 0416000017 4J930	In the cities of San Jose, Santa Clara, and Sunnyvale, from Route 85 to Route 237; also on Route 85 (PM 0.0 to 1.1) and Route 237 (PM 2.2 to R4.9). Repair and modernized roadside irrigation facilities.	20-21 21-22 201.210	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$375 \$500 \$63 \$625 \$15 <u>\$2,009</u> \$3,587	Prior 19-20 19-20 20-21 20-21 20-21 \$3,587	\$375 \$500 \$63 \$625 \$15 <u>\$2,009</u> \$3,587	Prior 19-20 19-20 21-22 21-22 21-22 21-22
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Note: Delay the project by one year to accommodate the Department's need to reprioritize due to cost increases on other projects.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
29 04-SCI-101 Var 0481H 0414000013 0J560	In various cities, on Routes 101 and 237 at various locations. Bridge rail upgrade of five structures at eight four locations. <u>Performance Measure</u> 5,956.0 Linear feet 4,259.0 Linear feet	19-20 201.112	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,800 \$2,250 \$30 \$2,700 \$30 \$10,711 \$17,521	Prior Prior 18-19 19-20 19-20 19-20 19-20	\$1,800 \$2,250 \$30 \$2,700 \$70 \$13,270 \$20,120	Prior Prior 18-19 19-20 19-20 19-20 19-20	

(Concurrent COS allocation under Resolution FP-18-64.)

Note: Bridge rail replacement on one bridge was addressed under emergency project EA 4K130 and two bridges are planned for replacement under local projects resulting in removal from this project. Additional R/W capital is needed for unanticipated utility work. Construction capital has increased to accommodate new standards requirements leading to increased material quantities and scope of work for these existing structures.

Performance Measure: Bridges (5 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet rail	703.0	1,968.0	1,588.0	4,259.0
Post Condition	Linear feet rail	4,259.0	0.0	0.0	4,259.0

30 04-SCI-Var Var 2025U 0418000170 0Q890	In Santa Clara, San Mateo, and San Francisco Counties on Routes 9, 17, 35, 84, 130, 280, and 880 at various locations. Remove dead or dying drought damaged trees. <u>Performance Measure</u> 9 Location(s)	20-21 19-20 201.131	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,300 \$700 \$50 \$1,150 \$50 \$4,580 \$7,830	Prior 19-20 19-20 20-21 20-21 20-21 20-21	\$1,300 \$700 \$50 \$1,150 \$50 \$4,580 \$7,830	Prior 19-20 19-20 19-20 19-20 19-20 19-20
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Note: Acceleration of the project by one year to remove an increased number of dead trees and address potential safety and fire issues earlier.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
31 04-SCI-Var Var 1482R 0415000017 2J780	In various cities, on various routes at Saratoga Creek Bridge , Carnadero Creek Bridge No. 37-0156 , San Francisco Francisquito Creek Bridge No. 37-0018 , San Tomas Aquino Creek Bridge No. 37-0524L , and Bodfish Creek Bridge No. 37-0046 . Bridge preventative maintenance.	19-20 201.119	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$900 \$750 \$44 \$600 \$10 \$2,391 \$4,695	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$900 \$750 \$44 \$790 \$10 \$3,245 \$5,739	Prior 18-19 18-19 19-20 19-20 19-20 19-20	

Performance Measure

5 Bridge(s)

4 Bridge(s)

(Concurrent COS allocation under Resolution
FP-18-64.)

Note: Saratoga Creek Bridge is being removed from the project and addressed with project EA 3G630/PPNO 04-0386F. Additional construction capital is needed to address increased scour, added barrier replacement work, and increases in item costs. An increase in construction support is due to a change from five to ten years of required biological monitoring.

Performance Measure: Bridges (4 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	6,243.0	18,589.0	0.0	24,832.0
Post Condition	Square feet	24,832.0	0.0	0.0	24,832.0

32 04-SF-1 6.0 1067C 0414000340 1A905	In the City and County of San Francisco, at Presidio National Park. Water quality improvements.	19-20 201.335	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,020 \$315 \$50 \$336 \$1,050 \$785 \$3,556	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$1,020 \$315 \$50 \$900 \$1,050 \$1,000 \$4,335	Prior 18-19 18-19 19-20 19-20 19-20 19-20
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Note: To satisfy storm water requirements, an additional sediment basin is being added to the scope. Construction of two concrete barriers is also being added to the scope to improve traffic safety. These changes resulted in the increase of construction support and capital costs.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
33 04-SM-101 16.5/23.0 1487J 0415000080 3J060	In the cities of Burlingame, Millbrae, San Bruno and South San Francisco, from Broadway to Oyster Point Boulevard. Pavement rehabilitation. <u>Performance Measure</u> 58.6 Lane mile(s)	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$1,056 \$1,342 \$132 \$1,628 \$100 \$16,500 \$20,758	Prior Prior Prior 19-20 19-20 19-20 19-20	\$1,056 \$1,342 \$132 \$1,628 \$100 \$25,047 \$29,305	Prior Prior Prior 19-20 19-20 19-20 19-20	

Note: A revised materials recommendation specifies adding a layer of rubberized asphalt to the pavement. The additional quantity, increase in unit prices for several other items, and a detailed updated cost estimate results in an increase of construction capital.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	14.8	43.8	0.0	58.6
Post Condition	Lane mile(s)	58.6	0.0	0.0	58.6

34 04-Sol-80 4.1/34.5 34.5 0480N 0414000017 0J600	In and near Vallejo, Dixon and Vacaville, at Route 80/29 Separation Bridge No. 23-0087, McCune Creek Bridge No. 23-0084L/R; and also on Route 505 at Horse Creek Bridge No. 23-0077L (PM R0.21). Bridge preventative maintenance. <u>Performance Measure</u> 4 Bridge(s) 3 Bridge(s)	19-20 20-21 201.119	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$990 \$880 \$66 \$880 \$423 \$1,379 \$4,618	Prior Prior Prior 19-20 19-20 19-20 19-20	\$990 \$880 \$66 \$1,773 \$715 \$4,317 \$8,741	Prior Prior Prior 20-21 20-21 20-21 20-21
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Note: Delay project by one year to accommodate the change in environmental document due to the presence of Swainson's Hawk. Construction capital and support increased due to change in the type of abutment support, updated structures estimate, and environmental mitigation. Additional R/W capital is required for temporary construction easements and mitigation credits. Remove one bridge from the scope as it was programmed under another project.

Performance Measure: Bridges (3 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	12,528.0	1,216.0	11,646.0	25,390.0
Post Condition	Square feet	25,390.0	0.0	0.0	25,390.0

Note: The project is being delayed to avoid conflict with seismic bridge project EA 1C960/PPNO 05-2454. Construction support and capital are increased due to escalation associated with project delay.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
38 05-Mon-101 62.1/63.2 9700 0513000017 0F970	Near Soledad, from Route 146 to Front Street at the North Soledad Overhead No. 44-91R 44-0091R . Rehabilitate bridge.	19-20 20-21 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$34 \$2,006 \$58 \$1,535 \$1,578 \$7,358 \$12,569	Prior Prior Prior 19-20 19-20 19-20	\$34 \$2,006 \$58 \$1,535 \$1,578 \$11,500 \$16,711	Prior Prior Prior 20-21 20-21 20-21	

Note: Additional construction capital is due to bridge widening necessary to accommodate traffic handling during construction. Delay in delivery year due to railroad permits requiring additional time in design.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	10,592.0	0.0	10,592.0
Post Condition	Square feet	15,755.0	0.0	0.0	15,755.0

39 05-Mon-101 Var 2633 0516000013 1H020	Near Bradley, at Camp Roberts Safety Roadside Rest Area (SRRA). Upgrade northbound and southbound SRRA facilities.	19-20 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$1,763 \$29 \$1,240 \$6 \$4,873 \$7,914	 Prior Prior 19-20 18-19 19-20	\$0 \$1,763 \$29 \$1,697 \$6 \$5,473 \$8,968	 Prior Prior 19-20 18-19 19-20
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Note: Update performance measure based on revised methodology. Increase in construction capital is based on latest estimate using current market pricing. Many items on this project are proprietary and non-standard items and are subject to more pricing fluctuations. Increase in construction support is due to the previous estimate not accounting for the necessary inspection for this type of work.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
40 05-Mon-156 R1.1/R2.1 R1.4/R2.0 0900A 0513000028 0A090	Near Castroville, from Route 183 to Castroville Boulevard. Upgrade bridge railing and widen overhead. <u>Performance Measure</u> 392.0 Linear Feet 400.0 Linear Feet	19-20 20-21 201.112	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$70 \$1,800 \$130 \$1,340 \$467 \$5,050 \$8,857	Prior Prior Prior 19-20 19-20 19-20	\$70 \$1,800 \$130 \$1,800 \$293 \$6,600 \$10,693	Prior Prior Prior 20-21 20-21 20-21

Note: Update performance measure based on revised bridge rail measurement guidelines. R/W capital, construction capital and construction support delay is due to continuing railroad permit acquisition process. These permits will require additional cost in construction capital and support. Refined impact to railroad and utilities allows for decrease in right of way capital.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet rail	0.0	0.0	400.0	400.0
Post Condition	Linear feet rail	400.0	0.0	0.0	400.0

41 05-SB-1 R36.4/49.2 M29.9/49.2 2586 0514000110 1G130	Near Santa Maria, from California Boulevard to Route 166 . Solomon Road to Route 166 . Pavement rehabilitation.	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$515 \$916 \$104 \$905 \$795 \$9,583 \$12,818	Prior Prior Prior 19-20 19-20 19-20	\$515 \$916 \$104 \$905 \$795 \$9,883 \$13,118	Prior Prior Prior 19-20 19-20 19-20
	<u>Performance Measure</u> 18.6 Lane mile(s) 18.5 Lane mile(s)						

Note: Additional construction capital needed based on extending project limits to construct rumble strips. Update project description according to the approved scope of work.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	3.9	14.6	0.0	18.5
Post Condition	Lane mile(s)	18.5	0.0	0.0	18.5

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
42 05-SB-101 R7.3/9.2 2426C 0517000084 1C823	In and near Summerland, from 0.2 mile north of Padaro Lane Overcrossing to 0.2 mile north of Sheffield Avenue. Rehabilitate roadway.	20-21 19-20 201.120	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$330 \$90 \$6,380 \$270 <u>\$31,890</u> \$38,960	Prior Prior Prior 20-21 19-19 20-21	\$0 \$330 \$90 \$6,380 \$270 <u>\$31,890</u> \$38,960	Prior Prior Prior 19-20 19-20 19-20
	<u>Performance Measure</u> 6.6 Lane mile(s)						

Note: Accelerate the delivery by one fiscal year to align with multi-funded HOV project EA 0N703/PPNO 05-7101E at the same location as this project. Aligning the delivery year for these two projects will allow for them to be combined at construction.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	2.6	3.7	0.3	6.6
Post Condition	Lane mile(s)	6.6	0.0	0.0	6.6

43 05-SB-101 11.0 2468 0513000027 1E040	In the city of Santa Barbara, at Butterfly Lane Pedestrian Undercrossing. Construct pedestrian ramps and sidewalks to comply with Americans with Disabilities Act (ADA) Standards.	19-20 20-21 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$70 \$1,875 \$303 \$1,136 \$970 <u>\$2,904</u> \$7,258	Prior Prior Prior 19-20 19-20 19-20	\$70 \$1,875 \$303 \$1,136 \$970 <u>\$3,704</u> \$8,058	Prior Prior Prior 20-21 20-21 20-21
	<u>Performance Measure</u> 2 Curb ramp(s)						

Note: Delay to the delivery of project is due to continued negotiations with railroad and local agencies over long term maintenance agreements. Construction capital is increased due to a more robust retaining wall needed to avoid a high pressure gas line.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
44 05-SB-101 45.5 3330 0512000068 0K330	Near Gaviota State Park. Rehabilitate and upgrade existing drainage system.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$780 \$1,430 \$245 \$1,111 \$146 \$3,600 \$7,312	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$780 \$1,430 \$245 \$1,111 \$311 \$8,536 \$12,413	Prior 18-19 18-19 19-20 19-20 19-20 19-20	
	<u>Performance Measure</u> 2 Culvert(s) 3 Culvert(s)							
	(Concurrent COS allocation under Resolution FP-18-64.)							

Note: Increase in performance measure to account for added project culvert. Capital construction increase is due to the new culvert, higher unit prices based on more recent cost data, and the additional work necessary to access the culverts. R/W capital increase is due to additional easement area required for mitigation planting. This project will also require two projects for landscape mitigation EA 0K331/PPNO 05-3330X and EA 0K332/PPNO 05-3330Y.

Performance Measure: Culverts (3 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	0.0	480.0	480.0
Post Condition	Linear feet	505.0	0.0	0.0	505.0

45 05-SB-101 45.5 3330X 0519000058 0K331	Near Gaviota State Park. Landscape mitigation (erosion control seed collection) for drainage system restoration project EA 0K330.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$30 \$0 \$100 \$0 \$100 \$230			19-20 19-20 19-20 19-20	
	<u>Performance Measure</u> 0 Culvert(s)							

Note: New child project to collect erosion control seeds for drainage rehabilitation project EA 0K330/PPNO 05-3330. Plants will be propagated under project EA 0K332/PPNO 05-3330Y.

46 05-SB-101 45.5 3330Y 0519000059 0K332	Near Gaviota State Park. Landscape mitigation (plant propagation) for drainage system restoration project EA 0K330.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$120 \$0 \$600 \$0 \$314 \$1,034			19-20 19-20 19-20 19-20	
	<u>Performance Measure</u> 0 Culvert(s)							

Note: New child project to propagate plants for drainage rehabilitation project EA 0K330/PPNO 05-3330. Seeds for plants will be collected under project EA 0K331/PPNO 05-3330X.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
47 05-SB-101 46.5/68.9 R56.2/66.3 2460 0513000023 1E000	In and near Buellton, from 0.2 mile south of Santa Rosa Road to 3.6 miles north of Route 154. Gaviota State Park Entrance to north of Alisos Canyon Road. Roadside safety improvements.	19-20 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$520 \$840 \$34 \$698 \$7 \$2,578 \$4,677	Prior Prior Prior 19-20 19-20 19-20 19-20	\$520 \$840 \$34 \$998 \$7 \$2,878 \$5,277	Prior Prior Prior 19-20 19-20 19-20 19-20
	<u>Performance Measure</u> 54 Location(s) 25 Location(s)						

Note: Update the project description and performance measures based on current methodology. Additional construction capital will address damaged drainage systems found within in project limits. Additional construction support is based on a revised amount of working days to perform added work.

48 05-SBt-25 18.8/19.1 2697 0516000164 1H810	Near Pinnacles National Park, from 0.7 miles north of San Benito Lateral/Old Hernandez Road to 2.4 miles south of Route 146. Improve curve and flatten slope.	19-20 20-21 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$1,181 \$1,756 \$345 \$1,506 \$363 \$4,265 \$9,416	Prior 18-19 18-19 19-20 19-20 19-20 19-20	\$1,181 \$1,756 \$345 \$1,506 \$363 \$6,150 \$11,301	Prior 18-19 18-19 20-21 20-21 20-21 20-21
	<u>Performance Measure</u> 14 Collision(s) reduced						

Note: Geotechnical investigations determined flatter slopes than previously assumed would be required. This results in additional impacts to culturally sensitive areas delaying the schedule to perform additional cultural studies. PS&E and R/W support are in current year so a Time Extension to Allocate will be submitted for approval in the June 2019 CTC meeting. Construction capital increase is due to additional earthwork not in original estimate.

49 05-SLO-1 32.6 0072 0515000097 0L721	In Morro Bay, at Toro Creek Bridge No. 49-0068R. Replace bridge.	19-20 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$1,424 \$2,300 \$275 \$2,400 \$906 \$5,200 \$12,505	Prior Prior Prior 19-20 19-20 19-20 19-20	\$1,424 \$2,300 \$275 \$2,400 \$906 \$8,249 \$15,554	Prior Prior Prior 19-20 19-20 19-20 19-20
	<u>Performance Measure</u> 1 Bridge(s)						

Note: Construction capital increase is due to change in constructability of bridge replacement, an identified increase to the size of piling and casings, and miscellaneous items previously not identified.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	4,133.0	0.0	4,133.0
Post Condition	Square feet	4,133.0	0.0	0.0	4,133.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
50 05-SLO-1 34.5 0072A 0515000098 0L722	Near Morro Bay, at Old Creek Bridge No. 05-49 -0070R. Replace bridge.	19-20 201.110	PA&ED	\$1,399	Prior	\$1,399	Prior	
			PS&E	\$1,900	Prior	\$1,900	Prior	
			R/W Sup	\$200	Prior	\$200	Prior	
	<u>Performance Measure</u>		Con Sup	\$1,900	19-20	\$2,702	19-20	
	1 Bridge(s)		R/W Cap	\$450	19-20	\$450	19-20	
			<u>Const Cap</u>	\$4,200	19-20	\$10,836	19-20	
			Total	\$10,049		\$17,487		

Note: Construction capital increase is due to change in traffic handling requiring complex stage handling, increase in item cost estimates to reflect current market pricing, and construction of a work platform above the creek to accommodate permit that does not allow for water diversion previously assumed.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	5,920.0	0.0	0.0	5,920.0
Post Condition	Square feet	7,977.0	0.0	0.0	7,977.0

51 05-SLO-58 3.1 0072B 0515000099 0L723	Near Santa Margarita, at Trout Creek Bridge No. 05-49-0091. Replace bridge.	19-20 201.110	PA&ED	\$1,419	Prior	\$1,419	Prior	
			PS&E	\$2,500	Prior	\$2,500	Prior	
			R/W Sup	\$210	Prior	\$210	Prior	
	<u>Performance Measure</u>		Con Sup	\$2,900	19-20	\$2,900	19-20	
	1 Bridge(s)		R/W Cap	\$308	19-20	\$308	19-20	
			<u>Const Cap</u>	\$5,987	19-20	\$7,573	19-20	
			Total	\$13,324		\$14,910		

Note: Increase in construction capital is due to increase in abutment pile quantity and rock slope protection, volatility in precast pricing, and change in traffic handling and barrier rail type.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	2,756.0	0.0	2,756.0
Post Condition	Square feet	2,756.0	0.0	0.0	2,756.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
52 06-Fre-168 18.6/T25.5 6809 0615000298 0U450	Near Prather, from Sample Road to Oak Creek Road. Upgrade barrier railing, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt (RHMA) pavement.	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$750 \$1,230 \$1 \$1,140 \$5 \$5,000 \$8,126	Prior Prior Prior 19-20 19-20 19-20 19-20	\$750 \$1,230 \$1 \$1,140 \$5 \$8,900 \$12,026	Prior Prior Prior 19-20 19-20 19-20 19-20
	<u>Performance Measure</u> 14.6 Lane mile(s) 13.6 Lane mile(s)						

Note: Performance measure has been updated based on the most recent pavement measurement guidelines. Additional construction capital is due to updated cost estimate reflecting current market pricing.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	13.6	0.0	13.6
Post Condition	Lane mile(s)	13.6	0.0	0.0	13.6

53 06-Ker-5 82.0/87.0 6820 0615000301 0U470	Near Kettleman City, from 0.34 mile south of Twisselman Road Overcrossing to Kings County line. Gold plane pavement, repair concrete pavement panels, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt (RHMA) pavement to rehabilitate roadway. Reconstruct the number two lane with continuously reinforced concrete pavement (CRCP) and grind the number one lane to rehabilitate pavement.	19-20 201.122	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$440 \$1,200 \$25 \$1,900 \$65 \$21,500 \$25,130	Prior Prior Prior 19-20 19-20 19-20 19-20	\$440 \$1,200 \$25 \$1,900 \$65 \$25,700 \$29,330	Prior Prior Prior 19-20 19-20 19-20 19-20
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Performance Measure

~~21.0 Lane mile(s)~~

20.0 Lane mile(s)

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-12B; May 2019.)

Note: Update performance measure to correct a previously mis-reported quantity. Construction capital increase is due to the change in rehab strategy that will now provide a longer pavement life.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	9.0	11.0	0.0	20.0
Post Condition	Lane mile(s)	20.0	0.0	0.0	20.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
54 06-Ker-99 10.4/21.2 6681 0614000010 0Q920	In and near Bakersfield, from 0.5 mile south of Old US 99 Overcrossing to 0.1 mile north of White Lane. Rehabilitate pavement. (G13 Contingency)	19-20 201.122	PA&ED PS&E R/W Sup * Con Sup R/W Cap * Const Cap Total	\$700 \$2,300 \$20 \$4,800 \$30 \$45,440 \$53,290	Prior Prior Prior 19-20 19-20 19-20	\$700 \$2,300 \$20 \$4,800 \$770 \$45,440 \$54,030	Prior Prior Prior 19-20 19-20 19-20	
	<u>Performance Measure</u> 33.3 Lane mile(s)							

* Phase NOT Programmed.

Note: R/W capital increase is due to two gas lines and one oil line requiring relocation after positively located in the proposed structural section of the roadway.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	20.0	13.3	0.0	33.3
Post Condition	Lane mile(s)	33.3	0.0	0.0	33.3

55 06-Ker-166 17.3/17.7 6726 0615000047 0S050	Near Mettler, at California Aqueduct Bridge No. 50 -0323. Bridge rehabilitation.	20-21 21-22 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$1,045 \$5,100 \$600 \$6,200 \$1,100 \$30,000 \$44,045	Prior 20-21 20-21 20-21 20-21 20-21	\$1,045 \$5,100 \$600 \$6,200 \$1,100 \$30,000 \$44,045	Prior 20-21 20-21 21-22 21-22 21-22	
	<u>Performance Measure</u> 1 Bridge(s)							

Note: Delay project delivery by one fiscal year due to the delay in PA&ED completion that is now anticipated to occur in June 2020 (previously 12/3/2018). This delay is due to the State Historic Preservation Officer (SHPO) deeming the new bridge visually intrusive.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	16,544.0	0.0	16,544.0
Post Condition	Square feet	18,879.0	0.0	0.0	18,879.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
56 06-Ker-184 0.8/8.2 6803 0616000001 OU290	Near Bakersfield, from south of Hickory Lane to north of Brundage Lane. Upgrade Americans with Disabilities Act (ADA) curb ramps, install bike lanes, cold plane pavement, place Hot Mix Asphalt (HMA) and Rubberized Hot Mix Asphalt (RHMA) pavement.	21-22 201.120	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,425 \$3,175 \$2,630 \$3,750 \$2,230 <u>\$17,700</u> \$31,910	Prior 19-20 19-20 21-22 21-22 21-22 21-22	\$2,425 \$3,175 \$2,630 \$3,750 \$2,230 <u>\$17,700</u> \$31,910	Prior 20-21 20-21 21-22 21-22 21-22 21-22
<u>Performance Measure</u>							
18.5 Lane mile(s)							
19.3 Lane mile(s)							

Note: Performance measure is updated to align with the most recent pavement survey data. Due to additional studies and unanticipated time required to complete environmental studies, PA&ED completion is not anticipated until 9/1/2020, requiring the postponement of R/W support and PS&E.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	7.4	11.4	0.5	19.3
Post Condition	Lane mile(s)	19.3	0.0	0.0	19.3

57 06-Mad-41 6.3/9.2 6708 0614000058 OR210	Near Fresno, from north of Avenue 15 to south of Route 145. Roadway rehabilitation. Additional \$22,000 from Local/Private contribution.	19-20 20-21 201.120	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,463 \$2,390 \$1,296 \$2,722 \$3,160 <u>\$10,184</u> \$22,215	Prior 19-20 19-20 19-20 19-20 19-20 19-20	\$2,463 \$2,390 \$1,296 \$3,000 \$4,731 <u>\$10,900</u> \$24,780	Prior 20-21 20-21 20-21 20-21 20-21 20-21
<u>Performance Measure</u>							
21.6 Lane mile(s)							
5.8 Lane mile(s)							

Note: Update description as local contribution is no longer part of the project. Update performance measure to remove local project performance. Construction capital increase is due to cost escalation associated with delivery delay. Construction support increase is a result of escalation and need for additional working days. R/W capital increase is due to the anticipated mitigation costs for California Tiger Salamander.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.2	5.6	0.0	5.8
Post Condition	Lane mile(s)	5.8	0.0	0.0	5.8

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code		Project Costs (\$1,000)			
58 06-Tul-65 17.5/22.0 6813 0616000028 0U730	In and near Porterville, from 0.4 mile north of Avenue 136 to 0.2 mile north of Linda Vista Avenue; also on Route 190, from 0.2 mile west of the Route 65/190 Separation to Blue Heron Parkway. Construct Maintenance Vehicle Pullouts (MVPs), gore paving, drainage improvements, new fencing and relocation of pullboxes and controller cabinets.	20-21 19-20 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$610 \$940 \$18 \$710 \$13 \$4,400 \$6,694	Prior 19-20 19-20 20-21 19-20 19-20 20-21	\$610 \$940 \$18 \$710 \$13 \$5,100 \$7,391	Prior 19-20 19-20 19-20 19-20 19-20 19-20

Performance Measure

~~29~~ Location(s)

98 Location(s)

Note: Performance measure has been revised to reflect the new methodology. Increase in construction capital is due to an additional location added to project. This amendment will also accelerate delivery by one fiscal year.

59 06-Tul-99 22.3 6885 0616000035 0U770	Near Tipton, at the Philip S. Raine Safety Roadside Rest Area (SRRA). Upgrade water, sewer and irrigation facilities.	21-22 20-21 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$550 \$1,750 \$12 \$2,250 \$50 \$8,000 \$12,612	Prior 19-20 19-20 21-22 19-20 21-22 21-22	\$550 \$1,750 \$12 \$2,250 \$50 \$8,000 \$12,612	Prior 19-20 19-20 20-21 20-21 20-21 20-21
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Note: This amendment will accelerate delivery by one fiscal year.

60 06-Tul-99 51.6/52.2 6882 0616000220 0V760	Near Kingsburg, from 0.2 mile south to 0.4 mile north of Avenue 384 Overcrossing at the C. H. Warlow Safety Roadside Rest Area (SRRA). Upgrade water and wastewater systems to comply with Federal and State statutes and regulatory requirements.	21-22 20-21 201.235	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$869 \$1,666 \$36 \$1,705 \$170 \$4,241 \$8,687	Prior 19-20 19-20 21-22 19-20 21-22 21-22	\$869 \$1,666 \$36 \$1,705 \$170 \$4,241 \$8,687	Prior 19-20 19-20 20-21 20-21 20-21 20-21
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Performance Measure

1 Location(s)

Note: This amendment will accelerate delivery by one fiscal year.

Note: A consultant key to the delivery of PA&ED was disqualified due to staff leaving the company, and re-selection will result in a delay to the start of PS&E and R/W support.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
64 07-LA-91 R6.1/R20.7 5226 0717000060 33860	In and near Carson, from Route 110 to Orange County line; also on Route 2 (PM R18.7), Route 5 (PM 6.8), Route 405 (PM 21.1). Upgrade the existing Transportation Management System (TMS) elements to improve traffic monitoring, data transmission, and network connectivity including the various communication hubs on Route 2, Route 5, and Route 405.	21-22 201.315	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$511 \$2,630 \$150 \$2,237 \$590 \$10,851 \$16,969	Prior 18-19 18-19 21-22 21-22 21-22 21-22	\$511 \$2,630 \$150 \$4,749 \$267 \$16,390 \$24,697	Prior 18-19 18-19 21-22 21-22 21-22 21-22

Performance Measure

68 Field element(s)

77 Field element(s)

(Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-12B; May 2019.)

Note: Performance is increasing because seven additional census stations are being replaced and two census stations are being added. Construction support and capital are increasing because the existing conduit is deteriorated and must be entirely replaced for 14 miles along Route 91. R/W capital is decreasing because of lower utility potholing costs.

Performance Measure: TMS Elements		Good	Poor	
	<u>Unit</u>	<u>(Operational)</u>	<u>(Not Operational)</u>	<u>Quantity</u>
Existing Condition	Field element(s)	0.0%	100.0%	75.0
Post Condition	Field element(s)	100.0%	0.0%	77.0

65 07-LA-107 0.0/4.8 4749B 0718000318 30702	In Torrance, from Route 1 to Redondo Beach Boulevard. Construct curb ramps and reconstruct driveways/sidewalks to meet Americans with Disabilities Act (ADA) Standards.	21-22 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$714 \$244 \$1,100 \$1,350 \$1,850 \$5,258	Prior Prior 21-22 21-22 21-22 21-22	\$0 \$714 \$244 \$1,750 \$3,850 \$2,850 \$9,408	Prior Prior 21-22 21-22 21-22 21-22
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Performance Measure

38 Curb ramp(s)

68 Curb ramp(s)

Note: Performance is increasing by 30 curb ramps, which are being transferred from EA 30701/PPNO 07-4749 due to complex right of way acquisition that would have delayed that project. Additional curb ramps result in additional construction support and construction costs, and the additional curb ramps will also require additional R/W capital because of private property acquisitions and underground utility relocations.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)			
66 07-LA-605 20.2/26.0 5029 0716000085 32550	In the cities of Irwindale and Baldwin Park, from Route 10 Interchange to the end of the freeway at Route 210. Grind mainline pavement and replace damaged slabs with Jointed Plain Concrete Pavement (JPCP) rapid strength concrete and/or Individual Precast Slab Replacement (IPSR), cold plane and overlay median, shoulders, ramps with Hot Mix Asphalt (HMA), construct additional lane on southbound Arrow Highway offramp/modify signal, install and upgrade guardrail.	21-22 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,375 \$6,856 \$138 \$6,242 \$2,724 <u>\$16,410</u> \$33,742	Prior 19-20 19-20 21-22 21-22 21-22 21-22	\$1,375 \$6,856 \$138 \$4,916 \$162 <u>\$16,410</u> \$29,857

Performance Measure~~39.5 Lane mile(s)~~**39.9 Lane mile(s)**

(Concurrent COS allocation under Resolution
FP-18-64.)

(Concurrent SB 1 Baseline Agreement approval
under Resolution SHOPP-P-1819-12B; May 2019.)

Note: Recent review of construction support identifies less resources are needed. R/W capital cost is decreasing because the updated design can be constructed within existing right of way limits. Performance is being adjusted to align with the updated pavement condition survey.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	10.2	29.6	0.1	39.9
Post Condition	Lane mile(s)	39.9	0.0	0.0	39.9

67 08-SBd-40 R105.3/R105.6 0206L 0814000132 0G860	Near Needles, west of Goffs Road at John Wilkie Safety Roadside Rest Area (SRRA). Reconstruct safety roadside rest areas.	19-20 201.250	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,400 \$1,940 \$10 \$2,300 \$10 \$5,340 \$11,000	Prior Prior Prior 19-20 19-20 19-20 19-20
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Note: Delete project. The project was going to be downscoped to a water system upgrade because of insufficient funds, but a new project is being developed to fully rehabilitate the rest area for the 2020 SHOPP.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
68 08-SBd-95 64.5/80.5 3003Y 0815000212 1F132	Near Needles, from Goffs Road to Nevada State line. Rehabilitate pavement. <u>Performance Measure</u> 32.0 Lane mile(s) 31.9 Lane mile(s)	19-20 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$200 \$650 \$95 \$690 \$100 \$4,389 \$6,124	Prior Prior Prior 19-20 19-20 19-20 19-20	\$200 \$650 \$95 \$910 \$100 \$6,789 \$8,744	Prior Prior Prior 19-20 19-20 19-20 19-20

Note: Increase in construction capital is due to unit price increases and refinement of quantities. The construction support also increased due to an increase from 55 to 70 working days. Performance is being updated to reflect a more precise measurement.

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	14.2	17.7	0.0	31.9
Post Condition	Lane mile(s)	31.9	0.0	0.0	31.9

69 10-Mer-165 8.5/10.6 3149 1013000002 0X520	In Los Banos, from 0.3 mile south of Route 152 to Dove Street at various locations. Upgrade Americans with Disabilities Act (ADA) facilities. <u>Performance Measure</u> 400 Curb ramp(s) 149 Curb ramp(s)	19-20 201.361	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$347 \$477 \$1,280 \$505 \$1,280 \$968 \$4,857	Prior Prior Prior 19-20 19-20 19-20 19-20	\$347 \$477 \$1,280 \$823 \$1,280 \$3,095 \$7,302	Prior Prior Prior 19-20 19-20 19-20 19-20
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Note: Update performance measure based on current methodology. Additional construction capital is needed based on latest estimate using current market pricing. Increase in construction support is due to total working days were previously underestimated.

70 10-Mpa-140 42.0/22.0 12.0/22.1 3252 1015000008 0Y770	In and near the Mariposa community, from 1.7 miles east of Catheys Valley Park to the north Route 49 Junction. Rehabilitate pavement and upgrade Americans with Disabilities Act (ADA) ramps. <u>Performance Measure</u> 26.5 Lane mile(s) 23.6 Lane mile(s)	21-22 201.121	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,025 \$1,095 \$416 \$1,689 \$1,989 \$17,363 \$23,577	Prior 19-20 19-20 21-22 19-20 21-22 21-22	\$1,025 \$1,095 \$416 \$1,689 \$1,989 \$17,363 \$23,577	Prior 19-20 19-20 21-22 21-22 21-22 21-22
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Note: Performance measure has been updated based on the most recent pavement measurement guidelines. Update end postmile to better align with project limits. Also, revise R/W capital to fiscal year of delivery. data

Performance Measure: Pavement					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Lane mile(s)	0.0	17.9	5.7	23.6
Post Condition	Lane mile(s)	23.6	0.0	0.0	23.6

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)					
EA								
71 10-SJ-4 Var 0.0 3113 1015000037 1C800	Near Discovery Bay, at Old River Bridge No. 29 -0045. Upgrade mechanical and electrical equipment on movable bridge.	19-20 201.119	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$490 \$1,358 \$55 \$1,319 \$2,000 \$4,079 \$9,304	Prior Prior Prior 19-20 19-20 19-20 19-20	\$490 \$1,358 \$55 \$1,319 \$220 \$5,721 \$9,163	Prior Prior Prior 19-20 19-20 19-20 19-20	
	<u>Performance Measure</u> 1 Bridge(s)							

Note: Construction capital increase is due to added safety features, higher costs for mechanical components, and additional traffic control. Decrease in R/W capital is the result of removing one parcel from the project.

Performance Measure: Bridges (1 bridge(s))					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Square feet	0.0	11,453.0	0.0	11,453.0
Post Condition	Square feet	0.0	11,453.0	0.0	11,453.0

72 10-SJ-5 3.5/49.0 3140 1014000098 1C200	In San Joaquin County, on Routes 4, 5, and 99 at various locations. Rehabilitate culverts.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$870 \$725 \$199 \$597 \$74 \$3,178 \$5,640	Prior Prior Prior 19-20 19-20 19-20 19-20	\$870 \$725 \$199 \$597 \$50 \$1,700 \$4,141	Prior Prior Prior 19-20 19-20 19-20 19-20	
	<u>Performance Measure</u> 34 Culvert(s) 10 Culvert(s)							

Note: Remove locations from project because one culvert was previously mis reported, one culvert replaced under emergency contract EA 1H050/PPNO 10-3218, and 19 culverts repaired by State forces. Update R/W capital and construction capital estimates based on new locations.

Performance Measure: Culverts (10 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	104.0	1,230.0	1,334.0
Post Condition	Linear feet	1,083.0	104.0	0.0	1,187.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
73 10-SJ-5 Var 3190 1016000021 1C970	In San Joaquin and Stanislaus Counties, on Route 5 at various locations; also in Merced County, on Route 152 from 0.7 mile west to 0.2 mile west of San Luis Dam Service Road (PM R5.3/R5.8) at various locations. Install new or upgrade existing safety devices to shield objects from errant vehicles.	19-20 201.015	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$445 \$1,104 \$0 \$672 \$14 \$1,361 \$3,796	Prior Prior 19-20 18-19 19-20	\$445 \$1,104 \$0 \$700 \$14 \$1,138 \$3,401	Prior Prior 19-20 18-19 19-20

Performance Measure
~~43 Collision(s) reduced~~
8 Collision(s) reduced

Note: Two locations are being eliminated from the project because the work is included in other projects (Local oversight EA 0G420 and EA 1C370/PPNO 10-3740). This has resulted in lower costs for construction support and capital, as well as reduced performance.

74 10-SJ-26 13.1/R13.8 3275 1013000148 0H560	Near Linden, from 0.3 mile east of Fine Road to 0.1 mile west of Podesta Lane. Widen travel lanes and shoulders to improve the existing conditions for Surface Transportation Assistance Act (STAA) trucks.	19-20 201.310	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$425 \$230 \$680 \$540 \$1,250 \$3,125	Prior Prior 19-20 18-19 19-20	\$0 \$425 \$230 \$680 \$540 \$1,990 \$3,865	Prior Prior 19-20 18-19 19-20
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Performance Measure
34.0 Daily vehicle hour(s) of delay (DVHD)

Note: Construction capital increase is due to updated cost estimate reflecting current market pricing.

75 11-Imp-78 72.1/73.8 1283 1119000081 4306U	In Imperial County, from 0.4 mile east of Mitchell Camp Road to 1.6 miles west of Stallard Road at various locations; also on route 115 from Mets Road to Blodgett Road (PM L10.9/14.4). Culvert replacement.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$177 \$409 \$0 \$391 \$0 \$1,816 \$2,793	Prior Prior 19-20 19-20 19-20	\$177 \$409 \$0 \$391 \$0 \$1,816 \$2,793	Prior Prior 19-20 19-20 19-20
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Performance Measure
10 Culvert(s)

Note: Correction to description incorrectly reported at the March 2019 CTC meeting.

Performance Measure: Culverts (10 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	409.0	748.0	1,157.0
Post Condition	Linear feet	1,157.0	0.0	0.0	1,157.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
76 12-Ora-5 3.3 2563 1216000004 0P700	In San Clemente, adjacent to northbound Avenida Pico offramp. Restore hydraulic capacity of channel by repairing concrete panels in channel slope and bottom.	19-20 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$452 \$963 \$111 \$1,000 \$45 \$4,303 \$6,924	Prior Prior 18-19 19-20 19-20 19-20 19-20	\$452 \$963 \$111 \$1,386 \$125 \$7,600 \$10,637	Prior Prior 18-19 19-20 19-20 19-20 19-20
	<u>Performance Measure</u> 1 Culvert(s)						

(Concurrent COS allocation under Resolution FP-18-64.)

Note: Construction capital increase is due to additional excavation and backfill needs which were learned as a result of geotechnical investigations. An increased number of operations needing supervision requires additional construction support. R/W capital increase is due to an additional city waterline that will need to be relocated.

Performance Measure: Culverts (1 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	0.0	625.0	625.0
Post Condition	Linear feet	625.0	0.0	0.0	625.0

77 12-Ora-22 R9.1 2948 1215000010 0N920	In Garden Grove, at Haster Street westbound offramp. Upgrade drainage system.	19-20 18-19 201.151	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$234 \$410 \$30 \$468 \$326 \$1,149 \$2,617	Prior Prior Prior 19-20 19-20 19-20 \$2,617	\$234 \$410 \$30 \$468 \$326 \$1,149 \$2,617	Prior Prior Prior 18-19 18-19 18-19 18-19
	<u>Performance Measure</u> 8 Culvert(s) 12 Culvert(s)						

Note: Performance changed from 8 new culverts to 12 new culverts as part of a design revision to connect drainage systems. Construction support and capital, and R/W capital are being advanced to deliver the project early.

Performance Measure: Culverts (12 each)					
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>
Existing Condition	Linear feet	0.0	0.0	0.0	0.0
Post Condition	Linear feet	814.0	0.0	0.0	814.0

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)				
78 12-Ora-74 11.5/16.6 4218 1215000024 0P030	In the Cleveland National Forest, from 0.9 mile west of San Juan Fire Station to the Orange/Riverside County line. Super elevation corrections, shoulder widening, Open Graded Asphalt Concrete (OGAC) overlay and apply High Friction Surface Treatment (HFST).	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$2,965 \$4,826 \$1,018 \$7,206 \$749 \$35,611 \$52,345	Prior Prior Prior 19-20 19-20 19-20 19-20	\$2,965 \$4,826 \$1,018 \$7,506 \$1,240 \$34,211 \$51,766	Prior Prior Prior 19-20 19-20 19-20 19-20

Performance Measure
167 Collision(s) reduced

Note: Environmental mitigation costs have lowered since the original estimate and are now included in R/W capital instead of construction capital. Construction support was re-estimated and has increased slightly.

79 12-Ora-133 3.1/3.6 4793 1213000097 0N060	In Laguna Beach, from 1,700 feet south to 1,300 feet north of El Toro Road. Extend lanes in both directions.	19-20 201.010	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$1,215 \$1,820 \$550 \$2,109 \$1,230 \$6,032 \$12,956	Prior Prior Prior 19-20 19-20 19-20 19-20	\$1,215 \$1,820 \$550 \$2,109 \$2,064 \$6,032 \$13,790	Prior Prior Prior 19-20 19-20 19-20 19-20
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Note: Due to refinements made during the design process, R/W capital is increasing because of additional acquisition costs and permit fees.

List of 2018 SHOPP Amendments (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.) for Senate Bill 1 Projects

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)		
1 07-LA-134 R13.4 4594 0712000096 29180	In Pasadena, at Orange Grove Boulevard-E134/134 Overcrossing No. 53-2269S; also on Route 710, at Union Street Overcrossing No. 53-2537 (PM R32.5); Bridge seismic retrofit and bridge rail upgrade: <u>Performance Measure</u> 2 Bridge(s)	18-19 201.113	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$0 \$2,400 \$63 \$2,000 \$20 <u>\$5,360</u> \$9,843	Prior Prior 18-19 18-19 18-19
Note: Delete project. These two bridges were programmed for seismic retrofit based on the vulnerabilities of similar bridges. Detailed structural analysis and geotechnical investigations during preliminary engineering determined that in this case the bridge structural members have sufficient capacity to resist seismic forces and that no additional strengthening is necessary.					
2 08-Riv-10 R106.6/R113.8 3008M 0816000174 1H190	Near Desert Center, from Coxcomb Ditch to Copa Ditch. Replace existing Rock Slope Protection (RSP) to prevent further scour damage and preserve the structural integrity of sixteen bridges: <u>Performance Measure</u> 16 Bridge(s)	21-22 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$825 \$1,282 \$217 \$2,336 \$140 <u>\$7,356</u> \$12,156	Prior 20-21 20-21 21-22 18-19 21-22
Note: Delete project. There is a pavement rehabilitation project within the same post mile limits. This work will be added to the pavement rehabilitation project EA 1C082/PPNO 08-3008Y.					
3 08-Riv-10 R110.5 3002L 0814000216 1F410	Near Desert Center, at Palen Ditch Bridge No. 56 -0040 R/L. Bridge rail replacement: <u>Performance Measure</u> 520 Linear feet	18-19 201.112	PA&ED PS&E R/W Sup Con Sup R/W Cap <u>Const Cap</u> Total	\$139 \$342 \$10 \$1,567 \$10 <u>\$1,846</u> \$3,914	Prior Prior Prior 18-19 18-19 18-19
Note: Delete project. There is a pavement rehabilitation project within the same post mile limits. This work will be added to the pavement rehabilitation project EA 1C082/PPNO 08-3008Y.					

**List of 2018 SHOPP Amendments
 (Cost, Scope, Schedule and Technical Changes. Includes Federal Emergency Relief.)
 for Senate Bill 1 Projects**

Project No. Dist-Co-Rte PM PPNO Project ID EA	Project Location and Description of Work Performance Measure	FY Program Code	Project Costs (\$1,000)		
4 08-Riv-10 R120.7/R142.7 3000P 0816000176 1H210	Near Blythe, from Rubble Ditch to Palowalla Ditch. Replace existing Rock Slope Protection (RSP) to prevent further scour damage and preserve the structural integrity of eighteen bridges.	21-22 201.110	PA&ED PS&E R/W Sup Con Sup R/W Cap Const Cap Total	\$938 \$1,442 \$284 \$2,732 \$134 \$8,832 \$14,356	Prior 20-21 20-21 21-22 18-19 21-22 21-22
	<u>Performance Measure</u> 18 Bridge(s)				

Note: Delete project. There are two pavement rehabilitation projects within the same post miles limits and this work will be added to those two projects, EA 1C082/PPNO 08-3008Y and EA 1C083/PPNO 08-3009K.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.1a.(2)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: **STIP AMENDMENT 18S-13**
ALAMEDA COUNTY – PPNOS 2194 AND 2194A

ISSUE:

Should the California Department of Transportation (Department) approve the requested State Transportation Improvement Program (STIP) Amendment 18S-13?

RECOMMENDATION:

The California Department of Transportation (Department) requests that the Commission approve the requested STIP Amendment 18S-13. This item was noticed at the Commission's December 2018 meeting.

Action Update: This Amendment has been revised to update the amount of STIP funding that is proposed to be reprogrammed to the new project, as described below. The local funding plan has also been revised to reflect this change.

The Department proposes to split out \$4,637,000 of STIP funding programmed on the Coast Subdivision Rail Corridor Improvements project (PPNO 2194) in Alameda County, Interregional Transportation Improvement Program (ITIP), and program a new project entitled Coast Subdivision - Positive Train Control Implementation project (PPNO 2194A) in Alameda and Monterey Counties. The Capitol Corridor Joint Powers Authority and the Transportation Agency of Monterey County concur with this request.

BACKGROUND:

The Coast Subdivision Rail Corridor Improvements project is programmed for \$20,000,000 in the ITIP for construction in fiscal year 2021-22. The project is located on the Union Pacific Railroad Coast Subdivision between Mile Post 13.5 in Oakland and Mile Post 30.6 in Newark. The proposed project will modernize the track and signal systems by replacing rail, ties, grade crossings and track turnouts strengthening the track structure. It will also upgrade the signal system to permit greater flexibility in operation and providing greater reliability, higher speed operations and increase track speeds that will reduce travel times.

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While much of the work, including the track work, will remain in 2021-22, in order to address safety issues, it is proposed to complete the positive train control portion (PTC) of the signal work in 2019-20 under a new project (PPNO 2194A) using the split-out \$4,637,000 in IIP funding along with other federal and Transit and Intercity Rail Capital Program (TIRCP) funds. The new project will also make PTC upgrades to the additional track sections between Gilroy and San Luis Obispo.

Recently, the Department was awarded a federal funding grant from the Consolidated Rail Infrastructure and Safety Improvements program, in the amount of \$11,340,000 that will be applied to the new portion of the project. The funding plans also includes \$1,615,000 of TIRCP funds.

The proposed funding plan for each project is as follows:

REVISE: Coast Subdivision Rail Corridor Improvement project (PPNO 2194)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Alameda County	75	2194		RAIL	2021-22								
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E							
	R/W					CON	Caltrans						
RTPA/CTC:													
Project Title:	Coast Subdivision Rail Corridor Improvements												
Location:	On the Union Pacific Railroad (UPRR) owned Coast Subdivision between MP 13.5 (Oakland) and 30.6 (Newark).												
Description:	The proposed project will modernize the track and signal system for faster and more reliable operation. The project funding will be further refined by design and negotiation with UPRR but will be developed in a manner to not exceed ITIP funding provided for the project. Major project elements include: Replace rail, ties and grade crossings to strengthen the track structure; Upgrade signal system to permit greater flexibility in operation and greater reliability; Replace track turnouts for higher speed operation; and, increase track speeds to reduce travel time.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	20,000	0	0	0	0	20,000	0	0	20,000	0	0	0	0
Change	-4,637	0	0	0	0	-4,637	0	0	-4,637	0	0	0	0
Proposed	15,363	0	0	0	0	15,363	0	0	15,363	0	0	0	0
Total													
Existing	20,000	0	0	0	0	20,000	0	0	20,000	0	0	0	0
Change	-4,637	0	0	0	0	-4,637	0	0	-4,637	0	0	0	0
Proposed	15,363	0	0	0	0	15,363	0	0	15,363	0	0	0	0

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ADD: Coast Subdivision Positive Train Control Implementation project (PPNO 2194A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Various Counties	75	2194A		RAIL	2019-20								
Implementing Agency: (by component)		PA&ED				PS&E							
		R/W				CON	Caltrans						
RTPA/CTC:													
Project Title:		Coast Subdivision Positive Train Control Implementation Project											
Location:		On the Union Pacific Railroad (UPRR) Coast Subdivision between Oakland & Newark, Gilroy & N. Salinas, and Salinas & San Luis Obispo.											
Description:		The proposed project will install and implement wayside Positive Train Control (PTC) elements. Construction work will include design and installation of PTC equipment, including radio and network elements at each control point and at intermediate signal locations. Costs include UPRR telecommunications installation and operation.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	4,637	0	0	4,637	0	0	0	0	4,637	0	0	0	0
Proposed	4,637	0	0	4,637	0	0	0	0	4,637	0	0	0	0
Other State - TAMC TIRCP													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	1,615	0	0	1,615	0	0	0	0	1,615	0	0	0	0
Proposed	1,615	0	0	1,615	0	0	0	0	1,615	0	0	0	0
Federal Disc.													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	11,340	0	0	11,340	0	0	0	0	11,340	0	0	0	0
Proposed	11,340	0	0	11,340	0	0	0	0	11,340	0	0	0	0
Total													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	17,592	0	0	17,592	0	0	0	0	17,592	0	0	0	0
Proposed	17,592	0	0	17,592	0	0	0	0	17,592	0	0	0	0

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.1b.(1)
Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: STIP AMENDMENT 18S-17
LOS ANGELES COUNTY – PPNO 5430

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested program amendment at the next scheduled Commission meeting following the notice period.

The Los Angeles County Metropolitan Transportation Authority (LA Metro) proposes to amend the Bus Acquisition 1 project (PPNO 5430) in Los Angeles County, to delay construction phase from Fiscal Year 2019-20 to 2020-21.

BACKGROUND:

The Bus Acquisition 1 project will purchase buses that are required to maintain LA Metro's bus fleet in a state of good repair through regularly scheduled replacement of vehicles that need to be retired at the end of their service life. Currently \$30,246,000 in Regional Improvement Program (RIP) funds are programmed for the construction phase in 2019-20.

In July 2017, the LA Metro Board (Board) approved a strategic plan for transitioning its bus fleet to zero emission buses. As a follow-up to that decision, the LA Metro awarded a contract for technical consulting services to develop a comprehensive plan (Plan), that will include local and federal funds for phasing in LA Metro's entire bus fleet to zero emissions by 2030. LA Metro expects that Plan will be delivered to its Board in the summer of 2019. After that, the Board will be able to provide the staff with direction on the type of replacement vehicles and the necessary infrastructure that will help LA Metro to phase in zero emission buses on its entire system by 2030. The construction phase delay is needed to accommodate the Plan schedule.

Therefore, the LA Metro requests to re-program \$30,246,000 RIP funds from 2019-20 to 2020-21.

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The proposed changes are shown in the following table:

REVISE: Bus Acquisition 1 project (5430)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Los Angeles County	07	5430		MT	From 2019-20 to 2020-21								
Implementing Agency: (by component)		PA&ED	Los Angeles County Metropolitan Transportation Authority				PS&E	Los Angeles County Metropolitan Transportation Authority					
		R/W					CON	Los Angeles County Metropolitan Transportation Authority					
RTPA/CTC:													
Project Title:		Bus Acquisition 1											
Location:		Purchase buses											
Description:		Purchase buses											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	30,246	0	0	30,246	0	0	0	0	30,246	0	0	0	0
Change	0	0	0	-30,246	30,246	0	0	0	0	0	0	0	0
Proposed	30,246	0	0	0	30,246	0	0	0	30,246	0	0	0	0
FTA Funds - FTA Funds													
Existing	29,197	0	0	29,197	0	0	0	0	29,197	0	0	0	0
Change	0	0	0	-29,197	29,197	0	0	0	0	0	0	0	0
Proposed	29,197	0	0	0	29,197	0	0	0	29,197	0	0	0	0
FTA Funds - FTA Funds													
Existing	37,790	0	0	37,790	0	0	0	0	37,790	0	0	0	0
Change	0	0	0	-37,790	37,790	0	0	0	0	0	0	0	0
Proposed	37,790	0	0	0	37,790	0	0	0	37,790	0	0	0	0
Local Funds - Locally Generated Funds													
Existing	56,654	0	0	56,654	0	0	0	0	56,654	0	0	0	0
Change	0	0	0	-56,654	56,654	0	0	0	0	0	0	0	0
Proposed	56,654	0	0	0	56,654	0	0	0	56,654	0	0	0	0
Local Funds - Transportation Development Act													
Existing	61,918	0	0	61,918	0	0	0	0	61,918	0	0	0	0
Change	0	0	0	-61,918	61,918	0	0	0	0	0	0	0	0
Proposed	61,918	0	0	0	61,918	0	0	0	61,918	0	0	0	0
Total													
Existing	215,805	0	0	215,805	0	0	0	0	215,805	0	0	0	0
Change	0	0	0	-215,805	215,805	0	0	0	0	0	0	0	0
Proposed	215,805	0	0	0	215,805	0	0	0	215,805	0	0	0	0

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.1b.(2)
Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: STIP AMENDMENT 18S-18
LAKE COUNTY – PPNO 3032R

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

Lake County (County) and the Lake County/City Area Planning Council (Lake APC) propose to amend the South Main Street Rehabilitation project (PPNO 3032R) in Lake County, to delay construction from Fiscal Year 2019-20 to 2020-21.

RECOMMENDATION:

The South Main Street Rehabilitation project, programmed in the 2018 STIP will rehabilitate the roadway, provide bike lanes, improve roadway surface drainage and remove overhead utilities. It will be combined with the Soda Bay Road Rehabilitation project (PPNO 3033R) already programmed for construction in 2020-2021. When completed, the corridor will provide a continuous center turn-lane with Type 2 bicycle lanes from Lakeport City limits to Manning Creek.

The County has had difficulty in obtaining Right of Way easements for the project which have caused delays in the Right of Way phase. To minimize further delays, the county has decided to revise the Design and work with the utility company to revise utility locations rather than seek condemnation of some properties. Furthermore, this delay will align the project with the Soda Bay Road Widening project, which already has its construction funds programmed in 2020-21. This action will allow both projects to be constructed concurrently.

BACKGROUND:

For these reasons, the County and Lake APC have requested that the STIP construction funds be reprogrammed in 2020-2021.

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The proposed changes described above are shown on the following table:

REVISE: South Main Street Widening and Bike Lanes project (PPNO 3032R)

County		District	PPNO		EA		Element	Const. Year		PM Back		PM Ahead		Route/Corridor	
Lake County		01	3032R		281714		LA	2020-21							
Implementing Agency: (by component)		PA&ED		Lake County					PS&E		Lake County				
		R/W		Lake County					CON		Lake County				
RTPA/CTC:		Lake County/City Area Planning Council													
Project Title:		South Main Street Rehabilitation													
Location:		Near Lakeport, on South Main Street from Lakeport city limits to Route 175 extension.													
Description:		Roadway rehabilitation and bike lanes.													
(DOLLARS IN THOUSANDS)															
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component							
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp		
RIP															
Existing	6,725	2,356	0	4,369	0	0	0	728	4,369	628	1,000	0	0		
Change	0	0	0	-4,369	4,369	0	0	0	0	0	0	0	0		
Proposed	6,725	2,356	0	0	4,369	0	0	728	4,369	628	1,000	0	0		
Demo															
Existing	2,985	2,556	0	429	0	0	0	472	429	1,784	300	0	0		
Change	0	0	0	-429	429	0	0	0	0	0	0	0	0		
Proposed	2,985	2,556	0	0	429	0	0	472	429	1,784	300	0	0		
Local Funds															
Existing	47	0	0	47	0	0	0	0	47	0	0	0	0		
Change	0	0	0	-47	47	0	0	0	0	0	0	0	0		
Proposed	47	0	0	0	47	0	0	0	47	0	0	0	0		
Total															
Existing	9,757	4,912	0	4,845	0	0	0	1,200	4,845	2,412	1,300	0	0		
Change	0	0	0	-4,845	4,845	0	0	0	0	0	0	0	0		
Proposed	9,757	4,912	0	0	4,845	0	0	1,200	4,845	2,412	1,300	0	0		

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.1b.(3)
Information Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: STIP AMENDMENT 18S-19
SACRAMENTO COUNTY – PPNOS 1684/1799

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

Sacramento County (County) and the Sacramento Area Council of Governments (SACOG) propose to amend the Power Inn Road Improvement project (PPNO 1684) in Sacramento County, to delay construction from Fiscal Year 2019-20 to 2021-22.

BACKGROUND:

The Power Inn Road Improvement project, programmed in the 2018 STIP for the Right of Way (R/W) and construction phases, will widen the roadway from 3 to 4 lanes, install curb and gutter, sidewalks, ADA ramps and bike lane improvements. It is currently in the environmental phase with R/W programmed in 2018-19 and construction in 2019-20.

The environmental phase is locally funded, and the County needs additional time to complete that phase. The County required a consultant to perform the technical studies and procuring them took longer than expected. Once the consultant was hired, it was determined that some environmental studies were either not anticipated or more involved than anticipated which further delayed the work. For example, studies were required to determine noise impacts on the adjacent community. The Noise Study Report (NSR) required coordination with numerous property owners and nearby schools requiring additional time to complete.

The County estimates that the National Environmental Policy Act (NEPA) certification will not be completed until January 2020, thereby delaying the R/W phase. Along with this STIP amendment, the County is also requesting a time extension for the R/W phase.

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Once the County receives an allocation for the R/W funds, it anticipates that 18 months will be required to complete the R/W phase, which will also delay construction until 2021-22. Additionally, it has been discovered that the PPNO for the project (PPNO 1684) is already in use by another project and therefore will be changed to PPNO 1799.

The proposed changes described above are shown on the following table:

REVISE: Power Inn Road Improvement project (PPNO 1684 current - 1799 proposed)

County		District	PPNO		EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor			
Sacramento County		03	1799			LA	2021-22						
Implementing Agency: (by component)		PA&ED		Sacramento County				PS&E		Sacramento County			
		R/W		Sacramento County				CON		Sacramento County			
RTPA/CTC:		Sacramento Area Council of Governments											
Project Title:		Power Inn Road Improvement Project											
Location:		Power Inn Road, from Florin Road to 52nd Avenue: Widen from three to four lanes, and from 450 feet south of Loucreta Drive to 52nd Avenue.											
Description:		Install curb, utter, sidewalk infills, ADA ramps, bike lane improvements, and landscape medians.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	3,610	0	460	3,150	0	0	0	460	3,150	0	0	0	0
Change	0	0	0	-3,150	0	3,150	0	0	0	0	0	0	0
Proposed	3,610	0	460	0	0	3,150	0	460	3,150	0	0	0	0
RSTP													
Existing	390	390	0	0	0	0	0	0	0	328	62	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	390	390	0	0	0	0	0	0	0	328	62	0	0
Local Funds													
Existing	522	52	60	0	410	0	0	470	0	52	0	0	0
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	522	52	60	0	410	0	0	470	0	52	0	0	0
Total													
Existing	4,522	442	520	3,150	410	0	0	930	3,150	380	62	0	0
Change	0	0	0	-3,150	0	3,150	0	0	0	0	0	0	0
Proposed	4,522	442	520	0	410	3,150	0	930	3,150	380	62	0	0

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Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.21, Action

Prepared By: Anja Aulenbacher,
Assistant Deputy Director

Published Date: May 3, 2019

Subject: Adoption of the 2019 Active Transportation Program Metropolitan Planning Organization Component – 10 of 10 Large Metropolitan Planning Organizations, Resolution G-19-12

Issue:

Should the California Transportation Commission (Commission) adopt the 2019 Active Transportation Program Metropolitan Planning Organization component – 10 of 10 large Metropolitan Planning Organizations?

Recommendation:

Commission staff recommends that the Commission:

1. Adopt the 2019 Active Transportation Program Metropolitan Planning Organization Component for Fresno Council of Governments (FCOG), Kern Council of Governments (KCOG), Metropolitan Transportation Commission (MTC), Sacramento Council of Governments (SACOG), San Diego Association of Governments (SANDAG), San Joaquin Council of Governments (SJCOG), Southern California Association of Governments (SCAG), Stanislaus Council of Governments (StanCOG), Tahoe Metropolitan Planning Organization (TMPO) and Tulare County Association of Governments (TCAG) in accordance with the attached resolution and programming spreadsheet. Commission staff recommendations correspond with the Metropolitan Planning Organization recommendations.
2. Authorize Commission staff to make any specific technical changes, corrections or exceptions to Commission staff recommendations, with a report of any substantive changes back to the Commission for approval at a subsequent Commission meeting.

Background:

In summary, Commission staff recommends that the 2019 Active Transportation Program Metropolitan Planning Organization Component funds totaling \$174,885,000 for all ten large Metropolitan Planning Organizations be programmed to 59 projects valued at \$331,474,000.

- \$165,147,000 (94 percent of \$174,885,000) to 53 projects benefiting disadvantaged communities.
- \$95,599,000 (55 percent of \$174,885,000) to 40 Safe Routes to School projects.
- 31 of the 59 projects are designated for state only funding.

The Commission's adoption of the 2019 Active Transportation Program Metropolitan Planning Organization Component 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.

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). Senate Bill 1, signed by the Governor on April 28, 2017, directs an additional \$100 million annually from the Road Maintenance and Rehabilitation Account to the Active Transportation Program beginning in Fiscal Year 2017-18. Per legislation, a minimum of 25 percent of all 2019 Active Transportation Program funds must benefit disadvantaged communities.

The Commission adopted the Fund Estimate and the program guidelines for the 2019 Active Transportation Program on May 16, 2018. The 2019 Active Transportation Program includes four years of programming, 2019-20, 2020-21, 2021-22, and 2022-23, with \$445,560,000 in funding capacity for the following program components:

- Statewide (50 percent or \$218,780,000)
- Small Urban & Rural (10 percent or \$43,756,000)
- Metropolitan Planning Organizations (40 percent or \$175,024,000)
- California Conservation Corps (\$8,000,000)

The Commission staff recommendations are based on consistency with the Active Transportation Program Metropolitan Planning Organization competitive program project selection criteria set forth in the 2019 Active Transportation Program Guidelines (Section 19, Metropolitan Planning Organization Competitive Project Selection) and the following:

- Funding levels identified in the 2019 Active Transportation Program Fund Estimate.
- Eligibility for the program.
- Metropolitan Planning Organization multidisciplinary advisory group scores.
- Statutory requirements.

The Commission adopted the 2019 Active Transportation Program Statewide and Small Urban and Rural Components on January 30, 2019. Projects not programmed in the Statewide competitive component were distributed to the ten large Metropolitan Planning Organizations based on location.

Metropolitan Planning Organization Evaluation Process

All applications considered by the ten large Metropolitan Planning Organizations were submitted through the statewide competitive program. Per the 2019 Active Transportation Program Guidelines, a Metropolitan Planning Organization may delegate its project selection to the Commission using the statewide competition project selection criteria; or, with Commission approval, a Metropolitan Planning Organization may use different project selection criteria, weighting, minimum project size, and match requirement.

The Commission approved amendments to the 2019 Active Transportation Program guidelines allowing different project selection criteria for the following Metropolitan Planning Organizations: Fresno Council of Governments, Metropolitan Transportation Commission, Sacramento Area Council of Governments, San Diego Association of Governments, Southern California Association of Governments, Tulare County Association of Governments, and Tahoe Metropolitan Planning Organization.

The Kern Council of Governments, Stanislaus Council of Governments, and the San Joaquin Council of Governments did not propose regional 2019 Active Transportation Program Guidelines.

Metropolitan Planning Organization Program of Projects - Examples

The Metropolitan Planning Organization program recommendations include active transportation projects that will provide significant benefits. Examples include:

Fresno Council of Governments

- City of Fresno – Connecting the Winchell Neighborhood, Butler/8th and Orange/Lowe Signals Project will install two traffic signals, pedestrian countdown equipment, sidewalks, curb ramps, and gutters. The City has been working to improve active transportation facilities in this neighborhood for the last several years as part of the "Restore Fresno" effort which aims to improve health, safety and infrastructure through close collaboration with the community. This project will result in improved safety for non-motorized users so that they can travel by foot, bike, or mobility device comfortably and reliably, and more parents will allow their children to walk to school.
- Fresno County – West Park Pedestrian Pathway Project will develop a four-foot wide asphalt concrete walking and biking path between the community of West Park and the West Park Elementary School. The path will provide a safe active transportation route; benefits will include decreased risk of traffic-related injuries, increased active

transportation usage, reduction in greenhouse gas emissions through reduced reliance on motorized vehicles, and increased sense of place for the community.

Kern Council of Governments

- City of Bakersfield – Friant-Kern Canal Multi-Use Path Project will construct a six-mile Class I multi-use path along the Friant-Kern Canal within a 25-foot easement. The Project creates a regional active transportation corridor along the Friant-Kern Canal that connects to an existing east/west multi-use path (32 miles) along the Kern River Parkway. The project substantially transforms the active transportation network in Bakersfield and adds regional connectivity throughout Kern County.

Metropolitan Transportation Commission

- San Francisco Municipal Transportation Agency – 6th Street Pedestrian Safety Project will substantially improve safety and livability in San Francisco's most dense and diverse neighborhood. The project includes sidewalk widening, upgraded traffic signals, improved signal timing, reduced crossing distances, new pedestrian-scale lighting, and landscaping/street furniture upgrades. This project will transform 6th Street and reduce the high numbers of pedestrian collisions and injuries.
- City of San Jose – Willow-Keyes Complete Street Improvements Project will enhance safety for people walking and biking by constructing complete street elements such as a Class IV protected bike lane, new sidewalk, and curb extensions. The improvements will provide continuous, safe, and comfortable facilities for people of all ages and abilities. Pedestrians and bicyclists will benefit from a safe, calm, comfortable roadway, encouraging more walking and biking.

Sacramento Council of Governments

- City of Sacramento – Broadway Complete Streets Project - Phase 2 will complete the two-mile-long corridor mobility improvements which aim to rebalance space for all modes on the Broadway corridor by reducing the number of travel lanes, installing bike facilities, and constructing pedestrian improvements. This project closes a critical gap in the bikeway network and improves pedestrian facilities, which will make active transportation and transit a more attractive and viable option.
- Yuba County – Cedar Lane Elementary Safe Routes to Schools Project will provide safe bicycle and pedestrian access to Cedar Lane Elementary School, transit facilities, and downtown Linda. The project promotes active transportation, decreases vehicle speeds, decreases the number of motorized vehicle trips, increases bicycle and pedestrian trips, improves air quality, and improves public health. The project will also provide pedestrian and bicycle education for parents and students from educators at WALKSacramento.

San Diego Association of Governments

- San Diego Association of Governments – University Bikeway Project consists of a road diet, removal of free-right slip lanes, separated bike lanes, buffered bike lanes, protected intersections, signal-protected crossings, new/enhanced pedestrian crossings, curb extensions, speed cushions, bikeway markings, and other high-visibility treatments. Expected benefits include a dramatic drop in the level of traffic stress, reduced speeds, increased protection from vehicle traffic, increased crossings, shorter crossings, greater visibility, and traffic calming.
- City of Escondido – Escondido Creek Trail Transit Center Bicycle Path Improvements Project will increase active transportation connectivity by improving approximately 1.6 miles of underutilized Class I bike trail and close several bike/pedestrian gaps along the trail. This project will add lighting, pedestrian signals, crosswalks, ramps, and signage to two intersections.

San Joaquin Council of Governments

- San Joaquin County – Oro Avenue and Section Avenue Sidewalk Improvements Project will install sidewalks, curbs, and gutters on approximately 1,900 feet of Oro Avenue, as well as approximately 1,100 feet of Section Avenue. Seven new curb ramps will be installed, allowing easier access for those walking or using wheeled apparatus. The addition of sidewalks, curb ramps, and a beacon in this area addresses a need to connect students to nearby schools and community members to transit stops, stores, markets and childcare facilities.
- City of Stockton – Safe Routes to School Sidewalk Gap Closure Project will install curbs, gutters, and sidewalks to close sidewalk gaps along routes to schools surrounding five school sites. Minimum five feet wide sidewalks, bulb-outs, pedestrian lighting, school signage, compliant ADA curb ramps, and where necessary, a pedestrian gate and high visibility crosswalks will be installed to provide protection and increase safety for students walking to school. The anticipated benefit of this project is an increase in safety for students which will lead to an increase in the number of students who use these new or upgraded facilities. Additionally, the City anticipates an improvement to public health and reduction in greenhouse gas emissions.

Southern California Association of Governments

- City of Ontario – Pedestrian Improvements around Haynes, Vista Grande, and Oaks Schools Project will complete a pedestrian network by installing missing sidewalks, replacement ADA curb ramps, truncated domes on existing ADA curb ramps, street lights, enhanced crosswalks, and shade trees. In addition, an education and encouragement non-infrastructure component is included to encourage children to walk to school. Upon completion of the project, residents will have improved pedestrian access to local schools, parks, commercial centers, and transit stops, and

programs to encourage behavior change resulting in more residents walking to local destinations and walking for the positive health benefits.

- Los Angeles Bureau of Street Services (Engineering Division) – Broadway-Manchester Active Transportation Equity Project will construct a separated, Class IV cycle track, continental crosswalks, a center median pedestrian refuge island, sidewalk improvements, curb extensions, upgraded access ramps, pedestrian signals, and more. Each of these measures will work to slow speeding vehicles on the corridor and increase pedestrian and bicyclist safety. The project benefits include enhanced safety and mobility for active transportation users, a rise in trips taken by pedestrians and bicyclists and an increase in public health outcomes for residents due to an increase in active transportation activities.

Stanislaus Council of Governments

- Stanislaus County – Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project will install new sidewalks, Class III bicycle routes, and bike racks. Improvements created by this project to help support student safety to and from Bret Harte Elementary School and Evelyn Hanshaw Middle School include high visibility crosswalks adjacent to the school site, and various safety improvements and enhancements which create an overall improved bicycle and pedestrian network throughout the neighborhood. This project will result in a safer environment for students and community members, increase access to various local destinations, improve safety, and provide greater regional access.

Tahoe Metropolitan Planning Organization

- City of South Lake Tahoe – Lake Tahoe Boulevard Class I Bicycle Trail Project will construct a lit Class I bike trail that will parallel Lake Tahoe Boulevard, allowing commuters and recreational users to travel between the city and county areas without ever leaving the safety of a Class I bike path. The benefits of this project include closing a trail gap, completing a safe route to the South Tahoe High School, and providing a connection to a transit center and various shopping areas.

Tulare County Association of Governments

- City of Woodlake – North Valencia Boulevard Safe Routes to School Extension, Gap Improvements Project will extend previously built improvements and close a gap on North Valencia. The improvements include curbs, gutters, sidewalks, ADA compliant ramps, street lighting, crosswalks, and Class II bike lanes along North Valencia Boulevard. This project benefits students and the community at large by providing much needed infrastructure in a disadvantaged community, creating a safer active transportation corridor, and increasing walking and biking. Additional benefits will be healthier citizens, cleaner management of storm water, and reduction in emissions.

Programming Recommendations

The following table summarizes the proposed programming recommendations for the ten Metropolitan Planning Organizations (dollar amounts are in \$1,000's):

Metropolitan Planning Organization	# Proj.	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total	Fund Est. Target	Under (Over) Target
FCOG	9	\$392	\$1,584	\$450	\$2,346	\$4,772	\$4,772	\$0
KCOG	1	\$0	\$4,306	\$0	\$0	\$4,306	\$4,306	\$0
MTC	6	\$12,987	\$10,757	\$0	\$12,926	\$36,670	\$36,670	\$0
SACOG	7	\$3,427	\$3,335	\$4,902	\$0	\$11,664	\$11,666	\$2
SANDAG	4	\$1,381	\$747	\$8,561	\$5,185	\$15,874	\$15,874	\$0
SCAG	25	\$20,331	\$20,896	\$22,198	\$29,147	\$92,572	\$92,572	\$0
SJCOG	2	\$565	\$745	\$1,184	\$1,020	\$3,514	\$3,514	\$0
StanCOG	2	\$99	\$0	\$0	\$2,402	\$2,501	\$2,638	\$137
TCAG	2	\$980	\$263	\$0	\$1,025	\$2,268	\$2,268	\$0
TMPO	1	\$0	\$744	\$0	\$0	\$744	\$744	\$0
Totals:	59	\$40,162	\$43,377	\$37,295	\$54,051	\$174,885	\$175,024	\$139
Cumulative Fund Estimate Capacity		\$38,400	\$38,400	\$49,112	\$49,112	\$175,024		
Cumulative Under (Over) Fund Estimate		\$(1,762)	\$(4,977)	\$11,817	\$(4,939)	\$139		

The following table shows the amount of funding per Metropolitan Planning Organization that benefits disadvantaged communities (dollar amounts are in \$1,000's):

Metropolitan Planning Organization	# DAC Projects	Total DAC Projects Programmed	Fund Est. Target	Under (Over) Target
FCOG	9	\$4,772	\$1,194	\$(3,578)
KCOG	1	\$4,306	\$1,076	\$(3,230)
MTC	6	\$36,670	\$9,166	\$(27,504)
SACOG	3	\$8,270	\$2,916	\$(5,354)
SANDAG	4	\$15,874	\$3,970	\$(11,904)
SCAG	23	\$86,228	\$23,144	\$(63,084)
SJCOG	2	\$3,514	\$880	\$(2,634)
StanCOG	2	\$2,501	\$660	\$(1,841)
TCAG	2	\$2,268	\$566	\$(1,702)
TMPO	1	\$744	\$186	\$(558)
Totals:	53	\$165,147	\$43,758	\$(121,389)

Attachments:

- Attachment A: Resolution G-19-12
- Attachment B: 2019 Active Transportation Program – Metropolitan Planning Organization Component Project Recommendations
- Attachment C: 2019 Active Transportation Program – Metropolitan Planning Organization Submittals

**CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2019 Active Transportation Program
Metropolitan Planning Organization Component**

RESOLUTION G-19-12

- 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; and
 - 1.2 **WHEREAS**, pursuant to Section 2384, the 2019 Active Transportation Program is a four-year program covering program years 2019-20, 2020-21, 2021-22 and 2022-23; and
 - 1.3 **WHEREAS**, the Commission adopted 2019 Active Transportation Program Guidelines at the May 2018 meeting; and
 - 1.4 **WHEREAS**, the 2019 Active Transportation Program Fund Estimate provided \$445,560,000 in Active Transportation Program programming capacity to be apportioned to the Statewide (50 percent), Small Urban and Rural (10 percent) and Metropolitan Planning Organization (40 percent) Components and the California Conservation Corps (\$8,000,000); and
 - 1.5 **WHEREAS**, the Commission adopted the 2019 Active Transportation Program Statewide and Small Urban and Rural Components at the January 2019 meeting; and
 - 1.6 **WHEREAS**, the total amount programmed may not exceed the amount specified in the adopted Fund Estimate; and
 - 1.7 **WHEREAS**, the Commission staff recommendations conform to the Fund Estimate and other requirements of statute for the Active Transportation Program; and
 - 1.8 **WHEREAS**, the Metropolitan Planning Organizations have designated projects to receive state only funding.
-
- 2.1 **NOW, THEREFORE BE IT RESOLVED**, that the Commission hereby adopts the 2019 Active Transportation Program, Metropolitan Planning Organization Component (10 of 10 Metropolitan Planning Organizations), to include the program described in the Commission staff recommendations, including the attachments to this resolution; and
 - 2.2 **BE IT FURTHER RESOLVED**, that having a project included in the adopted 2019 Active Transportation Program, Metropolitan Planning Organization Component, 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
 - 2.3 **BE IT FURTHER RESOLVED**, that the Metropolitan Planning Organizations have designated projects to receive state only funding and if a Metropolitan Planning Organization wishes to change the designation to another project, they must notify the Commission and the California Department of Transportation's

(Department) Active Transportation Program office of a previously designated state only funded project that will now receive federal funding. In addition, all amendments to the state only funding designation must be made prior to an allocation request for that project; 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 2019 Active Transportation Program – Metropolitan Planning Organization Component, 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 a subsequent meeting.

**2019 Active Transportation Program
Metropolitan Planning Organization Component
Staff Recommendations**

Reference No.: 4.21
May 15-16, 2019
Attachment B

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	SOF	Project Type	DAC	SRTS	Final Score	State Score
FCOG	6-Fresno-1	Fresno	Connecting the Winchell Neighborhood, Butler/8th and Orange/Lowe Signals	\$ 1,251	\$ 1,108	\$ 87	\$ 31	-	\$ 990	\$ 1	\$ 86	\$ 31	\$ 990	-		Infrastructure - S	X	X	89.75	86
FCOG	6-Fresno-4*	Fresno	Pathway to Play at Inspiration Park - Gettysburg/Polk Sidewalk/Signal	\$ 865	\$ 616	-	\$ 616	-	-	-	-	-	\$ 616	-		Infrastructure - S	X	X	85.25	85
FCOG	6-Fresno-3*	Fresno	Southeast Fresno Cycle Track, First from Tulare to Ventura/Hazelwood	\$ 902	\$ 258	-	\$ 258	-	-	-	-	-	\$ 258	-		Infrastructure - S	X	X	83	73
FCOG	6-Fresno County-1	Fresno	West Park Pedestrian Pathway	\$ 548	\$ 548	-	\$ 98	\$ 450	-	\$ 20	\$ 78	-	\$ 450	-		Infrastructure - S	X	X	76.67	77
FCOG	6-Fresno-7*	Fresno	Pathway to Play at Calwa Park - Barton/Florence Sidewalks	\$ 361	\$ 288	\$ 17	\$ 79	-	\$ 192	\$ 1	\$ 16	\$ 79	\$ 192	-		Infrastructure - S	X		76	66
FCOG	6-Fresno-5	Fresno	Robinson Elementary Crossing Improvements	\$ 660	\$ 584	\$ 45	\$ 35	-	\$ 504	\$ 2	\$ 43	\$ 35	\$ 504	-		Infrastructure - S	X	X	74	81
FCOG	6-Fresno-2*	Fresno	Mckenzie Trail Crossing Improvements	\$ 422	\$ 374	\$ 32	\$ 342	-	-	\$ 2	\$ 30	-	\$ 342	-		Infrastructure - S	X		73.75	73
FCOG	6-Fresno-6*	Fresno	Maple Avenue Cycle Track and Pedestrian Scramble	\$ 182	\$ 111	\$ 111	-	-	-	-	-	-	\$ 111	-		Infrastructure - S	X	X	70.5	85
FCOG	6-Coalinga-1**	Fresno	Coalinga Perimeter Multi-Use Trail	\$ 952	\$ 885	\$ 100	\$ 125	-	\$ 660	\$ 100	\$ 65	\$ 60	\$ 660	-		Infrastructure - S	X		69.8	69
KCOG	6-Bakersfield-1	Kern	Friant-Kern Canal Multi-Use Path	\$ 8,200	\$ 4,306	-	-	-	\$ 4,306	-	-	-	\$ 4,306	-		Infrastructure-L	X		87	87
MTC	4-Alameda County TC-2	Alameda	Alameda County School Travel Opportunities Program	\$ 4,178	\$ 3,761	\$ 3,761	-	-	-	-	-	-	-	\$ 3,761	X	Non-Infrastructure	X	X	99	71
MTC	4-San Francisco Municipal Transportation Agency-1	San Francisco	6th Street Pedestrian Safety Project	\$ 19,761	\$ 6,000	\$ 6,000	-	-	-	-	-	-	\$ 6,000	-	X	Infrastructure - L	X		92	81
MTC	4-Sonoma-Marin Area Rail Transit District (SMART)-2 **	Sonoma	SMART Pathway- Santa Rosa-Rohnert Park and Penngrove Segments	\$ 13,802	\$ 12,574	\$ 1,817	\$ 10,757	-	-	-	-	\$ 1,817	\$ 12,574	-		Infrastructure - L	X	X	92	80
MTC	4-San Jose-1 *	Santa Clara	Willow-Keyes Complete Streets Improvements	\$ 19,649	\$ 12,926	-	-	-	\$ 12,926	-	-	-	\$ 12,926	-		Infrastructure - L	X	X	91	82
MTC	4-Albany-2	Alameda	Ohlone Greenway Trail Safety Improvements	\$ 665	\$ 410	\$ 410	-	-	-	-	-	-	\$ 410	-	X	Infrastructure - S	X	X	88	74
MTC	4-Alameda County Public Works Department-12	Alameda	Active and Safe Oakland	\$ 999	\$ 999	\$ 999	-	-	-	-	-	-	-	\$ 999	X	Non-Infrastructure	X	X	87	84

**2019 Active Transportation Program
Metropolitan Planning Organization Component
Staff Recommendations**

Reference No.: 4.21
May 15-16, 2019
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MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	SOF	Project Type	DAC	SRTS	Final Score	State Score
SACOG	3-Sacramento-2	Sacramento	Franklin Boulevard Complete Street Phase 2	\$ 12,591	\$ 1,880	\$ 1,880	-	-	-	-	\$ 1,000	\$ 880	-	-		Infrastructure - L	X		90	88
SACOG	3-Sacramento-1	Sacramento	Broadway Complete Streets Project - Phase 2	\$ 4,886	\$ 3,661	\$ 550	\$ 3,111	-	-	-	\$ 550	-	\$ 3,111	-		Infrastructure - M	X		84	86
SACOG	3-Sacramento County-4	Sacramento	Fern Bacon Middle School SRTS Improvements	\$ 990	\$ 872	-	\$ 224	\$ 648	-	-	\$ 83	\$ 141	\$ 598	\$ 50	X	Infrastructure + NI - S		X	81	85
SACOG	3-San Juan Unified School District-1	Sacramento	Three Steps to Safer Routes for Students	\$ 441	\$ 397	\$ 397	-	-	-	-	-	-	-	\$ 397	X	Non-Infrastructure		X	78	77
SACOG	3-Yuba County-2	Yuba	Cedar Lane Elementary SRTS Project	\$ 3,079	\$ 2,729	-	-	\$ 2,729	-	-	-	-	\$ 2,700	\$ 29	X	Infrastructure + NI - M	X	X	77	65
SACOG	3-Woodland-1	Yolo	W. Gibson Road SRTS Project	\$ 5,239	\$ 600	\$ 600	-	-	-	\$ 250	\$ 350	-	-	-	X	Infrastructure - M		X	77	74.5
SACOG	3-Citrus Heights-1	Sacramento	Auburn Boulevard Complete Streets – Phase 2	\$ 17,225	\$ 1,525	-	-	\$ 1,525	-	-	-	-	\$ 1,512	\$ 13		Infrastructure + NI - L		X	76	69
SANDAG	11-San Diego Association of Governments-4	San Diego	GObyBIKE San Diego: Education and Encouragement Start-Up Program	\$ 1,967	\$ 1,381	\$ 1,381	-	-	-	-	-	-	-	\$ 1,381		Non-Infrastructure	X		659	72
SANDAG	11-Escondido-1	San Diego	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	\$ 827	\$ 747	-	\$ 747	-	-	-	-	-	\$ 747	-		Infrastructure - S	X		626.4	75
SANDAG	11-San Diego Association of Governments-1	San Diego	University Bikeway	\$ 16,825	\$ 8,561	-	-	\$ 8,561	-	-	-	-	\$ 8,561	-		Infrastructure - L	X		611.52	79
SANDAG	11-National City-1	San Diego	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	\$ 6,991	\$ 5,185	-	-	-	\$ 5,185	-	-	-	\$ 5,185	-		Infrastructure - M	X		604.64	85
SJCOG	10-San Joaquin County-1	San Joaquin	Oro Avenue & Section Avenue Sidewalk Improvements	\$ 1,439	\$ 1,439	\$ 75	\$ 180	\$ 1,184	-	\$ 75	\$ 180	-	\$ 1,184	-		Infrastructure - S	X	X	86.8	87
SJCOG	10-Stockton-4	San Joaquin	SRTS Sidewalk Gap Closure***	\$ 5,982	\$ 2,075	\$ 490	\$ 565	-	\$ 1,020	\$ 490	\$ 452	\$ 113	\$ 1,020	-		Infrastructure - M	X	X	85.2	85
SCAG	11-Imperial County-2	Imperial	Heffernan Avenue from 14th Street to 10th Street	\$ 727	\$ 642	\$ 87	\$ 44	\$ 511	-	\$ 8	\$ 79	\$ 44	\$ 511	-	X	Infrastructure - S	X	X	91	71
SCAG	7-Huntington Park-1	Los Angeles	Huntington Park Bicycle and Pedestrian Safety and Connectivity Project	\$ 4,650	\$ 4,117	\$ 58	-	\$ 288	\$ 3,771	\$ 58	\$ 288	-	\$ 3,771	-	X	Infrastructure - M	X		99	89
SCAG	7-LA Bureau of Street Services (Engineering Division)-8	Los Angeles	Broadway-Manchester Active Transportation Equity Project	\$ 46,600	\$ 24,821	\$ 4,000	-	\$ 1,200	\$ 19,621	\$ 4,000	\$ 1,200	-	\$ 19,621	-		Infrastructure - L	X	X	99	89

**2019 Active Transportation Program
Metropolitan Planning Organization Component
Staff Recommendations**

Reference No.: 4.21
May 15-16, 2019
Attachment B

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	SOF	Project Type	DAC	SRTS	Final Score	State Score
SCAG	7-Los Angeles Department of Public Works (Bureau of Engineering)-7	Los Angeles	LA River Greenway, West San Fernando Valley Gap Closure	\$ 51,822	\$ 18,793	\$ 900	-	\$ 17,893	-	-	\$ 500	\$ 400	\$ 17,893	-	X	Infrastructure - L	X		99	89
SCAG	7-LA County Department of Public Works-3	Los Angeles	East LA Active Transportation Education and Encouragement Program	\$ 747	\$ 500	\$ 500	-	-	-	-	-	-	-	\$ 500	X	Non-Infrastructure	X		89	84
SCAG	12-Costa Mesa-1	Orange	Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project	\$ 1,300	\$ 1,105	\$ 1,105	-	-	-	-	-	-	\$ 1,105	-	X	Infrastructure - S	X	X	107	87
SCAG	12-Santa Ana-10	Orange	McFadden Avenue Protected Bike Lane and Bicycle Boulevard Project	\$ 6,999	\$ 6,999	\$ 1,124	\$ 5,875	-	-	\$ 102	\$ 1,022	-	\$ 5,875	-		Infrastructure - M	X		101	81
SCAG	12-Santa Ana-14	Orange	Standard Avenue Protected Bike Lane and Protected Intersection Project	\$ 6,666	\$ 6,666	\$ 1,222	\$ 5,444	-	-	\$ 122	\$ 1,100	-	\$ 5,444	-		Infrastructure - M	X		99.5	80.5
SCAG	12-Orange County Transportation Authority-2	Orange	Safe Travels Education Program (STEP) Campaign	\$ 500	\$ 500	\$ 500	-	-	-	-	-	-	-	\$ 500	X	Non-Infrastructure	X	X	94	74
SCAG	8-City of Palm Desert-1	Riverside	San Pablo Avenue Improvements from Fred Waring to Magnesia Falls	\$ 4,503	\$ 3,222	\$ 3,222	-	-	-	-	-	-	\$ 3,222	-	X	Infrastructure - M	X	X	106	86
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-2	Riverside	Riverside County SRTS, Corona	\$ 580	\$ 325	-	\$ 325	-	-	-	-	-	-	\$ 325	X	Non-Infrastructure	X	X	86	86
SCAG	8-Riverside County Transportation Department-2	Riverside	El Toro Road-Dexter Avenue SRTS Sidewalk Project	\$ 2,311	\$ 2,311	\$ 50	\$ 410	-	\$ 1,851	\$ 50	\$ 330	\$ 80	\$ 1,763	\$ 88	X	Infrastructure + NI - M	X	X	87	77
SCAG	8-Lake Elsinore-3	Riverside	Murrieta Creek Multi-Use Trail - Palomar Trail to Lake Trail	\$ 5,079	\$ 5,079	\$ 365	\$ 350	\$ 460	\$ 3,904	\$ 365	\$ 350	\$ 460	\$ 3,904	-	X	Infrastructure - M			86	76
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-3	Riverside	Riverside County SRTS Program, Desert Hot Springs	\$ 610	\$ 500	-	\$ 500	-	-	-	-	-	-	\$ 500	X	Non-Infrastructure	X	X	87	87
SCAG	8-Fontana-2	San Bernardino	Fontana SRTS Gap Closure	\$ 1,477	\$ 1,477	\$ 223	\$ 1,254	-	-	\$ 12	\$ 124	\$ 87	\$ 1,254	-	X	Infrastructure - S	X	X	108	88
SCAG	8-Rialto-3	San Bernardino	Terra Vista Drive Neighborhood SRTS Infrastructure Implementation	\$ 663	\$ 663	\$ 20	\$ 60	\$ 583	-	\$ 20	\$ 60	-	\$ 583	-	X	Infrastructure - S	X	X	107	87
SCAG	8-Twenty-nine Palms-1	San Bernardino	Twenty-nine Palms SRTS Infrastructure Implementation Grant	\$ 1,467	\$ 1,467	\$ 153	\$ 51	\$ 1,263	-	\$ 153	\$ 51	-	\$ 1,263	-		Infrastructure - S	X	X	107	87
SCAG	8-Rialto-1	San Bernardino	Safe Routes for Active Play, Work, and Live Rialto!	\$ 549	\$ 549	\$ 549	-	-	-	-	-	-	-	\$ 549	X	Non-Infrastructure	X	X	106	86
SCAG	8-Ontario-1	San Bernardino	Pedestrian Improvements around Haynes, Vista Grande and Oaks Schools	\$ 6,998	\$ 5,764	\$ 841	\$ 4,923	-	-	-	-	\$ 841	\$ 4,767	\$ 156	X	Infrastructure + NI - M	X	X	104	84

**2019 Active Transportation Program
Metropolitan Planning Organization Component
Staff Recommendations**

Reference No.: 4.21
May 15-16, 2019
Attachment B

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	SOF	Project Type	DAC	SRTS	Final Score	State Score
SCAG	8-San Bernardino Association of Government-2	San Bernardino	San Bernardino County SRTS Program	\$ 1,053	\$ 500	\$ 500	-	-	-	-	-	-	-	\$ 500	X	Non-Infrastructure	X	X	103	83
SCAG	SCAG	Various	SCAG 2019 Local Demonstration Initiative	\$ 2,599	\$ 2,599	\$ 2,599	-	-	-	-	-	-	-	\$ 2,599	X	Non-Infrastructure	X		N/A	N/A
SCAG	7-Ventura-1	Ventura	Active Transportation Mobility Plan	\$ 950	\$ 950	\$ 950	-	-	-	-	-	-	-	\$ 950	X	Plan	X	X	88	68
SCAG	7-Oxnard-2	Ventura	Oxnard Boulevard Bikeway Gap Closure	\$ 860	\$ 860	\$ 98	\$ 762	-	-	-	\$ 98	-	\$ 762	-	X	Infrastructure - S	X	X	83	63
SCAG	7-Ventura County-1	Ventura	Potrero Road Bike Lane Improvements – Phase 2	\$ 1,515	\$ 1,265	\$ 1,265	-	-	-	-	-	-	\$ 1,265	-	X	Infrastructure - S			78	68
SCAG	7-Thousand Oaks-1	Ventura	Los Feliz Sidewalk Phase 2	\$ 1,651	\$ 898	-	\$ 898	-	-	-	-	-	\$ 898	-	X	Infrastructure - S	X	X	76	56
StanCOG	10-Stanislaus County-2	Stanislaus	Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project	\$ 3,005	\$ 2,402	-	-	-	\$ 2,402	-	-	-	\$ 2,380	\$ 22		Infrastructure +NI-M	X	X	86	86
StanCOG	10-Patterson-1	Stanislaus	Patterson - Citywide Active Transportation Plan	\$ 99	\$ 99	\$ 99	-	-	-	-	-	-	-	\$ 99	X	Plan	X	X	79	79
TMPO	3-South Lake Tahoe-1	El Dorado	Lake Tahoe Boulevard Class I Bicycle Trail	\$ 3,025	\$ 744	-	\$ 744	-	-	-	-	-	\$ 744	-		Infrastructure - M	X	X	288.25	68
TCAG	6-Woodlake-1	Tulare	North Valencia Boulevard SRTS Extension, Gap Improvements	\$ 1,204	\$ 980	\$ 980	-	-	-	-	-	-	\$ 980	-	X	Infrastructure - S	X	X	100	77
TCAG	6-Tulare County-11	Tulare	County of Tulare: Road 160 Sidewalk Improvements, Ivanhoe	\$ 1,575	\$ 1,288	-	\$ 263	-	\$ 1,025	-	-	\$ 263	\$ 1,025	-		Infrastructure - M	X	X	96	80
			Totals	\$ 313,663	\$ 174,885	\$ 40,162	\$ 39,071	\$ 37,295	\$ 58,357											
* San Jose requested \$16,538 however \$12,926 was available for funding, a difference of \$3,612 remains.																				
* SMART requested \$27,498 for five segments; however \$12,574 is recommended for two segments due to lack of funds.																				
***SRTS Sidewalk Gap Closure requested \$5,384,000, however only \$2,075,000 of programming capacity remains. SJCOG Staff will work with the agency to ensure a fully funded project.																				

Reference No.: 4.21

May 15-16, 2019

Attachment C

2019 Active Transportation Program
Metropolitan Planning Organization Submittals

April 15, 2019

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street Room 2221 (MS-52)
Sacramento, CA 95814

Attention: Laurie Waters

***Subject: Fresno Council of Governments Regional Competitive Active Transportation
Program of Projects – Cycle 4***

Ms. Waters:

The Active Transportation Program (ATP) focuses state and federal funds toward projects that improve public health, increase safety and reduce greenhouse gas emissions. Project categories for these funds mainly include pedestrian and bike facilities or programs that enhance or encourage walking and bicycling.

The California Transportation Commission approved the Fresno Council of Governments (Fresno COG) Cycle 4 Regional Competitive Active Transportation Program (ATP) Guidelines on August 15, 2017. The Fresno COG Regional Competitive ATP Call for Projects was released on May 16, 2018 and closed on July 31, 2019. The multi-disciplinary advisory group (MAG) evaluated sixteen projects, nine of which are being recommended for funding for a total of \$4,772,000. The Fresno COG Policy Board approved the recommended project list for the Fresno COG Regional Competitive ATP on February 28, 2019.

In administering a competitive selection process, Fresno COG is recommending nine projects for programming that represent a spectrum of benefits to bicyclists and pedestrians. Of the nine projects recommended for funding, three will enhance walking or bicycling, while the remaining six projects are specific to providing Safe Routes to Schools for students walking and bicycling to school. The ATP guidelines require that at least 25% of the funds be directed to benefit projects in disadvantaged communities; however, Fresno COG is recommending a project list where 100% of the funds will be directed to benefit projects in disadvantaged communities.

The submittal of the herein recommended program of projects meets all of the requirements set-forth by the 2019 ATP Guidelines that were adopted by the California Transportation Commission on May 16, 2018.

Included with this letter are the following attachments:

Attachment A – Fresno COG recommended program of projects

Attachment B – complete list of submitted projects – contingency list

Attachment C – Fresno COG Policy Board minute excerpt and resolution approving the recommended program of projects

Attachment D – updated project information

This information is also available online at the Fresno COG website at www.fresnocog.org.

If any additional information is needed or should you have any questions or comments, please feel free to call Jennifer Soliz at (559) 233-4148 ext. 223.

Sincerely,

A handwritten signature in blue ink that reads "Tony Boren". The signature is written in a cursive, flowing style. To the left of the signature is a faint circular stamp, and to the right is a faint rectangular stamp.

Tony Boren, Executive Director
Fresno Council of Governments

ATTACHMENT A

FRESNO COG RECOMMENDED PROGRAM OF PROJECTS

**2019 Active Transportation Program Recommendations - MPO Component
(\$1000's)**

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
FCOG	6-Fresno-1	Fresno	Connecting the Winchell Neighborhood, Butler/8th and Orange/Lowe Signals	\$1,251	\$1,108	87	31	-	990	1	86	31	990		Infrastructure - S	X	X	89.75
FCOG	6-Fresno-4*	Fresno	Pathway to Play at Inspiration Park - Gettysburg/Polk Sidewalk/Signal	\$865	\$616	-	616	-	-	-	-	-	616		Infrastructure - S	X	X	85.25
FCOG	6-Fresno-3*	Fresno	Southeast Fresno Cycle Track, First from Tulare to Ventura/Hazelwood	\$902	\$258	-	258	-	-	-	-	-	258		Infrastructure - S	X	X	83
FCOG	6-Fresno County-1	Fresno	West Park Pedestrian Pathway	\$548	\$548	-	98	450	-	20	78	-	450		Infrastructure - S	X	X	76.667
FCOG	6-Fresno-7*	Fresno	Pathway to Play at Calwa Park - Barton/Florence Sidewalks	\$361	\$288	17	79	-	192	1	16	79	192		Infrastructure - S	X		76
FCOG	6-Fresno-5	Fresno	Robinson Elementary Crossing Improvements	\$660	\$584	45	35	-	504	2	43	35	504		Infrastructure - S	X	X	74
FCOG	6-Fresno-2*	Fresno	Mckenzie Trail Crossing Improvements	\$422	\$374	32	342	-	-	2	30	-	342		Infrastructure - S	X		73.75
FCOG	6-Fresno-6*	Fresno	Maple Avenue Cycle Track and Pedestrian Scramble	\$182	\$111	111	-	-	-	-	-	-	111		Infrastructure - S	X	X	70.5
FCOG	6-Coalinga-1**	Fresno	Coalinga Perimeter Multi-Use Trail	\$951	\$885	100	125	-	660	100	65	60	660		Infrastructure - S	X		69.8
				\$6,142	\$4,772													
	*Recommended funding year(s) programming differs from proposed for funding capacity purposes.																	
	**Reduced scope from original project due to limited funding capacity. Updated PPR and project description submitted.																	
	CON: Construction Phase		RW: Right-of-Way Phase															
	DAC: Benefit to Disadvantaged Communities		SRTS: Safe Routes to School															
	NI: Non-Infrastructure		S: Small															
	PA&ED: Environmental Phase		M: Medium															
	Plan: Active Transportation Plan		L: Large															
	PS&E: Plans, Specifications & Estimate Phase																	

ATTACHMENT B

COMPLETE LIST OF SUBMITTED PROJECTS – CONTINGENCY LIST

Fresno COG 2019 ATP Regional Competitive Recommendations
Cycle 4: FY 19/20 - FY 22/23 Available Funding \$4,772,000

Agency	Application ID	Priority Number	Project Title	Description	DAC	SRTS	ATP Funds Requested	Total Project Cost	Regional Recommended ATP Funding	Regional Score	Cumulative \$
City of Fresno	6-Fresno-1	1	Connecting the Winchell Neighborhood, Butler/8th and Orange/Lowe Signals	Install traffic signals, pedestrian countdown equipment, sidewalks, curb ramps, curb, gutter, signing and striping to support active travel	X	X	\$1,108	\$1,251	\$1,108	89.75	\$1,108
City of Fresno	6-Fresno-4	4	Pathway to Play at Inspiration Park - Gettysburg/Polk Sidewalk/Signal	Install sidewalk, curb, gutter, class II bike lanes, a traffic signal, street light, accessible pedestrian countdown equipment, curb ramps, signal loops, signage and striping.	X	X	\$766	\$865	\$616	85.25	\$1,724
City of Fresno	6-Fresno-3	3	Southeast Fresno Cycle Track, First from Tulare to Ventura/Hazelwood	Reconstruct First St, install Class IV Cycle Track, Class II bike lane, flexible posts/delineators, loops, signage, striping, curb ramps and reduce median nose intrusion at Ventura	X	X	\$358	\$902	\$258	83	\$1,982
Fresno County	6-Fresno County-1	1	West Park Pedestrian Pathway	Install an asphalt concrete pedestrian pathway and appropriate signage along Valentine Ave from the community of West Park to West Park Elementary School	X	X	\$548	\$548	\$548	76.67	\$2,530
City of Fresno	6-Fresno-7	7	Pathway to Play at Calwa Park - Barton/Florence Sidewalks	Install sidewalk, curb ramps, curb and gutter	X		\$288	\$361	\$288	76	\$2,818
City of Fresno	6-Fresno-5	5	Robinson Elementary Crossing Improvements	Install traffic signal, pedestrian countdown equipment, accessible pedestrian signal equipment, curb ramps, curb, gutter, signing and striping to support active travel.	X	X	\$584	\$660	\$584	74	\$3,402
City of Fresno	6-Fresno-2	2	Mckenzie Trail Crossing Improvements	Install HAWK pedestrian crossing signal, pedestrian countdown equipments, accessible pedestrian signal equipment, signing and striping to support active travel	X		\$374	\$422	\$374	73.75	\$3,776
City of Fresno	6-Fresno-6	6	Maple Avenue Cycle Track and Pedestrian Scramble	Install a Class IV cycle track, pedestrian scramble, signage and striping	X	X	\$161	\$182	\$111	70.5	\$3,887
Coalinga*	6-Coalinga-1	1	Coalinga Perimeter Multi-Use Trail	Construct 14' wide bicycle/pedestrian trails to complete approximately 0.95 miles (5,000 linear feet) of Coalinga's perimeter trail and loop-and-spur network	X		\$885	\$951	\$885	69.8	\$4,772
Huron	6-Huron-1	1	M St - Palmer Ave Huron Bikeway	This project comprises the installation of Class IV separated bikeways with parking stops, delineator posts, a painted buffer 3 feet wide, and some pavement repairs	X	X	\$525	\$525	\$0	68.8	
Fresno County	6-Fresno County-2	2	Biola Community Pedestrian Improvements	Construct sidewalk, curb ramps, and curb and gutter along the east side of Biola Ave	X	X	\$1,313	\$1,313	\$0	62.5	
Sanger	6-Sanger-1	1	City of Sanger Various Trail and Bike Route Improvements	Installation of bike lanes and signing. Construction of Phase 1 of the Fowler Switch Trail	X		\$1,278	\$1,444	\$0	60.2	
Selma	6-Selma-1	1	Selma Branch Canal Multi-Use Bike Trail	Construct multi-use bike path along the Selma Branch Canal in Selma, CA. The project would entail piping this canal and placing a Class I Bike Path on top.	X	X	\$1,333	\$1,333	\$0	55.75	
Orange Cove	6-Orange Cove-2	2	2018 Orange Cove School Trail	The project will be a paved bike and pedestrian trail on the easternmost edge of Orange Cove Middle and High School properties from South Ave to Parlier Ave	X		\$623	\$623	\$0	49.4	
Orange Cove	6-Orange Cove-1	1	2018 Orange Cove Bike Lane Project	The proposed project entails widening sections to accommodate a bike lane, slurry sealing street surfaces where needed, and striping bike lanes in all proposed project section	X		\$244	\$244	\$0	49.2	
Fresno County	6-Fresno County-3	3	Fancher Creek Bridle Trail	Construct 10 ft wide decomposed granite trail alignment, remove dead trees, prune select trees/shrubs. Install crosswalk/traffic warning device at path's intersection.			\$456	\$927	\$0	29.75	

* Reduced scope due to funding capacity
 Not recommended

Awarded in 2019 ATP Statewide Program

Agency	Application ID	Priority Number	Project Title	Description	DAC	SRTS	ATP Funds Requested	Total Project Cost	State ATP Recommended Funding
Mendota	6-Mendota-1	1	City of Mendota Safe Routes to School Master Plan	City of Mendota Safe Routes to School Master Plan	X	X	\$110	\$110	\$110
Parlier	6-Parlier-1	1	Parlier Bicycle and Trails Master Plan	Parlier Bicycle and Trails Master Plan	X	X	\$209	\$209	\$209

ATTACHMENT C

FRESNO COG POLICY BOARD

MINUTE EXCERPT AND

RESOLUTION FROM

FEBRUARY 28, 2019 MEETING

**Fresno COG Policy Board
MINUTES
Thursday, February 28, 2019
5:30 PM**

Members Attending:

Mayor Bob Whalen, City of Clovis
Mayor Ron Lander, City of Coalinga
Mayor Marcia Sablan, City of Firebaugh
Mayor David Cardenas, City of Fowler
Councilmember Caprioglio, City of Fresno
Mayor Rey Leon, City of Huron
Mayor Pro Tem Gary Yep, City of Kerman
Mayor Michelle Roman, City of Kingsburg
Mayor Robert Silva, City of Mendota
Mayor Victor Lopez, City of Orange Cove
Mayor Alma Beltran, City of Parlier
Councilmember Robert Beck, City of Reedley
Councilmember Jose Ornelas, City of San Joaquin
Mayor Frank Gonzalez, City of Sanger
Mayor Scott Robertson, City of Selma

Gail Miller, Caltrans
Kyle Roberson, Legal Counsel
Tony Boren, Executive Director

Absent:

Supervisor Sal Quintero, County of Fresno

The meeting was called to order at 5:38 p.m. by Mayor Cardenas (Fowler), Vice Chair.

Quorum: At the start of the meeting, there were 14 members representing 81.44% of the population. There was a quorum to conduct business. (Clovis, Coalinga, Fowler, Fresno City, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma).

II. TRANSPORTATION ACTION/DISCUSSION ITEMS

C. 2019 Active Transportation Program Regional Project and Funding Recommendations (Jennifer Soliz) [APPROVE]

Ms. Soliz (FCOG) reported that Active Transportation Program (ATP) funds are separated into three main components: the statewide competitive program, the small urban- and rural-area competitive program (managed by the state), and the large, urbanized area competitive program [managed by Metropolitan Planning Organizations (MPOs) – also known as the Regional Competitive ATP]. Large MPOs such as Fresno COG have the option of developing their own policies, procedures and project selection criteria that differ from those the California Transportation Commission (CTC) adopted, provided the CTC approves them. The Policy Board approved the regional guidelines and the Multidisciplinary Advisory Group (MAG) on June 28, 2018.

The Cycle 4 Fresno COG Regional Competitive ATP will cover four years of funding -- FY 19-20 through FY 22-23. Fresno COG's share provides about \$4.77 million over four years. At least 25 percent of program funds must benefit projects in disadvantaged communities.

The State initiated its ATP call for projects from May 16, 2018 through July 31, 2018. ALL applications must be submitted to the state competition in order to be eligible for the regional competitive program. The Fresno region submitted 18 applications with a total project cost of \$13,098,000. The statewide evaluations took place from July 31, 2018 through December 31, 2018. Supplemental regional applications were submitted to Fresno COG by October 31, 2018.

The regional scoring committee convened on January 22, 2019 to score and deliberate on the recommended program of projects. The scoring committee comprised representatives from: City of Fresno, County, east side, west side, Caltrans, FCOG, a bike expert and a non-government organization. The non-government organization representative was originally a member from Leadership Counsel however, that person resigned and was replaced by a member from California Rural Legal Justice, Inc. The west side city representative was unable to attend the committee at the last minute and the scoring committee decided to move forward without the west side representative's scores. The recommended program of projects is attached to this item and can also be found on Fresno COG's ATP website: <https://www.fresnocog.org/project/active-transportation-program-atp/>. Please note that the programming years can vary based on funding capacity for each year.

To summarize the proposed recommendations:

- The scoring committee recommended that a total of \$4,772,000 in ATP funds be programmed for nine projects in Fresno County valued at \$6,142,000.
- All nine of the recommended projects are located within and directly benefit disadvantaged communities, well exceeding the 25 percent minimum.
- There are three bike and pedestrian projects proposed, totaling \$1,547,000. The six remaining projects are Safe Routes to School projects, totaling \$3,225,000.
- The City of Fresno relinquished \$350,000 to fund additional projects.
- The City of Coalinga will reduce the scope of its project based on funds awarded but will still include the fully disadvantaged segments of the project.

Below are the proposed schedule for adoption of the Cycle 4 Program of Projects:

- Draft project list to TTC/PAC for recommended approval: February 8, 2019
- Draft project list to Fresno COG Policy Board for recommended adoption: February 28, 2019
- Deadline to submit the DRAFT program of projects to CTC staff: February 15, 2019
- Deadline to submit the program of projects to CTC staff: April 30, 2019
- CTC adoption of the various MPO program of projects: June 2019 meeting
- Fresno COG 2019 FTIP amendment to incorporate the approved Cycle 4 ATP projects: Fall 2019

Philip Cervantes, volunteer in the community of Biola, addressed the Board. The Special Districts within the County of Fresno should have representation on the Fresno COG Policy Board. Mr. Boren responded that the County of Fresno Supervisor is the representative for the Fresno County which includes the Special Districts.

After an opportunity for public comment, Councilmember Caprioglio (Fresno City) motioned and Mayor Lander (Coalinga) seconded to approve the Cycle 4 Regional Competitive Active Transportation Program of Projects as recommended by the ATP Scoring Committee by adopting resolution 2019-04.

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2019-04

IN THE MATTER OF:

**2019 FCOG ACTIVE TRANSPORTATION
PROGRAM CYCLE 4**

RESOLUTION ADOPTING THE 2019 FCOG
ACTIVE TRANSPORTATION PROGRAM
CYCLE 4 – MPO COMPONENT FUNDING
RECOMMENDATIONS

WHEREAS, Fresno Council of Governments (FCOG) is a Metropolitan Planning Organization (MPO) with and urbanized population greater than 200,000; and

WHEREAS, Streets and Highways Code Section 2381 requires that forty percent of the funds appropriated for the Active Transportation Program (ATP) be distributed to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population; and

WHEREAS, FCOG's portion of ATP cycle 4 funds to be awarded through the local MPO component is a total of \$4,772,000 for programming years 2019-20, 2020-21, 2021-22 and 2022-23; and

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


WHEREAS, on January 22, 2019 the ATP Multidisciplinary Advisory Group scored and ranked the submitted projects based on criteria adopted by the FCOG Board on June 28, 2018.

NOW, THEREFORE BE IT RESOLVED, that the Fresno Council of Governments hereby adopts the 2019 FCOG Active Transportation Program Cycle 4 - MPO Component Funding Recommendations, as shown on Attachment 1.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 28th day of February 2019.

AYES: Clovis, Coalinga, Firebaugh, Fresno City, Huron, Kerman, Kingsburg, Mendota, Orange
Cove, Parlier, Reedley, Sanger, San Joaquin, Selma
NOES: None
ABSTAIN: None
ABSENT: Fresno County

ATTEST:

Signed: 
David Cardenas, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting dated above.

Signed: 
Tony Boren, Executive Director

Fresno COG Regional ATP Cycle 4
Scoring Committee

Requirement	Agency	Name	Email
Expertise in Bike & Pedestrian Projects	Fresno Cycling Club	Nick Paladino	ndpaladino@sbcglobal.net
State Agency	Caltrans	Pedram Mafi	pedram.mafi@dot.ca.gov
Metropolitan Planning Organization	FCOG	Peggy Arnest	parnest@fresnocog.org
Local Jurisdictions - Metro Area	City of Fresno	Jill Gormley	jill.gormley@fresno.gov
Local Jurisdictions - Rural Area	Fresno County	Mohammad Alimi	malimi@fresnocountyca.gov
Local Jurisdictions - Westside Cities	City of Mendota	Jennifer Lekumberry	Jennifer@cityofmendota.com
Local Jurisdictions - Eastside Cities	City of Selma	Joey Daggett	joey@gatewayengineering.com
Non-Govt. Organizations	California Rural Legal Assistance, Inc.	Mariah Thompson	mthompson@crla.org

ATTACHMENT D

UPDATED PROJECT INFORMATION FOR:

6-FRESNO-1

6-FRESNO-2

6-FRESNO-3

6-FRESNO-4

6-FRESNO-5

6-FRESNO-6

6-FRESNO-7

6-COALINGA-1

[illegible]

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



6-Fresno-7

Pathway to Play at Calwa Park - Barton/Florence Sidewalks

District	County	Route	EA	Project ID	PPNO	Alt. ID
6	Fresno	Bart/Flore				

SECTION 1 - All Projects

Project Background	Characters Remaining:	244
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During the Active Transportation Planning process, community residents in southeast Fresno were heavily engaged. Residents communicated the need for sidewalk facilities in areas that have gaps. Since the plan was adopted, community residents have contacted their Fresno City Councilmember and County of Fresno Supervisor to advocate for sidewalks at Calwa Park. The Calwa Recreation and Park District also supports this project due to the connectivity it would provide to this important community resource.

Programming Change Requested	Characters Remaining:	711
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N/A - Project not previously submitted.

Reason for Proposed Changed	Characters Remaining:	711
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N/A - Project not previously submitted.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:	536
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N/A - Project not previously submitted.

Other Significant Information	Characters Remaining:	
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SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Shelby MacNab		Grants Administrator, Department of Public Works	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Exhibit 22-G Project Programming Request (PPR)

Date: 10/03/18

Project Information:					
Project Title:	Maple Avenue Cycle Track and Pedestrian Scramble				
District	County	Route	EA	Project ID	PPNO
6	Fresno	Maple			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)								Notes:	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+		Total
E&P (PA&ED)	0	1	0	0	0	0	0		1
PS&E	0	26	0	0	0	0	0		26
R/W	0	0	0	0	0	0	0		0
CON	0	0	155	0	0	0	0		155
TOTAL	0	27	155	0	0	0	0		182

ATP Funds	Infrastructure Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	111	0	0	0	0	0	
TOTAL	0	0	111	0	0	0	0	0	

ATP Funds	Non-Infrastructure Cycle 4								Program Code
	Proposed Funding Allocation (\$1,000s)								20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds	Plan Cycle 4								Program Code
	Proposed Funding Allocation (\$1,000s)								20 30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible]



Date: 10/03/18

Project Title: Maple Avenue Cycle Track and Pedestrian Scramble					
District	County	Route	EA	Project ID	PPNO
6	Fresno	Maple			

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:	Measure C Local Funds								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	1	0	0	0	0	0	1	Fresno
PS&E	0	26	0	0	0	0	0	26	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	44	0	0	0	0	44	
TOTAL	0	27	44	0	0	0	0	71	

Fund No. 3:									Program Code
	Proposed Funding Allocation (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible]

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible]

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



6-Fresno-6

Maple Avenue Cycle Track and Pedestrian Scramble

District	County	Route	EA	Project ID	PPNO	Alt. ID
6	Fresno	Maple				

SECTION 1 - All Projects**Project Background****Characters Remaining:** 109

Pedestrian traffic counts of the area at Shaw and Maple indicate the need for a dedicated pedestrian phase to facilitate crossing to reach Fresno State University. Almost 2,500 pedestrians cross daily. Traffic patterns reported by teachers at Vinland elementary that include double parking and pedestrian-vehicle conflicts would benefit from traffic calming measures (roadway narrowing) included in the Class IV design. Pedestrian countdown heads will be added at the intersection of Maple and Shaw with funding from a recently awarded HSIP grant. When paired with the scramble, pedestrians will have a more comfortable crossing experience.

Programming Change Requested**Characters Remaining:** 722

N/A - No prior PPR completed

Reason for Proposed Change**Characters Remaining:** 722

N/A - No prior PPR completed

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Characters Remaining: 547

N/A - No prior PPR completed

Other Significant Information**Characters Remaining:****SECTION 2 - For SB1 Projects Only**

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Shelby MacNab		Grants Administrator, Department of Public Works	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Date: 10/03/18

Project Title: Robinson Elementary Crossing Improvements					
District	County	Route	EA	Project ID	PPNO
6	Fresno	Fres/Brown			

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



6-Fresno-5

Robinson Elementary Crossing Improvements

District	County	Route	EA	Project ID	PPNO	Alt. ID
6	Fresno	Fres/Brown				

SECTION 1 - All Projects**Project Background****Characters Remaining:** 217

This project has been requested by parents at Robinson elementary. Requests for the project have also been submitted into FresGO, the City of Fresno's website and mobile application that allows residents to report infrastructure and non-emergency public safety issues. Over the last 34 years, the City has upgraded the crosswalk, and assessed the location for signalization five times. Warrants were not met. In 2016 the crossing met signal warrants and was placed on the City of Fresno Traffic Signal list to be pursued for funding.

Programming Change Requested**Characters Remaining:** 702

N/A - this project was not previously submitted.

Reason for Proposed Changed**Characters Remaining:** 702

N/A - this project was not previously submitted.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Characters Remaining: 527

N/A - this project was not previously submitted.

Other Significant Information**Characters Remaining:** 1857

This project will serve students attending a school that is considered low-income based on the California Free and Reduced Priced Meal Program.

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Shelby MacNab		Grants Administrator, Department of Public Works	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



6-Fresno-3

Southeast Fresno Cycle Track, First from Tulare to Ventura/Hazelwood

District	County	Route	EA	Project ID	PPNO	Alt. ID
6	Fresno	First				

SECTION 1 - All Projects

Project Background Characters Remaining: 9

This project was identified as part of the Fresno Active Transportation Plan and the Fresno-Clovis Metropolitan Area Class IV Feasibility Study. This study evaluated potential Class IV separated bikeway routes on corridors strategic to developing a comfortable and connected active transportation network. The region has made a significant commitment to developing shared-use paths as the primary connections for people looking to comfortably bicycle to meet their transportation and health needs. Companion on-road facilities in the form of Class IV separated bikeways are necessary to help existing and prospective bicyclists connect from other bikeways to access their destinations. Curb ramp improvements will support pedestrian access.

Programming Change Requested Characters Remaining: 722

N/A - No prior PPR completed

Reason for Proposed Change Characters Remaining: 722

N/A - No prior PPR completed

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining: 547

N/A - No prior PPR completed

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Shelby MacNab		Grants Administrator, Department of Public Works	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



6-Fresno-2

McKenzie Trail Crossing Improvements

District	County	Route	EA	Project ID	PPNO	Alt. ID
6	Fresno	Peach				

SECTION 1 - All Projects

Project Background	Characters Remaining:	376
---------------------------	------------------------------	------------

Per the City of Fresno Uncontrolled Crosswalk Policy, this crossing meets the criteria for a HAWK based on the roadway type (4 lanes with raised median) and an average daily traffic count which exceeds 35,000 vehicles per day. The HAWK will upgrade the equipment available at the McKenzie Trail mid-block crossing which will assign right of way to vehicles and pedestrians.

Programming Change Requested	Characters Remaining:	721
-------------------------------------	------------------------------	------------

N/A - No prior PPR completed.

Reason for Proposed Changed	Characters Remaining:	721
------------------------------------	------------------------------	------------

N/A - No prior PPR completed.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:	546
--	------------------------------	------------

N/A - No prior PPR completed.

Other Significant Information	Characters Remaining:	
--------------------------------------	------------------------------	--

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Shelby MacNab		Grants Administrator, Department of Public Works	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



6-Fresno-1

Connecting the Winchell Neighborhood, Butler/8th & Orange/Lowe Signals

District	County	Route	EA	Project ID	PPNO	Alt. ID
6	Fresno					

SECTION 1 - All Projects

Project Background	Characters Remaining:	8
---------------------------	------------------------------	----------

Currently the intersections of Butler and 8th and Orange and Lowe near Winchell Elementary and Sequoia Middle School are unsignalized. Sidewalk gaps along the route to both schools create a barrier for users. High visibility uncontrolled crosswalks and school area signing have been installed. However, traffic signals and sidewalks have been requested by hundreds of families who would like to see additional safety countermeasures installed. The City has been working to improve active transportation facilities in this neighborhood for the last several years and partners with Winchell elementary as part of the "Restore Fresno" effort which aims to improve health, safety and infrastructure through close collaboration with the community.

Programming Change Requested	Characters Remaining:	721
-------------------------------------	------------------------------	------------

N/A - No prior PPR completed.

Reason for Proposed Changed	Characters Remaining:	721
------------------------------------	------------------------------	------------

N/A - No prior PPR completed.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:	546
--	------------------------------	------------

N/A - No prior PPR completed.

Other Significant Information	Characters Remaining:	1768
--------------------------------------	------------------------------	-------------

This project exemplifies the goals of the Active Transportation Program to increase walking, mobility and health and will make a significant difference in the daily commutes for some of the most disadvantaged families in California.

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Shelby MacNab		Grants Administrator	

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map



Date: 04/11/19

Project Title:	Coalinga Perimeter Multi-Use Trail				
District	County	Route	EA	Project ID	PPNO
6	Fresno	new			

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	100	0	0	0	0	100	
PS&E	0	0	0	65	0	0	0	65	
R/W	0	0	0	60	0	0	0	60	
CON	0	0	0	0	0	727	0	727	
TOTAL	0	0	100	125	0	727	0	952	

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	100	0	0	0	0	100	Caltrans
PS&E	0	0	0	65	0	0	0	65	Notes:
R/W	0	0	0	60	0	0	0	60	
CON	0	0	0	0	0	660	0	660	
TOTAL	0	0	100	125	0	660	0	885	

ATP Funds	Non-Infrastructure Cycle 4								Program Code
	Proposed Funding Allocation (\$1,000s)								20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible][illegible]

The five segments (10, 11, 12, 13, 14W), highlighted in pink are funded and scheduled for construction in 2020.

"Spur" into downtown



Downtown Coalinga

The **Coalinga Perimeter Multi-Use Trail Project** will construct five segments of 14'-wide shared-use bicycle and pedestrian trails. The proposed project will complete 0.95 miles (5,000 linear feet) of the City's perimeter trail system. The proposed project segments are highlighted in yellow on the map and include:

- Segment 3 South Portion
- Segment 4
- Segment 9 West Portion

At full build-out, the trail system will encompass the full city perimeter and connect to downtown. The proposed **Coalinga Perimeter Multi-Use Trail Project** is the result of a multi-year planning effort to develop a citywide ATP and Trails Masterplan.

ATTACHMENT D: PROJECT MAPS AND PLANS

Coalinga Perimeter Multi-Use Trail



Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list)

Words Remaining: 6

Coalinga Perimeter Multi-Use Trail

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Words Remaining: 2

The proposed Coalinga Perimeter Multi-Use Trail Project will construct 5,000 linear feet of 14'-wide, shared-use, bicycle/pedestrian trails. The trails will be comprised of 10'-wide, paved asphalt between 2' and 4' decomposed granite (DG) shoulders. The 4' DG portion of the trail is ideal for walkers who prefer a softer surface or do not wish to share the paved portion of the trail with cyclists. The project will complete three segments (0.95 miles) of the City's planned 8.8-mile perimeter trail and spur system. This project will build upon the first five segments (approximately 4 miles funded by regional CMAQ and Lifeline funds), which are scheduled for construction in 2020. This proposed project, in tandem with the first phase, will create full connectivity on the City's west side and into downtown to complete approximately 50% of the planned loop-and-spur trail network. Three bike/pedestrian counters will be installed to track use on this first-of-its-kind, multi-use trail system in the City.

The community currently lacks trails for off-street walking, jogging, bicycling, and nature viewing. During community-based planning efforts, residents envisioned a connected-loop trail system along the city's perimeter to create a viable, sustainable ATP option for all ages and abilities—to safely recreate or transport themselves to various destinations. This project is the direct result of a multi-year planning effort to develop a citywide Trails Master and ATP Plan (See Attachment K).

The perimeter trail system will connect to points of interest like the Coalinga Sports Park/Complex and interlace with other proposed bicycle facilities, providing users with access to services and destinations in the heart of the city. Residents who walk or bike can connect with nature, lead healthier lives through exercise, meet and socialize with neighbors, and have a safe and comfortable choice for getting to school or running errands without driving.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 22

Construct 14'-wide bicycle/pedestrian trails to complete approximately 0.95 miles (5,000 linear feet) of Coalinga's perimeter trail and loop-and-spur network.

PROJECT LOCATION: (Max of 180 characters)

Characters Remaining: 4

Trails will be constructed in Coalinga from downtown at First St. and Forest Ave. to Los Gatos Creek and south of town at Lucille and Elm Avenues to Forest Ave. and Pacific St.

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Attachment C-Project Location Map.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.143108 N /long. -120.541860 W

Congressional District(s): 21

State Senate District(s): 16

State Assembly District(s): 31

Caltrans District: 6

County: Fresno

MPO: COFCG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located outside one of the ten large MPOs in a UZA with Pop <=200,000 and > than 5,000



**Kern Council
of Governments**

April 9, 2019

Laurie Waters
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Waters:

The Kern Council of Governments has voted to nominate the City of Bakersfield's **Friant-Kern Canal Multi-Use Path** project (6-Bakersfield-1) for the Active Transportation Program Cycle 4 Regional Allocation. Attached is the agenda item from the meeting of March 21, 2019 approving the nomination of the project.

Please advise us as to further action required by the California Transportation Commission to have this nomination allocated funding from the Active Transportation Program.

Thank you for your assistance.

Sincerely,

Peter Smith,
Regional Planner

CRAIG M. POPE, P.E., DIRECTOR

ADMINISTRATION & ENGINEERING

BUILDING & DEVELOPMENT

OPERATIONS



**2700 "M" STREET, Suite 400
BAKERSFIELD, CA 93301-2370**

Phone: (661) 862-8900

FAX: (661) 862-5103

Toll Free: (800) 552-5376 Option 5

TTY Relay: (800) 735-2929

April 16, 2019

Mr. Ahron Hakimi
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

Re: Active Transportation Program - Cycle 4

The County of Kern hereby withdraws the Norris Road Pedestrian Improvement Project for regional share funding consideration. It is understood that Kern COG will be nominate the city of Bakersfield's Friant-Kern Multipurpose Path project to the California Transportation Commission as the local ATP regional project.

Should you have any questions, contact Yolanda Alcantar at 661-862-5292 or yolandar@kerncounty.com.

Best Regards,

A handwritten signature in blue ink, appearing to read 'Sam / Lux', is written over the printed name and title.

Samuel Lux
Assistant Director

cc:
Craig Pope



IV.M TPPC

March 21, 2019

TO: TRANSPORTATION PLANNING POLICY COMMITTEE

FROM: Ahron Hakimi
Executive Director

By: Peter Smith
Regional Planner

SUBJECT: TPPC CONSENT AGENDA ITEM: IV M
ACTIVE TRANSPORTATION PROGRAM CYCLE 4 MPO ALLOCATION

DESCRIPTION:

The Active Transportation Program (ATP) provides funding for non-motorized transportation travel facilities, plan and educational activities. The TTAC has reviewed and approved this item.

DISCUSSION:

The Active Transportation Program has announced the results of the Cycle 4 competition. The funding is divided between projects forwarded by the state and projects forwarded by the Metropolitan Planning Organization (MPO) which is the Kern Council of Governments for this region. Kern COG has notified the California Transportation Commission that the MPO selection is the city of Bakersfield's Friant-Kern Canal Multi-Use Path.

ACTION:

Approve the selection of the City of Bakersfield's Friant-Kern Canal Multi-Use Path for the Regional ATP funding allocation.

BEFORE THE KERN COUNCIL OF GOVERNMENTS
STATE OF CALIFORNIA, COUNTY OF KERN

MINUTE ORDER NO. 19-02

In the matter of:

ACTIVE TRANSPORTATION PROGRAM CYCLE 4 MPO ALLOCATION

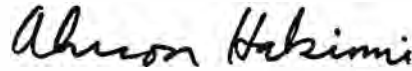
I, Ahron Hakimi, Executive Director of the Kern Council of Governments, do hereby certify that the following Minute Order proposed by Councilor Scrivner and seconded by Councilor P. Smith was duly passed by said Board at an official meeting on the 21st day of March, 2019.

AYES: Alvarado, Couch, Crump, Krier, Lessenevitch, Mower, Scrivner, B. Smith, P. Smith, Reyna, Vallejo, Miller, Parra, Kiernan

NOES: None

ABSTAIN: None

ABSENT: Dermody, Gurrola



Ahron Hakimi,
Executive Director
Kern Council of Governments

MINUTE ORDER

Approve the selection of the City of Bakersfield's Friant-Kern Canal Multi-Use Path for the Regional ATP funding allocation.

2019 Active Transportation Program Recommendations - MPO Component
(\$1000's)

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
KCOG	6-Bakersfield_1	Kern	Friant-Kern Canal Multi-Use Path	\$8,200	4306	-	-	-	4,306	-	-	-	4,306	-	Infrastructure-L	x		87
													-					

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/24/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
06						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
kern				Bakersfield			
				MPO	Element		
				KCOG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Christopher Gerry		661-326-3753		cgerry@bakersfieldcity.us			
Project Title							
Friant-Kern Canal Mullituse Path							
Location (Project Limits), Description (Scope of Work)							
Bounded by 7th Strandard Road (north), Kern River Parkway (south)and approximately 6 miles along the Friant-Kern Canal within a 25 foot easement (east-west)							
Component		Implementing Agency					
PA&ED		Bakerrsfeld					
PS&E		Bakerrsfeld					
Right of Way		Bakerrsfeld					
Construction		Bakerrsfeld					
Legislative Districts							
Assembly:	32,34		Senate:	16,14		Congressional:	23,21
Project Benefits							
The project creates a regional active transportation corridor by adding a north-south Class I multi-usee path (six miles) along the Friant-Kern canal that connects of an existing east-west multi use path (32 miles long) along the banks of the Kern River. The project substantially transforms the active transportation network not only in Bakersfield, but adds regional connectivity throughout Kern County							
Purpose and Need							
Construct a Class I multi-use path (six miles) along the Friant-Kern Canal that connects to the Kern River Parkway (32 miles) to serve as a regional active transportation corridor.							
Category		Outputs/Outcomes			Unit	Total	
Local Streets and Roads		Pedestrian Bicycle facilities miles constructed			Miles	6	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved					04/23/19		
Begin Environmental (PA&ED) Phase						02/13/17	
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						09/06/19	
Begin Design (PS&E) Phase						07/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						04/26/21	
Begin Right of Way Phase						07/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						12/31/20	
Begin Construction Phase (Contract Award Milestone)						10/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)						09/30/23	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/24/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	kern					
Project Title: Friant-Kern Canal Mulltuse Path						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Bakersfield
PS&E									Bakersfield
R/W SUP (CT)									Bakersfield
CON SUP (CT)									Bakersfield
R/W									Bakersfield
CON									Bakersfield
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						8,200		8,200	
TOTAL						8,200		8,200	

Fund No. 1:	Active Transportation Infrastructure Cycle 4								Program Code
	Existing Funding (\$1,000s)								20,30,720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						4,306		4,306	
TOTAL						4,306		4,306	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Bakersfield
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						3,894		3,894	
TOTAL						3,894		3,894	

2019 REGIONAL COMPETITIVE ACTIVE TRANSPORTATION PROGRAM (rATP)

Cycle 4

MTC Resolution No. 4324, Revised

For the Nine-County San Francisco Bay Area Region
Fiscal Year 2019-20 through FY 2022-23



**METROPOLITAN
TRANSPORTATION
COMMISSION**

February 27, 2019

<http://mtc.ca.gov/atp>

METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Metro Center • 375 Beale Street • San Francisco, CA 94105-2066
Tel. 415.778.6700 • TDD/TTY 415.778.6769 • e-mail: info@bayareametro.gov



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

March 22, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Room 2221 – MS 52
Sacramento, CA 95814

Attention: Laurie Waters, Associate Deputy Director

Dear Ms. Bransen:

With this letter, I am pleased to transmit MTC's adopted program of projects for the 2019 Regional Active Transportation Program (rATP), Cycle 4.

The 2019 ATP Fund Estimate, as revised, identified about \$36.7 million of programming capacity to the region. Following the competitive Call for Projects, MTC staff received 72 applications, requesting \$339 million. Based on a thorough evaluation by MTC's multi-disciplinary evaluation committee, MTC adopted the Cycle 4 rATP on February 27, 2019. MTC requests that the CTC approve MTC's rATP list at its meeting in May 2019.

As allowed by our Regional Guidelines, adopted in April 2018, MTC also adopted a list of contingency projects in case there are any project failures or savings. As adopted, the Contingency List includes nine projects totaling \$39 million.

Please feel free to contact me at (415) 778-6722, or Kenneth Kao at (415) 778-6768 if you need further information about our regional program. We look forward to working with you in finalizing the 2019 rATP and delivering the selected projects.

Sincerely,

Anne Richman
Director, Programming & Allocations

AR:KA

cc: Ray Zhang, Caltrans HQ
Tony Tavares, Caltrans District 4

Attachments: List of Cycle 4 Regional ATP Projects
MTC Cycle 4 Regional ATP Program

J:\PROJECT\Funding\ATP\Regional ATP\2019 rATP (Cycle 4)\Cycle 4 Final\Word Files\01_2019 rATP4 Transmittal Letter.docx

Scott Haggerty, Chair
Alameda County

Alfredo Pedraza, Vice Chair
Napa County and Cities

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Nick Josefowitz
San Francisco Mayor's Appointee

Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Sonoma County and Cities

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

Warren Slocum
San Mateo County

James P. Spering
Solano County and Cities

Tony Tavares
California State
Transportation Agency

Vacant
U.S. Department of Housing
and Urban Development

Amy R. Worth
Cities of Contra Costa County

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

**2019 Active Transportation Program Recommendations - MPO Component
(\$1000's)**

MTC 2019 Regional Active Transportation Program Recommendations (Rev 04/25/19)																		
MPO	Application ID	County	Project Title	Total Project Cost	ATP Recm'd	SOF	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON-NI	Project Type	DAC	SRTS
MTC	4-Alameda County Public Works Department-12	Alameda	Active and Safe Oakland	\$999	\$999	X	999								999	Non-Infrastructure	X	X
MTC	4-Alameda County TC-2	Alameda	Alameda County School Travel Opportunities Program	\$4,178	\$3,761	X	3,761								3,761	Non-Infrastructure	X	X
MTC	4-Albany-2	Alameda	Ohlone Greenway Trail Safety Improvements	\$665	\$410	X	410								410	Infrastructure - S	X	X
MTC	4-San Francisco Municipal Transportation Agency-1	San Francisco	6th Street Pedestrian Safety Project	\$19,761	\$6,000	X	6,000								6,000	Infrastructure - L	X	
MTC	4-San Jose-1	Santa Clara	Willow-Keyes Complete Streets Improvements	\$19,649	\$12,926*					12,926					12,926	Infrastructure - L	X	X
MTC	4-Sonoma-Marin Area Rail Transit District (SMART)-2	Sonoma	SMART Pathway- Santa Rosa-Rohnert Park and Penngrove Segments	\$13,802	\$12,574*		1,817	10,757						1,817	12,574	Infrastructure - L	X	X
				\$59,054	\$36,670													
* San Jose requested \$16,538 however \$12,926 was available for funding, a difference of \$3,612 remains.																		
* SMART requested \$27,498 for five segments; however \$12,574 is recommended for two segments due to lack of funds.																		
	CON: Construction Phase		RW: Right-of-Way Phase															
	DAC: Benefit to Disadvantaged Communities		SRTS: Safe Routes to School															
	NI: Non-Infrastructure		S: Small															
	PA&ED: Environmental Phase		M: Medium															
	Plan: Active Transportation Plan		L: Large															
	PS&E: Plans, Specifications & Estimate Phase																	

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

INTRODUCTION



METROPOLITAN TRANSPORTATION COMMISSION
2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (rATP)
CYCLE 4

INTRODUCTION
FEBRUARY 27, 2019

Attached is the Metropolitan Transportation Commission's (MTC's) proposal for the 2019 Regional Active Transportation Program (rATP). The State established the Active Transportation Program (ATP) in September 2013. Current law distributes ATP funding as follows:

- 50% to the state for a statewide competitive program ("Statewide Competitive ATP");
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").

MTC is responsible for developing the region's guidelines for the Regional ATP, and for submitting the projects to the California Transportation Commission (CTC) for adoption. CTC approved MTC's Regional ATP Guidelines on May 16, 2018, and applications for the Regional Program were due to MTC by July 31, 2018. About \$37 million is available for programming under the 2019 (Cycle 4) Regional ATP.

MTC received 72 applications requesting over \$339 million in response to the Regional ATP Call for Projects. Of these, Caltrans deemed three projects in region ineligible for ATP funds due to scope and application type, and the State funded two applications through the Statewide Competitive ATP. MTC staff worked with a multi-disciplinary group of evaluators to score and rank the applications.

MTC's 2019 rATP submittal includes the following sections:

- 2019 rATP Project List
- MTC Regional ATP Guidelines and Program Adoption— MTC Resolution No. 4324, Revised
- Project Programming Request (PPR) Forms for all selected projects

The projects are consistent with the Guidelines set forth in MTC Resolution No. 4324, Revised, the Statewide ATP Guidelines adopted by the CTC in May 2018, and MTC's Regional Transportation Plan/Sustainable Communities Strategy, *Plan Bay Area 2040*, which was developed pursuant to Government Code Section 65080.

2019 rATP Project Screening

MTC staff performed an initial screening check on all received applications and determined that all submissions met the deadline. Of these, Caltrans deemed three projects ineligible for ATP

METROPOLITAN TRANSPORTATION COMMISSION
2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

funds: Alameda County Public Works Agency's Heyer Avenue SRTS Corridor and Proctor Elementary School SRTS projects, both of which requested ineligible funding phases, and SFMTA's 27-Bryant Tenderloin Transit Reliability Enhancement Project for ineligible scope. In response, MTC staff withdrew these three projects from further evaluation.

Application Summary

The applications MTC received for the Regional ATP Call for Projects are broken down by county in Table 1, below. The full list is included in Attachment 1 to this Introduction.

Table 1: Applications Received by County

County	Number of Applications Submitted		Amount of ATP Funding Requested (\$1,000s)	
		% of Total		% of Total
Alameda*	25	34.7%	106,268	31.3%
Contra Costa	9	12.5%	30,947	9.1%
Marin	3	4.2%	11,332	3.3%
Napa	1	1.4%	316	0.1%
San Francisco*	7	9.7%	31,126	9.2%
San Mateo	11	15.3%	39,385	11.6%
Santa Clara	7	9.7%	57,134	16.8%
Solano	4	5.6%	16,884	5.0%
Sonoma	5	6.9%	46,580	13.7%
Total	72	100%	\$339,972	100%

*Application count includes three projects deemed ineligible by Caltrans

Project Selection

Per the State Competitive ATP Guidelines, MTC solicited volunteer assistance to evaluate the Regional ATP program. The 21-member multi-disciplinary evaluation committee was composed of staff representatives from county and city government, transit operators, non-profit advocacy organizations, as well as MTC and other regional agencies (see Attachment 2 for the list of agencies that the advisory committee members represented).

Each application was assigned to a team of three members of the evaluation committee, and in order to ensure an objective review, applications were assigned to evaluators from another county when possible, and not assigned to an evaluator from the sponsor agency. The team then met and agreed to a consensus score for each application. Staff ranked all responsive applications from highest to lowest based on the consensus score.

The MTC review team used the same evaluation form and scoring criteria as the Statewide Competitive ATP, plus an additional 10 maximum points for consistency with MTC's complete streets policy, vision zero policy, environmental documentation, and regional priorities, such as consistency with MTC's Safe Routes to School Program, Bay Trail and Regional Bike Network build-out, and multi-jurisdictional projects. The maximum total score possible is 110.

Statewide Competitive ATP Results

Concurrent with the Regional ATP process, the CTC released revised staff recommendations for the Statewide Competitive ATP projects on January 18, 2019. At its January 30, 2019 meeting, CTC approved funding two projects in the MTC region totaling approximately \$12 million in ATP funds, out of a statewide program of \$238 million. MTC removed those two projects selected by the state from further Regional ATP evaluation. The projects funded are listed in Table 2, below.

Table 2: Approved Statewide ATP Projects in the Bay Area (Alphabetical Order)

County	Agency	Description	Amount (\$1,000s)
San Francisco	San Francisco Department of Public Works	Alemaný Interchange Improvements, Phase 2	\$1,971
Santa Clara	City of San Jose	Better BikewaySJ - San Fernando Corridor	\$9,992
Total			\$11,963

Regional ATP Project Selection

MTC considered the remaining projects that were not selected for programming in the statewide competition. However, nine applicants failed to submit MTC's required regional supplemental application. MTC deemed these applications unresponsive for the regional competition.

Based on the evaluation team's consensus score of each application, MTC ranked all remaining applications from highest to lowest. MTC approved funding the highest-scoring projects, which are detailed in Table 3 on the next page. Further analysis of the adopted rATP is included in Table 4.

On February 27, 2019, MTC adopted the 2019 Regional ATP program of projects, which fully funds four projects and partially funds two projects for a total of \$37 million. This figure includes 2 projects requesting less than \$1 million to meet MTC's funding target for smaller projects.

SMART Pathway Windsor to Petaluma Gap Closure Phasing

The SMART Pathway Windsor to Petaluma Gap Closure project sponsored by the Sonoma-Marín Area Rail Transit District (SMART) requested \$27.5 million in ATP funds; however, insufficient funding remained to fully fund SMART's request. Therefore, MTC recommends funding two NEPA-cleared segments of the project, the East Petaluma to Penngrove segment at \$5.9 million and the Rohnert Park to Southwest Santa Rosa segment at \$6.6 million, for a total of \$12.5 million. The majority of project benefits described in the application are in these two phases and the region believes those benefits will be achieved. SMART will deliver these two segments under one contract. SMART, Caltrans, and MTC staff are working together to provide updated PSR-Equivalent documentation prior to the Commission's adoption.

METROPOLITAN TRANSPORTATION COMMISSION
2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

Partial Funding

The Willow-Keyes Complete Streets Improvements project sponsored by San Jose requested \$16.5 million in ATP funds; however, only \$12.9 million of ATP remains after funding higher-scoring projects. MTC worked with the sponsor and the Santa Clara Valley Transportation Authority to bring additional local and county sales tax funds to fully-fund the project. The region believes all of the benefits described in the application will be achieved. Further, should funds be available from other projects (for instance, due to ineligible cost items) before CTC's approval of the MTC's rATP, MTC may amend the program to augment funding for the Willow-Keyes Complete Streets Improvements project, up to the full requested amount.

Caltrans Eligibility Determination Pending

Caltrans performed an initial examination of scope eligibility and deliverability for all projects applying for ATP funds, and flagged potential issues for further review. In addition to the initial review, Caltrans will begin a more in-depth review of eligibility and deliverability, and will work with the affected project sponsors should eligibility issues exist. Therefore, it is important to note that MTC's proposed funding amounts are not final, and are subject to this review. Following review and agreement, MTC and CTC may amend the project descriptions and funding amounts.

Table 3: MTC's Adopted 2019 Regional ATP – February 27, 2019 (Alphabetical Order)

County	Sponsor	Project	ATP Amount (\$1,000s)
Alameda	ACPW	Active and Safe Oakland	\$999
Alameda	ACTC	Alameda County School Travel Opportunities Program	\$3,761
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	\$410
San Francisco	SFMTA	6th Street Pedestrian Safety Project	\$6,000
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	\$12,926*
Sonoma	SMART	SMART Pathway Project	\$12,574*
Total			\$36,670

* Indicates project will receive partial funding

Table 4: MTC 2019 Regional ATP – Analysis of Adopted Program of Projects

County	Number of Regional ATP Projects		Amount of Regional ATP (\$1,000s)	
		% of Total		% of Total
Alameda	3	50%	5,170	14%
San Francisco	1	16%	6,000	16%
Santa Clara	1	16%	12,926	35%
Sonoma	1	16%	12,574	34%
Total	6	100%	\$36,670	100%

Broad Spectrum of Projects Benefiting Bicyclists and Pedestrians

The selected project list of six projects represents a broad spectrum of projects that benefit pedestrians and bicyclists. Funding includes almost \$31 million of rATP funds for projects that promote safe walking and bicycling to schools (Safe Routes to School type projects). Other project types include regional project trail connections and completions (including the Ohlone Greenway Trail Safety Improvements project in Alameda County and the SMART Pathway Project in Sonoma County), complete streets improvements (Santa Clara County), and safety improvements for bicyclists and pedestrians (San Francisco County).

Contingency Project List

As approved in MTC's Regional ATP Guidelines, MTC also adopted a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the 2019 (Cycle 4) Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency projects are listed under Table 5.

Table 5: MTC 2019 Regional ATP – Contingency List

MTC Score	County	Sponsor	Project	Contingency Amount (\$1,000s)
91.0	Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements	\$3,612*
90.0	Alameda	Berkeley	Milvia Street Bikeway Project	\$3,351
90.0	Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (PS&E)	\$10,400
89.0	Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$6,200
88.3	Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$2,962
87.0	San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$2,646
86.7	Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$2,698
85.0	Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$3,184
83.3	Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$3,768
Total				\$38,821

* San Jose requested \$16,538; however, \$12,926 was funded, so a difference of \$3,612 remains.

Consistency with ATP Fund Estimate

The ATP Fund Estimate (FE) prescribed funding amounts by type and by year, and also included a minimum amount of funds that must be programmed to projects that benefit disadvantaged communities. In the MTC region, the Regional ATP Guidelines specify that MTC's Communities of Concern (COC) definition will be used to meet the disadvantaged community

METROPOLITAN TRANSPORTATION COMMISSION
2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM INTRODUCTION

target. Table 6 details the programming amounts against the targets in the ATP FE. Note that 100% of regional ATP funding benefits Disadvantaged Communities, greatly exceeding the 25% target. While there is no regional target for Safe Routes to Schools projects, 84% of regional ATP funding benefit SRTS type projects.

Table 6: Regional ATP Consistency with ATP Fund Estimate (\$1,000s)

	Total	FE Target	Over (Under) Target
MTC Regional ATP Programming	\$36,670	\$36,670	\$-
Benefit to Communities of Concern (Disadvantaged Communities)	\$36,670	\$9,168	\$27,502
Benefit to Safe Routes to Schools	\$30,670	N/A	N/A

Attachment 1

Metropolitan Transportation Commission
Cycle 4 Regional Active Transportation Program

List of Applications Received - Scores (Descending Score Order)

Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

Black Strikeout on White: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACTC	Alameda County School Travel Opportunities Program	\$ 4,178	\$ 3,761	99.0
SF	SFMTA	6th Street Pedestrian Safety Project	\$ 20,815	\$ 6,000	92.0
SON	SMART	SMART Pathway - Windsor to Petaluma	\$ 31,909	\$ 27,498*	92.0
SCL	San Jose	Willow-Keyes Complete Streets Improvements (Partial \$12,953K recommended)	\$ 19,649	\$ 16,538*	91.0
ALA	Berkeley	Milvia Street Bikeway Project	\$ 4,190	\$ 3,351	90.0
ALA	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART	\$ 119,164	\$ 10,400	90.0
ALA	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 35,223	\$ 6,200	89.0
SON	SMART	SMART Pathway - Santa Rosa to Rohnert Park Gap Closure	\$ 7,141	\$ 5,782	89.0
CCC	Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 4,351	\$ 2,962	88.3
ALA	Albany	Ohlone Greenway Trail Safety Improvements	\$ 485	\$ 410	88.0
SF	SFPW	Alemaney Interchange Improvements, Phase 2	\$ 2,727	\$ 1,971	88.0
SF	SFMTA	Hairball Intersection Improvements Phase 2	\$ 3,638	\$ 2,646	87.0
ALA	ACPW	Active and Safe Oakland	\$ 999	\$ 999	87.0
SCL	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698	\$ 2,698	86.7
MRN	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,711	\$ 3,184	85.0
CCC	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,932	\$ 3,768	83.3
ALA	Oakland	Plaza de la Fuente- E12th Street Pedestrian and Bicycle Improvements	\$ 12,166	\$ 11,076	83.0
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 2,470	\$ 1,600	83.0
SCL	San Jose	Better BikewaySJ - San Fernando Corridor	\$ 11,919	\$ 9,992	81.7
ALA	San Leandro	Crosstown Class IV Corridors: Bancroft Avenue & Williams Street	\$ 3,019	\$ 2,988	81.7
SON	Sonoma County	Moorland Pedestrian and School Access	\$ 4,233	\$ 3,775	81.0
ALA	Oakland	Coliseum BART to Bay Trail Greenway Connection	\$ 16,094	\$ 2,512	80.5
CCC	CCPW	San Pablo Avenue Complete Street/Bay Trail Gap Closure Project	\$ 7,504	\$ 6,704	79.5
SOL	Fairfield	West Texas Street Road Diet	\$ 9,200	\$ 4,634	79.5
SM	San Mateo County	Midcoast Multimodal/Parallel Trail Implementation Project	\$ 5,291	\$ 4,173	79.0
SCL	SCVTA	King Road Pedestrian Safety and Transit Access Improvements	\$ 19,168	\$ 19,168	78.7
MRN	Marin County	North-South Greenway Gap Closure Project	\$ 8,048	\$ 6,548	77.0
ALA	ACPW	Ashland Cherryland On the Move	\$ 999	\$ 999	76.3
ALA	Berkeley	Safe Routes to School Improvements - Oxford and Jefferson Schools	\$ 342	\$ 273	76.0
ALA	Fremont	SRTS Improvements - Cabrillo Elementary and Leitch Elementary	\$ 3,055	\$ 2,704	76.0
CCC	CCPW	Market Avenue Complete Street Project	\$ 2,532	\$ 2,272	75.0
SON	Sonoma County	West Sebastopol Bicycle Connectivity and Pedestrian Enhancements	\$ 9,069	\$ 6,031	74.5
CCC	CCPW	Bailey Road Bicycle and Pedestrian Improvements Project	\$ 2,734	\$ 2,459	73.3
SF	SFMTA	Muni Forward 30 Stockton Improvements (3rd Street)	\$ 13,601	\$ 8,300	72.5
SF	SFMTA	Vision Zero SF: In-School Bike Education Program	\$ 4,011	\$ 3,567	71.5
SM	San Mateo	City of San Mateo Safe Routes to School Phase 2	\$ 474	\$ 474	71.3
ALA	Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$ 50,549	\$ 39,470	70.0
ALA	ACPW	Hayward High School Safe Routes to School Project	\$ 596	\$ 497	70.0
SCL	Morgan Hill	Morgan Hill SRTS Action Plan Implementation and Related Infrastructure Improvements	\$ 1,398	\$ 1,188	70.0
SM	San Mateo	Hillsdale/US-101 Bicycle/Pedestrian Bridge Project - PS&E Phase	\$ 40,037	\$ 3,090	70.0
ALA	Hayward	Mission Boulevard Corridor Improvements Phase 3	\$ 15,505	\$ 3,108	69.7
ALA	ACPW	Del Rey Elementary School Safe Routes to School Project	\$ 449	\$ 375	67.0
CCC	CCPW	Appian Way Complete Street – Roundabout at Valley View Road	\$ 5,280	\$ 4,613	67.0
ALA	ACPW	Grant Elementary School Safe Routes to School Project	\$ 944	\$ 782	66.0
SON	Windsor	Windsor River Road/Windsor Road Multimodal Accessibility and Safety Improvements	\$ 12,859	\$ 3,494	63.0
SOL	Vallejo	Vallejo Bluff Trail Connector Project	\$ 7,080	\$ 7,030	63.0
ALA	ACPW	Somerset Avenue SRTS Corridor	\$ 5,329	\$ 3,684	62.5
SM	Belmont	Belmont –Ralston Avenue Corridor Streets Improvement Project	\$ 4,676	\$ 3,655	61.7
ALA	ACPW	Castro Valley Elementary SRTS	\$ 3,600	\$ 2,135	61.0
SM	South San Francisco	Junipero Serra/ Hickey/ Longford Bicycle & Pedestrian Improvements	\$ 5,931	\$ 5,931	60.7
SF	SFPW	Ridge Lane	\$ 4,050	\$ 3,585	59.0
SCL	Cupertino	Stevens Creek Boulevard Separated Bike Lanes Phase 2 Project	\$ 5,400	\$ 5,400	58.0
SM	San Mateo County	Gray Whale Cove Pedestrian Improvement Project	\$ 2,775	\$ 1,578	58.0
SCL	Sunnyvale	Braly Elementary School Safe Routes to Schools	\$ 2,688	\$ 2,150	57.0
SM	Millbrae	Millbrae Avenue Bicycle/Pedestrian Overcrossing Bridge Project	\$ 19,500	\$ 17,000	57.0

Color Key

White on Black: Projects Funded by the Statewide ATP

Black on Green: Projects Recommended in the Regional ATP

~~Black Strikeout on White~~: Withdrawn or Ineligible Project

Co	Agency	Project Title	Total Project Cost (\$1,000s)	Total Fund Request (\$1,000s)	MTC Reg'l Score
ALA	ACPW	Niles Canyon Trail	\$ 92,625	\$ 974	56.0
CCC	CCPW	Treat Boulevard Bicycle & Pedestrian Improvements	\$ 1,785	\$ 1,565	56.0
ALA	Albany	Albany Complete Streets for San Pablo Avenue and Buchanan Street	\$ 3,495	\$ 2,264	55.5
ALA	ACPW	D Street SRTS	\$ 4,725	\$ 3,800	55.0
NAP	City of Napa	West Park Elementary School Pedestrian Infrastructure Improvements	\$ 316	\$ 316	54.0
CCC	CCPW	San Miguel Drive Complete Street	\$ 1,543	\$ 1,388	53.7
SOL	Rio Vista	Rio Vista Active Transportation Link to Downtown	\$ 1,489	\$ 1,489	52.0
SOL	STA	Solano County Safe Routes to Transit Projects	\$ 4,772	\$ 3,731	52.0
SM	South San Francisco	Spruce Avenue Pedestrian Safety Improvement Project	\$ 851	\$ 767	51.0
SM	Atherton	Atherton Avenue Bicycle Lanes	\$ 1,852	\$ 1,564	48.0
SM	Burlingame	School Area Pedestrian Enhancement Project	\$ 840	\$ 716	45.0
CCC	Lafayette	School Street Safe Route to School	\$ 5,216	\$ 5,216	44.0
ALA	ACPW	Lewelling Blvd SRTS Corridor	\$ 3,586	\$ 2,312	43.0
SM	South San Francisco	Sunshine Gardens Safety and Connectivity Improvement Project	\$ 494	\$ 437	39.0
ALA	ACPW	Heyer Avenue SRTS Corridor	\$ 2,600	\$ 398	0.0
ALA	ACPW	Proctor Elementary School SRTS	\$ 5,150	\$ 796	0.0
SF	SEMTA	27 Bryant Tenderloin Transit Reliability Enhancement Project	\$ 6,943	\$ 5,057	0.0

72 Applications Received.	Totals	\$ 727,667	\$ 339,972
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Attachment 2

Metropolitan Transportation Commission
Regional Active Transportation Program - Cycle 4

List of Project Evaluators

Affiliation	Description
Alameda County Transportation Commission	County Transportation Agency
Bay Area Rapid Transit District	Transit Agency
Silicon Valley Bicycle Coalition	Bike & Pedestrian Safety
California Walks	Safe Routes to School/ Pedestrian Safety
Castro Valley Bicycle & Pedestrian Advisory Committee	Bike & Pedestrian Safety
Contra Costa County (1)	Department of Conservation and Development
Contra Costa County (2)	Department of Conservation and Development
City of Menlo Park	City; Public Health
City of Newark	City
City of Rohnert Park	City
Golden Gate Bridge and Highway Transportation District	Transit Agency
Metropolitan Transportation Commission (1)	Metropolitan Planning Organization
Metropolitan Transportation Commission (2)	Metropolitan Planning Organization
Metropolitan Transportation Commission (3)	Metropolitan Planning Organization
MTC Policy Advisory Council (1)	Policy Advisory Council; Public Health
MTC Policy Advisory Council (2)	Policy Advisory Council
Napa County Bicycle Coalition	Bike & Pedestrian Safety
San Francisco County Transportation Agency	County Transportation Agency
San Mateo County Health System	Public Health
Santa Clara Valley Transportation Authority	County Transportation Agency
Solano Transportation Authority	County Transportation Agency

**METROPOLITAN TRANSPORTATION COMMISSION
2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)
CYCLE 4
List of Project Evaluators**

Name	Agency
Chris Marks	ACTC
Donna Lee	BART
Emma Shlaes	BSV
Chris Johnson	Cal Walks
Stacy Spink	Castro Valley BPAC
Joseph Lawlor	Contra Costa County
Robert Sarmiento	Contra Costa County
Jon Gaffney	GGBHTD
Nicole H. Nagaya	Menlo Park
Kara Oberg	MTC
Karl Anderson	MTC
Lee Huo	MTC
Patrick Band	Napa County Bicycle Coalition
Jayson Imai	Newark, CA
Cathleen Baker	Policy Advisory Council
Richard Burnett	Policy Advisory Council
Eydie Tacata	Rohnert Park
Heather Arata	San Mateo County Health System
Eric Reeves	SFCTA
Cory Peterson	STA
Malahat Owrang	VTA

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

PROJECT SUMMARY LISTS



Attachment B
Metropolitan Transportation Commission
2019 Active Transportation Program (ATP)
Cycle 4
FY 2019-20 through FY 2022-23
Regional ATP Cycle 4 List of Projects

MTC Resolution No. 4324
Attachment B
Adopted: April 25, 2018
Revised: 02/27/19-C

Regional ATP Cycle 4 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Active and Safe Oakland	\$ 999
Alameda	ACTC	Alameda County School Travel Opportunities Program	\$ 3,761
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	\$ 410
San Francisco	SFMTA	6th Street Pedestrian Safety Project	\$ 6,000
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Partial</i>)	\$ 12,926
Sonoma	SMART	SMART Pathway - Petaluma to Santa Rosa	\$ 12,574
TOTAL:			\$36,670

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Regional ATP Cycle 4 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Remaining Amount</i>)	\$ 3,612
Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (<i>PS&E</i>)	\$ 10,400
Alameda	Berkeley	Milvia Street Bikeway Project	\$ 3,351
Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 6,200
Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 2,962
San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$ 2,646
Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698
Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,184
Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,768
TOTAL:			\$38,821

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**2019 Active Transportation Program Recommendations - MPO Component
(\$1000's)**

MTC 2019 Regional Active Transportation Program Recommendations (Rev 04/25/19)																		
MPO	Application ID	County	Project Title	Total Project Cost	ATP Recm'd	SOF	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON-NI	Project Type	DAC	SRTS
MTC	4-Alameda County Public Works Department-12	Alameda	Active and Safe Oakland	\$999	\$999	X	999								999	Non-Infrastructure	X	X
MTC	4-Alameda County TC-2	Alameda	Alameda County School Travel Opportunities Program	\$4,178	\$3,761	X	3,761								3,761	Non-Infrastructure	X	X
MTC	4-Albany-2	Alameda	Ohlone Greenway Trail Safety Improvements	\$665	\$410	X	410								410	Infrastructure - S	X	X
MTC	4-San Francisco Municipal Transportation Agency-1	San Francisco	6th Street Pedestrian Safety Project	\$19,761	\$6,000	X	6,000								6,000	Infrastructure - L	X	
MTC	4-San Jose-1	Santa Clara	Willow-Keyes Complete Streets Improvements	\$19,649	\$12,926*					12,926					12,926	Infrastructure - L	X	X
MTC	4-Sonoma-Marin Area Rail Transit District (SMART)-2	Sonoma	SMART Pathway- Santa Rosa-Rohnert Park and Penngrove Segments	\$13,802	\$12,574*		1,817	10,757						1,817	12,574	Infrastructure - L	X	X
				\$59,054	\$36,670													
* San Jose requested \$16,538 however \$12,926 was available for funding, a difference of \$3,612 remains.																		
* SMART requested \$27,498 for five segments; however \$12,574 is recommended for two segments due to lack of funds.																		
	CON: Construction Phase		RW: Right-of-Way Phase															
	DAC: Benefit to Disadvantaged Communities		SRTS: Safe Routes to School															
	NI: Non-Infrastructure		S: Small															
	PA&ED: Environmental Phase		M: Medium															
	Plan: Active Transportation Plan		L: Large															
	PS&E: Plans, Specifications & Estimate Phase																	

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

GUIDELINES: POLICIES, PROCEDURES AND PROJECT SELECTION CRITERIA

2019 REGIONAL ATP ADOPTION

MTC RESOLUTION NO. 4324, REVISED



Date: April 25, 2018
W.I.: 1515
Referred by: PAC
Revised: 02/27/19-C

ABSTRACT

Resolution No. 4324, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 4 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

- Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria
- Attachment B – Cycle 4 Regional ATP Program of Projects

This resolution was amended via Commission action on February 27, 2019 to update Attachment B, Cycle 4 Regional Active Transportation Program of Projects.

Further discussion of these actions is contained in the summary sheet to the MTC Programming and Allocations Committee dated April 11, 2018 and February 13, 2019.

Date: April 25, 2018
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP)
Cycle 4 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4324

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

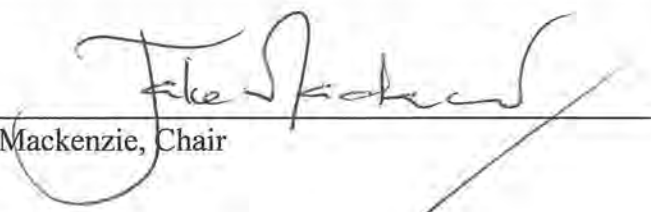
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on April 25, 2018.

Date: April 25, 2018
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4324
Page 1 of 14

2019 Regional Active Transportation Program (ATP)

Cycle 4

Guidelines

April 25, 2018

**MTC Resolution No. 4324
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>**

**2019 Regional Active Transportation Program (ATP) Cycle 4
Guidelines
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2019 Regional Active Transportation Program Cycle 4 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law separate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 4 ATP are expected to be adopted in May 2018. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided the regional guidelines are approved by CTC.

This document serves as MTC’s Cycle 4 Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on April 25, 2018, for final consideration by the CTC in May 2018.

Development Principles

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Congestion Management Agencies (CMAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CMAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines are expected to be adopted in May 2018, and are available at: <http://www.catc.ca.gov/programs/atp/>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

Development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 4 of ATP funding (FY 2019-20 through FY 2022-23); consistent with the ATP Fund Estimate scheduled for adoption by the CTC. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP prior to seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by July 1, 2019 in order to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed prior to the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program, and has additional evaluation and screening criteria. Further information on these changes, as well as instructions on the application process are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC. In order to be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Communities of Concern". MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. For the purposes of meeting the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's COC definition.

MTC's Communities of Concern are defined as those census tracts that have concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region's population is located in Communities of Concern. MTC's Communities of Concern definition of Disadvantaged Communities meets the State's legislative intent, and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area 2040* Equity Analysis Report, available online at:

<https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>

Information regarding the 2016 update is available online at:

<https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online

map is available at: <http://opendata.mtc.ca.gov/datasets/MTC::mtc-communities-of-concern-ac-2012-2016-2018?geometry=-132.743%2C36.37%2C-111.836%2C39.404>.

Community-Based Transportation Plans (CBTPs)

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CMAs and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding and implementation discussions.

Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan

Vision Zero is a traffic safety policy that strives to achieve safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Each Vision Zero policy generally contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgement that human error is inevitable, and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

Scoring

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects identified in an approved Community-Based Transportation Plan (CBTP) or similar, and the remaining 20% to projects within a jurisdiction with a Vision Zero or Bike and Pedestrian Safety Policy or Plan. The applicant will provide proof of CBTP consistency and Vision Zero or safety policy or plan in the supplemental regional application.

3. Establish a Target for Project Funding Requests \$1 million and Under

MTC elects to establish a target of 10% of ATP funds for project requests of \$1 million and under. The goal of the target is to encourage smaller project applications throughout the region. If the 10% target is not met based on score order, projects requesting \$1 million and under which score five or fewer points under the lowest scoring funded project may be added to the Program in order to meet the target.

Project requests over \$1 million must meet federal requirements and receive federal funds, while project requests \$1 million and under will be prioritized for state-only funding. Exceptions may be granted on a case-by-case basis, subject to the federal/state funding availability identified in Appendix A-2.

4. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP projects. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 4 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy must be received by MTC or postmarked no later than July 31, 2018 in order to be considered.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for design and right of way, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier, shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1 of the programmed fiscal year, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 2 Requirements.**
 - a. Consistency with OBAG 2 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016 in order to be eligible to receive ATP funding. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving ATP funding must comply with this requirement during the entire ATP funding period or risk deprogramming of ATP funding.

- b. Consistency with OBAG 2 Complete Streets Policy. Complete Streets are an essential part of promoting active transportation. To that end, project sponsors must supply documentation that the jurisdiction(s) in which the project is located meets the OBAG Complete Streets Policy by July 31, 2018. The policy may be met by the jurisdiction either having updated the General Plan after January 1, 2010 to be consistent with the Complete Streets Act of 2008, or adopting a complete streets policy resolution incorporating MTC's complete streets requirements. For further information regarding MTC's OBAG Complete Streets Policy, refer to the OBAG 2 website at: <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>. A sample complete streets policy resolution is available at: http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf

D. Transit Agency Coordination. Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. This should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact". Otherwise, an application may be disqualified based on lack of coordination with affected transit operators.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with additional criteria for the Regional Active Transportation Program. The additional criteria are:

- Consistency with Regional Priorities and Planning Efforts. **(0 to 7 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2040*. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area 2040*'s Healthy and Safe Community goals and Transportation Demand Management strategies.
 - Consistency with MTC's Spare the Air Youth and Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
- Completion of Approved Environmental Document. **(0 or 3 points)**
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
 - Photocopy of the approved environmental document cover and executive summary;

- Link to the approved environmental document available online;
- Full soft copy of the environmental document provided on the electronic copy of the application;
- Documentation from Caltrans regarding environmental approval; and/or
- Other Council/Board action, such as resolutions and/or Planning Department approval of environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA or NEPA requirements to receive ATP funding.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**
Following the application due date, MTC will share the received applications with the County Congestion Management Agencies (CMAs) or Countywide Transportation Planning Agency (collectively referred to as "CMAs"). The CMAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CMAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than October 1, 2018. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**
The regional program evaluation committee, in consultation with MTC staff, will review each application's project delivery schedule for ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 4 (FY 2019-20 through FY 2022-23) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 4 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional

ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by July 1, 2019. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2019 Regional Active Transportation Program (ATP) Cycle 4 Appendix A-1: ATP Development Schedule (Subject to Change) April 25, 2018	
January 2018	CTC releases draft ATP Guidelines
February 2018	Draft Regional ATP Guidelines presented to Working Groups
April 11, 2018	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
April 25, 2018	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
May 16-17, 2018	CTC scheduled adoption of State ATP Guidelines CTC scheduled approval of MTC's Regional ATP Guidelines
May 16, 2018	CTC scheduled release of ATP Call for Projects for Statewide Competitive Program MTC scheduled release of ATP Call for Projects for Regional Program
July 31, 2018	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
December 31, 2018	CTC releases staff recommendation for ATP Statewide Competitive Program
January 2019	ATP Statewide Program Adoption: CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
February 15, 2019	MTC releases staff recommendation for ATP Regional Program
February/March 2019	Working Group discussions of staff recommendations
March 13, 2019	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
March 27, 2019	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
June 2019	CTC Approval of ATP Regional Program
July 1, 2019	TIP Amendment Deadline: Successful ATP project sponsors to submit 2019 TIP Amendment, including Resolution of Local Support
September 25, 2019	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
November 1, 2019	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2019-20
November 20, 2019	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP
January 31, 2020	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2019-20
November 1, 2020	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2020-21
January 31, 2021	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2020-21
November 1, 2021	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2021-22
January 31, 2022	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2021-22
November 1, 2022	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2022-23
January 31, 2023	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2022-23

Shaded Area – Actions by State, CTC or Caltrans

Metropolitan Transportation Commission (MTC)
2019 Regional Active Transportation Program (ATP) Cycle 4

Appendix A-2: MTC ATP Regional Share Targets

Cycle 4 Program - FY 2019-20 through FY 2022-23

ATP Regional Share

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total
Federal STBG (TAP)			\$5,484	\$5,484	\$10,969
Federal Other			\$1,907	\$1,907	\$3,815
State	\$8,045	\$8,045			\$16,090
SB1			\$2,898	\$2,898	\$5,797
Total ATP Regional Share	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total
25% - Benefiting Disadvantaged Communities	\$2,011	\$2,011	\$2,572	\$2,572	\$9,167
75% - Anywhere in the Region	\$6,034	\$6,034	\$7,717	\$7,717	\$27,502
Total ATP Regional Share	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670

Total Regional ATP Cycle 4 (FY 2019-20 through FY 2022-23)

ATP Regional Share - Total

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	Total
All Fund Sources	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670
Total ATP Regional Augmentation Share	\$8,045	\$8,045	\$10,290	\$10,290	\$36,670

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

2019 Regional Active Transportation Program (ATP) Cycle 4

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <http://www.catc.ca.gov/programs/ATP.htm>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iii. OBAG 2 Complete Streets Policy and Housing Element compliance
 - iv. Community-Based Transportation Plan evidence
 - v. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
 - vi. Transit Agency Coordination evidence
3. Project Programming Request (PPR) form
 - a. Available at: http://www.dot.ca.gov/hq/transprog/ocip/pprs/2_21_2018_project_programming_request_template.xls
4. Complete Streets Checklist
 - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2019.

Attachment B
Metropolitan Transportation Commission
2019 Active Transportation Program (ATP)
Cycle 4
FY 2019-20 through FY 2022-23
Regional ATP Cycle 4 List of Projects

MTC Resolution No. 4324
Attachment B
Adopted: April 25, 2018
Revised: 02/27/19-C

Regional ATP Cycle 4 Projects (in county order)

County	Implementing Agency	Project	Regional ATP
Alameda	ACPW	Active and Safe Oakland	\$ 999
Alameda	ACTC	Alameda County School Travel Opportunities Program	\$ 3,761
Alameda	Albany	Ohlone Greenway Trail Safety Improvements	\$ 410
San Francisco	SFMTA	6th Street Pedestrian Safety Project	\$ 6,000
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Partial</i>)	\$ 12,926
Sonoma	SMART	SMART Pathway - Petaluma to Santa Rosa	\$ 12,574
TOTAL:			\$36,670

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Regional ATP Cycle 4 Contingency List (in descending score order)

County	Implementing Agency	Project	Regional ATP
Santa Clara	San Jose	Willow-Keyes Complete Streets Improvements (<i>Remaining Amount</i>)	\$ 3,612
Alameda	ACTC	East Bay Greenway: San Leandro BART to South Hayward BART (<i>PS&E</i>)	\$ 10,400
Alameda	Berkeley	Milvia Street Bikeway Project	\$ 3,351
Alameda	ACPW	San Lorenzo Creek Multi-Use Trail	\$ 6,200
Contra Costa	City of Concord	Downtown Corridors Bicycle and Pedestrian Improvement Project	\$ 2,962
San Francisco	SFMTA	Hairball Intersection Improvements Phase 2	\$ 2,646
Santa Clara	Santa Clara County	Healthy, Safe and Active South Santa Clara County	\$ 2,698
Marin	San Rafael	Francisco Blvd W. Multi-use Pathway Gap Closure	\$ 3,184
Contra Costa	Richmond	Complete Streets: Harbour Way Bicycle and Pedestrian Improvements	\$ 3,768
TOTAL:			\$38,821

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2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

PROJECT PROGRAMMING REQUEST (PPR) FORMS

Agency	Project Title
ACPW	Active and Safe Oakland
ACTC	Alameda County School Travel Opportunities Program
City of Albany	Ohlone Greenway Trail Safety Improvements
SFMTA	6th Street Pedestrian Safety Project
City of San José	Willow-Keyes Complete Streets Improvements
SMART	SMART Pathway Project



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	3/6/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA				Alameda County Public Works			
				MPO	Element		
				MTC			
Project Manager/Contact		Phone		E-mail Address			
Ruben Izon		510-670-5827		Rubeni@acpwa.org			
Project Title							
Active and Safe Oakland							
Location (Project Limits), Description (Scope of Work)							
Active and Safe Oakland will serve 18 public elementary schools in disadvantaged communities in Oakland concentrated in Central/East Oakland and West Oakland. This non-infrastructure program is a comprehensive Safe Routes to School program that promotes walking and cycling to an dfrom school. A partnership of the Alameda County Public Health Department (ACPHD), AC Public Works, Oakland Unified School District, and City of Oakland Police Department and community based organizations, will expand Safe Routes to School and Safety Patrol programming to 18 schools that not have adopetd and maintained such programs.							
Component		Implementing Agency					
PA&ED							
PS&E							
Right of Way							
Construction							
Legislative Districts							
Assembly:	15, 18	Senate:	9	Congressional:	13		
Project Benefits							
Increased walking/biking to and from schools and community destinations. Increased traffic safety near schools. Reduce vehicle trips. Reduced greenhouse gas emissions.							
Purpose and Need							
The non-infrastrure project responds to community identified needs for better access to safe and active routes to school.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		# Signs, lights, greenway, or other safety/beautification			each	1	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						07/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						06/16/23	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA	,				
Project Title:	Active and Safe Oakland					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			999					999	
TOTAL			999					999	

Fund No. 1:	ATP Funds Non-Infrastructure (Regional Cycle 4)								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			999					999	
TOTAL			999					999	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	3/6/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
Alameda	N/A			Alameda County Transportation Commission			
				MPO		Element	
				MTC			
Project Manager/Contact		Phone		E-mail Address			
Tess Lengyel		510-208-7428		tlengyel@alamedactc.org			
Project Title							
Alameda County School Travel Opportunities Program							
Location (Project Limits), Description (Scope of Work)							
<p>Various school locations in Alameda County; The Alameda County School Travel Opportunities Program proposes to integrate two highly-effective and successful active transportation programs—Safe Routes to Schools (SR2S) and the Student Transit Pass Pilot (STPP) Program—to serve 70 schools that have never received any education/encouragement programming from any source/organization. Approximately 70 percent of the schools proposed qualify as a “Disadvantaged Community” under one or more ATP-eligible Disadvantaged Community criteria (CalEnviroScreen, Free or Reduced Priced School Meals, Communities of Concern). The Program will provide more age-appropriate curriculum for each grade level that better targets behavior change strategies for all student ages.</p>							
Component		Implementing Agency					
PA&ED							
PS&E							
Right of Way							
Construction		Alameda County TC					
Legislative Districts							
Assembly:	18, 20, 25		Senate:	7, 9, 10		Congressional:	13, 15, 17
Project Benefits							
<p>The program will reach 70 schools that have never received any education and encouragement programming from any source/organization. The majority of new schools proposed qualify as a “Disadvantaged Community” under one or more ATP Disadvantaged Community criteria (CalEnviroScreen, Free or Reduced Priced School Meals, Communities of Concern) closing a critical gap in program access. The program will increase safety and mobility, expand access to after-school enrichment ...</p>							
Purpose and Need							
<p>The purpose of the program is to bring much-needed education and encouragement programming to promote increased use of active transportation modes to disadvantaged communities in Alameda County, many of which qualify as a “Disadvantaged Community” under one or more eligible ATP Disadvantaged Community criteria (CalEnviroScreen, Free or Reduced Priced School Meals, Communities of Concern). Currently, about half of the schools that qualify as a “Disadvantaged Community” ...</p>							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		# Signs, lights, greenway, or other safety/beautification			each	1	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						09/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)						06/30/23	
Begin Closeout Phase						07/01/23	
End Closeout Phase (Closeout Report)						12/31/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 3/6/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	Alameda	N/A, ,				
Project Title: Alameda County School Travel Opportunities Program						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Alameda County TC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									Alameda County TC
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									Non-infrastructure (NI)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,178					4,178	
TOTAL			4,178					4,178	

Fund No. 1:	ATP Funds-Non-Infrastructure (Regional Cycle 4)								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Non-infrastructure (NI)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,761					3,761	
TOTAL			3,761					3,761	

Fund No. 2:	Local								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Alameda County TC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Non-infrastructure (NI)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			417					417	
TOTAL			417					417	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) Y/N					Date:	3/6/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA				Albany			
				MPO	Element		
				MTC	Capital Outlay		
Project Manager/Contact		Phone		E-mail Address			
Robert Gonzales'		(510) 559-4270		RGonzales@albanyca.org			
Project Title							
Francisco Blvd Multi-Use Pathway Gap Closure							
Location (Project Limits), Description (Scope of Work)							
The proposed multi-use pathway would extend from Rice Drive to Mahon Creek in the City of San Rafael, Marin County, California. The path parallels the SMART train corridor. Improve safety along Ohlone Greenway Trail.							
Component							
PA&ED		Albany					
PS&E		Albany					
Right of Way		Albany					
Construction		Albany					
Legislative Districts							
Assembly:	15	Senate:	9	Congressional:	13		
Project Benefits							
The proposed project would install a new protected left turn phase which would eliminate potential conflicts between trail users and vehicles turning left, and install a new signal mast arm, which would increase the visibility of signal heads for motorists. The project would also install bulb outs, a leading pedestrian interval, pedestrian countdown heads and directional curb ramps to provide increased protection for cyclists and pedestrians at these locations. This project would fill a safety gap to make the Ohlone Greenway a lower stress							
Purpose and Need							
The purpose of this project is to address a known safety issues along a key commuter route in Albany. Current conditions leave trail users vulnerable to conflicting motor vehicle movements. The proposed project will separate and minimize these conflicts.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Intersections modified			each	2	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals No		Reduces Greenhouse Gas Emissions Yes					
Project Milestone					Existing	Proposed	
Project Study Report Approved					07/31/18		
Begin Environmental (PA&ED) Phase						11/01/18	
Circulate Draft Environmental Document				Document Type	ND/CE		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						06/15/20	
End Construction Phase (Construction Contract Acceptance Milestone)						12/11/20	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 3/6/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA					
Project Title: Francisco Blvd Multi-Use Pathway Gap Closure						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Albany
PS&E									Albany
R/W SUP (CT)									Albany
CON SUP (CT)									Albany
R/W									Albany
CON									Albany
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	5							5	
PS&E			40					40	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			620					620	
TOTAL	5		660					665	

Fund No. 1:	ATP Funds Infrastructure (Regional Cycle 4)								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			410					410	
TOTAL			410					410	

Fund No. 2:	Transportation Development Act								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC Transportation Development Act Article 3
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			180					180	
TOTAL			180					180	

Fund No. 3:	Measure B Local Dollars								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Albany
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	5							5	Measure B is a local sales tax dedicated to transportation projects
PS&E			40					40	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			30					30	
TOTAL	5		70					75	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	3/1/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SF				San Francisco Municipal Transportation Agency			
				MPO	Element		
				MTC			
Project Manager/Contact		Phone		E-mail Address			
Kimberly Leung, Engineer		(415) 646-2329		kimberly.leung@sfmta.com			
Project Title							
6th Street Pedestrian Safety Project							
Location (Project Limits), Description (Scope of Work)							
This project is located in the South of Market (SoMa) neighborhood in San Francisco, on 6th Street between Market Street and Harrison Street. Project will improve pedestrian safety in the corridor.							
Component		Implementing Agency					
PA&ED		San Francisco Municipal Transportation Agency					
PS&E		San Francisco Municipal Transportation Agency					
Right of Way		San Francisco Municipal Transportation Agency					
Construction		San Francisco Municipal Transportation Agency					
Legislative Districts							
Assembly:	17		Senate:	11		Congressional:	12
Project Benefits							
6th Street between Market Street and Harrison Street has the highest concentration of pedestrian collisions and injuries in the City of San Francisco. This project will redesign the street from the ground up, removing one lane of vehicle travel and installing wider sidewalks, new traffic signals, corner bulbouts, street lighting, and other improvements. A person is hit by a vehicle on 6th Street every 16 days. This project will remake the street using best practices in pedestrian safety improvements and address this pressing issue.							
Purpose and Need							
The 6th Street corridor is one of the most high-conflict roadways in the City for pedestrians. Despite incremental improvements over the years, the problem persists. This project will make a large investment to transform the 6th Street corridor into a safer and inviting place for people to walk.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Feet	3,850	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					03/01/19		
Begin Environmental (PA&ED) Phase						09/01/15	
Circulate Draft Environmental Document				Document Type	ND	07/16/17	
Draft Project Report						8/30/17/	
End Environmental Phase (PA&ED Milestone)						12/13/18	
Begin Design (PS&E) Phase						12/15/18	
End Design Phase (Ready to List for Advertisement Milestone)						09/11/19	
Begin Right of Way Phase						10/15/19	
End Right of Way Phase (Right of Way Certification Milestone)						10/15/19	
Begin Construction Phase (Contract Award Milestone)						06/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						11/22/21	
Begin Closeout Phase						01/01/22	
End Closeout Phase (Closeout Report)						07/01/22	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 3/1/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF					
Project Title: 6th Street Pedestrian Safety Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									San Francisco Municipal
PS&E									San Francisco Municipal
R/W SUP (CT)									San Francisco Municipal
CON SUP (CT)									San Francisco Municipal
R/W									San Francisco Municipal
CON									San Francisco Municipal
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,200							1,200	
PS&E	3,235							3,235	
R/W SUP (CT)		100						100	
CON SUP (CT)									
R/W									
CON			15,226					15,226	
TOTAL	4,435	100	15,226					19,761	

Fund No. 1:	Regional Active Transportation Program Funds - Infrastructure Cycle 4								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,000					6,000	
TOTAL			6,000					6,000	

Fund No. 2:	Prop K Transportation Sales Tax								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									San Francisco County Transportati
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,200							1,200	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,226					9,226	
TOTAL	1,200		9,226					10,426	

Fund No. 3:	Prop A General Obligation Bond								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SF Municipal Transportation Agency
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		100						100	
CON SUP (CT)									
R/W									
CON									
TOTAL		100						100	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) No					Date:	3/6/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL	Local			San Jose			
				MPO	Element		
				MTC	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Adam Paranial		408-535-4872		adam.paranial@sanjoseca.gov			
Project Title							
Willow-Keyes Complete Streets Improvements							
Location (Project Limits), Description (Scope of Work)							
On Willow Street, Graham Avenue, Goodyear Street, and Keyes Street from the underpass of SR-87 to 3rd Street. The scope of this project includes a range of complete streets improvements to include a reduction in travel lanes from four (4) to two (2) to provide for Class IV protected bike lanes separated from auto lane by physical separation for maximum protection; reconfiguration of complex major intersections with roundabouts and squared-up intersection to improve safety and access for pedestrians and bicyclists, and help calm traffic speed; additional improvements to pedestrian and bicycle facilities along the corridor including, new sidewalk, pedestrian ramps, intersection curb-extensions, enhanced crosswalks, pedestrian-scale lighting, re-timed traffic signals, transit boarding improvements, and street trees.							
Component	Implementing Agency						
PA&ED	San Jose						
PS&E	San Jose						
Right of Way	San Jose						
Construction	San Jose						
Legislative Districts							
Assembly:	27,28		Senate:	15		Congressional:	19
Project Benefits							
The improvements throughout the project corridor will provide continuous, safe, and more attractive pedestrian and bicycle facilities that will enhance local and regional connectivity between communities and important points of interest including, Calle Willow and Willow Glen Business Districts, Washington Elementary and Sacred Heart Nativity Schools, Tamien Lightrail & Caltrain Station, churches, neighborhood parks and recreational trails, and VTA's transit stops.							
Purpose and Need							
The project corridor has deficient bicycle and pedestrian infrastructure, gaps in facilities create discontinuous access, challenging and unusual complex intersections make it difficult and unsafe for pedestrians and bicyclists to navigate.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Sidewalk miles			Feet	600	
Local streets and roads		Bicycle lane-miles			Feet	880	
Local streets and roads		Intersections modified			each	12	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions		Yes
Project Milestone					Existing	Proposed	
Project Study Report Approved					07/27/18		
Begin Environmental (PA&ED) Phase						08/30/19	
Circulate Draft Environmental Document				Document Type	ND/CE		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						08/19/21	
Begin Design (PS&E) Phase						01/30/22	
End Design Phase (Ready to List for Advertisement Milestone)						04/25/23	
Begin Right of Way Phase						01/30/22	
End Right of Way Phase (Right of Way Certification Milestone)						03/01/22	
Begin Construction Phase (Contract Award Milestone)						07/31/23	
End Construction Phase (Construction Contract Acceptance Milestone)						07/20/26	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 3/6/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SCL	Local, ,				
Project Title: Willow-Keyes Complete Streets Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									San Jose
PS&E									San Jose
R/W SUP (CT)									San Jose
CON SUP (CT)									San Jose
R/W									San Jose
CON									San Jose
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)			1,063					1,063	
PS&E					3,472			3,472	
R/W SUP (CT)					400			400	
CON SUP (CT)									
R/W									
CON						14,714		14,714	
TOTAL			1,063		3,872	14,714		19,649	

Fund No. 1:	Regional ATP Funds - Infrastructure Cycle 4								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						12,926		12,926	
TOTAL						12,926		12,926	

Fund No. 2:	Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Jose
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			1,063					1,063	Costs greater than the maximum 25% and 15% for PE and CE represent staff time to be spent on eligible activities. These costs represent leveraged funds (\$3,111).
PS&E					3,472			3,472	
R/W SUP (CT)					400			400	
CON SUP (CT)									
R/W									
CON						1,788		1,788	
TOTAL			1,063		3,872	1,788		6,723	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) Y/N					Date:	3/13/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04					SON090002	ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SON	SMART	40.4	43.3	Sonoma-Marín Area Rail Transit District (SMART)			
SON	SMART	48.5	51.3	MPO		Element	
				MTC		Mass Transit	
Project Manager/Contact		Phone		E-mail Address			
Joanne Parker		707-794-3062		jparker@sonomamarintrain.org			
Project Title							
SMART Pathway - Santa Rosa to Rohnert Park/Petaluma to Penngrove Gap Closure Project							
Location (Project Limits), Description (Scope of Work)							
Within the publicly owned railroad right-of-way between Southpoint/McDowell in Petaluma to Main Street in Penngrove and between Golf Course Drive in Rohnert Park to Bellevue Avenue in Santa Rosa. The project is located in Sonoma County.							
Component							
PA&ED		Sonoma-Marín Area Rail Transit District (SMART)					
PS&E		Sonoma-Marín Area Rail Transit District (SMART)					
Right of Way		Sonoma-Marín Area Rail Transit District (SMART)					
Construction		Sonoma-Marín Area Rail Transit District (SMART)					
Legislative Districts							
Assembly:	10, 4, 2		Senate:	2, 3		Congressional:	5, 2
Project Benefits							
The overall SMART rail and pathway project was projected in the CEQA document to remove approximately 1.3 million car trips from Highway 101 annually and reduce greenhouse gas emissions by 124,000 pounds per day. SMART's CEQA analysis estimated 7,000 to 10,000 people a day will utilize the bicycle/pedestrian pathway along the entire corridor.							
Purpose and Need							
The project will provide non-motorized access across the voter approved greenbelt/community separator between Santa Rosa and Rohnert Park, closing a gap in the level Class 1 pathway along the SMART rail tracks. The project will also connect Penngrove to Petaluma, linking to an ATP-funded SMART Pathway segment under construction in 2019. The project will connect several communities in Sonoma County, including residential neighborhoods, job centers, schools, and services.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Pedestrian/Bicycle facilities miles constructed			Feet	29,944	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis		No
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions		Yes
Project Milestone					Existing	Proposed	
Project Study Report Approved					07/29/18		
Begin Environmental (PA&ED) Phase						08/01/12	
Circulate Draft Environmental Document				Document Type	CE	02/01/15	
Draft Project Report						05/01/15	
End Environmental Phase (PA&ED Milestone)						05/12/16	
Begin Design (PS&E) Phase						09/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						08/26/20	
Begin Right of Way Phase						03/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						08/28/19	
Begin Construction Phase (Contract Award Milestone)						04/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)						03/22/23	
Begin Closeout Phase						06/01/23	
End Closeout Phase (Closeout Report)						12/12/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 3/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SON, SON	SMART, SMART,				
Project Title: SMART Pathway - Santa Rosa to Rohnert Park/Petaluma to Penngrove Gap Closure Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Sonoma-Marín Area Rail Transit
PS&E									Sonoma-Marín Area Rail Transit
R/W SUP (CT)									Sonoma-Marín Area Rail Transit
CON SUP (CT)									Sonoma-Marín Area Rail Transit
R/W									Sonoma-Marín Area Rail Transit
CON									Sonoma-Marín Area Rail Transit
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	228	925	75					1,228	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,817					1,817	
CON				10,757				10,757	
TOTAL	228	925	1,892	10,757				13,802	

Fund No. 1:	ATP Infrastructure Program (Regional Cycle 4)								Program Code
Existing Funding (\$1,000s)									ATP
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									CTC/Caltrans/MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,817					1,817	
CON				10,757				10,757	
TOTAL			1,817	10,757				12,574	

Fund No. 2:	Measure M								Program Code
Existing Funding (\$1,000s)									Local Sales Tax
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Sonoma County Transportation Au
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	228							228	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	228							228	

Fund No. 3:	Developer Impact Fees								Program Code
Existing Funding (\$1,000s)									Developer Fees
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Rohnert Park/SCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		925	75					1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		925	75					1,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/29/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA				Albany			
				MPO	Element		
				MTC	Capital Outlay		
Project Manager/Contact		Phone		E-mail Address			
Robert Gonzales		(510) 559-4270		RGonzales@albanyca.org			
Project Title							
Ohlone Greenway Trail Safety Improvements							
Location (Project Limits), Description (Scope of Work)							
The project is located in the City of Albany along the Ohlone Greenway at the intersection of Masonic Ave and Marin Ave, and Masonic Ave and Solano Ave.							
Component							
PA&ED		Albany					
PS&E		Albany					
Right of Way		Albany					
Construction		Albany					
Legislative Districts							
Assembly:	15	Senate:	9	Congressional:	13		
Project Benefits							
The proposed project would install a new protected left turn phase which would eliminate potential conflicts between trail users and vehicles turning left, and install a new signal mast arm, which would increase the visibility of signal heads for motorists. The project would also install bulb outs, a leading pedestrian interval, pedestrian countdown heads and directional curb ramps to provide increased protection for cyclists and pedestrians at these locations. This project would fill a safety gap to make the Ohlone Greenway a lower stress							
Purpose and Need							
The purpose of this project is to address a known safety issues along a key commuter route in Albany. Current conditions leave trail users vulnerable to conflicting motor vehicle movements. The proposed project will separate and minimize these conflicts.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Intersections modified			each	2	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals No		Reduces Greenhouse Gas Emissions Yes					
Project Milestone					Existing	Proposed	
Project Study Report Approved					07/31/18		
Begin Environmental (PA&ED) Phase						11/01/18	
Circulate Draft Environmental Document				Document Type	ND/CE		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						06/15/20	
End Construction Phase (Construction Contract Acceptance Milestone)						12/11/20	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Date: 4/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA					
Project Title: Ohlone Greenway Trail Safety Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Albany
PS&E									Albany
R/W SUP (CT)									Albany
CON SUP (CT)									Albany
R/W									Albany
CON									Albany
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	5							5	
PS&E			40					40	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				620				620	
TOTAL	5		660					665	

Fund No. 1:	ATP Funds Infrastructure Cycle 4								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				410				410	
TOTAL				410				410	

Fund No. 2:	Transportation Development Act								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									Transportation Development Act
R/W SUP (CT)									Article 3
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				180				180	
TOTAL				180				180	

Fund No. 3:	Measure B Local Dollars								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Albany
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	5							5	Measure B is a local sales tax dedicated to transportation projects
PS&E			40					40	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			30					30	
TOTAL	5		70					75	

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Feb,20 2018 v7.07)

Complete this page for amendments only**Date:** 4/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA					

SECTION 1 - All Projects**Project Background**

The Ohlone Greenway Trail Safety Improvements is an infrastructure project that has spanned 7 years of planning efforts. These efforts resulted in the prioritization of the project as the top ATP application for the City of Albany. The Ohlone Greenway Trail Safety Improvements is located at the center of the Ohlone Greenway, a 10 mile trail that links the cities of Richmond, El Cerrito, Albany and Berkeley, as well as three mass transit stations. The Ohlone Greenway is highly utilized, with over 1,000 trail users per day- including regional bicycle commuters, students from nearby schools, elderly citizens from the Albany senior center, residents accessing the nearby commercial corridor and other recreational trail users.

Programming Change Requested**Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Robert Gonzales		CIP Program Manager	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM (RATP)

STATE ONLY FUNDING REQUEST FORMS

Agency	Project Title
ACTC	Alameda County School Travel Opportunities Program
SFMTA	6th Street Pedestrian Safety Project





Date: March 12, 2019

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Subject: Request for ATP State-Only Funding

The Alameda County Transportation Commission (Alameda CTC) hereby requests ATP State-only funding for the following project:

PROJECT NAME: Alameda County School Travel Opportunities Program

PROJECT DESCRIPTION: Comprehensive school transportation alternatives program targeting disadvantaged and high-collision communities to encourage active transportation in Alameda County K-12 schools.

JUSTIFICATION:

A. Type of Work: Non-Infrastructure (NI)

B. Project cost: \$4,178,419

C. Status of Project:

1. Beginning and Ending Dates of the Non-Infrastructure (NI) Project: 9/16/2019–6/30/2023

D. Total Project Funding Plan/Usage by Fiscal Year:


Fund Type	19/20	20/21	21/22	22/23	Phase
ATP Cycle 4	\$705,812	\$1,046,863	\$1,046,863	\$961,600	CON
Local	\$104,163	\$104,392	\$104,392	\$104,334	CON
TOTAL	\$809,975	\$1,151,255	\$1,151,255	\$1,065,934	\$4,178,419

E. Specific reason for requesting State-Only fund and why Federal funds should not be used on the project:

Alameda CTC requests State-only funds because the project needs to start as early in the 2019-20 school year as possible. The project timeline requires an expeditious process to allocate the funding in order to start by September 2019. As such, State-only funds would ensure we can start as soon as possible by avoiding the federal-aid process.

REGIONAL AGENCY CONCURRENCE:

Metropolitan Transportation Commission concurs with this request for an exception to the Project Funding Policy:


Karl Anderson, Planner/Analyst
Metropolitan Transportation Commission


Vivek Bhat, Director of Programming and Project Controls
Alameda County Transportation Commission



London Breed, Mayor

Malcolm Heinicke, Chair
Gwyneth Borden, Vice Chair
Cheryl Brinkman, Director
Amanda Eaken, Director

Lee Hsu, Director
Cristina Rubke, Director
Art Torres, Director

Edward D. Reiskin, Director of Transportation

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Date: March 1, 2019

Subject: Request for ATP State-Only Funding

The San Francisco Municipal Transportation Agency hereby requests ATP State-only funding for the following project:

6th Street Pedestrian Safety Project

Install pedestrian safety improvements, including wider sidewalks, new traffic signals, corner bulbouts, street lighting, and traffic lane reallocation, on a high-injury corridor. PPNO_____


JUSTIFICATION:

- A. Type of Work Infrastructure (IF)
- B. Project cost \$20,815,000.
- C. Status of Project
 - 1. Beginning and Ending Dates of the Project: 9/2015-11/2021
 - 2. Environmental Clearance Status: FND 10/23/17
 - 3. R/W Clearance Status (if currently R/W certified as #3, when will the certification be upgraded to a #1 or #2?) Expected 10/15/2019
 - 4. Status of Construction
 - a) Proposed Advertising Date: January 2020
 - b) Proposed Contract and Construction Award Dates: June 2020
- D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases): Please see PPR attached showing funding plan
- E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project. Urgent pedestrian safety project on city's high injury network.
No other federal funds on this project.



REGIONAL AGENCY CONCURRENCE:

Metropolitan Transportation Commission concurs with this request for an exception to the Project Funding Policy. (Only for MPO selected projects):

(Signature of Regional Agency Representative) (Only for MPO selected projects): 

(Signature of Local Agency Representative)

eileen.houstea
u@sfmta.com

Digitally signed by
eileen.housteau@sfmta.com
DN:
cn=eileen.housteau@sfmta.com
Date: 2019.03.01 14:29:25 -08'00'



Transportation Committee

Meeting Date: March 7, 2019

Agenda Item No. 8

Final 2019 Regional Active Transportation Program Funding Recommendation

Action

Prepared by: Victoria Cacciatore

Approved by: Matt Carpenter

Attachments: Yes

1. Issue:

Staff is proposing the final recommendations for \$11,664,000 in bicycle and pedestrian projects for the six-county Regional Active Transportation Program (ATP).

2. Recommendation:

That the Transportation Committee recommend that the board approve the six-county 2019 Regional ATP recommendations and contingency list. Approval of the Regional ATP recommendations will authorize the Executive Director to develop the ATP transmittal documentation to submit to the California Transportation Commission (CTC), and direct staff to prepare the required Metropolitan Transportation Improvement Program (MTIP) amendments.

3. Background/Analysis:

The ATP was created by Senate Bill 99 in 2013 to fund projects and programs that will increase biking and walking. The ATP is a highly competitive program jointly managed by the California Department of Transportation (Caltrans) and the California Transportation Commission (CTC). Metropolitan planning organizations like SACOG distribute a portion of these funds through a competitive process, with all final regional recommendations subject to approval from the CTC. SACOG works with El Dorado County Transportation Commission (EDCTC) and Placer County Transportation Planning Agency (PCTPA) to develop and implement the Regional ATP. The 2019 ATP funds are available across four years: state fiscal years 2019-2020, 2020-2021, 2021-2022, and 2022-2023.

In June, the board approved the policy framework for the 2019 Regional ATP. Cities, counties, and school districts in the Sacramento region submitted 25 projects requesting \$64,913,000 of Regional ATP funds. Accounting for two projects funded through the State ATP and two projects funded through the 2018 Regional Program, 21 projects requesting \$54,061,000 of active transportation projects and programs competed for Regional ATP. SACOG must submit a final funding recommendation to the CTC in April to be included at the June CTC meeting.

4. Discussion/Analysis:

In February the board acted to release the draft 2019 Regional ATP recommendations for public review and comment. Staff received a comment from the City of Davis on the regional goal alignment and strong performance potential of the "Davis Amtrak Olive Drive Bicycle/Pedestrian Grade-Separated Crossing"

project. No other public comments were received on the draft funding recommendation.

The recommendation for the 2019 Regional ATP includes the same projects and project phases from the draft staff recommendation presented in February, but with minor changes to the recommended amounts. Staff identified an application error that required a \$50,000 downward adjustment of the recommendation for the San Juan Unified School District project, “Three Steps for Safer Routes for Students”. Given the small amount of funding, the final recommendation proportionally distributes the adjustment amount across the initially recommended projects in Attachment A.

A prioritized contingency list is included with the recommended project list in the event any of the recommended projects are unable to use ATP funds or fail to deliver. Per the State ATP Guidelines, the contingency list would be in effect until the adoption of the next ATP programming cycle, anticipated in winter 2021. Inclusion on the contingency list is not a guarantee of future funding through this or other SACOG-managed funding programs. Attachment B provides project descriptions and a summary of the score analysis for each project recommended for 2019 Regional ATP funding or the contingency list.

To develop the recommended funding and contingency lists, SACOG convened a multidisciplinary working group to evaluate Regional ATP projects. Attachment C identifies the working group members. The working group discussed all competing projects and identified each project’s strengths and potential to address the board-approved scoring criteria. Attachment D details the evaluation process to develop the draft funding recommendation, as derived from Attachment E, the approved 2019 Regional ATP Policy Framework. Attachment F summarizes the project performance assessment outcomes for all Regional ATP projects. Attachment G shows all ATP milestones for the state and regional competitions.

The State ATP Guidelines require that at least 25 percent of the funds benefit disadvantaged communities. The final funding recommendation identifies \$5,481,000 to fund projects that provide a significant benefit to disadvantaged communities, or 47 percent of the available funding. While 47 percent of the funds are identified as meeting the region’s minimum disadvantaged community requirement, all recommended projects demonstrated at least partial benefit towards disadvantaged community residents.

5. Fiscal Impact/Grant Information:

This item has no fiscal impact to the agency’s operating budget, other than already budgeted staff time.

6. This staff report aligns with the following SACOG Work Plan Goals:

7 - Deliver Key High-Profile Transportation Projects

State ATP funded projects (*Adopted by the CTC on January 30, 2019*)

Project	Contingency Award
PCTPA – Highway 49 Sidewalk Gap Closure	\$14,403,000
Rancho Cordova – School Zone Improvement	\$1,122,000
	\$15,525,000

Recommended Regional ATP Funding Award List

Project	Award Amount
<i>Sacramento - Franklin Blvd. Complete Street Phase II</i> ¹	\$1,880,000
Sacramento - Broadway Complete Streets Project - Phase II	\$3,661,000
<i>Sacramento County - Fern Bacon Middle School SRTS</i>	\$872,000
San Juan USD - Three Steps to Safer Routes for Students	\$397,000
<i>Yuba County - Cedar Lane Elementary Safe Routes to Schools Project</i>	\$2,729,000
Woodland - West Gibson SRTS, pre-construction-only	\$600,000
Citrus Heights - Auburn Blvd. Complete Streets – Phase II	\$1,525,000
	\$11,664,000

Recommended Regional ATP Ranked Contingency List

Project	Contingency Award
Woodland - West Gibson SRTS construction	\$3,539,000
Yuba City - Bridge St. SR2S Shared-use Path	\$662,000
Yuba County - Ninth Ave. & Fleming Way Safe Route to School Project	\$2,879,000
West Sacramento - Sycamore Trail Phase 3	\$938,000
Folsom - Folsom Blvd. Trail Overcrossing	\$5,750,000
Sacramento - West Canal Multi-Use Trail	\$1,567,000
Davis - Davis Amtrak Olive Dr. Bicycle/Pedestrian Grade-Separated Crossing	\$5,901,000
Rancho Cordova - Neighborhood Greenway Project	\$1,079,000
Rancho Cordova - Mather Field Rd. Corridor Revitalization	\$2,675,000
Sacramento County - Folsom Blvd. Complete Street Improvements, Phase II	\$4,201,000
El Dorado County - Golden Center Dr./Forni Rd. Ped and Bike Improvements	\$1,326,000
Caltrans - SR-49 Bicycle and Pedestrian Improvements	\$4,575,000
Elk Grove - Strawberry Creek Pedestrian and Bike Trail	\$1,786,000
Placer County - Martis Valley Trail Project - Segment 3E/4	\$5,077,000
Lincoln - Moore Rd. Trail Undercrossing	\$571,000

¹ Projects in italics earned an average score of 8 out of 10 or higher on the Benefit to Disadvantaged Community question. These projects are credited towards the region's state-mandated minimum 25 percent investment in disadvantaged communities. For project scoring information, please see Attachment B.

Project Scopes and Scores

Caltrans – State Route 49 Bicycle and Pedestrian Improvements

Funding Request
\$4,575,000

Project Scope: Design and construct 6 foot asphalt shoulders with Class II bike lanes and a 6 foot sidewalk on the northbound side.

Project Location: El Dorado County (Begin PM ED 10.016 / End PM ED 11.237) near the town of Diamond Springs, along State Route 49 between Koki Lane and Missouri Flat Road.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	22	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	14	20
Greenhouse Gas Reduction	3	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	5	10

El Dorado County - Golden Center Drive/Forni Road Ped and Bike Improvements

Funding Request
\$1,326,000

Project Scope: Design and construct infill sidewalk and accessible ramps at driveways, new crosswalks and a flashing beacon near the middle school, replace non-compliant curb ramps at three intersections, audible pedestrian signals at two intersections, and Class III bicycle routes on Golden Center Drive.

Project Location: Golden Center Drive and Forni Road immediately east of Missouri Flat Road, in the Diamond Springs area.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	25	40
Improving Safety for Bicyclists and Pedestrians	12	20
Project Performance	12	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	5	7
Other Considerations	4	5
Disadvantaged Community Benefit	6	10

Projects are listed in alphabetical order by the project's county, then project sponsor name, then by project title.

Lincoln - Moore Road Trail Undercrossing

Funding Request
\$571,000

Project Scope: Design and construct 0.2 miles of Class I multiuse trail under State Route 65 to re-connect Moore Road.

Project Location: Between existing segments of Moore Road on either side of State Route 65.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	23	40
Improving Safety for Bicyclists and Pedestrians	10	20
Project Performance	11	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	3	7
Other Considerations	3	5
Disadvantaged Community Benefit	1	10

Placer County - Martis Valley Trail Project - Segment 3E/4

Funding Request
\$5,077,000

Project Scope: Design and construct a 4-mile Class I multiuse trail from the Northstar Village to the Lake Tahoe Basin creating an interconnected trail system from Truckee to North Lake Tahoe.

Project Location: The end of Segment 3F at the Village at Northstar to the "Four Corners" area of United States Forest Service Road 37 at the Lake Tahoe Basin boundary.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	20	40
Improving Safety for Bicyclists and Pedestrians	13	20
Project Performance	12	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	5	7
Other Considerations	4	5
Disadvantaged Community Benefit	2	10

Citrus Heights - Auburn Boulevard Complete Streets – Phase II

Funding Request
\$1,500,000

Project Scope: Construct Class II bike lanes, six-foot-plus buffered sidewalks, and other transit and active transportation enhancements.

Project Location: Auburn Boulevard from Orlando Avenue (City of Roseville) to Oak Grove Avenue.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	28	40
Improving Safety for Bicyclists and Pedestrians	15	20
Project Performance	16	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	6	7
Other Considerations	5	5
Disadvantaged Community Benefit	7	10

Elk Grove - Strawberry Creek Pedestrian and Bike Trail

Funding Request
\$1,786,000

Project Scope: Design and construct a Class I multiuse trail along Calvine Road and Strawberry Creek drainage channel.

Project Location: Monterey Trail High School entrance to Jones Park on Shasta Lily Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	23	40
Improving Safety for Bicyclists and Pedestrians	13	20
Project Performance	13	20
Greenhouse Gas Reduction	3	8
Economic Prosperity	3	7
Other Considerations	4	5
Disadvantaged Community Benefit	6	10

Folsom - Folsom Boulevard Trail Overcrossing

Funding Request
\$5,750,000

Project Scope: Design and construct a bicycle and pedestrian ramp and overcrossing.

Project Location: Folsom Boulevard south of Parkshore Drive and north of Woodmere Road.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	30	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	15	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	0	10

Rancho Cordova - Mather Field Road Corridor Revitalization

Funding Request
\$2,675,000

Project Scope: Design and construct standardized bike lanes, pedestrian facility upgrades, and pedestrian-level lighting.

Project Location: Mather Field Road between Folsom Boulevard and International Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	23	40
Improving Safety for Bicyclists and Pedestrians	13	20
Project Performance	13	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	7	10

Rancho Cordova - Neighborhood Greenway Project

Funding Request
\$1,079,000

Project Scope: Design and designate Class III bicycle routes through lane striping and sharrows, and install traffic calming measures such as speed feedback signs.

Project Location: In the neighborhood bounded by Folsom Boulevard to the south, Ambassador Drive to the north, Sunrise Boulevard to the east, and Rod Beaudry Drive to the west.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	30	40
Improving Safety for Bicyclists and Pedestrians	13	20
Project Performance	13	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	7	10

Sacramento - Broadway Complete Streets Project - Phase II

Funding Request
\$3,602,000

Project Scope: Design and construct a road diet (reduce from four lanes to three lanes) with bicycle facilities, pedestrian improvements, signal modifications and streetscape enhancements.

Project Location: Broadway between 16th Street/Land Park Drive and 24th Street.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	35	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	17	20
Greenhouse Gas Reduction	7	8
Economic Prosperity	6	7
Other Considerations	5	5
Disadvantaged Community Benefit	6	10

Sacramento - Franklin Boulevard Complete Street Phase II

Funding Request
\$1,850,000

Project Scope: Design a road diet (reduce travel lanes from four to two), add Class IV bikeways, sidewalk and crosswalk improvements, pedestrian lighting, landscaping, and shade trees (pre-construction only).

Project Location: Franklin Boulevard between 19th Avenue and 32nd Avenue.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	37	40
Improving Safety for Bicyclists and Pedestrians	18	20
Project Performance	18	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	6	7
Other Considerations	5	5
Disadvantaged Community Benefit	10	10

Sacramento - West Canal Multi-Use Trail

Funding Request
\$1,567,000

Project Scope: Design and construct an asphalt Class I multiuse trail with decomposed granite shoulders, pavement markings, and signage.

Project Location: East side of West Canal bounded to the north by Arena Boulevard and to the south by San Juan Road.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	30	40
Improving Safety for Bicyclists and Pedestrians	14	20
Project Performance	16	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	0	10

Sacramento County - Fern Bacon Middle School SRTS

Funding Request
\$858,000

Project Scope: Design and construct sidewalks, conflict zone markings in bike lanes, new crosswalks, curb paint, and signage.

Project Location: Martin Luther King Jr. Boulevard from 4 1st Avenue to 48th Ave, Wesley Avenue from 48th Avenue to Cuny Avenue, and Cuny Avenue from Wesley Avenue to Bowling Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	32	40
Improving Safety for Bicyclists and Pedestrians	17	20
Project Performance	16	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	9	10

Sacramento County - Folsom Boulevard Complete Street Improvements, Phase II

Funding Request
\$4,201,000

Project Scope: Design and construct a 6' separated sidewalk with curb, gutter, buffered Class II bike lanes, storm drainage, pedestrian lighting, bus stop access, barrier fence and landscaping.

Project Location: On the southerly frontage of Folsom Boulevard, approximately between Starfire Drive and Tiber Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	22	40
Improving Safety for Bicyclists and Pedestrians	12	20
Project Performance	12	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	6	10

San Juan USD - Three Steps to Safer Routes for Students

Funding Request
\$441,000

Project Scope: Conduct education and encouragement activities targeted toward district students, as well as coordination, evaluation and assessment efforts.

Project Location: 14 schools within San Juan Unified School District in/around Arden-Arcade and Citrus Heights.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	33	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	16	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	4	7
Other Considerations	4	5
Disadvantaged Community Benefit	6	10

Yuba City - Bridge Street SR2S Shared-use Path

Funding Request
\$662,000

Project Scope: Construct 1,700' x 12-foot Class I multiuse trail.

Project Location: Bridge Street between Gray Avenue and Cooper Avenue.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	29	40
Improving Safety for Bicyclists and Pedestrians	16	20
Project Performance	15	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	5	7
Other Considerations	4	5
Disadvantaged Community Benefit	8	10

Davis - Davis Amtrak Olive Drive Bicycle/Pedestrian Grade-Separated Crossing*Funding Request*
\$5,901,000**Project Scope:** Design and construct a bicycle and pedestrian grade-separated crossing.**Project Location:** Between the Davis Amtrak Depot and Olive Drive near Hickory Lane, across the UP Railroad tracks.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	30	40
Improving Safety for Bicyclists and Pedestrians	14	20
Project Performance	13	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	5	7
Other Considerations	4	5
Disadvantaged Community Benefit	7	10

West Sacramento - Sycamore Trail Phase 3*Funding Request*
\$938,000**Project Scope:** Construct 1/2 mile long Class I multiuse trail.**Project Location:** Westmore Oaks Elementary School to the intersection of Park Boulevard and Stone Boulevard.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	28	40
Improving Safety for Bicyclists and Pedestrians	14	20
Project Performance	17	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	5	7
Other Considerations	5	5
Disadvantaged Community Benefit	7	10

Woodland - West Gibson SRTS

Funding Request
\$4,139,000

Project Scope: Design and construct a road diet (reduce travel lanes from four to three) with buffered Class II bike lanes, ADA corner/crossings, transit, and traffic signal improvements.

Project Location: West Gibson Road between West Street to County Road 98.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	29	40
Improving Safety for Bicyclists and Pedestrians	17	20
Project Performance	16	20
Greenhouse Gas Reduction	6	8
Economic Prosperity	5	7
Other Considerations	5	5
Disadvantaged Community Benefit	2	10

Yuba County - Cedar Lane Elementary Safe Routes to Schools Project

Funding Request
\$2,684,000

Project Scope: Design and construct curb, gutter, sidewalk, storm drain, and Class III bicycle routes; non-infrastructure component for bicycle and pedestrian education at Cedar Lane Elementary.

Project Location: In West Linda: along Cedar Lane from Alicia Boulevard to Garden Avenue; Alicia Avenue from Feather River Boulevard to Riverside Drive.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	31	40
Improving Safety for Bicyclists and Pedestrians	17	20
Project Performance	15	20
Greenhouse Gas Reduction	5	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	10	10

Yuba County - Ninth Avenue and Fleming Way Safe Route to School Project

Funding Request
\$2,879,000

Project Scope: Design and construct curbs, gutters, sidewalks, Class III bicycle routes, ADA ramps, striping, signage, traffic control devices, storm drains, and crosswalks.

Project Location: In Olivehurst along Ninth Avenue between Western Avenue and Powerline Road.

Project Scoring Criteria	Average Score	Total Points Possible
Increasing Walking and Biking	28	40
Improving Safety for Bicyclists and Pedestrians	17	20
Project Performance	16	20
Greenhouse Gas Reduction	4	8
Economic Prosperity	4	7
Other Considerations	5	5
Disadvantaged Community Benefit	10	10

Roster of Regional ATP Working Group Members

Name	Title	Organization	Role
Aaron Hoyt	Senior Planner	Placer County Transportation Planning Agency	Regional ATP Team, Working Group Member
Jerry Barton	Senior Transportation Planner	El Dorado County Transportation Commission	Regional ATP Team, Working Group Member
Maricela Salazar	Transportation Analyst	SACOG	Working Group Member
Megan Johnson	Associate Civil Engineer	Sacramento	Working Group Member
Tony Dang	Executive Director	Cal Walks	Working Group Member
Laura Fickle	Director, Business Development	Power Inn Alliance	Working Group Member
Brian Abbanat	Senior Transportation Planner	Davis	Working Group Member
Manu Dhaliwal	Associate Engineer	Yuba City	Working Group Member
Edgar Medina	Senior Civil Engineer	Rancho Cordova/West Sacramento	Working Group Member
AJ Tendick	Associate Analyst	SACOG	Working Group Staff
Victoria Cacciatore	Active Transportation Analyst	SACOG	Working Group Staff/Facilitator

Overview of the Regional ATP Working Group Evaluation

The Regional Active Transportation Program (ATP) Working Group (Working Group) read each project competing for Regional ATP funds, 25 in total. In November and December, the Working Group met twice to discuss projects and submit any clarifying questions to the project sponsors. Working Group members did not discuss any projects for which they had a conflict of interest, such as if they work for the project sponsor. Staff emailed these questions to project sponsors, project sponsors emailed answers, and staff shared the responses with the Working Group.

By early January, the Working Group learned that three of the twenty-five competing projects were funded through other programs. These three projects were removed from the Regional ATP competition:

1. Sacramento County's Fair Oaks Blvd. Bicycle and Pedestrian Mobility Project, Phase II
2. Sacramento County's Howe Ave. Bicycle and Pedestrian Improvements
3. Placer County Transportation Planning Agency's Highway 49 Sidewalk Gap Closure

After the final Working Group meeting in January, the California Transportation Commission released a revised State ATP funding recommendation that included an additional SACOG region project: Rancho Cordova's School Zone Improvement. The School Zone Improvement Project is referenced throughout the Working Group documentation to accurately reflect the process, even though it is now funded through the State ATP.

The Working Group submitted scores for the 22 competing projects. Each project was scored by seven members of the Working Group; Working Group members did not score projects for which they had a conflict of interest. Scores included the performance metrics of increasing biking and walking (40 points), increasing safety (20 points), project performance (20 points), reducing greenhouse gas emissions (8 points), supporting economic prosperity (7 points), and project readiness (5 points); working group members provided a score for the potential benefit to disadvantaged community member (10 points), but this metric was not included in the total score. The 10 points for disadvantaged community benefit was used to determine which projects should be counted towards the region's state-mandated minimum 25% investment in disadvantaged communities.

Staff removed the highest and lowest scores then averaged the remaining five scores to develop each project's average score. The average scores—rounded to whole numbers—were used to develop an initial list of Regional ATP Scores for discussion at the final Working Group meeting.

Initial Regional ATP Project Scores

Project Name	Initial Score
Sacramento - Franklin Blvd. Complete Street Phase II	90
Sacramento - Broadway Complete Streets Project - Phase II	84
Sacramento County - Fern Bacon Middle School SRTS	81
San Juan USD - Three Steps to Safer Routes for Students	78

Citrus Heights - Auburn Blvd. Complete Streets – Phase II	76
Yuba County - Ninth Avenue & Fleming Way Safe Route to School Project	75
West Sacramento - Sycamore Trail Phase 3	75
Yuba County - Cedar Lane Elementary Safe Routes to Schools Project	75
Yuba City - Bridge St. SR2S Shared-use Path	74
Folsom - Folsom Blvd. Trail Overcrossing	73
Woodland - West Gibson SRTS	73
Sacramento - West Canal Multi-Use Trail	73
Davis - Davis Amtrak Olive Dr. Bicycle/Pedestrian Grade-Separated Crossing	73
Rancho Cordova - School Zone Improvement Project	72
Rancho Cordova - Neighborhood Greenway Project	69
Rancho Cordova - Mather Field Rd. Corridor Revitalization	65
El Dorado County - Golden Center Dr./Forni Rd. Ped and Bike Improvements	63
Sacramento County - Folsom Blvd. Complete Street Improvements, Phase II	63
Caltrans - SR-49 Bicycle and Pedestrian Improvements	60
Elk Grove - Strawberry Creek Pedestrian and Bike Trail	60
Placer County - Martis Valley Trail Project - Segment 3E/4	57
Lincoln - Moore Rd. Trail Undercrossing	54

The Regional ATP Team—representatives from EDCTC, PCTPA, and SACOG—convened before the final Working Group meeting to identify the high-scoring projects that could be moved to the recommended funding list. The three projects scoring more than 80 points were nominated to move to the recommended funding list based on their notably high scores. Acknowledging the 5:1 funding request to available funds, the Regional ATP Team identified the next six projects with scores between 74 and 78 points—representing \$9,104,000 funding requests—as the starting list for discussion at the Working Group meeting to develop a final funding recommendation.

Working Group members were encouraged to nominate additional projects for further discussion if they felt they were potentially high-performing projects. The Working Group agreed discuss the six projects identified by the Regional ATP Team and nominated two additional projects for further discussion. The total funding request of the projects identified for further discussion was \$14,365,000.

Projects Identified for further discussion

Project Name	Initial Score
San Juan USD - Three Steps to Safer Routes for Students	78
Citrus Heights - Auburn Blvd. Complete Streets – Phase II	76
Yuba County - Ninth Avenue & Fleming Way Safe Route to School Project	75
West Sacramento - Sycamore Trail Phase 3	75
Yuba County - Cedar Lane Elementary Safe Routes to Schools Project	75
Yuba City - Bridge St. SR2S Shared-use Path	74

Woodland - West Gibson SRTS*	73
Rancho Cordova - School Zone Improvement Project*	72

*Nominated for further discussion by Working Group members

The Working Group discussed each of the eight projects to revisit strengths, weaknesses, and how their questions had been answered by project sponsors. Working Group members with conflicts of interest were excused from the room when their projects were discussed. After the eight projects had been revisited, the Working Group members had the option to re-score any of the discussed projects. Staff inputted revised scores, removed the outlying high and low scores, then averaged the remaining scores to develop the revised averages.

Revised scores from the Working Group Discussion.

Project Name	Revised Score
San Juan USD - Three Steps to Safer Routes for Students	78
Yuba County - Cedar Lane Elementary Safe Routes to Schools Project	77
Woodland - West Gibson SRTS	77
Citrus Heights - Auburn Blvd. Complete Streets – Phase II	76
Yuba City - Bridge St. SR2S Shared-use Path	74
Yuba County - Ninth Avenue & Fleming Way Safe Route to School Project	73
West Sacramento - Sycamore Trail Phase 3	73
Rancho Cordova - School Zone Improvement Project	71

Based on the re-rankings, the Working Group began to add projects to the recommended funding list by vote. For a project to be added to the recommended funding list, the majority of voting working group members (i.e. excluding any member with a conflict of interest) plus one had to vote in favor of moving a project to the funding list. To utilize all available Regional ATP funding, the working group considered partially funding projects—either for early phases of project development or for reduced-scope projects voluntarily described in the regional applications—while developing their recommendation, while not underfunding any proposed project phase. After exhausting possibilities to fully or partially fund high-scoring projects, the Working Group delegated authority to the Regional ATP Team to assign the final 1% of Regional ATP funding to avoid loss of regional funding.

Working Group Recommended Funding List

- Sacramento - Franklin Blvd. Complete Street Phase II
- Sacramento - Broadway Complete Streets Project - Phase II
- Sacramento County - Fern Bacon Middle School SRTS
- San Juan USD - Three Steps to Safer Routes for Students
- Yuba County - Cedar Lane Elementary Safe Routes to Schools Project
- Woodland - West Gibson SRTS, pre-construction-only

- Citrus Heights - Auburn Blvd. Complete Streets – Phase II

Working Group Recommended Ranked Contingency List

1. Woodland - West Gibson SRTS construction
2. Yuba City - Bridge St. SR2S Shared-use Path
3. Yuba County - Ninth Avenue & Fleming Way Safe Route to School Project
4. West Sacramento - Sycamore Trail Phase 3
5. Rancho Cordova - School Zone Improvement Project¹
6. Folsom - Folsom Blvd. Trail Overcrossing
7. Sacramento - West Canal Multi-Use Trail
8. Davis - Davis Amtrak Olive Dr. Bicycle/Pedestrian Grade-Separated Crossing
9. Rancho Cordova - Neighborhood Greenway Project
10. Rancho Cordova - Mather Field Rd. Corridor Revitalization
11. El Dorado County - Golden Center Dr./Forni Rd. Ped and Bike Improvements
12. Sacramento County - Folsom Blvd. Complete Streets Improvements, Phase II
13. Caltrans - SR-49 Bicycle and Pedestrian Improvements
14. Elk Grove - Strawberry Creek Pedestrian and Bike Trail
15. Placer County - Martis Valley Trail Project - Segment 3E/4
16. Lincoln - Moore Rd. Trail Undercrossing

The Recommended Funding List and Ranked Contingency List were unanimously approved by the Working Group.

¹ After the final Working Group meeting in January, the California Transportation Commission released a revised State ATP funding recommendation that included an additional SACOG region project: Rancho Cordova's School Zone Improvement. The School Zone Improvement Project is included here to accurately reflect the process, even though it is now funded through the State ATP.

2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM: EL DORADO, PLACER, SACRAMENTO, SUTTER, YOLO, AND YUBA COUNTIES

The purpose of this funding program is to increase and attract active transportation users and provide facilities for walking and biking in urban, suburban, and rural portions of the region and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Blueprint and support the implementation of the long-range transportation plans for the El Dorado County Transportation Commission (EDCTC), the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG).

EDCTC, PCTPA, and SACOG invest regional funds in infrastructure and non-infrastructure projects benefitting active transportation. ATP funds from the State of California provide an important additional funding source for active transportation projects.

PROGRAM GOALS

California Senate Bill (SB) 99 establishes six program goals that provide a foundation for the state and regional programs:

- Increase the proportion of trips accomplished by biking and walking;
- Increase the safety and mobility of non-motorized users;
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (C728, §2008) and SB 391 (C585, §2009);
- 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;
- Ensure that disadvantaged communities fully share in the benefits of the program; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

ELIGIBLE PROJECT TYPES

Eligible projects must demonstrate consistency with the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) that is amended every four years. Specific bicycle and pedestrian projects included in the Regional Transportation Plans (RTPs) for EDCTC or PCTPA are also eligible. Eligible projects must meet the requirements established in the State ATP Guidelines.

Regional ATP funds may be used for construction, preliminary engineering, environmental work and design, and/or right-of-way. Funds may also be used for non-infrastructure programs or projects, and community-serving plans. Selected projects must support the performance outcomes identified in the sections below.

The ATP is a competitive State of California program implemented by the California Transportation Commission to distribute state and federal funding. Projects likely to receive federal funding will need to meet the requirements of the federal Fixing America's Surface Transportation Act (FAST Act).

INELIGIBLE PROJECT TYPES

Projects in new developments that are considered “good practices” according to FHWA guidelines, long-term staff positions, transit operations, law enforcement, and bicycle racks for carpools, vanpools, or private vehicles are ineligible for ATP funds.

PROJECT SELECTION

ROLES IN PROJECT SELECTION

The **Regional ATP Team** is responsible for ensuring the final Regional ATP funding recommendation to the SACOG Board of Directors and CTC addresses all funding source requirements. Representatives from the three regional transportation planning agencies (RTPAs) in the region (EDCTC, PCTPA, and SACOG) form the Regional ATP Team.

The **Active Transportation Working Group** is responsible for reviewing, evaluating, and scoring the applications submitted to the Regional ATP. It is comprised of seven members with expertise in the areas of land use planning, bike/ped planning, project engineering, first-mile/last-mile access to transit, health and equity, and the impact of transportation infrastructure on greenhouse gas emissions. The multidisciplinary Working Group will be recruited from partner organizations and stakeholder groups, and represent a diverse geography across the region.

Applicants are the sponsoring agencies for any project competing for Regional ATP funding. Applicants will submit an application for each competing project to the State ATP prior to competing in the Regional ATP, per the 2019 State ATP Guidelines. To compete in the regional program, applicants will also submit a regional supplemental application. Applicants are encouraged to discuss potential ATP projects with RTPA staff, and may elect to identify a reduced scope version of their state-submitted project for the Regional ATP competition.

PROJECT SCREENING

A Regional ATP Team will screen applications for eligibility. Applications will be removed from the competitive process if they fail to meet these criteria:

1. **Project is one of the eligible types of non-infrastructure, infrastructure, or a combination of infrastructure and non-infrastructure** as identified under “Eligible Project Types”.
2. **Infrastructure Project is consistent with the MTP/SCS or the Regional Transportation Plan of EDCTC or PCTPA.**
3. **Project must be ready for inclusion in the Metropolitan Transportation Improvement Program, with project scope and cost.** The project application may include the cost of preparing environmental documents. When project design, right-of-way, or construction are programmed before the implementing agency completes the environmental process, updated cost estimates, updated analysis of the project’s cost effectiveness, and updated analysis of the project’s ability to further the goals of the program must be submitted to the appropriate RTPA (EDCTC, PCTPA, or SACOG) for re-evaluation following completion of the environmental process.
4. **Project is eligible for ATP funding.**
5. **Project meets the minimum dollar amount for an infrastructure or non-infrastructure project and includes at least an 11.47% local match; application is to all project categories.**
 - a. Infrastructure project minimum is \$282,390 (\$250,000 funding request + \$32,390 local match).
 - b. Non-Infrastructure project minimum is \$56,478 (\$50,000 funding request + \$6,478 local match).
 - c. Public agencies applying for funding for smaller projects may want to consider combining projects to meet the project minimum thresholds, or consider a larger, multi-year program or project.
6. **Public Participation & Planning.** The applicant must demonstrate stakeholder support and how a community-based public participation process resulted in the identification and prioritization of the proposed project.
7. **Partnering with Community Conservation Corps.** The applicant must demonstrate that the California Conservation Corps, or a qualified community conservation corps, was sought out to participate as a partner to undertake the project; or provide demonstration of the cost-effectiveness clause 23 CFR 635.204 and provide the relevant documentation.
8. **Project is not part of developer-funded basic good practices.** The applicant must demonstrate the project complies with the policy statement and design guidance adopted by FHWA to accommodate bicycle and pedestrian travel.

EVALUATION PROCESS

Following the Project Screening process, the Regional ATP Team will forward all eligible projects to the

Working Group for evaluation. The Working Group will prioritize and rank projects using the scoring outlined in the Project Scoring section. Working Group members will not vote or comment on applications from their own organizations or organizations with which they are affiliated.

The Working Group and/or SACOG staff reserves the right to contact applicants by phone, email, or during a meeting during the evaluation process for additional information to address questions related to the scope of work, budget, timeline, and performance considerations. The Working Group will use all information available to develop a draft ranked list

Following the announcement of the statewide ATP awards, the Regional ATP Team will remove any projects recommended for funds through the statewide competition from further consideration for the Regional ATP. The Regional ATP Team will also identify which high-ranking projects could be fully funded from the draft ranked list. The Working Group will develop the final funding recommendation, and the Regional ATP Team will confirm that a minimum 25% of available ATP funds are dedicated to projects and programs benefiting disadvantaged community residents. In the event the minimum investment threshold is not met, the disadvantaged community benefit points (0-10) will be applied to the entire project list and the projects will be re-ranked. Discretion will be placed on the Working Group and Regional ATP Team to select a complete package of projects.

An applicant may claim any definition of a disadvantaged community cited in the State ATP Guidelines. The region-specific definition of disadvantaged community is the low-income and minority communities definition used in the 2016 MTP/SCS environmental justice analysis.

PROJECT SCORING

Projects will be scored based on the criteria described below, using information from the State ATP application when possible. Project performance outcomes are evaluated using quantitative and qualitative project information.

Project Performance Outcomes (0-95 points)

1. Project has potential to increase walking and bicycling through targeted strategies:

increasing access to transit services; increasing access to schools; or eliminating gaps or removing barriers in the bicycle/pedestrian network. **0-40 points**

2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries. **0-20 points**
3. Project demonstrates a balance of cost effectiveness and context-sensitive design to demonstrate high performance potential. **0-20 points**
4. Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing or shortening vehicle trips today and over time, as established pursuant to SB 375 and SB 391. **0-8 points**
5. Project supports economic prosperity goals and strategies in the project area. **0-7 points**

Other Considerations (up to 15 points)

1. Project sponsor demonstrates good performance on past grants and/or federal aid projects or programs. **0 or -3 points**
2. Project sponsor demonstrates readiness to move forward with the project on a timely schedule (i.e., application includes clear schedule, cost, and partnerships to deliver the project). **0-5 points**
3. Project provides meaningful benefit for a disadvantaged community. **0-10 points will be applied in the event the 25 percent minimum is not met.** (Please reference the project selection process section.)

FUNDING RECIPIENT REQUIREMENTS

Recipients must adhere to statewide ATP reporting requirements for documenting project progress and final delivery.

Project Performance Assessment Outcomes by Community Type

Attachment F

Center and Corridor Communities

						Citrus Heights	Rancho Cordova	Sacramento	Sacramento	Sacramento County	Sacramento County	Davis
Outcome	Metric	Metric description	A supportive score is...	Corridor Community Type Average	Regional Average	Auburn Boulevard Complete Streets – Phase II	Mather Field Road Corridor Revitalization	Broadway Complete Streets Project - Phase II	Franklin Boulevard Complete Street Phase II	Fern Bacon Middle School SRTS	Folsom Blvd Complete Street Improvements, Phase II	Davis Amtrak Olive Drive Bicycle/ Pedestrian Grade-Separated Crossing
Increase biking and walking*	3- or 4-way intersections per acre	the number of 3 and 4-way intersections per acre of project area	Higher	0.16	0.03	0.18	0.14	0.41	0.18	0.13	0.19	0.21
	bike lane + path / total road mileage	number of class 1 and 2 centerline miles in the project area divided by the total number of centerline miles in the same area	Higher	22%	10%	2%	42%	9%	5%	29%	17%	41%
	Transit vehicle stops per acre	the number of times a transit vehicle stops daily in the project area	Higher	1.21	0.06	3.46	2.41	8.08	1.54	1.39	2.57	17.23
Increase safety	Total Collisions/1M VMT	the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 1,000,000.	Higher	0.90	0.70	0.14	0.26	0.10	0.11	0.10	0.08	0.00
	% Bike/Ped Collisions	% of all collisions that involved a person biking or walking	Higher	18%	14%	19%	31%	28%	27%	38%	30%	0%
Project Performance	AADT	<i>This information is requested to establish the existing conditions around the project.</i>	Context dependent	N/A	N/A	24,537	40,870	21,000	19,000	17,700	22,000	5,245
	Posted Speed Limit		Context dependent	N/A	N/A	40	45	25	35	35	45	33
Greenhouse Gas Reduction Potential	VMT/Capita	the existing daily household generated VMT/capita in the project area	Lower	13.5	18.3	18.3	14.4	13.6	10.9	10.7	16.1	9.1
	change VMT/capita	The change between project area's current VMT/capita and the VMT/capita for the year 2036	Lower or a negative value	-11%	-6%	-7%	-11%	-19%	0%	3%	-12%	-11%
	Bike future mode share	Share of trips made by biking in 2036	Higher	5%	2%	0.7%	1.3%	5.1%	1.8%	1.6%	1.2%	40.6%
	Walk future mode share	Share of trips made by walking in 2036	Higher	16%	8%	5.5%	9.6%	28.8%	12.4%	9.4%	9.0%	22.2%
Economic Benefit	Net Jobs /Acre	Total jobs	Higher	28.4	13.4	21.6	26.1	57.0	14.6	12.8	42.0	36.7
	2012 K-university enrollment per net acre	the number of enrollments (K-12 and university) by net acre in the project area	Higher	3.1	0.2	0.4	1.2	0.5	1.6	1.8	1.1	2.9
Disadvantaged community benefit	LIHM Population	the total LIHM population in the project area	Higher	na	na	1883	9325	2939	8173	10468	2154	1211
	% LIHM Population	the percent of the total population in the project area that falls in a LIHM category	Higher	56%	30%	30%	77%	34%	93%	94%	24%	28%

*for the metrics under "Increasing biking and walking", strikethrough is used on measures that do not apply to the selected strategy to increase biking/walking.

Outcome	Metric	Metric description*	A supportive score is...	Developing Community Type Average	Regional Average	El Dorado	Lincoln
						Golden Center Drive/Forni Road Ped and Bike Improvements	Moore Road Trail Undercrossing
Increase biking and walking*	3- or 4-way intersections per acre	the number of 3 and 4-way intersections per acre of project area	Higher	0.02	0.03	0.12	0.08
	bike lane + path / total road mileage	number of class 1 and 2 centerline miles in the project area divided by the total number of centerline miles in the same area	Higher	10%	10%	36%	25%
	Transit vehicle stops per acre	the number of times a transit vehicle stops daily in the project area	Higher	0.00	0.06	0.70	0.00
Increase safety	Total Collisions/1M VMT	the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 1,000,000.	Higher	0.42	0.70	0.14	0.00
	% Bike/Ped Collisions	% of all collisions that involved a person biking or walking	Higher	7%	14%	25%	0%
Project Performance	AADT	<i>This information is requested to establish the existing conditions around the project.</i>	Context dependent	N/A	N/A	2106	0
	Posted Speed Limit		Context dependent	N/A	N/A	25	0
Greenhouse Gas Reduction Potential	VMT/Capita	the existing daily household generated VMT/capita in the project area	Lower	21.7	18.3	17.7	21.2
	change VMT/capita	The change between project area's current VMT/capita and the VMT/capita for the year 2036	Lower or a negative value	-8%	-6%	9%	-6%
	Bike future mode share	Share of trips made by biking in 2036	Higher	1%	2%	0.8%	0.6%
	Walk future mode share	Share of trips made by walking in 2036	Higher	5%	8%	6.2%	4.3%
Economic Benefit	Net Jobs /Acre	Total jobs	Higher	9.9	13.4	11.3	9.3
	2012 K-university enrollment per net acre	the number of enrollments (K-12 and university) by net acre in the project area	Higher	0.2	0.2	0.7	1.2
Disadvantaged community benefit	LIHM Population	the total LIHM population in the project area	Higher	na	na	437	<100
	% LIHM Population	the percent of the total population in the project area that falls in a LIHM category	Higher	14%	30%	43%	0%

*for the metrics under "Increasing biking and walking", strikethrough is used on measures that do not apply to the selected strategy to increase biking/walking.

Established Communities

Attachment F

						Caltrans	Elk Grove	Folsom	Rancho Cordova	Sacramento	SJUSD	Yuba City	West Sac	Woodland	Yuba	Yuba
Outcome	Metric	Metric description*	A supportive score is...	Established Community Type Average	Regional Average	SR-49 Bicycle and Pedestrian Improvements	Strawberry Creek Pedestrian and Bike Trail	Folsom Boulevard Trail Overcrossing	Neighborhood Greenway Project	West Canal Multi-Use Trail	Three Steps to Safer Routes for Students	Bridge Street SR2S Shared-use Path	Sycamore Trail Phase 3	West Gibson SRTS	Cedar Lane Elementary Safe Routes to Schools Project	Ninth Avenue & Fleming Way Safe Route to School Project
Increase biking and walking*	3- or 4-way intersections per acre	the number of 3 and 4-way intersections per acre of project area	Higher	0.11	0.03	0.08	0.18	0.05	0.19	0.18	0.15	0.31	0.13	0.18	0.06	0.07
	bike lane + path / total road mileage	number of class 1 and 2 centerline miles in the project area divided by the total number of centerline miles in the same area	Higher	17%	10%	0%	38%	65%	27%	14%	15%	13%	15%	22%	0%	0%
	Transit vehicle stops per acre	the number of times a transit vehicle stops daily in the project area	Higher	0.19	0.06	0.34	0.27	0.37	1.21	0.04	0.85	0.51	0.55	0.33	0.84	0.46
Increase safety	Total Collisions/1M VMT	the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 1,000,000.	Higher	0.72	0.70	0.70	0.00	0.11	0.14	0.42	0.06	1.34	0.00	0.44	0.11	0.25
	% Bike/Ped Collisions	% of all collisions that involved a person biking or walking	Higher	14%	14%	6%	0%	0%	31%	25%	13%	13%	0%	22%	67%	22%
Project Performance	AADT	This information is requested to establish the existing conditions around the project.	Context dependent	N/A	N/A	13500	39417	19000	2100	0	0	14438	0	10000	2400	1350
	Posted Speed Limit		Context dependent	N/A	N/A	45	45	55	40	40	0	25	0	35	35	35
Greenhouse Gas Reduction Potential	VMT/Capita	the existing daily household generated VMT/capita in the project area	Lower	17.5	18.3	21.5	15.4	19.6	15.1	20.1	16.7	7.4	15.0	18.9	12.5	15.4
	change VMT/capita	The change between project area's current VMT/capita and the VMT/capita for the year 2036	Lower or a negative value	-6%	-6%	5%	-1%	-16%	-10%	-15%	-7%	-3%	-9%	-7%	-3%	1%
	Bike future mode share	Share of trips made by biking in 2036	Higher	2%	2%	0.7%	0.8%	1.1%	1.2%	1.2%	1.0%	2.3%	1.8%	1.5%	1.1%	1.1%
	Walk future mode share	Share of trips made by walking in 2036	Higher	8%	8%	3.7%	7.1%	7.9%	8.9%	7.9%	7.0%	21.4%	11.2%	11.5%	10.5%	8.1%
Economic Benefit	Net Jobs /Acre	Total jobs	Higher	12.2	13.4	9.0	9.4	20.7	20.3	25.1	17.0	15.6	7.0	39.7	15.9	2.3
	2012 K-university enrollment per net acre	the number of enrollments (K-12 and university) by net acre in the project area	Higher	1.1	0.2	0.1	4.2	0.3	1.7	1.0	1.9	5.6	1.3	2.1	0.9	1.4
Disadvantaged community benefit	LIHM Population	the total LIHM population in the project area	Higher	na	na	540	10,853	<100	16,667	<100	104,228	5,335	1,163	145	2,244	3,969
	% LIHM Population	the percent of the total population in the project area that falls in a LIHM category	Higher	31%	30%	23%	71%	0%	44%	0%	26%	83%	27%	2%	100%	100%

*for the metrics under "Increasing biking and walking", strikethrough is used on measures that do not apply to the selected strategy to increase biking/walking

						Placer
Outcome	Metric	Metric description*	A supportive score is...	Rural Residential Community Type Average	Regional Average	Martis Valley Trail Project - Segment 3E/4
Increase biking and walking*	3- or 4-way intersections per acre	the number of 3 and 4-way intersections per acre of project area	Higher	0.01	0.03	0.01
	bike lane + path / total road mileage	number of class 1 and 2 centerline miles in the project area divided by the total number of centerline miles in the same area	Higher	2%	10%	0%
	Transit vehicle stops per acre	the number of times a transit vehicle stops daily in the project area	Higher	0.00	0.06	0.00
Increase safety	Total Collisions/1M VMT	the five-year TIMS collision average along the facility divided by the annual VMT, then divided by 1,000,000.	Higher	0.53	0.70	0.00
	% Bike/Ped Collisions	% of all collisions that involved a person biking or walking	Higher	4%	14%	4%
Project Performance	AADT	<i>This information is requested to establish the existing conditions around the project.</i>	Context dependent	N/A	N/A	16500
	Posted Speed Limit		Context dependent	N/A	N/A	55
Greenhouse Gas Reduction Potential	VMT/Capita	the existing daily household generated VMT/capita in the project area	Lower	28.8	18.3	41.8
	change VMT/capita	The change between project area's current VMT/capita and the VMT/capita for the year 2036	Lower or a negative value	-2%	-6%	13%
	Bike future mode share	Share of trips made by biking in 2036	Higher	0%	2%	0.0%
	Walk future mode share	Share of trips made by walking in 2036	Higher	3%	8%	4.3%
Economic Benefit	Net Jobs /Acre	Total jobs	Higher	5.7	13.4	0.0
	2012 K-university enrollment per net acre	the number of enrollments (K-12 and university) by net acre in the project area	Higher	0.0	0.2	0.0
Disadvantaged community benefit	LIHM Population	the total LIHM population in the project area	Higher	na	na	<100
	% LIHM Population	the percent of the total population in the project area that falls in a LIHM category	Higher	6%	30%	0%

*for the metrics under "Increasing biking and walking", strikethrough is used on measures that do not apply to the selected strategy to increase biking/walking.

Active Transportation Program Milestones

2018		Regional Active Transportation Program	State Active Transportation Program
	May	Board of Directors' Committees provide input on the Draft Regional ATP Policy Framework	State ATP call for projects on May 16
	Jun	Board of Directors approves final Regional ATP Policy Framework	
	Jul		State ATP applications due July 31 <i>Project sponsors must apply to the State ATP to compete in the Regional ATP</i>
	Aug	CTC adopts SACOG Regional ATP Policy Framework, formalizes Regional ATP call for projects on August 16 Regional ATP Supplemental Applications due August 31	State ATP evaluators review and score State ATP applications
	Sep	Regional Active Transportation Program working group evaluates Regional ATP projects; develops draft funding recommendation after successful State ATP projects are removed from Regional ATP competition	
	Oct		
	Nov		
	Dec		CTC releases a draft State ATP funding recommendation by December 31
	2019	Jan	
Feb		SACOG releases Draft Regional ATP Funding Recommendation for Public Comment	
Mar		Transportation Committee recommends, Board of Directors approves Final Regional ATP Funding Recommendation	
Apr			
May			
June		CTC adopts SACOG Regional ATP Funding Recommendation	

MPO	Application ID	County	Project Title	Total Project Cost	ATP Recommendation	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	" CON NI "	Project Type	DAC	SRTS	Final Score	Rec. for State-only Funding
SACOG	3-Sacramento-2	Sacramento	Franklin Boulevard Complete Street Phase 2	\$12,591	\$1,880	1,880	-	-	-	-	1,000	880	-	-	Infrastructure - L	X		90	No
SACOG	3-Sacramento-1	Sacramento	Broadway Complete Streets Project - Phase 2	\$4,886	\$3,661	550	3,111	-	-	-	550	-	3,111	-	Infrastructure - M	X		84	No
SACOG	3-Sacramento County-4	Sacramento	Fern Bacon Middle School SRTS Improvements	\$990	\$872	-	224	648	-	-	83	141	598	50	Infrastructure + NI - S		X	81	Yes
SACOG	3-San Juan Unified School District-1	Sacramento	Three Steps to Safer Routes for Students	\$441	\$397	397	-	-	-	-	-	-	-	397	Non-Infrastructure		X	78	Yes
SACOG	3-Yuba County-2	Yuba	Cedar Lane Elementary SRTS Project	\$3,079	\$2,729	-	-	2,729	-	-	-	-	2,700	29	Infrastructure + NI - M	X	X	77	Yes
SACOG	3-Woodland-1	Yolo	W. Gibson Road SRTS Project	\$5,239	\$600	600	-	-	-	250	350	-	-	-	Infrastructure - M		X	77	Yes
SACOG	3-Citrus Heights-1	Sacramento	Auburn Boulevard Complete Streets – Phase 2	\$17,225	\$1,525	-	-	1,525	-	-	-	-	1,512	13	Infrastructure + NI - L		X	76	No

SACOG Board of Directors

Action Minutes

The SACOG Board of Directors met in regular session on March 21, 2019, in the SACOG Board Chambers located at 1415 L Street, Sacramento, CA 95814 at 9:30 a.m.

Call to Order: Chair Sander called the meeting to order at 9:31 a.m.

Present: Directors Allard, Cabaldon, Douglass, Flores, Frost, Gayaldo, Gore, Harris, Jankovitz, Jennings*, Joiner, Kennedy*, Kozlowski, Lozano, Neu, Onderko, Peters, Samayoa, Saragosa, Saylor*, Schenirer, Slowey, Spokely, Stallard, Nguyen* (for Suen), Tica, Leahy (for Vasquez), Veerkamp, West, Vice Chair Frerichs, Chair Sander, and Ex-Officio Member Takhar (for Benipal)

Absent: None

Public Communications: None

Consent: It was moved, seconded (Schenirer/Veerkamp) and passed by unanimous vote that the following Consent items be approved:

1. Minutes of the February 21, 2019, Board Meeting
2. Transportation Development Act Claims for City of Yuba City and Sacramento Regional Transit District
3. Request for Proposals for Transit Oriented Development Action Plan
4. Release of Amended Request for Proposals for Senate Bill 743 Technical Assistance
5. Revised Consultant Contract Budget for SACOG's Climate Adaptation Planning Activities
6. Transit Representation in Metropolitan Planning Organization Structure
7. 2019 Sacramento County Investment Policy for the Pool Investment Fund
8. Programming Recommendations for Funding of Transit Projections with Section 5307 and 5339 Discretionary Share Apportionments
9. Allocation of Regional Low Carbon Transit Operations Funds for Fiscal Year 2018-2019
10. Local Transportation Fund Findings of Apportionment for Fiscal Year 2019-2020
11. Revised Fiscal Year 2018-2019 Local Transportation Fund Findings of Apportionment for Sacramento County
12. State Transit Assistance Allocations for Fiscal Year 2019-2020
13. State Transit Assistance-State of Good Repair Allocations for Fiscal Year 2019-2020
14. Final 2019 Active Transportation Program Funding Recommendation

*Arrived after the consent calendar vote.

Action:

15. Office Space Improvements Procurements

Erik Johnson presented the report. It was moved, seconded (Stallard/Slowey) and passed by unanimous vote that:

THE BOARD AUTHORIZE THE EXECUTIVE DIRECTOR TO RELEASE ANY REQUESTS FOR PROPOSALS RELATED TO THE PROJECT BETWEEN MARCH 21, 2019, AND NOVEMBER 1, 2019, SELECT A VENDOR FROM EACH PROCUREMENT, AND NEGOTIATE AND EXECUTE ANY AGREEMENTS.

Information:

16. **Federal Planning Certification Review**

Erik Johnson, SACOG staff, presented this item and introduced Antonio Johnson with the Federal Highway Administration. Antonio Johnson announced that SACOG is undergoing its federal certification review.

Workshop:

17. **Quantifying the Economic Benefits of Transportation Projects: Success Stories from Other States**

Amanda Blackwood, Sacramento Metro Chamber of Commerce; Eric Sundquist, State Smart Transportation Initiative; and Bill Mueller, Valley Vision, provided the workshop presentation.

Information:

18. **2020 Metropolitan Transportation Plan/Sustainable Communities Strategy: Draft Preferred Scenario Update**

Clint Holtzen, SACOG staff, presented the report.

Mike Luken, Executive Director of the Placer County Transportation Planning Agency, provided public comment that his agency is developing their Regional Transportation Plan concurrent with SACOG's MTP.

Reports:

19. **Chair's Report:** Chair Sander provided his report.

20. **Board Members:** Board members reported on local items.

21. **Executive Director's Report:** James Corless gave his report to the Board.

Adjournment: The meeting was adjourned at 12:04 p.m.

Approved by:



James Corless
Executive Director

Approved by:



David Sander
Chair

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
03					SAC25169		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SAC				City of Citrus Heights			
				MPO	Element		
				SACOG			
Project Manager/Contact		Phone		E-mail Address			
Stuart Hodgkins		926-727-4770		shodgkins@citrusheights.net			
Project Title							
Auburn Boulevard Complete Street -Phase 2A							
Location (Project Limits), Description (Scope of Work)							
The project is located on Auburn Boulevard and extends from Orlando Avenue in the City of Roseville to approximately 400' south of Grand Oaks Avenue in the City of Citrus Heights. The project will relocate utilities underground along the entire project length (4,800') and construct surface improvements from Orlando Ave. to Oak Grove. Surface improvements will include a new signalized intersection between Whyte Ave and Linden Ave. (serving two major shopping centers), a new Gateway structure, consolidation of driveways (reducing conflicts), and 2,550 linear feet of complete street improvements (minimum 6 ft. sidewalks, 5 to 7 ft. landscaped median, street lighting, and 6 ft. wide bike lanes).							
Component		Implementing Agency					
PA&ED		City of Citrus Heights					
PS&E		City of Citrus Heights					
Right of Way		City of Citrus Heights					
Construction		City of Citrus Heights					
Legislative Districts							
Assembly:	8		Senate:	4		Congressional:	7
Project Benefits							
In addition to creating a complete street, this project will: 1. Provide an attractive, safe, efficient, well-connected corridor for pedestrians, bicyclists, automobiles, and transit. 2. Provide a distinctive, high-quality living, working, and shopping environment with attractive pedestrian-scaled streetscapes that provide a sense of place and identity. 3. Promote new development, redevelopment, and private investment on the corridor.							
Purpose and Need							
The project removes barriers that currently prevent pedestrians, bicyclists, and transit riders from accessing local amenities such as schools, parks, public services, and retail. It completes a multi-phased regeneration project transforming the existing sub-standard infrastructure to a complete street.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Feet	4,500	
Local streets and roads		Operational improvements			Feet	2,550	
Local streets and roads		Intersections constructed - new			each	1	
Local streets and roads		# Signs, lights, greenway, or other safety/beautification			Feet	2,550	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					08/31/18		
Begin Environmental (PA&ED) Phase						11/12/14	
Circulate Draft Environmental Document				Document Type		10/06/15	
Draft Project Report						11/03/15	
End Environmental Phase (PA&ED Milestone)						12/07/15	
Begin Design (PS&E) Phase						06/24/16	
End Design Phase (Ready to List for Advertisement Milestone)						06/03/20	
Begin Right of Way Phase						06/24/16	
End Right of Way Phase (Right of Way Certification Milestone)						06/03/20	
Begin Construction Phase (Contract Award Milestone)						09/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						12/19/22	
Begin Closeout Phase						01/01/23	
End Closeout Phase (Closeout Report)						05/01/23	

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC					
Project Title: Auburn Boulevard Complete Street -Phase 2A						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									City of Citrus Heights
PS&E									City of Citrus Heights
R/W SUP (CT)									City of Citrus Heights
CON SUP (CT)									City of Citrus Heights
R/W									City of Citrus Heights
CON									City of Citrus Heights
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E	1,528							1,528	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,990							2,990	
CON					12,707			12,707	
TOTAL	4,518				12,707			17,225	

Fund No. 1:	ATP Infrastructure Cycle 4								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG/CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,512			1,512	
TOTAL					1,512			1,512	

Fund No. 2:	ATP non-infrastructure Cycle 4								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG/CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					13			13	
TOTAL					13			13	

Fund No. 3:	CMAQ								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,353							1,353	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,647							2,647	
CON					4,000			4,000	
TOTAL	4,000				4,000			8,000	

Fund No. 4:	Other Funding Sources - Local Funds and Future Programming								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Citrus Heights/TBD
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									\$5M for prior investments, leverage funding, and non-ATP eligible construction + \$2.7M in future programming.
PS&E	175							175	
R/W SUP (CT)									
CON SUP (CT)									
R/W	343							343	
CON					7,182			7,182	
TOTAL	518				7,182			7,700	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC					

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
03					SAC25009		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SAC				City of Sacramento			
				MPO	Element		
				SACOG			
Project Manager/Contact		Phone		E-mail Address			
Megan Johnson		916-808-1967		MEJohnson@CityofSacramento.org			
Project Title							
Franklin Boulevard Complete Street Phase 2							
Location (Project Limits), Description (Scope of Work)							
Franklin Boulevard, between 19th Avenue and 32nd Avenue, in Sacramento. This project will include: a reduction in travel lanes from four to two with a center turn lane, addition of Class IV bikeways, and improved pedestrian facilities.							
Component		Implementing Agency					
PA&ED		City of Sacramento					
PS&E		City of Sacramento					
Right of Way		City of Sacramento					
Construction		City of Sacramento					
Legislative Districts							
Assembly:	7	Senate:	6	Congressional:	6		
Project Benefits							
This project will provide safer mobility choices by reducing four lanes to two travel lanes; adding Class IV bikeways; and improving pedestrian facilities, including improved crosswalks, accessible sidewalks and ramps, bulb-outs, modified traffic signals, pedestrian-scale lighting, and shade trees. The project will improve connectivity to transit, schools, businesses, job centers, and community resources.							
Purpose and Need							
Franklin Boulevard is the main street and mobility backbone of the community, but with four travel lanes and center turn lane, no bicycle lanes, attached sidewalks with no shade or landscaping, and intimidating intersections, it does not serve the needs of the community. Approximately 20% of residents have no cars and rely on biking, walking, or transit. The purpose of this project is to provide comfortable bicycle facilities for all ages and abilities, and to improve pedestrian facilities and crossings.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Feet	8,800	
Local streets and roads		Operational improvements			Feet	4,400	
Local streets and roads		Intersections modified			each	3	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Y/N		
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						06/01/17	
Circulate Draft Environmental Document				Document Type	ND	10/15/18	
Draft Project Report						05/15/19	
End Environmental Phase (PA&ED Milestone)						05/30/19	
Begin Design (PS&E) Phase						09/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						04/01/21	
Begin Right of Way Phase						09/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						04/01/21	
Begin Construction Phase (Contract Award Milestone)						08/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)						12/01/24	
Begin Closeout Phase						12/01/24	
End Closeout Phase (Closeout Report)						06/01/25	

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC					
Project Title: Franklin Boulevard Complete Street Phase 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									City of Sacramento
PS&E									City of Sacramento
R/W SUP (CT)									City of Sacramento
CON SUP (CT)									City of Sacramento
R/W									City of Sacramento
CON									City of Sacramento
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	843							843	
PS&E			1,200					1,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,400					1,400	
CON							9,148	9,148	
TOTAL	843		2,600				9,148	12,591	

Fund No. 1:	Active Transportation Program - Infrastructure								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG/CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			880					880	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,000					1,000	
CON									
TOTAL			1,880					1,880	

Fund No. 2:	Local funds								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Sacramento
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	400							400	"Major Street Construction" funding
PS&E			320					320	
R/W SUP (CT)									
CON SUP (CT)									
R/W			400					400	
CON									
TOTAL	400		720					1,120	

Fund No. 3:	CMAQ - regionally awarded								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	443							443	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	443							443	

Fund No. 4:	Future funding need								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									TBD
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									City of Sacramento will pursue state and regional funding opportunities to secure construction funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							9,148	9,148	
TOTAL							9,148	9,148	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC					

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
03							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SAC				Sacramento County			
				MPO	Element		
				SACOG			
Project Manager/Contact		Phone		E-mail Address			
Heather Yee		916-874-9182		veeh@sacounty.net			
Project Title							
Fern Bacon Middle School SRTS Improvements							
Location (Project Limits), Description (Scope of Work)							
Location: Martin Luther King Jr. Boulevard. from 41st Avenue to 48th Avenue, Wesley Avenue from 48th Avenue to Cuny Avenue, and Cuny Avenue from Wesley Avenue to Bowling Drive.							
Description: Install sidewalks, buffered bike lanes, new crosswalks, curb paint, and signage.							
Component		Implementing Agency					
PA&ED		Sacramento County					
PS&E		Sacramento County					
Right of Way		Sacramento County					
Construction		Sacramento County					
Legislative Districts							
Assembly:	7,9	Senate:	6	Congressional:	6		
Project Benefits							
This project proposes the following infrastructure improvements to fill in current gaps in the active transportation network, and address barriers to active travel identified by school stakeholders: improve bicycle facilities on Martin Luther King (MLK) Jr. Boulevard by adding green markings in conflict zones between 41st and 48th Avenues; add a new crosswalk at 48th Avenue at MLK Jr. Boulevard; (See following page for additional)							
Purpose and Need							
Students travelling to Fern Bacon Middle School contend with an incomplete pedestrian network, inadequate crossing facilities, bicycle lanes which are frequently entered by fast-moving vehicles, and cars which do not yield the right of way on neighborhood streets when students cross. The vicinity of Fern Bacon has a high crash rate, including bicyclists and pedestrian fatalities; residents are additionally burdened by low educational attainment, poor health outcomes, and low income as compared with Sacramento County and the state.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Feet	1100	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						07/01/19	
Circulate Draft Environmental Document			Document Type	ND			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						07/01/20	
Begin Design (PS&E) Phase						08/01/20	
End Design Phase (Ready to List for Advertisement Milestone)						02/01/22	
Begin Right of Way Phase						08/01/20	
End Right of Way Phase (Right of Way Certification Milestone)						02/01/22	
Begin Construction Phase (Contract Award Milestone)						04/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)						10/01/22	
Begin Closeout Phase						12/01/22	
End Closeout Phase (Closeout Report)						06/01/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

Project Benefits (Contin.)

fill the gap in the sidewalk network from 48th to 49th Avenue on MLK Jr. Boulevard and from 48th Avenue to Cuny Avenue on Wesley Avenue; add crosswalks to connect the new sidewalk on 49th Avenue and Cuny Avenue and Wesley; improve the school frontage on Cuny Avenue by adding no parking zones around the crosswalks, and loading zones for the remainder during school hours. A future project will complement these improvements by installing buffered bicycle lanes from 42nd to 47th Avenue on MLK Jr. Boulevard.

To supplement these improvements, a suite of SRTS programs is proposed, including education and encouragement events at Fern Bacon, community active transportations workshops, and outreach to publicize safe circulation and the improved infrastructure.

Purpose and Need (Contin.)

Sacramento County has developed this project in response to the conditions, in collaboration with school leadership, County Supervisor Patrick Kennedy, community-based organization WALKSacramento, and various stakeholders who were involved in walk audits and encouragement events in 2017.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC					
Project Title: Fern Bacon Middle School SRTS Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Sacramento County
PS&E									Sacramento County
R/W SUP (CT)									Sacramento County
CON SUP (CT)									Sacramento County
R/W									Sacramento County
CON									Sacramento County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)			40					40	
PS&E				95				95	
R/W SUP (CT)									
CON SUP (CT)									
R/W				185				185	
CON					670			670	
TOTAL			40	280	670			990	

Fund No. 1:	ATP Funds- infrastructure								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG/CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E				83				83	
R/W SUP (CT)									
CON SUP (CT)									
R/W				141				141	
CON					598			598	
TOTAL				224	598			822	

Fund No. 2:	Local Agency Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Sacramento County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			40					40	
PS&E				12				12	
R/W SUP (CT)									
CON SUP (CT)									
R/W				44				44	
CON					22			22	
TOTAL			40	56	22			118	

Fund No. 3:	ATP - non-infrastructure								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG/CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					50			50	
TOTAL					50			50	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only**Date:** 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC					

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
03					SAC25051		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SAC				City of Sacramento			
				MPO	Element		
				SACOG			
Project Manager/Contact		Phone		E-mail Address			
Megan Johnson		916-808-1967		MEJohnson@CityofSacramento.org			
Project Title							
Broadway Complete Streets Project - Phase 2							
Location (Project Limits), Description (Scope of Work)							
In Sacramento, on Broadway between 16th Street/Land Park Drive and 24th Street: Reduce from four to two lanes with two-way left turn lane, install bicycle facilities, pedestrian improvements, signal modifications and streetscape enhancements. This project will extend the improvements included in the Broadway Complete Street Project - Phase I, which will implement a lane reduction with bike lane improvements between 3rd Street and 16th Street.							
Component							
PA&ED		City of Sacramento					
PS&E		City of Sacramento					
Right of Way		City of Sacramento					
Construction		City of Sacramento					
Legislative Districts							
Assembly:	7	Senate:	6	Congressional:	6		
Project Benefits							
This project will improve pedestrian and bicycle facilities on an important Central City corridor. This project will close a critical gap in the bikeway network, and will provide east-west buffered bike lanes, which will connect to north-south bike facilities leading across US-50 and into downtown. This project will also shorten pedestrian crossings at intersections, and improve multi-modal access to bus stops and a light rail station.							
Purpose and Need							
This project will close a critical gap in the bikeway network. Broadway is a Central City corridor with a diverse mix of businesses, restaurants, residences, and historical landmarks. Broadway and the surrounding neighborhoods are cut off from the Central City by US-50, and there are no east-west bicycle facilities south of the freeway to connect to routes leading north into downtown. Existing Broadway has four lanes of traffic carrying up to 22,000 cars per day, with no bike lanes, long pedestrian							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Bicycle lane-miles			Feet	6400	
Local streets and roads		Intersections modified			each	9	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Y/N		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						06/05/18	
Circulate Draft Environmental Document			Document Type	CE/CE		07/01/19	
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						08/30/19	
Begin Design (PS&E) Phase						12/04/19	
End Design Phase (Ready to List for Advertisement Milestone)						04/30/21	
Begin Right of Way Phase						12/04/19	
End Right of Way Phase (Right of Way Certification Milestone)						04/30/21	
Begin Construction Phase (Contract Award Milestone)						12/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)						12/01/23	
Begin Closeout Phase						12/02/23	
End Closeout Phase (Closeout Report)						06/01/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

Purpose and Need cont'd:

crossings, and poorly-defined on-street parking. This project will reduce the travel lanes to two lanes with a center turn lane, install buffered bike lanes, shorten pedestrian crossings, and install additional lighting. The project will also provide improved access to transit along Broadway, including a light rail station and Regional Transit's most active bus route.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC					
Project Title: Broadway Complete Streets Project - Phase 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									City of Sacramento
PS&E									City of Sacramento
R/W SUP (CT)									City of Sacramento
CON SUP (CT)									City of Sacramento
R/W									City of Sacramento
CON									City of Sacramento
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	250							250	
PS&E			600					600	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				4,036				4,036	
TOTAL	250		600	4,036				4,886	

Fund No. 1:	Active Transportation Program - Infrastructure								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG/CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			550					550	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				3,111				3,111	
TOTAL			550	3,111				3,661	

Fund No. 2:	Local funds - CDBG								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Sacramento/SHRA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	250							250	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	250							250	

Fund No. 3:	Local funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Sacramento
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									"Major Street Construction" funding
PS&E			50					50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				925				925	
TOTAL			50	925				975	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC					

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
03							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SAC	SJUSD			San Juan Unified School District			
				MPO		Element	
				SACOG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Robyn Caruso		916-917-7218		robyn.caruso@sanjuan.edu			
Project Title							
Three Steps to Safer Routes for Students, SJUSD							
Location (Project Limits), Description (Scope of Work)							
The program will be carried out at 14 schools within the San Juan Unified School District.							
Component							
PA&ED		San Juan Unified School District					
PS&E		San Juan Unified School District					
Right of Way		San Juan Unified School District					
Construction		San Juan Unified School District					
Legislative Districts							
Assembly:	8	Senate:	4	Congressional:	7		
Project Benefits							
Expected benefits of this program include increasing the number of students who walk and bike safely to schools, increasing pedestrian and bicycle safety education, reducing the number of pedestrian and bicyclist injuries and fatalities, reducing chronic absenteeism, improving health outcomes for students, and bringing the community together through various engagement strategies.							
Purpose and Need							
Sacramento has seen a huge increase in refugee arrivals in recent years. Resettled refugees are faced with unique set of challenges that hinder their abilities to adapt to life in the United States. They arrive without significant savings or secured employment and must familiarize themselves with the United States' complex systems particularly language and transportation and traffic laws and norms.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Local road operational improvements			Miles	75	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					08/31/18		
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type	ND		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						10/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)						06/17/22	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19**Additional Information**

The San Juan Unified School District (SJUSD) in Sacramento serves a 75-square mile area covering the communities of Arden-Arcade, Carmichael, Citrus Heights, Fair Oaks, Gold River and Orangevale. SJUSD is the 11th largest school district in California with a diverse student population and large number of low income families. Sacramento has seen a huge increase in refugee arrivals in recent years. Resettled refugees are faced with a unique set of challenges that hinder their abilities to adapt to life in the United States. They must familiarize themselves with the United States' complex systems, particularly language, and transportation and traffic laws and norms. This special population is a major focus of our project.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC	SJUSD, ,				
Project Title: Three Steps to Safer Routes for Students, SJUSD						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									San Juan Unified School District
PS&E									San Juan Unified School District
R/W SUP (CT)									San Juan Unified School District
CON SUP (CT)									San Juan Unified School District
R/W									San Juan Unified School District
CON									San Juan Unified School District
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				441				441	
TOTAL				441				441	

Fund No. 1:	Active Transportation Program - Non-infrastructure								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG-CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				397				397	
TOTAL				397				397	

Fund No. 2:	Local match								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SJUSD
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				44				44	
TOTAL				44				44	

Fund No. 3:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

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Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	SAC	SJUSD				

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
03							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
YOL				City of Woodland			
				MPO		Element	
				SACOG			
Project Manager/Contact		Phone		E-mail Address			
Clara Olmedo		530.661.5824		clara.olmedo@cityofwoodland.org			
Project Title							
W. Gibson Road SRTS Project							
Location (Project Limits), Description (Scope of Work)							
On W. Gibson Road between West Street to County Road 98.							
Component							
Implementing Agency							
PA&ED	Woodland						
PS&E	Woodland						
Right of Way	Woodland						
Construction	Woodland						
Legislative Districts							
Assembly:	4	Senate:	3	Congressional:	3		
Project Benefits							
The projects main purpose is to provide direct access to students within the disadvantaged communities and those who qualify for the Free-Reduced Meals Program(FRPM), specifically students attending Whitehead, Gibson, Zamora Elementary, Douglass and Lee Middle School. A road diet along this corridor will make it feasible to add wider buffered bike lanes to provide more visibility of students biking and walking along the corridor.							
Purpose and Need							
This project combined with existing, planned and future bicycle improvements, will create a safer continuous through route along W. Gibson Road (West St. to CR 98) and provide the necessary connection to schools.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Miles	1	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						07/01/19	
Circulate Draft Environmental Document				Document Type	CE	09/15/19	
Draft Project Report						10/30/19	
End Environmental Phase (PA&ED Milestone)						01/01/20	
Begin Design (PS&E) Phase						02/01/20	
End Design Phase (Ready to List for Advertisement Milestone)						10/15/20	
Begin Right of Way Phase						08/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						08/30/19	
Begin Construction Phase (Contract Award Milestone)						02/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)						11/31/21	
Begin Closeout Phase						02/01/22	
End Closeout Phase (Closeout Report)						06/01/22	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	YOL					
Project Title: W. Gibson Road SRTS Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Woodland
PS&E									Woodland
R/W SUP (CT)									Woodland
CON SUP (CT)									Woodland
R/W									Woodland
CON									Woodland
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			250					250	
PS&E			350					350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					4,639			4,639	
TOTAL			600		4,639			5,239	

Fund No. 1:	Active Transportation Program - Infrastructure								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									CTC/SACOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			250					250	
PS&E			350					350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			600					600	

Fund No. 2:	Unidentified future funds								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									TBD The city will pursue state and regional funding opportunities to secure construction funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					4,639			4,639	
TOTAL					4,639			4,639	

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

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Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	YOL					

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
03							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
YUB	Cedar Lane			Yuba County			
				MPO	Element		
				SACOG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Daniel W. Peterson, P.E.		(530) 749-5642		dpeterson@co.yuba.ca.us			
Project Title							
Cedar Lane Elementary SRTS Project							
Location (Project Limits), Description (Scope of Work)							
Project is in unincorporated community of West Linda along Alicia Ave north of Feather River Blvd and along Cedar Lane between Alicia Avenue and Garden A venue. The project will design and construct curb, gutter, sidewalk, storm drain, and Class III bicycle routes; it will also implement a non-infrastructure component for bicycle and pedestrian education at Cedar Lane Elementary.							
Component							
PA&ED		Yuba County					
PS&E		Yuba County					
Right of Way		Yuba County					
Construction		Yuba County					
Legislative Districts							
Assembly:	3	Senate:	4	Congressional:	2		
Project Benefits							
The project provides sidewalks, accessible ramps, curbs, gutters, storm drains, and Class III bicycle routes along Alicia A venue and Cedar Lane, through a residential DAC neighborhood. The project represents the seminal step in developing a bicycling and pedestrian grid in this residential neighborhood which lacks any bicycle or pedestrian facilities except isolated sections of Alicia Avenue and Cedar Lane. The primary benefit is establishing pedestrian access from the project area to Cedar Lane (cont on 2)							
Purpose and Need							
Only 16% of students walk or bike to Cedar Lane School. No bicycle or pedestrian facilities currently exist along Cedar Lane, or Alicia Avenue except for isolated sections along Alicia Avenue and Cedar Lane. Existing roads are two 12-foot lanes with ditches, power and telephone poles, mailboxes, fences, and parked vehicles forcing people biking and walking to share lanes with people driving vehicles.							
Category		Outputs/Outcomes			Unit	Total	
Local Streets and Roads		Sidewalk miles			feet	6416	
Local Streets and Roads		Operational improvements			each	11	
Local Streets and Roads		# Signs, lights, greenway, or other safety/beautification			each	4	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					08/24/18		
Begin Environmental (PA&ED) Phase						09/01/19	
Circulate Draft Environmental Document				Document Type		11/01/19	
Draft Project Report						12/28/19	
End Environmental Phase (PA&ED Milestone)						06/27/20	
Begin Design (PS&E) Phase						10/15/20	
End Design Phase (Ready to List for Advertisement Milestone)						09/10/21	
Begin Right of Way Phase						11/01/20	
End Right of Way Phase (Right of Way Certification Milestone)						08/28/21	
Begin Construction Phase (Contract Award Milestone)						05/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)						08/24/23	
Begin Closeout Phase						10/15/23	
End Closeout Phase (Closeout Report)						12/31/23	

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19**Additional Information**

Elementary School. Other benefits include adding curbs, gutters, storm drains, signage, Class III bicycle routes, and creating a bicycling and pedestrian loop that allows residents to safely walk or bike to destinations such as downtown Linda, grocery stores, retail stores, New Life Assembly Church, pharmacy, restaurants, transit facilities, and other various local businesses. The proposed project additionally connects this DAC neighborhood to existing bicycle lanes on Arboga Road south of Feather River Boulevard. The proposed project separates bicyclists and pedestrians from vehicular traffic and promotes active transportation, decreases vehicle speeds, decreases the number of motorized vehicle trips, increases bicycle and pedestrian trips, improves air quality, and improves public health.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	YUB	Cedar Lane, ,				
Project Title: Cedar Lane Elementary SRTS Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Yuba County
PS&E									Yuba County
R/W SUP (CT)									Yuba County
CON SUP (CT)									Yuba County
R/W									Yuba County
CON									Yuba County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			64					64	
PS&E			191					191	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,824			2,824	
TOTAL			255		2,824			3,079	

Fund No. 1:	ATP Infrastructure Funds								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG/CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,700			2,700	
TOTAL					2,700			2,700	

Fund No. 2:	ATP- Non Infrastructure Funds								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SACOG/CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					29			29	
TOTAL					29			29	

Fund No. 3:	Yuba County- Local Road Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Yuba County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			64					64	
PS&E			191					191	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					95			95	
TOTAL			255		95			350	

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	YUB	Cedar Lane				

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
sandag.org

March 26, 2019

File Number 3300200

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (Mail Stop 52)
Sacramento, CA 95814

Dear Ms. Bransen:

Subject: San Diego Regional Active Transportation Program Funding
Recommendations

The San Diego Association of Governments (SANDAG) is pleased to submit the attached results of the San Diego Regional Active Transportation Program (ATP), including the ATP funding recommendations for California Transportation Commission (CTC) approval.

Should you have any questions, please contact Ariana zur Nieden at (619) 699-6961 or ariana.zurnieden@sandag.org. We appreciate the CTC's consideration of the San Diego Regional ATP funding recommendations at its May 15-16, 2019, meeting.

Sincerely,

KIM KAWADA
Chief Deputy Executive Director

KKK/JRU/mmo

- Enclosures:
1. SANDAG February 22, 2019, Board of Directors Report – Regional Active Transportation Program Funding Recommendations
 2. ATP Program Spreadsheet
 3. SANDAG Resolution No. 2019-13 (signed)
 4. Project programming requests for the recommended projects

cc: Laurie Waters, CTC
Jenny Russo, SANDAG
Ariana zur Nieden, SANDAG

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Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
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Regional Active Transportation Program Funding Recommendations

Overview

The Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and distributes funding for active transportation projects. Funding is competitively awarded in two stages, beginning with a statewide competition led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization of each region. This report contains the project rankings and funding recommendations for the 2019 Regional ATP.

Key Considerations

The Board of Directors adopted the 2019 Regional ATP Guidelines scoring criteria on June 22, 2018, and the CTC adopted the Guidelines criteria on August 15, 2018. Forty-nine applications were submitted requesting approximately \$156 million in funding. Four projects from three agencies are recommended to receive approximately \$16 million in funding. Attachment 1 provides additional information on the evaluation process.

Next Steps

Pending action by the Board of Directors, SANDAG will submit its recommendations to the CTC. The CTC is scheduled to consider adoption of the region's funding recommendations and contingency project list at its meeting on June 26-27, 2019. Pending CTC approval, a budget amendment to include ATP funds awarded for the SANDAG University Bikeway project and SANDAG GO by BIKE San Diego: Education and Encouragement Start-Up Program (including corresponding *TransNet* match and amendment to the 2018 Regional Transportation Improvement Program) would be brought for Board consideration in summer 2019.¹

Hasan Ikhata, Executive Director

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org

- Attachments:
1. Discussion Memo
 2. Statewide Competition Funding Recommendations
 3. 2019 Regional ATP Application Rankings, Funding Recommendations, and Contingency List of Projects
 4. Resolution No. 2019-13: Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

Action: Adopt

The Transportation Committee recommends that the Board of Directors:

1. adopt Resolution No. 2019-13, certifying the results of the San Diego Regional Active Transportation Program (ATP); and
2. recommend that the California Transportation Commission fund the San Diego Regional ATP projects.

Fiscal Impact:

Pending adoption by the Board of Directors and the California Transportation Commission, the regional Active Transportation Program would provide approximately \$16 million in state and federal funding to active transportation projects in the San Diego region, including approximately \$9.9 million for two SANDAG projects.

Schedule/Scope Impact:

Funding could be distributed between 2019 and 2023.

¹ SANDAG's dual role as both the Regional ATP coordinator and ATP applicant arises because of its designation as both an MPO and RTPA for the San Diego region. Processes have been implemented to isolate the evaluation and applicant roles, and these have been vetted and approved by the CTC.

Discussion Memo

Active Transportation Program Background

Approximately \$446 million in state and federal funding was adopted by the California Transportation Commission (CTC) for the 2019 Active Transportation Program (ATP) over four years, beginning with FY 2019-2020. Fifty percent of the funding was competitively awarded for projects selected by the CTC on a statewide basis, and 10 percent of the funding was distributed to small urban and rural regions. The remaining 40 percent of the funding will be allocated for projects selected through the regional competitive processes. The estimated funding available for the San Diego region is approximately \$16 million total, or about \$4 million per year. In addition, a minimum of 25 percent of the funds in both the statewide and regional programs must benefit disadvantaged communities as defined in the CTC ATP Guidelines.

Eligible agencies include cities, counties, and Metropolitan Planning Organizations (MPOs), as well as transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

Statewide and Regional Competitions for the 2019 Active Transportation Program

Statewide Active Transportation Program Competition

The CTC announced the 2019 ATP Call for Projects on May 16, 2018. Applications were received for 554 projects, requesting approximately \$2.2 billion in ATP funds. On December 31, 2018, CTC staff released the list of projects recommended for funding for the statewide and small urban and rural components of the ATP. Forty-nine projects were submitted from the San Diego region, and four of those projects from the cities of National City and Vista were recommended by CTC staff to be considered for funding (Attachment 2). The remaining 45 projects that were not recommended for the statewide component were eligible for the regional ATP. The CTC adopted the list of projects recommended for funding for the statewide and small urban and rural components at its meeting on January 30, 2019.

Regional Active Transportation Program Competition

At its June 22, 2018, meeting, the Board of Directors approved the scoring criteria for the 2019 Regional ATP competitive program. The CTC adopted the criteria at its meeting on August 15, 2018.

SANDAG is both an eligible applicant as a Regional Transportation Planning Agency and has a role as an MPO to administer the regional program. To ensure that the evaluation process is open and transparent and does not give advantage to SANDAG projects, SANDAG staff directly associated with applications did not have a role in evaluating project applications or the facilitation of the regional competitive process. Additionally, the SANDAG Data Analytics and Modeling Department performed an independent review of the project scores and rankings, checking for consistency with the evaluation committee score sheets, and correct formulas and calculations used for scores. No errors were found during this independent review.

In accordance with CTC ATP Guidelines, SANDAG assembled a multidisciplinary advisory group to assist in evaluating project applications. The evaluation committee was composed of volunteers who had not submitted an ATP application and had expertise in biking and pedestrian transportation, including safe routes to school projects and projects benefitting disadvantaged communities.

The applications were scored by the evaluation committee members in accordance with the scoring criteria approved by the SANDAG Board of Directors. The sum of all resulting evaluators' ranks for each project dictated the final project ranking order, with the lowest sum of ranks representing the highest rating and the highest sum of ranks representing the lowest rating. The project evaluation process resulted in application rankings with 3 of the 45 projects being recommended for full funding, and 1 project being recommended for partial funding (City of National City). Contracts and Procurement staff has confirmed with the City of National City that partial funding will be accepted, the funds can be used effectively on the project, and the scope of the project will remain the same as the scope of the project in the original project application. The results of this process are set forth in Attachment 3.

In conformance with the CTC guidelines, a minimum of 25 percent of the funds distributed to each MPO must benefit disadvantaged communities. All of the projects recommended for funding will benefit disadvantaged communities, which exceeds the minimum requirement.

Contingency Projects

In accordance with the ATP Guidelines, applications awarded ATP funding must be ready to allocate ATP funds within the applicable fiscal years of the program. ATP projects will be monitored closely by Caltrans and CTC staff to ensure timely delivery within the identified constraints of the program. In the event that a project is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC, the next highest ranked project on Attachment 2 (including a project that may have been partially funded) would receive ATP funds in place of the originally selected project. In this instance, the project that fails to meet its delivery timeline would forfeit the unspent portion of its ATP funds and would have to compete again to receive ATP or other funds. The 41 projects not recommended for funding in the 2019 ATP as well as those unable to meet the three prior ATP cycle allocation deadlines may re-compete in the next ATP competition. Contingency projects would be ineligible if they are awarded funds through the next ATP competition or from another funding source. The contingency list would expire after the approval of the next ATP cycle projects.

Historical Results

Since the program began in 2014, the San Diego region has successfully competed for funding for numerous projects in the statewide and regional competitions.

<i>Component of the ATP</i>	Number of Projects Selected for Funding	Amount of Funding Received	Names of Successful Applicants
<i>Statewide Competition</i>	28	\$79 million	Cities of Vista, National City, San Diego, Imperial Beach, La Mesa, Chula Vista, Coronado, El Cajon, Encinitas La Jolla Band of Luiseno Indians County of San Diego Chula Vista Elementary School District SANDAG
<i>Regional Competition</i>	32	\$68 million	Cities of Vista, National City, Imperial Beach, La Mesa, Chula Vista, Del Mar, Escondido, Carlsbad County of San Diego Urban Corps of San Diego Chula Vista Elementary School District SANDAG

**2019 San Diego Regional Active Transportation Program
Multidisciplinary Advisory Group**

The SANDAG evaluation committee was composed of volunteers who had not submitted an ATP application and had expertise in bicycling and pedestrian transportation, including safe routes to school projects, and projects benefitting disadvantaged communities. Each evaluation committee member was provided with the SANDAG Evaluator Guidelines and asked to complete a Declaration Concerning Conflicts of Interest.

Name	Organization Name	Expertise
Matthew McCreary	University of California San Diego (UCSD)	<ul style="list-style-type: none">• Bicycling and pedestrian transportation
Patty Talamantes	SANDAG Transportation Demand Management (TDM) Division	<ul style="list-style-type: none">• Bicycling and pedestrian transportation• Safe Routes to Schools• Projects benefitting disadvantaged communities
Peter Casellini	San Diego Metropolitan Transit System (MTS)	<ul style="list-style-type: none">• Bicycling and pedestrian transportation• Projects benefitting disadvantaged communities
Shaun McMahon	City of Del Mar	<ul style="list-style-type: none">• Bicycling and pedestrian transportation

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Attachment 2

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
Active Transportation Resource Center	Various	Active Transportation Resource Center	\$4,630	\$4,630			2,310	2,320					4,630	Non-Infrastructure			
6-Parlier-1	Fresno	Parlier Bicycle and Trails Master Plan	\$209	\$209	209								209	Plan	X	X	98
6-Kern County-4	Kern	South Chester Avenue Pedestrian Safety Project	\$2,257	\$1,976	283	102	1,591			283	102	1,591		Infrastructure - M	X	X	97
3-Butte County-3	Butte	Butte County Safe Routes Resource Center and 5 Community Projects	\$1,140	\$985	985								985	Non-Infrastructure	X	X	97
6-Mendota-1	Fresno	City of Mendota SRTS Master Plan	\$110	\$110	110								110	Plan	X	X	96
1-Humboldt County-1	Humboldt	Humboldt Bay Trail South	\$22,600	\$13,296		13,296						13,296		Infrastructure - L	X		95
11-National City-5	San Diego	Central Community Mobility Enhancements	\$1,483	\$1,286	43	148	1,095		43	104	44	1,095		Infrastructure - S	X		95
7-LA Department of Transportation-13*	Los Angeles	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	\$29,000	\$23,198	2,959	986	1,096	18,157	2,959	986	1,096	18,157		Infrastructure - L	X	X	95
8-Desert Hot Springs-1	Riverside	Hacienda Avenue SRTS Improvement Project	\$1,498	\$1,322				1,322				1,322		Infrastructure - S	X	X	95
8-San Bernardino Assoc of Government-1*	San Bernardino	SBCTA Metrolink Station Accessibility Improvement Project - Phase II	\$6,983	\$6,132			6,132					6,132		Infrastructure - M	X	X	95
11-National City-2*	San Diego	Bayshore Bikeway - Segment 5	\$6,391	\$5,421			5,421					5,421		Infrastructure - M	X		94.5
9-Tehachapi-1	Kern	SRTS Snyder Avenue Gap Closure Project	\$1,495	\$1,490	190	1,300				190		1,300		Infrastructure - S	X	X	94
10-Gustine-1	Merced	City of Gustine Active Transportation Plan	\$147	\$147	147								147	Plan	X		94
10-Stanislaus County-1	Stanislaus	Airport Neighborhood Active Transportation Connectivity and Safety Project	\$6,161	\$4,926	19	4,907						4,907	19	Infrastructure + NI - M	X	X	93.5
7-Pomona-2	Los Angeles	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	\$9,864	\$9,269	220	515	8,534		220	490	25	8,534		Infrastructure - L	X		93
7-Duarte-1	Los Angeles	Duarte Active Transportation Safety Project	\$2,293	\$2,270	97	150		2,023	97	150		2,023		Infrastructure - M	X	X	93
7-LA Department of Transportation-14*	Los Angeles	112th Street and Flournoy Elementary Schools Safety Improvements Project	\$6,999	\$5,600	725	242	185	4,448	725	242	185	4,448		Infrastructure - M	X	X	93
10-Stockton-3*	San Joaquin	Stockton SRTS Safety and Connectivity Improvements	\$3,225	\$2,838	127	380	2,331		127	380		2,331		Infrastructure - M	X	X	93
5-Santa Barbara-2	Santa Barbara	Downtown De La Vina Street Safe Crosswalks and Buffered Bike Lanes	\$1,494	\$1,494	60		114	1,320	60	113	1	1,320		Infrastructure - S	X	X	93
7-LA Department of Transportation-10	Los Angeles	Safe Routes for Seniors	\$1,750	\$1,750		1,750							1,750	Plan	X		93
9-Inyo County-2	Inyo	Lone Pine Sidewalk Construction and ADA Improvements	\$1,939	\$1,939	350		1,589		106	241	3	1,589		Infrastructure - M	X	X	93
8-Riverside County Transportation Department-7	Riverside	Active Transportation Improvements for the Communities of Thermal and Oasis	\$6,944	\$6,844	850		5,994		300	550		5,994		Infrastructure - M	X		93
10-Stockton-1*	San Joaquin	California Street Separated Bikeway Project	\$6,390	\$4,390		4,390						4,390		Infrastructure - M	X	X	92.5
3-Chico-2	Butte	Little Chico Creek Pedestrian/Bicycle Bridge Connection at Community Park	\$2,142	\$1,497		1,497						1,497		Infrastructure - M	X	X	92

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
7-Long Beach-2	Los Angeles	Orange Avenue Backbone Bikeway and Complete Streets Improvements	\$15,526	\$13,363				13,363				13,363		Infrastructure - L	X		91.5
8-Temecula-1	Riverside	Santa Gertrudis Creek Trail, Phase 2	\$2,085	\$1,502			1,502					1,462	40	Infrastructure + NI - M	X		91
4-San Francisco Public Works-1 ⁺	San Francisco	Aleman Interchange Improvements, Phase 2	\$2,727	\$1,971		1,971						1,971		Infrastructure - M	X		91
5-Transportation Agency for Monterey County-2	Monterey	Every Child: Community-Supported SRTS	\$2,225	\$2,143	2,143								2,143	Non-Infrastructure	X	X	91
10-Oakdale-1	Stanislaus	High School G Street Bike/Pedestrian Corridor Improvements	\$703	\$703	45	658			5	40		658		Infrastructure - S	X	X	91
7-LA County Department of Public Health-1 [*]	Los Angeles	Pedestrian Plans for Disadvantaged Communities in Unincorporated Los Angeles County	\$1,550	\$1,550	1,550								1,550	Plan	X		91
7-LA County Metropolitan Transportation Authority-1	Los Angeles	Doran Street Grade Separation Active Transportation Access Project	\$22,219	\$16,319		16,319						16,319		Infrastructure - L	X		91
12-Santa Ana-4	Orange	Kennedy Elementary and Villa Fundamental Intermediate SRTS	\$1,482	\$1,482	191	1,291			23	168		1,291		Infrastructure - S	X	X	91
7-Palmdale-3	Los Angeles	Avenue R Complete Streets and Safe Routes Project – Construction Phase	\$9,630	\$5,150	5,150							5,150		Infrastructure - L	X	X	90
3-Placer County Transportation Planning Agency-1	Placer	Highway 49 Sidewalk Gap Closure	\$16,403	\$14,403	1,083		13,320				350	13,320	733	Infrastructure + NI - L	X	X	90
12-Santa Ana-1	Orange	Fremont Elementary and Spurgeon Intermediate SRTS	\$5,776	\$5,776	927	4,849			84	843		4,849		Infrastructure - M	X	X	90
11-National City-6	San Diego	National City Bike Wayfinding	\$942	\$942	15	95	832		15	95		832		Infrastructure - S	X		90
11-Vista-2 ^{**}	San Diego	Townsite Complete Street Improvements	\$4,177	\$3,968	100	400	3,468		100	400		3,468		Infrastructure - M	X		90
8-Jurupa Valley-3 ⁺	Riverside	Jurupa Valley Sunnyslope Area SRTS Sidewalk Gap Closure	\$3,173	\$2,855	1	388	2,466		1	388		2,466		Infrastructure - M	X	X	90
6-Kings County-2	Kings	SR 41 Pedestrian Crossing and Pathway Improvements	\$360	\$360	8	40	312		8	40		312		Infrastructure - S	X	X	90
8-Eastvale-1 ⁺	Riverside	North/South Bike Network Gap Closure & Connectivity to North Eastvale	\$8,091	\$6,471	414	457	5,600		114	457		5,600	300	Infrastructure + NI - L	X	X	90
7-South Gate-2	Los Angeles	Tweedy Boulevard Complete Streets Project	\$5,776	\$4,620			4,620					4,620		Infrastructure - M	X	X	90
12-Anaheim-2	Orange	Citywide SRTS Sidewalk Gap Closure	\$4,199	\$4,149	104	974	50	3,021	104	550	424	3,021	50	Infrastructure + NI - M	X	X	90
8-Colton-1	San Bernardino	Jehue Corridor and Eucalyptus Avenue Class I Bike Paths	\$2,820	\$2,720	195	417		2,108	195	292	125	2,079	29	Infrastructure + NI - M	X	X	90
6-Kern County-5	Kern	Walk Isabella	\$6,086	\$5,140		854		4,286		854		4,286		Infrastructure - M	X	X	90
7-LA Dept. of Transportation-11	Los Angeles	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	\$5,600	\$4,480	549	183	382	3,366	549	183	382	3,366		Infrastructure - M	X	X	90
3-Rancho Cordova-2	Sacramento	Rancho Cordova School Zone Improvement Project	\$1,282	\$1,122		1,122						1,122		Infrastructure - S	X		89
8-Moreno Valley-1	Riverside	Juan Bautista de Anza Multi-Use Trail Project	\$8,653	\$8,403	1,010	7,393				350	660	7,393		Infrastructure - L	X	X	89

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Jose-2	Santa Clara	Better BikewaySJ - San Fernando Corridor	\$11,919	\$9,992	357	1,427	8,208		357	1,427		8,208		Infrastructure - L	X	X	89
7-Monterey Park-1	Los Angeles	Monterey Park School and Crosswalk Safety Enhancement Project	\$1,367	\$1,367	155	1,212			15	140		1,212		Infrastructure - S	X	X	89
5-Transportation Agency for Monterey County-1	Monterey	Fort Ord Regional Trail & Greenway: Highway 218 Segment (Monterey County)	\$12,397	\$10,379	1,198	9,181					1,198	9,181		Infrastructure - L	X	X	89
5-Santa Barbara-1 [§]	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	\$5,961	\$3,217				3,217				3,217		Infrastructure - M	X	X	89
			\$290,273	\$237,566	\$22,569	\$78,894	\$77,152	\$58,951									
* Prior to programming Caltrans will contact applicant for project clarifications.									CON: Construction Phase				RW: Right-of-Way Phase				
† Recommended funding year(s) programming differs from proposed for deliverability purposes									DAC: Benefit to Disadvantaged Communities				SRTS: Safe Routes to School				
§ This project requested \$4,756,000, however only \$3,217,000 of programming capacity remains. Since this project would be fully funded in the Small Urban and Rural Component, the remaining \$1,539,000 will be used from the SUR component to fully fund this project.									NI: Non-Infrastructure				S: Small				
									PA&ED: Environmental Phase				M: Medium				
									Plan: Active Transportation Plan				L: Large				
									PS&E: Plans, Specifications & Estimate Phase								

Demand Analysis - Infrastructure Projects (See for 10 points)							2.14		Final Score - sum of scores for each category																		
Application ID	Agency	ProjectName	ProjectType	Bicycle Transportation	Pedestrian Transportation	Population			Population Density			Intersection Density			Employment			Employment Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE
						Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	Infrastructure - M	Yes	Yes	1,843	5	0.39	17.84	11	0.64	89.77	4	0.21	8,908	19	1.10	66.57	32	1.85	21	8	0.48	100.00%	32	2.14	6.71
11-Caltrans-14	Caltrans	Steele Canyon High School Safe Routes to School Pathway	Infrastructure - M + NI	Yes	Yes	402	2	0.12	2.07	2	0.12	18.65	3	0.17	715	7	0.41	9.71	5	0.29	20	7	0.41	100.00%	32	2.14	3.65
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	Infrastructure - L	Yes	Yes	37,347	33	1.91	39.74	31	1.80	125.40	18	1.04	19,346	33	1.91	40.55	30	1.74	435	32	1.85	87.20%	6	0.40	10.65
11-Coronado-7	Coronado	Bayshore Bikeway Shoulder Reconstruction	Infrastructure - S	Yes	Yes	13,327	16	0.93	31.29	25	1.45	92.32	9	0.52	9,380	25	1.45	80.31	35	2.03	141	15	0.87	94.38%	18	1.21	8.44
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	Infrastructure - S	No	Yes	2,229	7	0.41	9.46	8	0.46	113.88	13	0.75	263	4	0.23	21.50	15	0.87	18	6	0.35	96.03%	23	1.54	4.61
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	Infrastructure - S	Yes	Yes	24,732	26	1.51	36.62	30	1.74	120.22	15	0.87	11,741	27	1.56	24.48	21	1.22	384	27	1.56	85.02%	2	0.13	5.99
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	Infrastructure - M + NI	Yes	Yes	25,428	27	1.56	30.77	24	1.39	118.98	14	0.81	12,809	28	1.62	26.52	24	1.39	386	28	1.62	87.12%	5	0.33	7.83
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	Infrastructure - L	Yes	Yes	10,493	13	0.75	19.82	15	0.87	186.21	30	1.74	7,058	21	1.22	56.46	33	1.91	348	24	1.39	98.57%	30	2.01	9.89
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	Infrastructure - S	Yes	Yes	14,495	19	1.10	35.25	28	1.62	149.64	27	1.56	16,908	32	1.85	25.13	22	1.27	589	33	1.91	94.58%	19	1.27	10.60
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	Infrastructure - S + NI	Yes	Yes	29,568	30	1.74	34.07	27	1.56	195.09	33	1.91	3,795	15	0.87	17.47	8	0.46	250	20	1.16	94.71%	21	1.41	9.11
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	Infrastructure - M	Yes	Yes	17,093	20	1.16	19.18	14	0.81	147.57	26	1.51	10,424	26	1.51	40.68	31	1.80	350	25	1.45	93.13%	12	0.80	9.03
11-La Mesa-2	La Mesa	Grosvont Center Drive Active Transportation Improvements	Infrastructure - M	Yes	Yes	13,607	17	0.98	21.39	20	1.16	120.99	16	0.93	14,496	31	1.80	36.07	29	1.68	209	18	1.04	94.35%	17	1.14	8.73
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	Infrastructure - S	Yes	Yes	21,628	24	1.39	20.64	18	1.04	141.14	23	1.33	6,617	20	1.16	20.13	13	0.75	427	31	1.80	90.01%	8	0.54	8.01
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	Infrastructure - M	Yes	Yes	23,081	25	1.45	18.94	13	0.75	142.45	25	1.45	3,691	14	0.81	19.91	11	0.64	263	21	1.22	93.66%	15	1.00	7.32
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	Infrastructure - M	Yes	Yes	28,248	29	1.68	68.31	36	2.08	190.85	32	1.85	21,019	34	1.97	60.99	34	1.94	401	29	1.68	92.49%	10	0.67	11.91
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	Infrastructure - S	Yes	Yes	7,762	12	0.69	13.04	9	0.52	93.49	10	0.58	3,634	13	0.75	29.98	26	1.51	55	10	0.58	97.79%	28	1.88	6.51
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	Infrastructure - S	Yes	Yes	20,721	23	1.33	41.21	32	1.85	142.37	24	1.39	9,066	24	1.39	24.38	20	1.16	233	19	1.10	92.49%	9	0.60	8.83
11-National City-7	National City	Paradise Creek Multi-Use Path	Infrastructure - L	Yes	Yes	13,851	18	1.04	64.32	35	2.03	218.87	34	1.97	14,479	30	1.74	34.27	27	1.56	286	22	1.27	93.24%	13	0.87	10.48
11-North County Transit District-2	North County Transit District	NCTD SPRINT First/Last Mile Access Improvements	Infrastructure - M	Yes	Yes	59,512	35	2.03	20.29	16	0.93	102.84	12	0.69	30,980	36	2.08	20.11	12	0.69	745	35	2.03	93.29%	14	0.94	9.99
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanview Boulevard to Morse Street	Infrastructure - L	Yes	Yes	11,800	14	0.81	25.80	21	1.22	263.95	37	2.14	2,575	12	0.69	23.64	19	1.10	298	23	1.33	94.63%	20	1.34	8.64
11-Poway-1	Poway	SR-47 Multi-Use Tunnel	Infrastructure - M	Yes	Yes	89	1	0.06	0.68	1	0.06	11.39	2	0.12	14	1	0.06	0.00	1	0.06	0	1	0.06	100.00%	32	2.14	2.55
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	Infrastructure - L	Yes	Yes	82,035	37	2.14	35.94	29	1.68	176.07	28	1.62	13,596	29	1.68	27.96	25	1.45	790	36	2.08	87.88%	7	0.47	11.13
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	Infrastructure - L	Yes	Yes	42,174	34	1.97	54.00	33	1.91	230.56	35	2.03	26,301	35	2.03	128.92	36	2.08	610	34	1.97	86.80%	4	0.17	12.76
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	Infrastructure - L	Yes	Yes	30,276	31	1.80	28.46	22	1.27	138.99	22	1.27	8,729	23	1.33	18.82	9	0.52	410	30	1.74	92.93%	11	0.74	8.67
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	Infrastructure - S	No	Yes	4,390	10	0.58	17.44	10	0.58	97.30	11	0.64	1,067	8	0.46	21.01	14	0.81	56	11	0.64	97.25%	26	1.74	5.45
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	Infrastructure - M	Yes	Yes	4,955	11	0.64	8.10	6	0.35	55.69	7	0.41	1,285	9	0.52	10.85	6	0.35	69	13	0.75	97.62%	27	1.81	8.82
11-San Diego County-3	San Diego County	Hillside Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	Infrastructure - S	No	Yes	3,011	9	0.52	32.23	26	1.51	186.60	31	1.80	713	6	0.35	19.38	10	0.58	8	5	0.29	97.04%	24	1.61	6.65
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	Infrastructure - S	No	Yes	563	4	0.23	7.71	5	0.29	52.32	5	0.29	41	2	0.12	11.45	7	0.41	3	2	0.12	100.00%	32	2.14	3.59
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure - S	No	Yes	1,913	6	0.35	20.92	19	1.10	122.58	17	0.98	285	5	0.29	4.61	3	0.17	3	2	0.12	100.00%	32	2.14	3.15
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	Infrastructure - M	Yes	Yes	2,306	8	0.46	7.02	4	0.23	52.90	6	0.35	1,447	11	0.64	22.77	17	0.98	25	9	0.52	98.32%	29	1.94	5.13
11-San Diego County-7	San Diego County	Sysuan/Brown Canyon Trail, Phase I	Infrastructure - S	Yes	Yes	445	3	0.17	3.29	3	0.17	9.02	1	0.06	45	3	0.17	2.34	2	0.12	6	4	0.23	100.00%	32	2.14	3.07
11-San Diego-1	San Diego	Downtown Mobility Cycle Way Phase III	Infrastructure - L	Yes	Yes	74,275	36	2.08	113.34	37	2.14	182.62	29	1.68	106,125	37	2.14	147.47	37	2.14	1044	37	2.14	85.29%	3	0.20	12.54
11-San Diego-5	San Diego	El Cajon Blvd Corridor Improvement	Infrastructure - M	No	Yes	34,128	32	1.85	58.55	34	1.97	237.19	36	2.08	4,667	16	0.93	26.02	23	1.33	383	26	1.51	81.26%	1	0.07	9.74
11-San Diego-8	San Diego	Stream View Drive Corridor Improvement	Infrastructure - L	Yes	Yes	28,178	28	1.62	30.62	23	1.33	127.29	19	1.10	5,646	17	0.98	21.67	16	0.93	184	16	0.93	93.71%	16	1.07	9.96
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	Infrastructure - M	No	Yes	18,223	21	1.22	18.17	12	0.69	131.27	21	1.22	1,333	10	0.58	6.48	4	0.23	60	12	0.69	95.30%	22	1.47	6.11
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	Infrastructure - L	Yes	Yes	12,137	15	0.87	8.56	7	0.41	83.92	8	0.46	7,921	22	1.27	35.10	28	1.62	200	17	0.98	99.02%	31	2.08	7.99
11-Vista-1	Vista	Emerald Drive Complete Street Project	Infrastructure - M	Yes	Yes	18,690	22	1.37	20.37	17	0.98	129.96	20	1.16	5,901	18	1.04	22.92	18	1.04	132	14	0.81	97.22%	25	1.67	7.99

Demand Analysis - Infrastructure Projects (See for 10 points)							4.29		Final Score - sum of scores for each category																		
Application ID	Agency	ProjectName	ProjectType	Bicycle Transportation	Pedestrian Transportation	Population			Population Density			Intersection Density			Employment			Employment Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE
						Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	Plan	Yes	Yes	150,884	4	4.29	38.13	2	1.07	43.22	1	1.07	51,327	4	4.29	33.81	1	3.01	111	4	4.29	93.47%	4	4.29	20.36
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	Plan	Yes	Yes	67,658	8	3.21	18.52	2	1.04	141.41	4	1.29	19,691	2	2.14	29.96	3	3.21	60	3	3.21	92.95%	8	3.21	41.43
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	Plan	Yes	Yes	16,345	1	1.67	19.25	3	3.21	141.01	3	3.21	16,453	1	1.07	40.13	4	4.29	37	1	1.07	92.24%	2	2.14	16.07
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	Plan	Yes	Yes	88,396	2	2.24	29.75	3	3.21	110.61	2	2.14	31,455	3	3.21	44.51	2	2.14	64	2	1.04	92.18%	1	1.07	17.14

[illegible]

2019 Regional ATP Project Rankings - Evaluator 2 Detailed Scores

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	NI Cost Effectiveness Rank	2	3A	3B	4	5	6	7	8	9	10	Final Score	Rank	
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	SEA	\$301	\$301	\$0	0.00%	135.00	2.23	6	25	20	8	25	15	9	13	15	5	10	1	153.00	4
11-Colonado-1	Colonado	Safe Routes to School Education	SEA	\$130	\$130	\$0	0.00%	112.00	1.10	8	25	15	5	10	13	15	10	4	5	0	1	122.00	21
11-San Diego Association of Governments-4	San Diego Association of Governments	GoDyBike San Diego: Education and Encouragement Start-Up Program	SEA	\$1,361	\$1,361	\$586	39.79%	152.00	9.09	1	30	25	8	25	13	19	13	14	5	7	1	166.00	1
11-San Diego-1	San Diego	Charmont Mesa Community Safe Routes to School	SEA	\$621	\$621	\$0	0.00%	117.00	5.89	3	20	15	8	30	13	13	10	13	5	9	1	129.00	14
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	Plan	\$268	\$229	\$39	14.55%	95.38	2.40	5	20	5	5	25	10	10	7	1	1	1	1	111.36	29
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	Plan	\$350	\$315	\$35	10.00%	89.43	8.52	3	25	15	5	5	20	10	12	7	1	1	1	103.43	39
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	Plan	\$150	\$135	\$15	10.00%	113.07	1.18	7	15	10	7	25	15	15	7	1	1	1	1	152.07	11
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	Plan	\$360	\$300	\$60	16.67%	122.14	2.45	4	15	15	15	15	15	15	15	15	15	15	1	140.14	13

INFRASTRUCTURE PROJECTS

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	NI Cost Effectiveness Rank	2	3C	3A	3B	3C	10	4A	4B	5	6	7	8	9	Final Score	Rank				
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	Infrastructure - M	\$5,349	\$1,599	\$3,750	70.11%	110.72	14.44	25	6	7	8	6	9	3	14	12	15	2	5	6	7	4	5	0	117.72	26	
11-Caltrans-14	Caltrans	Steele Canyon High School Safe Routes to School Pathway	Infrastructure - M + NI	\$6,500	\$6,500	\$0	0.00%	96.65	67.25	4	3	6	9	0	5	8	16	18	9	4	4	8	4	5	7	0	97.65	38	
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	Infrastructure - L	\$8,080	\$4,880	\$3,200	39.60%	152.65	31.97	14	10	6	6	16	9	8	18	15	12	5	9	0	10	10	10	0	156.65	3	
11-Colonado-1	Colonado	Bayshore Bikeway Shoulder Reconstruction	Infrastructure - S	\$504	\$504	\$0	0.00%	86.44	5.83	34	8	4	8	4	2	5	14	12	12	6	3	7	2	7	5	0	95.44	39	
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	Infrastructure - S	\$543	\$543	\$0	0.00%	69.61	7.80	32	4	6	9	0	0	10	14	12	12	0	3	3	6	0	5	0	78.61	43	
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	Infrastructure - S	\$1,500	\$1,500	\$0	0.00%	120.59	12.44	28	5	5	8	10	8	14	12	9	8	2	4	6	8	5	10	0	128.59	17	
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	Infrastructure - M + NI	\$6,785	\$6,635	\$350	5.01%	122.73	54.06	10	8	7	6	10	8	4	14	12	15	10	3	5	7	7	7	0	125.73	18	
11-Encinitas-1	Encinitas	North Coast Highway 101 Streetscape - Segment A	Infrastructure - L	\$11,185	\$6,847	\$4,338	38.78%	114.89	59.50	7	9	8	6	10	9	9	10	12	12	8	4	7	2	5	5	0	116.89	27	
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	Infrastructure - S	\$827	\$747	\$80	9.67%	142.60	5.24	35	10	6	8	12	9	9	16	18	15	4	6	5	4	8	5	10	0	151.60	5
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	Infrastructure - S + NI	\$1,448	\$1,288	\$160	10.34%	126.11	10.29	31	9	11	6	3	6	16	18	15	6	5	6	4	8	5	9	0	134.11	12	
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	Infrastructure - M	\$2,900	\$2,900	\$290	10.00%	144.03	18.12	22	9	9	3	16	9	16	18	18	10	5	5	3	8	5	8	0	150.03	7	
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	Infrastructure - M	\$5,858	\$3,375	\$2,483	42.39%	113.73	29.88	16	9	7	8	10	12	7	10	12	9	8	5	8	2	8	5	5	0	117.73	25
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	Infrastructure - S	\$1,250	\$1,125	\$125	10.00%	100.01	11.25	30	8	6	9	10	5	5	12	12	9	4	5	5	6	6	5	5	0	108.01	33
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	Infrastructure - M	\$6,305	\$6,439	\$66	1.01%	108.32	59.44	8	7	3	8	12	5	7	12	12	9	6	4	7	2	7	5	5	0	110.32	30
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	Infrastructure - M	\$6,991	\$5,569	\$1,422	20.34%	154.91	35.95	13	11	9	6	12	9	9	16	18	15	4	6	5	8	4	5	10	0	158.91	3
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	Infrastructure - S	\$1,487	\$1,487	\$0	0.00%	112.51	13.22	27	6	5	9	10	3	16	12	15	8	5	9	8	4	7	5	9	0	119.51	23
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	Infrastructure - S	\$1,215	\$1,215	\$0	0.00%	100.83	12.05	29	8	8	3	18	2	14	12	6	6	5	7	6	7	5	6	0	108.83	31	
11-National City-7	National City	Paradise Creek Multi-Use Path	Infrastructure - L	\$1,488	\$1,488	\$0	0.00%	107.48	14.52	24	10	8	9	10	8	14	10	12	6	6	5	8	4	7	5	0	108.48	32	
11-North County Transit District-2	North County Transit District	NCTD SPINTER First/Last Mile Access Improvements	Infrastructure - M	\$2,778	\$2,318	\$590	20.16%	117.39	18.89	20	9	3	6	13	9	7	16	12	6	8	4	7	6	2	5	5	0	122.39	20
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	Infrastructure - L	\$8,951	\$7,717	\$1,234	13.85%	117.54	85.56	5	8	6	10	9	9	12	12	12	8	4	8	2	3	5	5	0	118.64	24	
11-Poway-1	Poway	SR-57 Multi-Use Tunnel	Infrastructure - M	\$2,908	\$2,908	\$0	0.00%	94.55	30.76	15	7	5	9	3	8	18	12	12	8	4	4	3	3	5	0	0	98.55	37	
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	Infrastructure - L	\$16,825	\$8,561	\$8,264	49.12%	149.13	57.41	9	11	3	10	9	6	14	18	15	11	6	9	4	8	5	10	0	151.13	6	
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	Infrastructure - L	\$7,902	\$5,428	\$2,474	31.31%	142.26	38.16	12	11	3	10	8	8	16	12	15	10	5	11	5	8	5	8	0	145.26	8	
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	Infrastructure - L	\$18,985	\$15,151	\$3,834	20.19%	140.67	107.71	1	1	7	1	9	9	16	12	15	11	5	7	4	8	5	10	0	140.67	10	
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	Infrastructure - S	\$1,334	\$1,334	\$0	0.00%	97.45	12.69	26	4	5	10	2	9	18	12	15	2	5	8	4	8	5	0	0	104.45	34	
11-San Diego County-2	San Diego County	Tavern Road SR73 Pathway and Bike Lanes	Infrastructure - M	\$2,493	\$2,493	\$0	0.00%	85.82	28.71	18	4	3	10	4	5	15	12	12	8	4	3	2	3	5	0	0	91.82	40	
11-San Diego County-3	San Diego County	Hillsdale Middle School SR73 Crosswalk with Pedestrian Hybrid Beacon	Infrastructure - S	\$310	\$310	\$0	0.00%	101.65	3.05	37	6	6	9	0	8	14	18	12	10	4	8	4	8	5	0	0	111.65	28	
11-San Diego County-4	San Diego County	Sunnyside Elementary SR73 Pedestrian Hybrid Beacon Crosswalk	Infrastructure - S	\$306	\$306	\$0	0.00%	89.59	3.42	36	3	5	9	0	0	2	10	18	15	8	4	8	4	8	5	0	0	99.59	36
11-San Diego County-5	San Diego County	Camino San Benito at Deer Ridge Road Traffic Signal Calming	Infrastructure - S	\$608	\$608	\$0	0.00%	79.15	2.68	33	5	15	3	0	0	0	2	12	12	12	4	8	8	4	8	5	0	88.15	42
11-San Diego County-6	San Diego County	Allen School Road SR73 Sidewalk and Bicycle Lanes	Infrastructure - M	\$2,289	\$2,289	\$0	0.00%	85.13	26.89	19	5	13	0	8	10	12	15	2	2	6	2	8	5	0	0	0	90.13	41	
11-San Diego County-7	San Diego County	Sycuan/Silvaco Canyon Trail, Phase 5	Infrastructure - S	\$1,305	\$1,305	\$0	0.00%	71.07	18.36	21	3	6	7	10	6	6	10	12	9	3	2	3	2	6	10	10	77.07	44	
11-San Diego-2	San Diego	Gowtown Mobility Cycle Way Phase II	Infrastructure - L	\$12,851	\$12,851	\$0	0.00%	143.54	89.53	2	12	14	17	16	15	16	15	18	15	8	4	7	5	9	0	0	144.54	9	
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	Infrastructure - M	\$2,740	\$2,029	\$711	25.95%	122.74	16.53	23	9	7	10	10	2	16	12	12	10	5	8	6	7	5	0	0	128.74	16	
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	Infrastructure - L	\$8,660	\$7,360	\$1,300	15.01%	117.96	67.39	6	7	9	6	7	10	16	12	12	6	4	7	6	5	5	0	0	119.96	22	
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	Infrastructure - M	\$1,840	\$1,840	\$0	0.00%	48.11	38.25	11	6	11	0	4	4	6	6	3	6	2	4	6	4	2	0	0	51.11	45	
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	Infrastructure - L	\$9,296	\$8,526	\$770	8.28%	123.69	68.93	3	7	6	9	0	4	8	16	18	15	12	5	8	2	7	0	0	124.69	10	
11-Vista-1	Vista	Emerald Drive Complete Street Project	Infrastructure - M	\$3,853	\$3,661	\$192	4.98%	123.99	29.53	17	7	9	10	8	6	16	12	15	10	4	8	3	8	5	8	0	0	128.99	15

Final Score is calculated based on the weighted sum of the scores for each project. The final score is calculated based on the weighted sum of the scores for each project. The final score is calculated based on the weighted sum of the scores for each project.

2019 Regional ATP Project Rankings - Evaluator 3 Detailed Scores

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	NI Cost Effectiveness Rank	2	3A	3B	4	5	6	7	8	9	10	Final Score	Rank
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	SEA	\$301	\$301	\$0	0.00%	128.00	2.35	8	2	2	2	2	2	2	2	2	2	2	143.00	18
11-Coronado-1	Coronado	Safe Routes to School Education	SEA	\$1,181	\$1,181	\$0	0.00%	148.00	0.88	8	2	2	2	2	2	2	2	2	2	2	158.00	6
11-San Diego Association of Governments-4	San Diego Association of Governments	GOBYWKE San Diego: Education and Encouragement Start-Up Program	SEA	\$1,367	\$1,367	\$586	29.79%	158.00	8.74	2	30	30	6	30	15	20	15	7	5	10	175.00	1
11-San Diego-1	San Diego	Claremont Mesa Community Safe Routes to School	SEA	\$631	\$631	\$0	0.00%	160.00	3.94	2	30	30	6	30	15	20	15	7	5	8	171.00	3
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	Plan	\$284	\$279	\$39	14.55%	142.38	1.61	6	20	36	30	30	6	30	15	11	20	4	173.36	2
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	Plan	\$350	\$318	\$35	10.00%	141.43	2.23	5	21	33	30	30	6	30	14	7	18	4	168.43	4
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	Plan	\$150	\$135	\$15	10.00%	127.07	1.06	7	16	27	26	30	6	25	14	7	16	3	155.07	10
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	Plan	\$369	\$300	\$60	16.67%	128.14	2.34	4	17	14	30	30	6	26	14	3	20	4	157.14	7

INFRASTRUCTURE PROJECTS

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	NI Cost Effectiveness Rank	2	3A	3B	4	5	6	7	8	9	10	Final Score	Rank
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	Infrastructure - M	\$5,349	\$1,599	\$3,750	70.11%	114.72	13.94	25	6	6	6	6	6	6	6	6	6	6	121.72	28
11-Caltrans-14	Caltrans	Sterile Canyon High School Safe Routes to School Pathway	Infrastructure - M + NI	\$6,500	\$6,500	\$0	0.00%	93.65	69.47	4	3	3	3	3	3	3	3	3	3	3	94.85	38
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	Infrastructure - L	\$8,080	\$4,880	\$3,200	39.60%	135.65	15.41	14	10	6	18	18	18	6	2	2	10	4	139.65	21
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	Infrastructure - E	\$304	\$304	\$0	0.00%	98.44	8.62	33	6	6	6	6	6	6	6	6	6	6	67.44	45
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	Infrastructure - S	\$543	\$543	\$0	0.00%	63.61	8.54	34	6	6	6	6	6	6	6	6	6	6	77.61	40
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	Infrastructure - S	\$1,500	\$1,500	\$0	0.00%	139.59	10.75	28	6	6	6	6	6	6	6	6	6	6	147.59	14
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	Infrastructure - M + NI	\$6,985	\$6,635	\$350	5.01%	143.73	46.16	10	6	6	6	6	6	6	6	6	6	6	146.73	15
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	Infrastructure - L	\$11,185	\$6,847	\$4,338	38.78%	131.89	51.91	8	6	6	6	6	6	6	6	6	6	6	133.89	26
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	Infrastructure - S	\$827	\$747	\$80	9.67%	154.60	4.83	35	6	6	6	6	6	6	6	6	6	6	163.60	5
11-Imperial Beach-1	Imperial Beach	8th Street Active Mobility, Modernization and Safe Routes to School	Infrastructure - S + NI	\$1,448	\$1,298	\$150	10.36%	128.11	10.13	29	6	6	6	6	6	6	6	6	6	6	136.11	25
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	Infrastructure - M	\$2,900	\$2,610	\$290	10.00%	143.03	18.25	23	6	6	6	6	6	6	6	6	6	6	149.03	13
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	Infrastructure - M	\$5,858	\$5,375	\$1,483	47.39%	137.73	25.43	19	6	6	6	6	6	6	6	6	6	6	137.73	23
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	Infrastructure - S	\$1,250	\$1,125	\$125	10.00%	129.01	8.72	32	6	6	6	6	6	6	6	6	6	6	138.01	22
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phase 3 thru 6	Infrastructure - M	\$6,508	\$6,439	\$69	1.01%	153.32	42.00	11	6	6	6	6	6	6	6	6	6	6	156.32	8
11-National City-1	National City	8th Street and Roosevelt Ave Active Transportation Corridor, National City	Infrastructure - M	\$6,991	\$5,569	\$1,422	20.34%	146.91	37.91	13	6	6	6	6	6	6	6	6	6	6	150.91	11
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	Infrastructure - S	\$1,487	\$1,487	\$0	0.00%	113.51	13.10	26	6	6	6	6	6	6	6	6	6	6	120.51	29
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	Infrastructure - S	\$1,215	\$1,215	\$0	0.00%	138.83	8.88	31	6	6	6	6	6	6	6	6	6	6	144.83	16
11-National City-7	National City	Paradise Creek Multi-Use Path	Infrastructure - L	\$1,488	\$1,488	\$0	0.00%	116.48	12.77	27	6	6	6	6	6	6	6	6	6	6	123.48	27
11-North County Transit District-2	North County Transit District	NCTD SPRINTER First/Last Mile Access Improvements	Infrastructure - M	\$2,778	\$2,218	\$560	20.16%	114.39	19.39	22	6	6	6	6	6	6	6	6	6	6	120.39	30
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	Infrastructure - L	\$8,952	\$7,712	\$1,240	13.85%	111.84	89.08	5	6	6	6	6	6	6	6	6	6	6	112.64	32
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	Infrastructure - M	\$2,908	\$2,908	\$0	0.00%	35.55	79.56	3	6	6	6	6	6	6	6	6	6	6	37.55	45
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	Infrastructure - L	\$16,825	\$8,561	\$8,264	49.12%	153.13	55.91	8	6	6	6	6	6	6	6	6	6	6	155.13	9
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	Infrastructure - L	\$7,902	\$5,428	\$2,474	31.31%	140.26	38.70	12	6	6	6	6	6	6	6	6	6	6	143.26	17
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	Infrastructure - L	\$18,981	\$15,151	\$3,830	20.19%	140.67	107.71	4	6	6	6	6	6	6	6	6	6	6	140.67	19
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	Infrastructure - S	\$1,334	\$1,334	\$0	0.00%	63.45	21.02	21	6	6	6	6	6	6	6	6	6	6	69.45	42
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	Infrastructure - M	\$2,493	\$2,493	\$0	0.00%	73.82	33.77	15	6	6	6	6	6	6	6	6	6	6	77.82	37
11-San Diego County-3	San Diego County	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	Infrastructure - S	\$310	\$310	\$0	0.00%	65.65	4.72	37	6	6	6	6	6	6	6	6	6	6	75.65	38
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	Infrastructure - S	\$306	\$306	\$0	0.00%	63.59	4.81	38	6	6	6	6	6	6	6	6	6	6	73.59	39
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure - S	\$608	\$608	\$0	0.00%	62.15	9.78	30	6	6	6	6	6	6	6	6	6	6	70.15	41
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	Infrastructure - M	\$2,299	\$2,299	\$0	0.00%	77.13	29.68	17	6	6	6	6	6	6	6	6	6	6	82.13	36
11-San Diego County-7	San Diego County	Sycuan/Sloans Canyon Trail, Phase I	Infrastructure - S	\$1,305	\$1,305	\$0	0.00%	82.07	15.90	24	6	6	6	6	6	6	6	6	6	6	88.07	35
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	Infrastructure - L	\$12,851	\$12,851	\$0	0.00%	149.34	85.94	2	6	6	6	6	6	6	6	6	6	6	150.34	12
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	Infrastructure - M	\$2,740	\$2,029	\$711	25.95%	88.74	22.86	20	6	6	6	6	6	6	6	6	6	6	93.74	34
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	Infrastructure - L	\$8,680	\$7,360	\$1,300	15.01%	114.96	66.02	6	6	6	6	6	6	6	6	6	6	6	118.96	21
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	Infrastructure - M	\$1,840	\$1,840	\$0	0.00%	55.11	33.39	16	6	6	6	6	6	6	6	6	6	6	59.11	44
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	Infrastructure - L	\$9,296	\$8,574	\$720	8.28%	137.68	61.92	7	6	6	6	6	6	6	6	6	6	6	139.69	20
11-Vista-1	Vista	Emerald Drive Complete Street Project	Infrastructure - M	\$3,853	\$3,663	\$190	4.98%	131.99	27.74	18	6	6	6	6	6	6	6	6	6	6	136.99	24

Final Score and Rank are calculated based on the ATP Request, Matching Funds, and Subtotal 1-9. The Final Score is the sum of the ATP Request, Matching Funds, and Subtotal 1-9. The Rank is the position of the project based on the Final Score.

2019 Regional ATP Project Rankings - Evaluator 4 Detailed Scores

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-7	Cost Effectiveness Ratio	NI Cost Effectiveness Rank	2	3	4	5	6	7	8	9	10	Final Score	Rank	
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	EEA	\$301	\$301	\$0	0.00%	120.00	2.51	5	20	30	5	24	13	14	7	12	5	10	136.06	17
11-Coronado-1	Coronado	Safe Routes to School Education	EEA	\$130	\$130	\$0	0.00%	106.00	1.23	8	15	17	5	22	11	14	10	7	5	0	116.00	33
11-San Diego Association of Governments-4	San Diego Association of Governments	GOBYBKE San Diego Education and Encouragement Start-Up Program	EEA	\$1,367	\$1,381	\$586	39.79%	140.00	0.86	1	25	24	6	25	13	16	14	12	5	0	355.00	1
11-San Diego-1	San Diego	Clearmont Mesa Community Safe Routes to School	EEA	\$631	\$631	\$0	0.00%	153.00	4.78	2	2	23	6	24	13	15	12	5	0	0	143.00	11
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	EEA	\$299	\$299	\$0	0.00%	117.36	3.66	6	43	34	27	7	24	10	12	10	0	0	144.36	10
11-La Mesa-4	La Mesa	La Mesa - Clivade Active Transportation Plan	Plan	\$155	\$225	\$35	22.58%	119.43	2.64	9	21	33	20	26	6	23	11	0	0	0	144.43	9
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	Plan	\$150	\$135	\$15	10.00%	104.07	1.30	7	16	07	20	21	5	22	8	0	0	0	131.07	23
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	Plan	\$360	\$300	\$60	16.67%	109.34	2.75	8	17	14	70	24	6	24	7	0	0	0	133.14	24

INFRASTRUCTURE PROJECTS

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$'000s)	ATP Request (\$'000s)	Matching Funds (\$'000s)	Matching Funds %	Subtotal 1-6	Cost Effectiveness Ratio	I Cost Effectiveness Rank	A	B	C	D	E	F	G	H	I	Final Score	Rank				
11-Caltrans-1	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	Infrastructure - M	\$5,349	\$1,599	\$3,750	70.11%	113.72	14.06	25	6.78	6	8	5	8	12	12	6	4	6	133.65	10			
11-Caltrans-14	Caltrans	Streets Canyon High School Safe Routes to School Pathway	Infrastructure - M + NI	\$6,500	\$6,500	\$0	0.00%	98.65	65.89	8	9.85	10	8	4	12	18	15	8	5	18	5	99.65	35		
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	Infrastructure - L	\$8,000	\$4,800	\$3,200	39.50%	130.65	17.35	13	14.65	10	8	8	12	15	6	4	6	15	5	134.65	19		
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	Infrastructure - S	\$504	\$504	\$0	0.00%	109.44	4.61	35	6.46	6	7	7	8	12	12	8	3	5	16	6	118.44	52	
11-El Cajon-1	El Cajon	Pletcher Hills Elementary Safe Routes to School Infrastructure Project	Infrastructure - S	\$343	\$343	\$0	0.00%	83.61	6.49	33	6.41	6	0	10	6	12	19	4	3	5	19	6	92.61	38	
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	Infrastructure - S	\$1,500	\$1,500	\$0	0.00%	144.59	10.37	28	6.14	10	8	8	10	18	15	8	5	7	17	7	152.98	3	
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	Infrastructure - M + NI	\$6,985	\$6,635	\$350	5.01%	187.73	48.17	9	6.76	6	8	4	7	8	18	12	8	5	7	17	5	139.73	15
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	Infrastructure - L	\$11,185	\$6,847	\$4,338	38.76%	132.89	51.52	8	6.94	10	8	8	8	18	12	8	5	6	16	7	134.89	18	
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	Infrastructure - S	\$827	\$747	\$80	9.67%	141.60	5.28	34	10.48	4	12	8	8	10	12	15	8	5	7	15	7	150.60	4
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	Infrastructure - S + NI	\$1,448	\$1,298	\$150	10.36%	181.11	9.90	29	6.19	10	8	7	8	8	18	15	8	5	6	14	5	139.11	16
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	Infrastructure - M	\$2,000	\$2,610	\$290	10.00%	136.03	39.19	21	6.69	10	10	9	7	10	18	15	8	6	5	9	6	142.03	13
11-La Mesa-2	La Mesa	Grovesmont Center Drive Active Transportation Improvements	Infrastructure - M	\$5,858	\$3,375	\$2,483	42.39%	120.73	27.95	17	6.73	10	10	7	9	8	12	15	6	6	5	7	6	125.73	27
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	Infrastructure - S	\$1,250	\$1,125	\$125	10.00%	123.01	9.15	30	6.64	10	10	10	7	7	10	18	15	8	5	8	5	131.01	34
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	Infrastructure - M	\$6,505	\$6,439	\$66	1.01%	143.32	44.93	10	6.70	10	10	9	8	10	18	15	8	6	8	13	5	140.32	8
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	Infrastructure - M	\$6,991	\$5,569	\$1,421	20.34%	145.91	38.17	12	6.84	10	10	9	8	8	18	15	8	5	19	5	148.91	5	
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	Infrastructure - S	\$1,487	\$1,487	\$0	0.00%	122.51	11.86	27	6.91	10	10	9	7	8	18	15	6	6	8	19	5	134.51	20
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	Infrastructure - S	\$1,215	\$1,215	\$0	0.00%	140.83	8.63	31	6.93	10	10	9	8	10	18	15	6	5	8	19	5	146.83	10
11-National City-7	National City	Paradise Creek Multi-Use Path	Infrastructure - L	\$1,488	\$1,488	\$0	0.00%	122.48	12.15	26	10.45	10	10	9	8	8	12	15	6	6	5	17	5	129.48	25
11-North County Transit District-2	North County Transit District	NCTD SPRINTER First/Last Mile Access Improvements	Infrastructure - M	\$2,778	\$2,218	\$560	20.16%	125.39	17.98	22	6.94	10	10	8	6	10	12	15	6	6	6	5	8	129.39	26
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	Infrastructure - L	\$8,952	\$7,712	\$1,240	13.85%	138.64	55.63	7	6.89	10	10	9	9	10	18	15	8	6	5	12	5	140.64	14
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	Infrastructure - M	\$2,908	\$2,908	\$0	0.00%	82.55	35.21	34	6.90	10	10	8	8	4	12	12	6	0	5	13	5	66.55	40
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	Infrastructure - L	\$16,825	\$8,561	\$8,264	49.12%	151.13	56.65	6	11.11	10	10	6	8	10	18	15	8	6	6	13	8	153.13	2
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	Infrastructure - L	\$7,902	\$5,428	\$2,474	31.31%	139.26	38.98	11	11.21	10	10	10	5	10	12	15	8	6	5	16	5	142.26	12
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	Infrastructure - L	\$18,985	\$15,451	\$3,534	20.19%	146.67	109.30	4	11.77	10	10	8	8	16	18	15	8	6	5	12	4	146.67	7
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	Infrastructure - S	\$1,334	\$1,334	\$0	0.00%	79.45	16.79	28	6.95	10	10	8	7	10	18	12	0	4	2	4	8	85.45	49
11-San Diego County-2	San Diego County	Taverns Road SR75 Pathway and Bike Lanes	Infrastructure - M	\$2,493	\$2,493	\$0	0.00%	61.82	39.47	36	6.97	10	10	8	8	10	18	12	0	4	2	6	5	61.82	42
11-San Diego County-3	San Diego County	Hillside Middle School SR75 Crosswalk with Pedestrian Hybrid Beacon	Infrastructure - S	\$310	\$310	\$0	0.00%	71.65	4.33	36	6.95	10	8	0	8	10	12	15	8	0	4	6	6	81.65	45
11-San Diego County-4	San Diego County	Swanwick Elementary SR75 Pedestrian Hybrid Beacon Crosswalk	Infrastructure - S	\$306	\$306	\$0	0.00%	74.59	4.10	37	1.94	10	10	7	0	10	18	12	12	0	4	7	7	34.59	44
11-San Diego County-5	San Diego County	Carmine San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure - S	\$608	\$608	\$0	0.00%	87.15	4.88	32	1.93	10	10	7	0	10	18	12	12	0	4	7	7	96.15	36
11-San Diego County-6	San Diego County	Allen School Road SR75 Sidewalk and Bicycle Lanes	Infrastructure - M	\$2,289	\$2,289	\$0	0.00%	86.13	26.58	18	1.91	10	10	8	8	12	18	15	0	4	2	7	5	91.13	39
11-San Diego County-7	San Diego County	Sycipin/Anciano Canyon Trail, Phase 1	Infrastructure - S	\$1,305	\$1,305	\$0	0.00%	80.07	16.30	24	6.96	10	10	8	8	10	18	12	0	4	2	4	8	86.07	41
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	Infrastructure - L	\$12,851	\$12,851	\$0	0.00%	132.54	96.94	3	11.84	10	10	4	10	12	18	15	6	6	6	6	5	133.54	7
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	Infrastructure - M	\$2,740	\$2,029	\$711	25.95%	99.74	20.34	20	6.76	10	10	0	9	10	12	18	6	3	8	4	5	104.74	34
11-San Diego-4	San Diego	Downtown Mobility Cycle Way Phase III	Infrastructure - L	\$8,660	\$7,360	\$1,300	15.01%	110.96	61.35	5	6.96	10	10	8	8	10	18	15	8	5	6	6	5	120.96	30
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp projects	Infrastructure - M	\$1,840	\$1,840	\$0	0.00%	89.11	20.65	19	6.11	10	4	7	7	10	18	12	0	1	5	13	6	94.11	37
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	Infrastructure - L	\$9,296	\$8,526	\$770	8.28%	121.69	70.06	3	6.60	10	10	6	9	10	18	15	6	5	5	15	6	122.69	28
11-Vista-1	Vista	Emerald Drive Complete Street Project	Infrastructure - M	\$3,859	\$3,661	\$192	4.98%	136.99	31.29	15	6.99	10	10	7	9	10	18	15	8	4	5	7	5	120.99	31

The scaling behavior is determined by the scaling of the correlation function $C(r)$ and the scaling of the correlation function $C(r)$ is determined by the scaling of the correlation function $C(r)$.

2019 Regional ATP Project Rankings - Funding Recommendations

Project Application No.	Implementing Agency	Project Name	ATP Request (\$000s)	ATP Funding Recommendation (\$000s)	DAC?	Evaluator 1 Rank	Evaluator 2 Rank	Evaluator 3 Rank	Evaluator 4 Rank	Sum of Ranks	Final Rank
Projects Recommended for Funding											
11-San Diego Association of Governments-4	San Diego Association of Governments	GObyBIKE San Diego: Education and Encouragement Start-Up Program	\$1,381	\$1,381	Yes	1	1	1	1	4	1
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	\$747	\$747	Yes	2	5	5	4	16	2
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	\$8,561	\$8,561	Yes	3	6	9	2	20	3
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	\$5,569	\$5,185	Yes	7	2	11	5	25	4
			\$16,258	\$15,874							
Projects Recommended as Contingency Projects											
11-San Diego-1	San Diego	Clairemont Mesa Community Safe Routes to School	\$631	\$0	Yes	11	14	3	11	39	5
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	\$1,500	\$0	Yes	8	17	14	3	42	6
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	\$2,610	\$0	Yes	12	7	13	13	45	7
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	\$15,151	\$0	Yes	9	10	19	7	45	7
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	\$229	\$0	Yes	5	29	2	10	46	9
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	\$4,880	\$0	Yes	6	3	21	19	49	10
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	\$6,635	\$0	Yes	4	18	15	15	52	11
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	\$5,428	\$0	Yes	15	8	17	12	52	11
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	\$6,439	\$0	Yes	10	30	8	8	56	13
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	\$12,851	\$0	Yes	14	9	12	21	56	13
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	\$301	\$0	Yes	24	4	18	17	63	15
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	\$1,215	\$0	Yes	13	31	16	6	66	16
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	\$315	\$0	Yes	20	35	4	9	68	17
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	\$1,298	\$0	Yes	16	12	25	16	69	18
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	\$300	\$0	Yes	31	11	7	22	71	19
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	\$135	\$0	Yes	33	13	10	23	79	20
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	\$6,847	\$0	No	18	27	26	18	89	21
11-North County Transit District-2	North County Transit District	NCTD SPRINT-ER First/Last Mile Access Improvements	\$2,218	\$0	Yes	17	20	30	26	93	22
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	\$7,712	\$0	Yes	23	24	32	14	93	22
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	\$1,487	\$0	Yes	22	23	29	20	94	24
11-Vista-1	Vista	Emerald Drive Complete Street Project	\$3,661	\$0	Yes	26	15	24	29	94	24
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	\$8,526	\$0	No	30	19	20	28	97	26
11-Coronado-1	Coronado	Safe Routes to School Education	\$130	\$0	No	39	21	6	33	99	27
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	\$3,375	\$0	Yes	29	25	23	27	104	28
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	\$1,599	\$0	No	21	26	28	31	106	29
11-National City-7	National City	Paradise Creek Multi-Use Path	\$1,488	\$0	Yes	25	32	27	25	109	30
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	\$1,125	\$0	Yes	32	33	22	24	111	31
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	\$7,360	\$0	Yes	28	22	31	30	111	31
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	\$2,029	\$0	Yes	35	16	34	34	119	33
11-Caltrans-14	Caltrans	Steele Canyon High School Safe Routes to School Pathway	\$6,500	\$0	Yes	19	38	33	35	125	34
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	\$543	\$0	No	27	43	40	38	148	35
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	\$504	\$0	No	38	39	43	32	152	36
11-San Diego County-3	San Diego County	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	\$310	\$0	No	41	28	38	45	152	36
11-San Diego County-7	San Diego County	Sycuan/Sloane Canyon Trail, Phase 1	\$1,305	\$0	No	34	44	35	41	154	38
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	\$2,493	\$0	No	37	40	37	42	156	39
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	\$2,908	\$0	No	36	37	45	40	158	40
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	\$1,334	\$0	No	40	34	42	43	159	41
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	\$2,289	\$0	No	43	41	36	39	159	41
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	\$608	\$0	No	42	42	41	36	161	43
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	\$306	\$0	No	44	36	39	44	163	44
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	\$1,840	\$0	No	45	45	44	37	171	45

Projects recommended for full funding

Projects recommended for partial funding

2019 Regional ATP Project Rankings - MPO Component
Funding Recommendations and Programming Spreadsheet

Project Application No	Implementing Agency	Project Name	ATP Request (\$000s)	ATP Funding Recommendation (\$000s)	FY 19-20 Allocation (\$000s)	FY 20-21 Allocation (\$000s)	FY 21-22 Allocation (\$000s)	FY 22-23 Allocation (\$000s)	DAC?	PA&FD	PS&E	R/W	CON	NI-CON
Projects Recommended for Funding														
11-San Diego Association of Governments-4	San Diego Association of Governments	GObyBIKE San Diego: Education and Encouragement Start-Up Program	\$1,381	\$1,381	\$1,381	\$0	\$0	\$0	Yes	\$0	\$0	\$0	\$0	\$1,381
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	\$747	\$747	\$0	\$747	\$0	\$0	Yes	\$0	\$0	\$0	\$747	\$0
11-San Diego Association of Governments-3	San Diego Association of Governments	University Bikeway	\$8,561	\$8,561	\$0	\$0	\$8,561	\$0	Yes	\$0	\$0	\$0	\$8,561	\$0
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	\$5,569	\$5,185	\$0	\$0	\$0	\$5,185	Yes	\$0	\$0	\$0	\$5,185	\$0
			\$16,258	\$15,874	\$1,381	\$747	\$8,561	\$5,185		\$0	\$0	\$0	\$14,497	\$1,381
Projects Recommended as Contingency Projects														
11-San Diego-1	San Diego	Clairemont Mesa Community Safe Routes to School	\$631	\$0	\$0	\$0	\$0	\$0	Yes					
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	\$1,500	\$0	\$0	\$0	\$0	\$0	Yes					
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	\$2,610	\$0	\$0	\$0	\$0	\$0	Yes					
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	\$15,151	\$0	\$0	\$0	\$0	\$0	Yes					
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	\$129	\$0	\$0	\$0	\$0	\$0	Yes					
11-Chula Vista-1	Chula Vista	F Street Promenade Phase 1, from Bay Boulevard to Broadway	\$4,880	\$0	\$0	\$0	\$0	\$0	Yes					
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	\$6,635	\$0	\$0	\$0	\$0	\$0	Yes					
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2; Eastern Hillcrest	\$5,428	\$0	\$0	\$0	\$0	\$0	Yes					
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	\$6,439	\$0	\$0	\$0	\$0	\$0	Yes					
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	\$12,851	\$0	\$0	\$0	\$0	\$0	Yes					
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	\$301	\$0	\$0	\$0	\$0	\$0	Yes					
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	\$1,215	\$0	\$0	\$0	\$0	\$0	Yes					
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	\$315	\$0	\$0	\$0	\$0	\$0	Yes					
11-Imperial Beach-1	Imperial Beach	8th Street Active Mobility, Modernization and Safe Routes to Schools	\$1,298	\$0	\$0	\$0	\$0	\$0	Yes					
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	\$300	\$0	\$0	\$0	\$0	\$0	Yes					
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	\$135	\$0	\$0	\$0	\$0	\$0	Yes					
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	\$6,847	\$0	\$0	\$0	\$0	\$0	No					
11-North County Transit District-2	North County Transit District	NCTD SPRINTER First/Last Mile Access Improvements	\$2,218	\$0	\$0	\$0	\$0	\$0	Yes					
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	\$7,712	\$0	\$0	\$0	\$0	\$0	Yes					
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	\$1,487	\$0	\$0	\$0	\$0	\$0	Yes					
11-Vista-1	Vista	Emerald Drive Complete Street Project	\$3,661	\$0	\$0	\$0	\$0	\$0	Yes					
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	\$8,526	\$0	\$0	\$0	\$0	\$0	No					
11-Coronado-1	Coronado	Safe Routes to School Education	\$130	\$0	\$0	\$0	\$0	\$0	No					
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	\$9,875	\$0	\$0	\$0	\$0	\$0	Yes					
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	\$1,599	\$0	\$0	\$0	\$0	\$0	No					
11-National City-7	National City	Paradise Creek Multi-Use Path	\$1,488	\$0	\$0	\$0	\$0	\$0	Yes					
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	\$1,125	\$0	\$0	\$0	\$0	\$0	Yes					
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	\$7,360	\$0	\$0	\$0	\$0	\$0	Yes					
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	\$2,029	\$0	\$0	\$0	\$0	\$0	Yes					
11-Caltrans-14	Caltrans	Steele Canyon High School Safe Routes to School Pathway	\$6,500	\$0	\$0	\$0	\$0	\$0	Yes					
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	\$543	\$0	\$0	\$0	\$0	\$0	No					
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	\$504	\$0	\$0	\$0	\$0	\$0	No					
11-San Diego County-3	San Diego County	Hillside Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	\$310	\$0	\$0	\$0	\$0	\$0	No					
11-San Diego County-7	San Diego County	Sycuan/Sloane Canyon Trail, Phase 1	\$1,305	\$0	\$0	\$0	\$0	\$0	No					
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	\$2,493	\$0	\$0	\$0	\$0	\$0	No					
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	\$2,908	\$0	\$0	\$0	\$0	\$0	No					
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	\$1,334	\$0	\$0	\$0	\$0	\$0	No					
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	\$2,289	\$0	\$0	\$0	\$0	\$0	No					
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	\$608	\$0	\$0	\$0	\$0	\$0	No					
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	\$306	\$0	\$0	\$0	\$0	\$0	No					
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	\$1,640	\$0	\$0	\$0	\$0	\$0	No					

Projects recommended for full funding

Projects recommended for partial funding



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RESOLUTION NO. 2019-13

APPROVING THE PROPOSED LIST OF REGIONAL ACTIVE TRANSPORTATION PROGRAM PROJECTS AND FUNDING RECOMMENDATIONS TO THE CALIFORNIA TRANSPORTATION COMMISSION

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program; and

WHEREAS, the California Transportation Commission (CTC) has statutory authority for the administration of this grant program and established necessary procedures; and

WHEREAS, the CTC has required in its Active Transportation Program (ATP) Program Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, conducted a competitive selection process for the distribution of ATP funds in the San Diego region; and

WHEREAS, the SANDAG competitive selection process has resulted in a list of projects that are deemed to meet the requirements of the ATP Program Guidelines; and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed ranked list of Regional ATP projects and funding recommendations to the CTC; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors.

1. Certifies that the San Diego Regional ATP competitive selection process was conducted in accordance with the CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators; and
2. Attests the projects recommended for ATP funding per the San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and
3. Approves the proposed ranked list of ATP projects and funding recommendations to the CTC; and
4. Recommends the Contingency List of projects be used to reallocate ATP funds in the event a project initially recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC.

PASSED AND ADOPTED this 22nd of February 2019.



CHAIR

ATTEST: 

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



Part A6: Project Funding

(1,000s)

The Project Funding table cannot be completed until a project type has been selected in Part 3.

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	-	-		-	-	-	-	-
PS&E	-	-		-	-	-	-	-
R/W	-	-		-	-	-	-	-
CON	-	-		-	-	-	-	-
NI-CON/ PLAN	1,967	1,381	19/20	586	-	-	586	-
TOTAL	1,967	1,381		586	-	-	586	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding?

☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



11-San Diego Association of Governments-4

GObyBIKE San Diego: Education and Encouragement Start-Up Program

Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 12/31/18	
District	EA	Project ID		PPNO	MPO ID		Alt Project. ID/prg.
11							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	Various			San Diego Association of Governments			
				MPO		Element	
				SANDAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Linda Culp		(619) 699-6957		Linda.Culp@sandag.org			
Project Title							
GObyBIKE San Diego: Education and Encouragement Start-Up Program							
Location (Project Limits), Description (Scope of Work)							
The start-up program will focus on 18 bikeways in the City of San Diego located in the urban core, San Diego Bay, and the U.S./Mexico border region.							
Component		Implementing Agency					
PA&ED		San Diego Association of Governments					
PS&E		San Diego Association of Governments					
Right of Way		San Diego Association of Governments					
Construction		San Diego Association of Governments					
Legislative Districts							
Assembly:	76, 78, 79		Senate:	36, 39, 40		Congressional:	51, 52, 53
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Benefits of the GObyBIKE San Diego: Education and Encouragement Start-Up Program will include improved safety during construction and after facilities open to the public for users of all travel modes, increased awareness and support for the bikeway capital projects under construction, and increased use of biking and walking for everyday trips by users of all ages and abilities. The program will also increase awareness of biking and available facilities and increase likelihood to try biking as a commute option within and among disadvantaged communities and regional employment centers.							
Purpose and Need							
The program will build awareness, enthusiasm, and support of new bike infrastructure and educate all mode users on how to safely navigate project areas during construction and upon opening of the new facilities. There is no existing SANDAG program geared toward this type/scale of outreach and marketing.							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Miles		47.24	
ADA Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Bike/Ped Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				12/31/18			
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document (Document Type)				CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						09/02/2019	
End Construction Phase						08/17/2022	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1

**Additional Information**

Date: 12/31/18

n/a

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



District	County	Route	EA	Project ID	PPNO	Alt. ID
11	San Diego	Various				

SECTION 1 - All Projects**Project Background****Characters Remaining:****4**

In FY2014, the SANDAG Board of Directors approved a \$200 million Regional Bike Plan Early Action Program (Bike EAP) of more than 40 high-priority regional active transportation projects aimed at encouraging walking and biking for everyday trip making throughout the San Diego Region. The Bike EAP also helps to fulfill the vision laid out in San Diego Forward: The Regional Plan to cut greenhouse gas emissions and reduce congestion by promoting alternative transportation. The focus of the Early Action Program is on capital infrastructure. The GObyBIKE San Diego: Education and Encouragement Start-Up Program will complement this regional investment by building awareness, enthusiasm, and support of new bike infrastructure and educating users.

Programming Change Requested**Characters Remaining:****747**

n/a

Reason for Proposed Change**Characters Remaining:****747**

n/a

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Characters Remaining:**572**

n/a

Other Significant Information**Characters Remaining:****1997**

n/a

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Linda Culp	Linda Culp	Principal Regional Planner	07/31/2018

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	46	-		46	-	-	46	-
PS&E	34	-		34	-	-	34	-
R/W	-	-		-	-	-	-	-
CON	747	747	20/21	-	-	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	827	747		80	-	-	80	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



11-Escondido-1

Escondido Creek Trail Transit Center Bicycle Path Improvements Project

Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>						Date: 12/31/18	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.	
11						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	Escondido Creek			Escondido			
				MPO		Element	
				SANDAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Julie Procopio		(760) 839-4001		JProcopio@escondido.org			
Project Title							
Escondido Creek Trail Transit Center Bicycle Path Improvements Project							
Location (Project Limits), Description (Scope of Work)							
The project's construction limits are Escondido Creek Trail Bike Path between Quince Street and Harmony Grove Road.							
Component		Implementing Agency					
PA&ED		Escondido					
PS&E		Escondido					
Right of Way		Escondido					
Construction		Escondido					
Legislative Districts							
Assembly: 75		Senate: 38		Congressional: 50			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The Escondido Creek traverses the City of Escondido from east to west, creating a natural path through multiple disadvantaged census blocks. The project connects disadvantaged communities with the Escondido Transit Center, offering rail and bus services, and with shopping, jobs and services. This project closes gaps in 1.6 miles of Class I trail to the west of Quince Street and will complete build-out of this important pathway. This will connect poorer, urban communities to the east to commercial, industrial and recreational opportunities on the west side of town.							
Purpose and Need							
The Escondido Creek Trail Transit Center Bicycle Path Improvements Project increases active transportation connectivity by improving approximately 1.6 miles of underutilized Class I bike trail and closing gaps along the trail, installing two signalized mid-block crossings.							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Intersections modified		Each		2	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				12/31/18			
Begin Environmental (PA&ED) Phase						07/01/2019	
Circulate Draft Environmental Document (Document Type)				ND			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						03/27/2020	
Begin Design (PS&E) Phase						04/01/2018	
End Design Phase (Ready to List for Advertisement Milestone)						03/21/2020	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						09/01/2020	
End Construction Phase						06/28/2021	
Begin Closeout Phase						07/01/2021	
End Closeout Phase (Closeout Report)						12/31/2021	



Additional Information	Date: 12/31/18

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



11-Escondido-1

Escondido Creek Trail Transit Center Bicycle Path Improvements Project

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	San Diego	Esc Creek				

SECTION 1 - All Projects

Project Background	Characters Remaining:
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Programming Change Requested	Characters Remaining:
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Reason for Proposed Change	Characters Remaining:
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If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:
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Other Significant Information	Characters Remaining:
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SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Julie Procopio		Director of Engineering Services	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1

**Part A6: Project Funding**

(1,000s)

The Project Funding table cannot be completed until a project type has been selected in Part 3.

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	956	-		956	-	-	956	-
PS&E	905	-		905	-	-	905	-
R/W	-	-		-	-	-	-	-
CON	14,964	8,561	21/22	6,403	-	-	6,403	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	16,825	8,561		8,264	-	-	8,264	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding?

☐ Yes ☒ No**ATP PROJECT PROGRAMMING REQUEST (PPR):**

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>						Date: 3/19/2019	
District	EA	Project ID		PPNO	MPO ID		Alt Project. ID/prg.
11							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD				San Diego Association of Governments			
				MPO		Element	
				SANDAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Linda Culp		(619) 699-6957		Linda.Culp@sandag.org			
Project Title							
University Bikeway							
Location (Project Limits), Description (Scope of Work)							
Located in the city of San Diego (Estrella Ave: Orange Ave to University Ave; and University Ave: Estrella Ave to 70th St).							
Component		Implementing Agency					
PA&ED		San Diego Association of Governments					
PS&E		San Diego Association of Governments					
Right of Way		San Diego Association of Governments					
Construction		San Diego Association of Governments					
Legislative Districts							
Assembly: 79, 80		Senate: 38, 38		Congressional: 51, 53			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The project will create a physically protected bikeway to make biking more attractive to people of all ages and abilities. It will meet with other existing bikeways, and will include traffic calming and bike boulevard improvements on side streets. Project will also provide intersection crossing improvements for bikes, signal timing updates, a new mid-block crossing, and transit islands. The project has the potential to serve the 105,059 residents and 16,194 employees that live within one mile of the project.							
Purpose and Need							
The project area lacks bike facilities, or has bike facilities which are uncomfortable for users due to their location and proximity to vehicular traffic.							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Feet		15,312	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				12/31/18			
Begin Environmental (PA&ED) Phase						11/01/2012	
Circulate Draft Environmental Document (Document Type)				CE/CE		5/1/2018	
Draft Project Report						7/31/2018	
End Environmental Phase (PA&ED Milestone)						11/24/2019	
Begin Design (PS&E) Phase						08/31/2018	
End Design Phase (Ready to List for Advertisement Milestone)						08/20/2020	
Begin Right of Way Phase						08/01/2019	
End Right of Way Phase (Right of Way Certification Milestone)						07/26/2020	
Begin Construction Phase						07/01/2021	
End Construction Phase						04/21/2023	
Begin Closeout Phase						4/22/2023	
End Closeout Phase (Closeout Report)						4/22/2024	

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1

**Additional Information**

Date: 3/19/2019

SANDAG prioritizes improvements for walking and biking via its San Diego Forward: The Regional Plan:2019-2050, which was adopted in 2015. This prioritization is influenced by the Regional Bike Plan Early Action Program (EAP), adopted by the SANDAG Board of Directors in 2013, a \$200 million program of active transportation projects. The Regional Plan also incorporates the 2011 update to the San Diego Regional Bicycle Plan. All of these identify the University Bikeway as a priority mobility project for the region. The Regional Plan prioritizes smart growth in the County's urban corridors by providing people with safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



District	County	Route	EA	Project ID	PPNO	Alt. ID
11	San Diego	University				

SECTION 1 - All Projects**Project Background****Characters Remaining:** 30

The University Bikeway is one of six segments planned as part of the North Park | Mid-City Bikeways, which will add approximately 13 miles of bike boulevards and protected bikeways to connect the North Park and Mid-City neighborhoods. The project is the result of several years of planning, community outreach, and project refinement. The planning process began in 2013 and over 100 community meetings have been held. Throughout the life of the project, presentations specifically on the University Bikeway have been made to numerous community committees. The project will help fulfill the vision laid out in the San Diego Regional Bike Plan to make riding a bike a more convenient and safer choice for everyday travel.

Programming Change Requested**Characters Remaining:** 748**Reason for Proposed Changed****Characters Remaining:**

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Characters Remaining:**Other Significant Information****Characters Remaining:****SECTION 2 - For SB1 Projects Only**

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Linda Culp		Principal Regional Planner	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

[illegible]



Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	90	-	19/20	90	-	-	90	-
PS&E	460	-	19/20	460	-	-	460	-
R/W	45	-	21/22	45	-	-	45	-
CON	6,396	5,185	22/23	1,211	-	-	1,211	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	6,991	5,185		1,806	-	-	1,806	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

March 4, 2019

Robert Rickman

CHAIR

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Andrew T. Chesley

EXECUTIVE DIRECTOR

Member Agencies

CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street
Room 2221 (MS-52)
Sacramento, CA 95814

Attention: Laurie Waters

Subject: SJCOG MPO Component of the 2019 Active Transportation Program

Dear Ms. Bransen:

On February 28, 2019 the San Joaquin Council of Governments (SJCOG) Board of Directors adopted the SJCOG MPO Component of the 2019 Active Transportation Program (ATP) Cycle 4. As per the ATP fund estimate adopted by the California Transportation Commission on May 16, 2018, \$3,514,000 is available for SJCOG to program to 2019 ATP Cycle 4 projects. As required by the ATP Guidelines, on February 5, 2019 SJCOG convened a multi-disciplinary advisory scoring committee. The committee recommended awarding ATP funds to the following projects:

- San Joaquin County: Oro Avenue and Section Avenue Sidewalk Improvements
 - \$1,439,000 ATP funds
- City of Stockton: SRTS Sidewalk Gap Closure
 - \$2,075,000 ATP funds

The City of Stockton originally requested \$5,384,000 of ATP funds for their SRTS Sidewalk Gap Closure project. However, only \$2,075,000 of programming capacity remains. This is sufficient to fully fund the PA&ED, PS&E, and ROW phases of the project, and partially fund the Construction phase. SJCOG staff will work with the City of Stockton, Caltrans, and the Commission to ensure the construction phase is fully funded.

The SJCOG Board unanimously adopted these recommendations. The two projects are both located within Disadvantaged Communities and will provide a broad spectrum of projects that will benefit pedestrians, bicyclists, and students walking and cycling to school. In addition, the SJCOG Board approved a contingency list of projects to receive any additional funds in the event of cost savings or a failure to deliver a project from the funded list, subject to approval by the SJCOG Board and the Commission.

March 1, 2019
Ms. Susan Bransen
SJCOG 2019 ATP Cycle 4
Page 2 of 2

The following required documentation is enclosed:

Attachment 1: SJCOG Board Staff Report
Attachment 2: SJCOG 2019 ATP Cycle 4 Log of Applications and Scores
Attachment 3: Program Spreadsheet of SJCOG 2019 ATP MPO Component Recommendations
Attachment 4: SJCOG 2019 ATP Contingency Project List
Attachment 5: SJCOG Board Adoption Resolution R-19-17

If you have any questions regarding this submittal, please feel free to contact David Ripperda of my staff at (209) 235-0450 or ripperda@sjcog.org.

Sincerely,



ANDREW T. CHESLEY
Executive Director
San Joaquin Council of Governments

Enclosures

STAFF REPORT

SUBJECT: 2019 Active Transportation Program Cycle 4
Regional Programming Recommendations

RECOMMENDED ACTION:

- 1) Approve the 2019 Active Transportation Program Funding Recommendations as identified in Attachment B
- 2) Approve the Contingency Project List as identified in Attachment C
- 3) Adopt Resolution R-19-17

SUMMARY:



Applications for the 2019 Active Transportation Program (ATP) Cycle 4 were submitted to Caltrans by July 31, 2018. As shown in Attachment A, 23 applications were submitted from the Cities of Escalon, Lathrop, Manteca, Ripon, Stockton, Tracy, and San

Joaquin County. A total of 552 applications were submitted statewide, competing for approximately \$223 million in statewide ATP funds. These 552 applications requested a total of over \$2.2 billion.

The California Transportation Commission (CTC) announced their staff recommendations for the statewide portion of the 2019 ATP on December 28, 2018. These recommendations included \$4,390,000 for the City of Stockton's California Street Separated Bikeway Project and \$2,838,000 for the Stockton Safe Routes to Schools Safety and Connectivity Improvements Project. These recommendations were adopted by the CTC at the January 30, 2019, CTC Meeting.

The other 21 applications from San Joaquin County remained eligible for funding under the MPO Competitive Project Selection Process. Those applications were reviewed by a multidisciplinary advisory committee, made up of volunteers from the region. After scoring the applications, the top scoring application, San Joaquin County's Oro Avenue and Section Avenue Sidewalk Improvements project, was recommended for full funding (\$1,439,000). The remaining \$2,105,000 of funding was recommended for the next highest ranked project, the City of Stockton's Safe Routes to School Sidewalk Gap Closure project. This amount is sufficient to fully fund the project development and right of way phases and partially fund the construction phase. The City of Stockton will be able to compete for other funding such as the Congestion Mitigation and Air Quality Improvement Program (CMAQ) or the next ATP cycle to fully-fund the construction phase.

The remaining projects are recommended to be included in a Contingency Project List (Attachment C). An MPO may elect to have a contingency list of projects that may be amended into the program in the event a project is delivered for less or fails to move forward. This contingency list is in priority order for the top projects, up to the amount of ATP funds requested per project. It will be in effect only until the adoption of the next Statewide ATP program in 2021. Any amendments shifting funds to a project on the Contingency Project List are subject to approval by the SJCOG Board and the CTC.

RECOMMENDATION:

SJCOG staff recommends approving the 2019 ATP Funding Recommendations as identified in Attachment B, approving the Contingency Project List as identified in Attachment C, and adopting Resolution R-19-17.

FISCAL IMPACT:

Approval of the 2019 ATP Cycle 4 funding will result in \$3,514,000 to be programmed in the Federal Transportation Improvement Program (FTIP) after approval by the CTC in June 2019.

BACKGROUND:

The ATP was created in 2013 by Senate Bill 99 and Assembly Bill 101 to promote the increased use of active modes of transportation, such as biking & walking. The ATP distributes funds between three separate programs, with 10 percent going to small urban/rural areas with populations of 200,000 or less, 40 percent going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 and 50 percent going to a statewide program. All funding must be competitively awarded, the requirement that 25 percent of the funds in each program benefit disadvantaged communities. The ATP has two separate grant processes—one led by the State and the other led by the ten large MPOs including SJCOG.

Senate Bill 1 directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP. When combined with other state and federal funds in the ATP, \$446 million is available in ATP Cycle 4, with \$223 million available in the Statewide component of the program, and \$3,514,000 available to the SJCOG region in the separate MPO component of the program. This funding will be available in Fiscal Years 2019/20, 2020/21, 2021/22, and 2022/23.



23 applications from San Joaquin County were part of the 552 applications statewide that competed for approximately \$223 million in statewide ATP funds. These applications requested a total of over \$2.2 billion. The CTC announced their staff recommendations for the statewide portion of the 2019 ATP on December 28, 2018. These recommendations included \$4,390,000 for the City of Stockton's California Street Separated Bikeway and \$2,838,000 for the Stockton Safe Routes to Schools Safety and Connectivity Improvements. These recommendations were adopted by the CTC on January 30, 2019. The remaining applications were reviewed by a multidisciplinary advisory committee as required for the MPO Competitive Project Selection Process.

Exhibit A: 2019 Active Transportation Program Cycle 4 Process

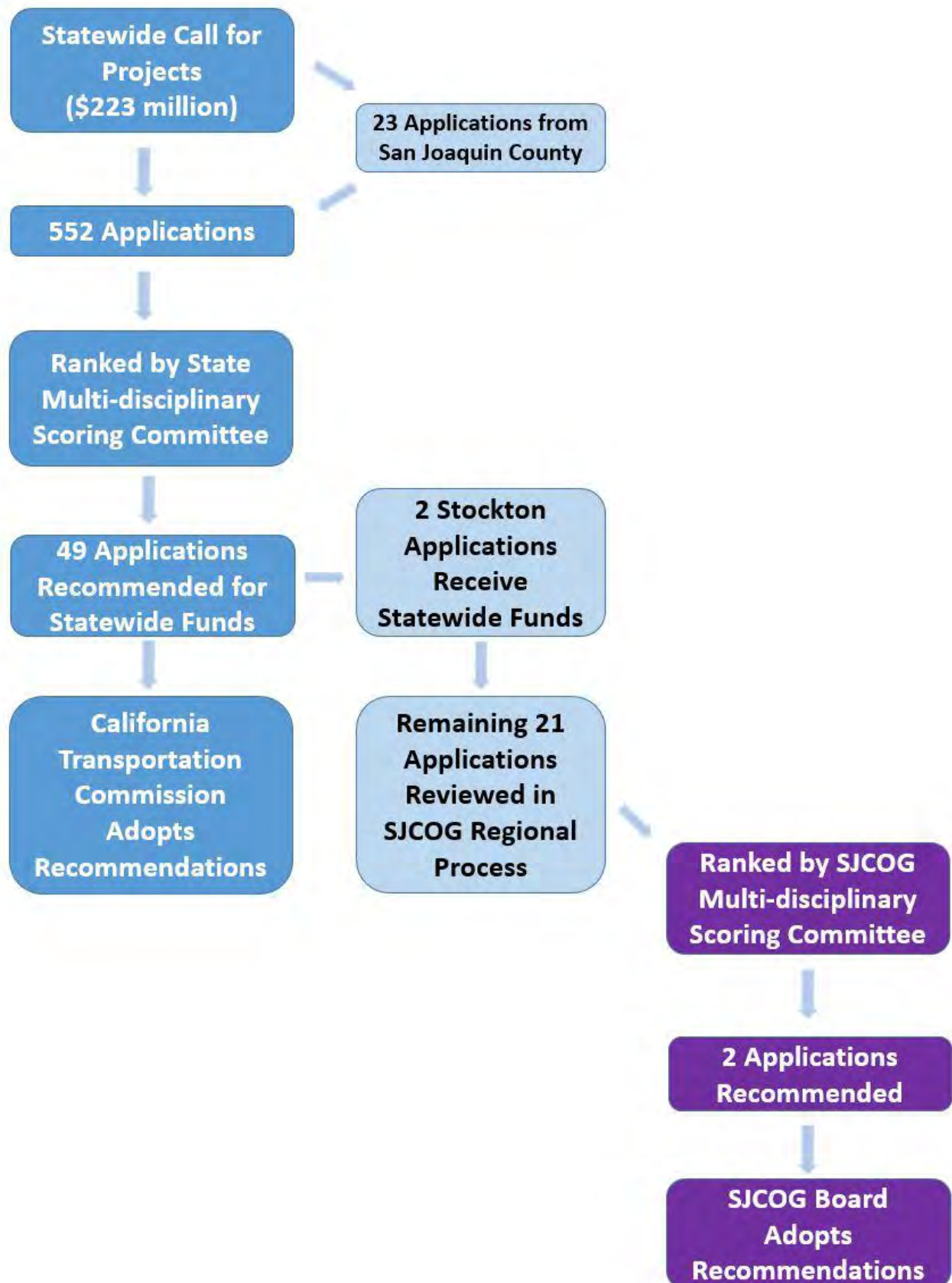


Table 1: 2019 ATP Cycle 4 Multidisciplinary Advisory Scoring Committee Membership

Name	Organization	Title
Barb Alberson	San Joaquin County Public Health Services	Senior Deputy Director
Karla Cervantes	City of Stockton Public Works	Associate Engineer
Koosun Kim	City of Manteca Public Works	Deputy Public Works Director
Jeffrey Levers	San Joaquin County Public Works	Associate Engineer
Paul Plathe	Sierra Club	SJCOG Citizens Advisory Committee
Kathryn Siddle	Lodi Bicycle Coalition	President
Zabih Zaca	City of Tracy	Senior Civil Engineer

Table 2: 2019 ATP Cycle 4 ATP Question Scoring Matrix by Application Type

Topic	Plan	Non-Infrastructure	Infrastructure		
			Small (<\$1.5 M)	Medium (\$1.5 M to <\$7 M)	Large (>\$7M)
Disadvantaged Communities (DAC)	30	10	10	10	10
Need	20	40	53	43	38
Safety	-	10	25	25	20
Public Participation	25	15	10	10	10
Scope/Implementation	25	10	2	2	2
Context Sensitive & Innovation	-	5	-	5	5
Transformative Projects	-	-	-	-	5
Evaluation and Sustainability	-	10	-	-	-
Cost Effective	-	-	-	-	5
Leveraging	-	-	0	5	5
Use of Conservation Corps (0 or -5)	-	0	0	0	0
Past Performance (0 to -10)	0	0	0	0	0
Total	100	100	100	100	100

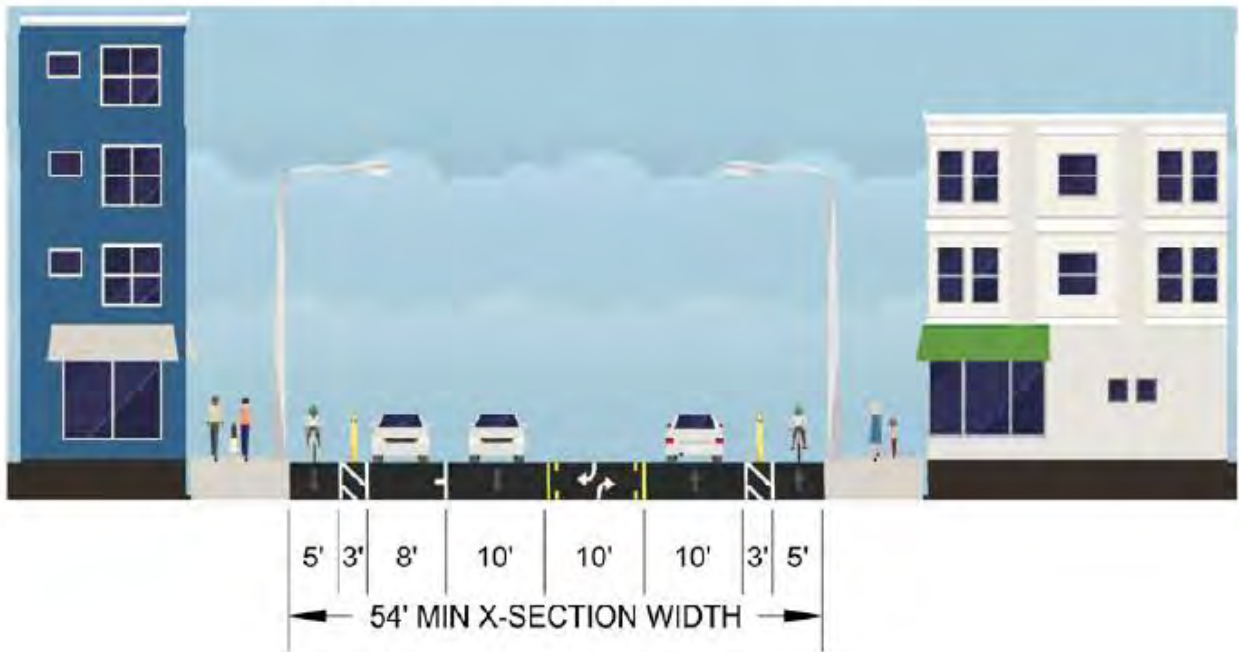
After scoring the applications, the top ranked project San Joaquin County's Oro Avenue and Section Avenue Sidewalk Improvements was recommended for full funding (\$1,439,000). The remaining \$2,105,000 of funding was recommended for the next highest ranked project, the City of Stockton's Safe Routes to School Sidewalk Gap Closure Project. This amount is enough to fund the project development and right of way phases and partially fund construction. The City of Stockton will compete for other funding such as CMAQ or the next ATP cycle to fully-fund the project.

Statewide Awards Project Summaries:

City of Stockton – California Street Separated Bikeway

The California Street Separated Bikeway project limits extend from Miner Avenue to 8th Street in Stockton. This is the second phase of the project, with the SJCOG Board previously awarding Measure K funding to complete final design for the entire corridor between Alpine Avenue and South El Dorado Street, and the construction of the first phase between Alpine Avenue and Miner Avenue. This corridor is intended to function as Stockton's bicycle network spine that will connect Central Stockton through the downtown with South Stockton. This north/south facility will connect seven east/west backbone facilities in Stockton.

TYPICAL CROSS SECTION (SECTION A-A)

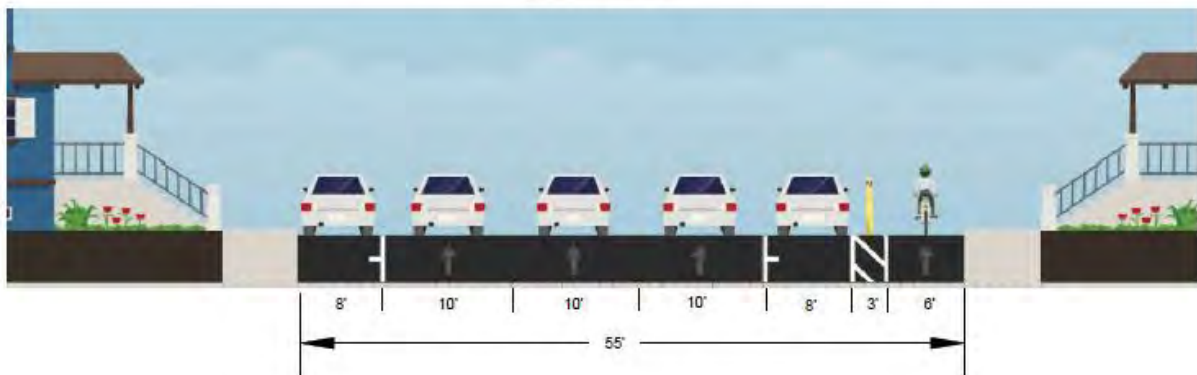


City of Stockton – Safe Routes to School Safety and Connectivity Improvements

This project will construct bicycle and pedestrian improvements near six high priority elementary, middle, and high schools: Van Buren Elementary School, Spanos Elementary School, Dolores Huerta Elementary School, Lincoln Elementary school, Westwood Elementary School, and Edison High School. These improvements will include Class IV and Class II bicycle facilities on Center Street and on El Dorado Street between Cleveland Street and 3rd Street.

MLK BLVD TO 3RD ST CROSS SECTION

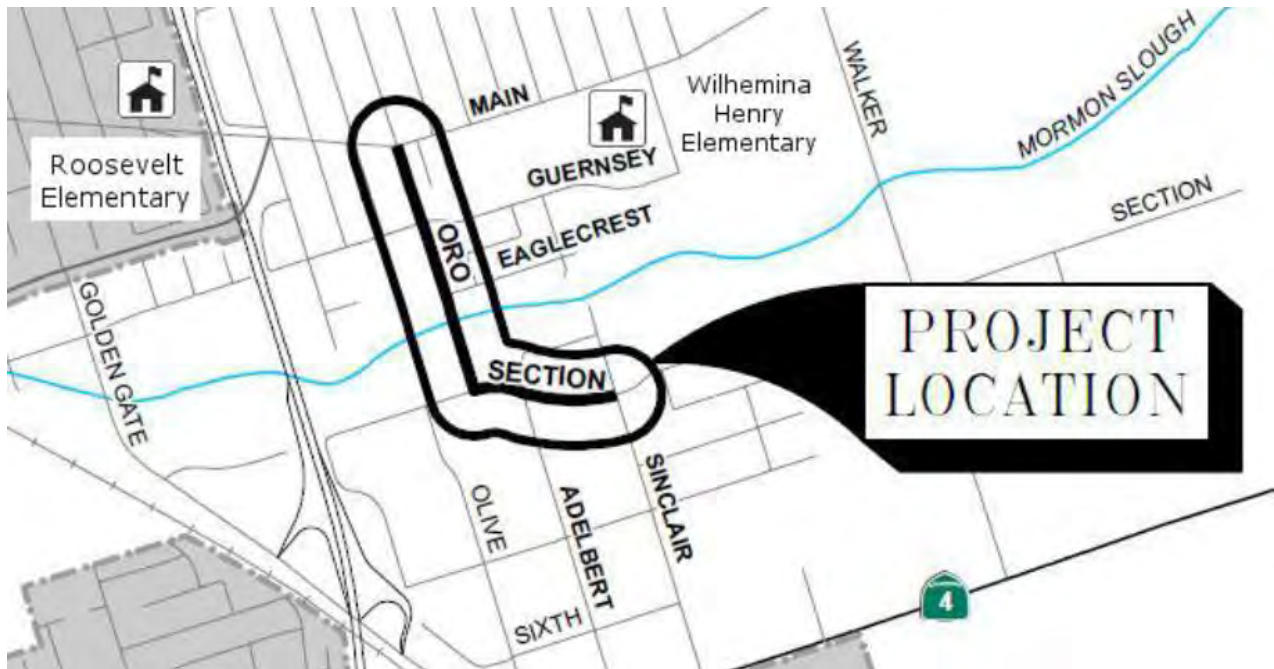
SECTION a-a



Recommended Regional Awards Project Summaries:

San Joaquin County – Oro Ave & Section Ave Sidewalk Improvements

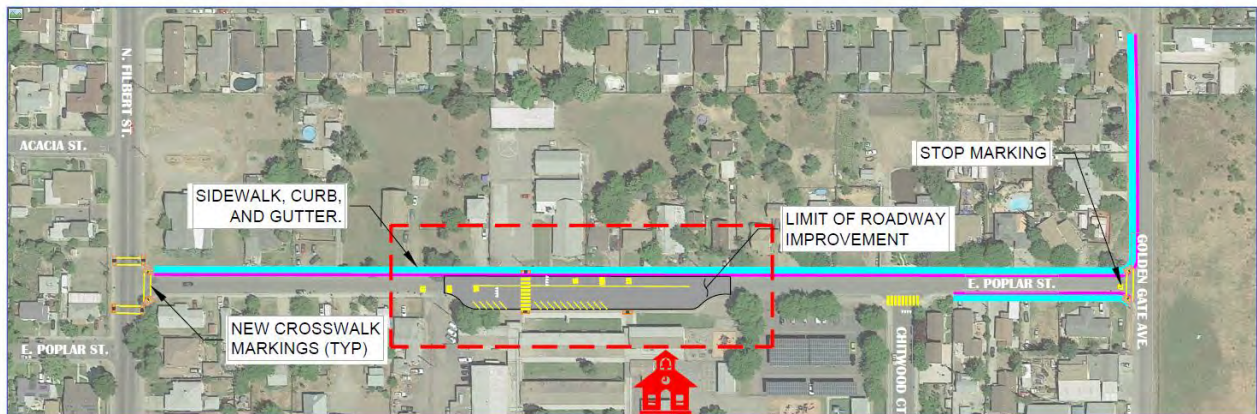
This project will construct sidewalks and curb ramps on Oro Avenue between East Main Street and Section Avenue and on Section Avenue between Oro Avenue and Sinclair Avenue. The project will improve safety for pedestrians and students walking to Wilhelmina Henry Elementary School.



City of Stockton – Safe Routes to School Sidewalk Network Gap Closure

This project will install curb, gutter, and sidewalk to close sidewalk gaps, upgrade or install curb ramps, and install crosswalks near five high priority elementary, middle, and high schools: Delta Sierra Middle School, Fillmore Elementary School, Jane Frederick High School, Montezuma Elementary School, and Victory Elementary School.

FILLMORE ELEMENTARY SCHOOL



COMMITTEE ACTIONS:

- *Technical Advisory Committee* – Unanimously approved the staff recommendations.
- *Executive Committee* – Unanimously approved the staff recommendations.
- *Management & Finance Committee* – Unanimously approved the staff recommendations.
- *Citizens Advisory Committee* – Unanimously approved the staff recommendations.

SCHEDULE:

2019 ATP Cycle 4 Statewide Call for Projects Schedule

- CTC adopts Statewide ATP projects January 30, 2019

2019 ATP Cycle 4 MPO Competitive Project Selection Process

- Scoring Committee review of applications November 2018 – February 5, 2019
- CTC distributes projects that were not awarded
Statewide funds to MPOs for consideration January 31, 2019
- SJCOG Staff programming recommendations February 7, 2019
- SJCOG Board adopts programming recommendations February 28, 2019
- CTC adopts MPO programming recommendations June 26-27, 2019

ATTACHMENTS:

- A. 2019 ATP Cycle 4 Application Summaries and Scores
- B. 2019 ATP Cycle 4 Funding Recommendations
- C. 2019 ATP Cycle 4 Contingency Project List
- D. Resolution R-19-17

2019 Active Transportation Program Cycle 4
San Joaquin Council of Governments - MPO Component
Applications Summaries and Scores
(\$1000's)

Co	Applicant	Project Title	Description	Total Project Cost	Total ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	RW	CON	CON NI	DAC	SRTS	Final Score
SJ	San Joaquin County	Oro Ave & Section Ave Sidewalk Improvements	Install sidewalk curb, gutter, and ADA ramps	1,439	1,439	75	180	-	1,184	75	180	-	1,184	-	X	X	86.80
SJ	Stockton	Safe Routes to School Sidewalk Gap Closure	Install curb, gutter, sidewalks, crosswalks	5,982	5,384	490	565	-	4,329	490	452	113	4,329	-	X	X	85.20
SJ	Stockton	El Dorado and Center Street Complete Streets Corridors	Install Class IV Separated Bikeways (PA&ED and PS&E Only)	16,483	1,986	798	-	1,188	-	798	1,188	-	-	-	X	X	82.80
SJ	Lathrop	Class II Bikeway to ACE Station	Install Class II bike lanes	1,422	1,350	242	1,108	-	-	97	145	-	1,108	-	X		81.40
SJ	Stockton	West Lane and Airport Way Complete Street Corridor	Install Class IV Separated Bikeway, pedestrian facilities, and streetscape elements (PA&ED Only)	31,091	1,472	1,472	-	-	-	1,472	-	-	-	-	X		80.20
SJ	Stockton	West Eighth Street Multi-modal Corridor Project	Install road diet and Class IV Separated Bikeways	1,450	1,219	243	-	976	-	93	117	33	976	-	X		80.00
SJ	San Joaquin County	Pock Lane Improvements	Install 6' paved shoulder for bicyclists and pedestrians	813	813	45	100	-	668	45	100	-	668	-	X		78.80
SJ	Stockton	Pacific Avenue Complete Streets Corridor	Install Class IV Separated Bikeway and improve pedestrian facilities (PA&ED and RW Only)	18,497	1,040	867	-	-	173	867	-	173	-	-	X		78.40
SJ	Stockton	City of Stockton Pedestrian Safety and Action Plan	Citywide Pedestrian Safety and Action Plan	550	550	550	-	-	-	-	-	-	-	550	X		74.80
SJ	Escalon	First Street Improvements	Install curb, gutter, sidewalk, ADA ramps, landscaping, bike route	1,053	553	553	-	-	-	-	-	-	553	-	X		73.80
SJ	Stockton	Carolyn Weston Boulevard Protected Bike Lanes Projects	Install road diet and Class IV Separated Bikeways	1,894	1,704	144	162	1,398	-	144	162	-	1,398	-	X	X	71.00
SJ	Tracy	MacArthur Drive Sidewalk between Schulte Road and 6th Street	Install sidewalk, curb, gutter	409	364	25	339	-	-	-	25	-	339	-	X	X	70.40
SJ	San Joaquin County	Woodbridge School Access Improvements	Install sidewalk, curb, gutter	525	525	35	59	-	431	35	59	-	431	-		X	68.00
SJ	San Joaquin County	Diverting Canal Class I Bike Path Extension	Install Class I Bike Path	292	292	22	30	-	240	22	30	-	240	-	X		66.80
SJ	Ripon	Second St Bike Path & Improvements	Install Class II and Class III Bicycle Facilities and bulb-outs	677	677	-	-	30	647	10	20	-	647	-			63.80
SJ	Manteca	Main Street Pedestrian and Bike Improvements Project, Manteca	Install Class II Bike Lanes and crosswalks	646	582	45	537	-	-	45	59	-	478	-	X		63.60
SJ	Manteca	Lathrop Road Pedestrian and Bike Improvements Project, Manteca	Install Class II Bike Lanes, crosswalks, and sidewalks	5,245	4,721	225	614	-	3,882	225	614	-	3,882	-	X		62.80
SJ	Tracy	Lammers Road Sidewalk	Install sidewalk, curb, gutter	1,304	1,034	100	-	934	-	-	100	-	934	-			61.00
SJ	Escalon	Main Street Bike and Pedestrian Improvement 3rd to St. John	Install curb, gutter, sidewalks, speed feedback signs, Class II bike lanes	788	763	29	734	-	-	29	77	-	657	-	X		60.80
SJ	Manteca	Woodward Avenue Pedestrian and Bike Improvements Project, Manteca	Install Class II Bike Lanes and crosswalks	1,299	1,169	90	119	960	-	90	119	-	960	-	X		60.80
SJ	Manteca	Yosemite Avenue Pedestrian and Bike Improvements Project, Manteca	Install Class II Bike Lanes and crosswalk enhancements	645	581	45	59	477	-	45	59	-	477	-	X		60.20
Total				91,065	26,779	6,020	4,426	5,963	10,370	4,507	3,326	319	18,077	550			

PA&ED: Environmental Phase	RW: Right-of-Way Phase	NI: Non-Infrastructure	SRTS: Safe Routes to School
PS&E: Plans, Specifications & Estimate Phase	CON: Construction Phase	DAC: Benefit to Disadvantaged Communities	

**2019 Active Transportation Program Recommendations
San Joaquin Council of Governments - MPO Component
(\$1000's)**

MPO	Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
SJCOG	10-San Joaquin County-1	San Joaquin	Oro Avenue & Section Avenue Sidewalk Improvements	\$1,439	\$1,439	75	180	1,184		75	180		1,184		Infrastructure - S	X	X	86.8
SJCOG	10-Stockton-4	San Joaquin	SRTS Sidewalk Gap Closure*	\$5,982	\$2,075	490	565		1,020	490	452	113	1,020		Infrastructure - M	X	X	85.2
				\$7,421	\$3,514	\$565	\$745	\$1,184	\$1,020									
	*This project requested \$5,384,000, however only \$2,075,000 of programming capacity remains. Staff will work with the agency to ensure a fully funded project.																	
	CON: Construction Phase		RW: Right-of-Way Phase															
	DAC: Benefit to Disadvantaged Communities		SRTS: Safe Routes to School															
	NI: Non-Infrastructure		S: Small															
	PA&ED: Environmental Phase		M: Medium															
	Plan: Active Transportation Plan		L: Large															
	PS&E: Plans, Specifications & Estimate Phase																	

SJCOG 2019 ATP Contingency Project List

Application ID	Jurisdiction	Project Name	Score	Contingency List Rank	Total Project Cost	Contingency List Maximum Amount
10-Stockton-4	Stockton	Safe Routes to School Sidewalk Gap Closure	85.20	1	\$5,982,000	\$3,309,000
10-Stockton-9	Stockton	El Dorado & Center Street Complete Streets Corridors	82.80	2	\$16,483,000	\$1,986,000
10-Lathrop-1	Lathrop	Class II Bikeway to ACE Station	81.40	3	\$1,422,000	\$1,350,000
10-Stockton-7	Stockton	West Lane and Airport Way Complete Streets Corridor	80.20	4	\$31,091,000	\$1,472,000
10-Stockton-5	Stockton	West Eighth Street Multi-modal Corridor Project	80.00	5	\$1,450,000	\$1,219,000
10-San Joaquin County-2	SJ County	Pock Lane Pedestrian Pathway	78.80	6	\$813,000	\$813,000
10-Stockton-8	Stockton	Pacific Avenue Complete Streets Corridor	78.40	7	\$18,497,000	\$1,040,000
10-Stockton-2	Stockton	Pedestrian Safety and Action Plan	74.80	8	\$550,000	\$550,000
10-Escalon-1	Escalon	First Street Improvements	73.80	9	\$1,053,000	\$553,000
10-Stockton-6	Stockton	Carolyn Weston Boulevard Protected Bike Lanes	71.00	10	\$1,894,000	\$1,704,000
Tracy	Tracy	MacArthur Drive Sidewalk Between Schulte Road and 6th Street	70.40	11	\$409,000	\$364,000
10-San Joaquin County-3	SJ County	Woodbridge School Access Improvements	68.00	12	\$525,000	\$525,000
10-San Joaquin County-4	SJ County	Diverting Canal Class I Bikeway	66.80	13	\$292,000	\$292,000
10-Ripon-1	Ripon	Second Street Bike Path & Improvements	63.80	14	\$677,000	\$677,000
10-Manteca-5	Manteca	Main Street Pedestrian and Bike Improvements Project, Manteca	63.60	15	\$646,000	\$582,000
10-Manteca-1	Manteca	Lathrop Road Pedestrian and Bike Improvements Project, Manteca	62.80	16	\$5,245,000	\$4,721,000
Tracy	Tracy	Lammers Road Sidewalk	61.00	17	\$1,304,000	\$1,034,000
10-Escalon-2	Escalon	Main Street Bike and Pedestrian Improvements 3rd St. to St. John Rd.	60.80	18	\$788,000	\$763,000
10-Manteca-4	Manteca	Woodward Avenue Pedestrian and Bike Improvements Project, Manteca	60.80	18	\$1,299,000	\$1,169,000
10-Manteca-2	Manteca	Yosemite Avenue Pedestrian and Bike Improvements Project, Manteca	60.20	19	\$645,000	\$581,000
Total:					\$91,065,000	\$24,704,000

Per the ATP Guidelines, an MPO 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 to secure an Allocation or Time Extension, or award a Construction Contract from the CTC for the Construction Phase according to the CTC's Timely Use of Funds policy. This contingency list will be in effect only until the adoption of the next Statewide ATP program in 2021. Any amendments shifting funds to a project on the Contingency Project List are subject to approval by the SJCOG Board and the CTC.



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-19-17

RESOLUTION ADOPTING THE 2019 ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 4 FUNDING RECOMMENDATIONS

WHEREAS, the San Joaquin Council of Governments (SJCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, the Active Transportation Program (ATP) is a four-year program covering fiscal years 2019/20, 2020/21, 2021/22, and 2022/23; and

WHEREAS, on May 16, 2018, the California Transportation Commission (CTC) adopted the 2019 ATP Fund Estimate; and

WHEREAS, the 2019 ATP Fund Estimate identifies \$3,514,000 available in ATP funds for the San Joaquin Region; and

WHEREAS, a minimum of twenty-five percent of the ATP funds distributed to the San Joaquin Region must benefit a disadvantaged community; and

WHEREAS, SJCOG has convened a multi-disciplinary scoring committee that developed the ATP programming recommendations in accordance with the CTC's adopted 2019 ATP Cycle 4 Guidelines; and

NOW, THEREFORE BE IT RESOLVED that the 2019 ATP Cycle 4 funding recommendation for fiscal years 2019/20, 2020/21, 2021/22, and 2022/23 is hereby adopted as follows:

1. San Joaquin County: Oro Avenue & Section Avenue Sidewalk Improvements
 - o \$1,439,000 2019 ATP Cycle 4 funds
2. City of Stockton: SRTS Sidewalk Gap Closure
 - o \$2,075,000 2019 ATP Cycle 4 funds

BE IT FURTHER RESOLVED that the 2019 ATP Cycle 4 contingency project list funding recommendation for fiscal years 2019/20, 2020/21, 2021/22, and 2022/23 is hereby adopted as follows:

1. City of Stockton: SRTS Sidewalk Gap Closure
 - o Up to \$3,309,000 2019 ATP Cycle 4 funds
2. City of Stockton: El Dorado & Center Street Complete Streets Corridors
 - o Up to \$1,986,000 2019 ATP Cycle 4 funds
3. City of Lathrop: Class II Bikeway to ACE Station
 - o Up to \$1,350,000 2019 ATP Cycle 4 funds
4. City of Stockton: West Lane and Airport Way Complete Streets Corridor
 - o Up to \$1,472,000 2019 ATP Cycle 4 funds

5. City of Stockton: West Eighth Street Multi-modal Corridor Project
 - Up to \$1,219,000 2019 ATP Cycle 4 funds
6. San Joaquin County: Pock Lane Pedestrian Pathway
 - Up to \$813,000 2019 ATP Cycle 4 funds
7. City of Stockton: Pacific Avenue Complete Streets Corridor
 - Up to \$1,040,000 2019 ATP Cycle 4 funds
8. City of Stockton: Pedestrian Safety and Action Plan
 - Up to \$550,000 2019 ATP Cycle 4 funds
9. City of Escalon: First Street Improvements
 - Up to \$553,000 2019 ATP Cycle 4 funds
10. City of Stockton: Carolyn Weston Boulevard Protected Bike Lanes
 - Up to \$1,704,000 2019 ATP Cycle 4 funds
11. City of Tracy: MacArthur Drive Sidewalk Between Schulte Road and 6th Street
 - Up to \$364,000 2019 ATP Cycle 4 funds
12. San Joaquin County: Woodbridge School Access Improvements
 - Up to \$525,000 2019 ATP Cycle 4 funds
13. San Joaquin County: Diverting Canal Class I Bikeway
 - Up to \$292,000 2019 ATP Cycle 4 funds
14. City of Ripon: Second Street Bike Path & Improvements
 - Up to \$677,000 2019 ATP Cycle 4 funds
15. City of Manteca: Main Street Pedestrian and Bike Improvements Project, Manteca
 - Up to \$582,000 2019 ATP Cycle 4 funds
16. City of Manteca: Lathrop Road Pedestrian and Bike Improvements Project, Manteca
 - Up to \$4,721,000 2019 ATP Cycle 4 funds
17. City of Tracy: Lammers Road Sidewalk
 - Up to \$1,034,000 2019 ATP Cycle 4 funds
18. City of Escalon: Main Street Bike and Pedestrian Improvements 3rd St. to St. John Rd.
 - Up to \$763,000 2019 ATP Cycle 4 funds
19. City of Manteca: Woodward Avenue Pedestrian and Bike Improvements Project, Manteca
 - Up to \$1,169,000 2019 ATP Cycle 4 funds
20. City of Manteca: Yosemite Avenue Pedestrian and Bike Improvements Project, Manteca
 - Up to \$581,000 2019 ATP Cycle 4 funds

BE IT FURTHER RESOLVED that the Executive Director is authorized to make administrative changes, as needed, to ensure that the projects are implemented in the most efficient and cost effective manner possible.

THE FOREGOING RESOLUTION was passed and adopted by the SJCOG this 28th day of February, 2019.

AYES:

NOES:

ABSENT:

ROBERT RICKMAN
Chair

2019 Active Transportation Program Cycle 4
San Joaquin Council of Governments - MPO Component
Applications Summaries and Scores
(\$1000's)

Co	Applicant	Project Title	Description	Total Project Cost	Total ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	RW	CON	CON NI	DAC	SRTS	Final Score
SJ	San Joaquin County	Oro Ave & Section Ave Sidewalk Improvements	Install sidewalk curb, gutter, and ADA ramps	1,439	1,439	75	180	-	1,184	75	180	-	1,184	-	X	X	86.80
SJ	Stockton	Safe Routes to School Sidewalk Gap Closure	Install curb, gutter, sidewalks, crosswalks	5,982	5,384	490	565	-	4,329	490	452	113	4,329	-	X	X	85.20
SJ	Stockton	El Dorado and Center Street Complete Streets Corridors	Install Class IV Separated Bikeways (PA&ED and PS&E Only)	16,483	1,986	798	-	1,188	-	798	1,188	-	-	-	X	X	82.80
SJ	Lathrop	Class II Bikeway to ACE Station	Install Class II bike lanes	1,422	1,350	242	1,108	-	-	97	145	-	1,108	-	X		81.40
SJ	Stockton	West Lane and Airport Way Complete Street Corridor	Install Class IV Separated Bikeway, pedestrian facilities, and streetscape elements (PA&ED Only)	31,091	1,472	1,472	-	-	-	1,472	-	-	-	-	X		80.20
SJ	Stockton	West Eighth Street Multi-modal Corridor Project	Install road diet and Class IV Separated Bikeways	1,450	1,219	243	-	976	-	93	117	33	976	-	X		80.00
SJ	San Joaquin County	Pock Lane Improvements	Install 6' paved shoulder for bicyclists and pedestrians	813	813	45	100	-	668	45	100	-	668	-	X		78.80
SJ	Stockton	Pacific Avenue Complete Streets Corridor	Install Class IV Separated Bikeway and improve pedestrian facilities (PA&ED and RW Only)	18,497	1,040	867	-	-	173	867	-	173	-	-	X		78.40
SJ	Stockton	City of Stockton Pedestrian Safety and Action Plan	Citywide Pedestrian Safety and Action Plan	550	550	550	-	-	-	-	-	-	-	550	X		74.80
SJ	Escalon	First Street Improvements	Install curb, gutter, sidewalk, ADA ramps, landscaping, bike route	1,053	553	553	-	-	-	-	-	-	553	-	X		73.80
SJ	Stockton	Carolyn Weston Boulevard Protected Bike Lanes Projects	Install road diet and Class IV Separated Bikeways	1,894	1,704	144	162	1,398	-	144	162	-	1,398	-	X	X	71.00
SJ	Tracy	MacArthur Drive Sidewalk between Schulte Road and 6th Street	Install sidewalk, curb, gutter	409	364	25	339	-	-	-	25	-	339	-	X	X	70.40
SJ	San Joaquin County	Woodbridge School Access Improvements	Install sidewalk, curb, gutter	525	525	35	59	-	431	35	59	-	431	-		X	68.00
SJ	San Joaquin County	Diverting Canal Class I Bike Path Extension	Install Class I Bike Path	292	292	22	30	-	240	22	30	-	240	-	X		66.80
SJ	Ripon	Second St Bike Path & Improvements	Install Class II and Class III Bicycle Facilities and bulb-outs	677	677	-	-	30	647	10	20	-	647	-			63.80
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SJ	Tracy	Lammers Road Sidewalk	Install sidewalk, curb, gutter	1,304	1,034	100	-	934	-	-	100	-	934	-			61.00
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Total				91,065	26,779	6,020	4,426	5,963	10,370	4,507	3,326	319	18,077	550			

PA&ED: Environmental Phase	RW: Right-of-Way Phase	NI: Non-Infrastructure	SRTS: Safe Routes to School
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**2019 Active Transportation Program Recommendations
San Joaquin Council of Governments - MPO Component
(\$1000's)**

MPO	Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
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SJCOG	10-Stockton-4	San Joaquin	SRTS Sidewalk Gap Closure*	\$5,982	\$2,075	490	565		1,020	490	452	113	1,020		Infrastructure - M	X	X	85.2
				\$7,421	\$3,514	\$565	\$745	\$1,184	\$1,020									
	*This project requested \$5,384,000, however only \$2,075,000 of programming capacity remains. Staff will work with the agency to ensure a fully funded project.																	
	CON: Construction Phase		RW: Right-of-Way Phase															
	DAC: Benefit to Disadvantaged Communities		SRTS: Safe Routes to School															
	NI: Non-Infrastructure		S: Small															
	PA&ED: Environmental Phase		M: Medium															
	Plan: Active Transportation Plan		L: Large															
	PS&E: Plans, Specifications & Estimate Phase																	

SJCOG 2019 ATP Contingency Project List

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10-San Joaquin County-2	SJ County	Pock Lane Pedestrian Pathway	78.80	6	\$813,000	\$813,000
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10-Escalon-1	Escalon	First Street Improvements	73.80	9	\$1,053,000	\$553,000
10-Stockton-6	Stockton	Carolyn Weston Boulevard Protected Bike Lanes	71.00	10	\$1,894,000	\$1,704,000
Tracy	Tracy	MacArthur Drive Sidewalk Between Schulte Road and 6th Street	70.40	11	\$409,000	\$364,000
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10-Ripon-1	Ripon	Second Street Bike Path & Improvements	63.80	14	\$677,000	\$677,000
10-Manteca-5	Manteca	Main Street Pedestrian and Bike Improvements Project, Manteca	63.60	15	\$646,000	\$582,000
10-Manteca-1	Manteca	Lathrop Road Pedestrian and Bike Improvements Project, Manteca	62.80	16	\$5,245,000	\$4,721,000
Tracy	Tracy	Lammers Road Sidewalk	61.00	17	\$1,304,000	\$1,034,000
10-Escalon-2	Escalon	Main Street Bike and Pedestrian Improvements 3rd St. to St. John Rd.	60.80	18	\$788,000	\$763,000
10-Manteca-4	Manteca	Woodward Avenue Pedestrian and Bike Improvements Project, Manteca	60.80	18	\$1,299,000	\$1,169,000
10-Manteca-2	Manteca	Yosemite Avenue Pedestrian and Bike Improvements Project, Manteca	60.20	19	\$645,000	\$581,000
Total:					\$91,065,000	\$24,704,000

Per the ATP Guidelines, an MPO 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 to secure an Allocation or Time Extension, or award a Construction Contract from the CTC for the Construction Phase according to the CTC's Timely Use of Funds policy. This contingency list will be in effect only until the adoption of the next Statewide ATP program in 2021. Any amendments shifting funds to a project on the Contingency Project List are subject to approval by the SJCOG Board and the CTC.



RESOLUTION SAN JOAQUIN COUNCIL OF GOVERNMENTS

R-19-17

RESOLUTION ADOPTING THE 2019 ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 4 FUNDING RECOMMENDATIONS

WHEREAS, the San Joaquin Council of Governments (SJCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, the Active Transportation Program (ATP) is a four-year program covering fiscal years 2019/20, 2020/21, 2021/22, and 2022/23; and

WHEREAS, on May 16, 2018, the California Transportation Commission (CTC) adopted the 2019 ATP Fund Estimate; and

WHEREAS, the 2019 ATP Fund Estimate identifies \$3,514,000 available in ATP funds for the San Joaquin Region; and

WHEREAS, a minimum of twenty-five percent of the ATP funds distributed to the San Joaquin Region must benefit a disadvantaged community; and

WHEREAS, SJCOG has convened a multi-disciplinary scoring committee that developed the ATP programming recommendations in accordance with the CTC's adopted 2019 ATP Cycle 4 Guidelines; and

NOW, THEREFORE BE IT RESOLVED that the 2019 ATP Cycle 4 funding recommendation for fiscal years 2019/20, 2020/21, 2021/22, and 2022/23 is hereby adopted as follows:

1. San Joaquin County: Oro Avenue & Section Avenue Sidewalk Improvements
 - o \$1,439,000 2019 ATP Cycle 4 funds
2. City of Stockton: SRTS Sidewalk Gap Closure
 - o \$2,075,000 2019 ATP Cycle 4 funds

BE IT FURTHER RESOLVED that the 2019 ATP Cycle 4 contingency project list funding recommendation for fiscal years 2019/20, 2020/21, 2021/22, and 2022/23 is hereby adopted as follows:

1. City of Stockton: SRTS Sidewalk Gap Closure
 - o Up to \$3,309,000 2019 ATP Cycle 4 funds
2. City of Stockton: El Dorado & Center Street Complete Streets Corridors
 - o Up to \$1,986,000 2019 ATP Cycle 4 funds
3. City of Lathrop: Class II Bikeway to ACE Station
 - o Up to \$1,350,000 2019 ATP Cycle 4 funds
4. City of Stockton: West Lane and Airport Way Complete Streets Corridor
 - o Up to \$1,472,000 2019 ATP Cycle 4 funds

5. City of Stockton: West Eighth Street Multi-modal Corridor Project
 - Up to \$1,219,000 2019 ATP Cycle 4 funds
6. San Joaquin County: Pock Lane Pedestrian Pathway
 - Up to \$813,000 2019 ATP Cycle 4 funds
7. City of Stockton: Pacific Avenue Complete Streets Corridor
 - Up to \$1,040,000 2019 ATP Cycle 4 funds
8. City of Stockton: Pedestrian Safety and Action Plan
 - Up to \$550,000 2019 ATP Cycle 4 funds
9. City of Escalon: First Street Improvements
 - Up to \$553,000 2019 ATP Cycle 4 funds
10. City of Stockton: Carolyn Weston Boulevard Protected Bike Lanes
 - Up to \$1,704,000 2019 ATP Cycle 4 funds
11. City of Tracy: MacArthur Drive Sidewalk Between Schulte Road and 6th Street
 - Up to \$364,000 2019 ATP Cycle 4 funds
12. San Joaquin County: Woodbridge School Access Improvements
 - Up to \$525,000 2019 ATP Cycle 4 funds
13. San Joaquin County: Diverting Canal Class I Bikeway
 - Up to \$292,000 2019 ATP Cycle 4 funds
14. City of Ripon: Second Street Bike Path & Improvements
 - Up to \$677,000 2019 ATP Cycle 4 funds
15. City of Manteca: Main Street Pedestrian and Bike Improvements Project, Manteca
 - Up to \$582,000 2019 ATP Cycle 4 funds
16. City of Manteca: Lathrop Road Pedestrian and Bike Improvements Project, Manteca
 - Up to \$4,721,000 2019 ATP Cycle 4 funds
17. City of Tracy: Lammers Road Sidewalk
 - Up to \$1,034,000 2019 ATP Cycle 4 funds
18. City of Escalon: Main Street Bike and Pedestrian Improvements 3rd St. to St. John Rd.
 - Up to \$763,000 2019 ATP Cycle 4 funds
19. City of Manteca: Woodward Avenue Pedestrian and Bike Improvements Project, Manteca
 - Up to \$1,169,000 2019 ATP Cycle 4 funds
20. City of Manteca: Yosemite Avenue Pedestrian and Bike Improvements Project, Manteca
 - Up to \$581,000 2019 ATP Cycle 4 funds

BE IT FURTHER RESOLVED that the Executive Director is authorized to make administrative changes, as needed, to ensure that the projects are implemented in the most efficient and cost effective manner possible.

THE FOREGOING RESOLUTION was passed and adopted by the SJCOG this 28th day of February, 2019.

AYES: Councilmember Andrade, Stockton; Supervisor Elliot, SJC; Councilmember Jobrack, Stockton; Mayor Pro Tem Kuehne, Lodi; Councilmember Lenz, Stockton; Supervisor Miller, SJC; Councilmember Murken, Escalon; Mayor Rickman, Tracy; Councilmember Singh, Manteca; Supervisor Winn, SJC; Mayor Zuber, Ripon.

NOES: None.

ABSENT: Mayor Dhaliwal, Lathrop.


ROBERT RICKMAN
Chair

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



10-San Joaquin County-1

Oro Ave & Section Ave Sidewalk Improvements

Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 03/05/19	
District	EA	Project ID		PPNO	MPO ID		Alt Project. ID/prg.
10							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SJ				San Joaquin County			
				MPO		Element	
				SJCOG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Laurel Sears		(209) 468-3085		lsears@sjgov.org			
Project Title							
Oro Ave & Section Ave Sidewalk Improvements							
Location (Project Limits), Description (Scope of Work)							
Oro Ave between Section Ave and E Main St; Section Ave between Oro Ave and Sinclair Ave.							
Component		Implementing Agency					
PA&ED		San Joaquin County					
PS&E		San Joaquin County					
Right of Way		San Joaquin County					
Construction		San Joaquin County					
Legislative Districts							
Assembly: 9		Senate: 5		Congressional: 9			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
This project will benefit the under-served community of South Garden Acres, providing a paved ADA-accessible sidewalk connection between services on Section Avenue and Main Street with the neighborhood housing on Oro Avenue and surrounding areas. There are grocery markets, childcare facilities and transit stops on both the north end of the project area and the south end. However, there are no sidewalks that allow safe pedestrian travel between the two areas.							
Purpose and Need							
The purpose of this project is to install sidewalk, curb and gutter and ADA accessible ramps in this DAC community. This project is necessary to provide a safe pedestrian pathway connections between where people live and the South Garden Acres network of services like grocery stores, post offices, transit stops and Wilhelmina Henry Elementary School.							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Sidewalk miles		Feet		4,038	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				03/05/19			
Begin Environmental (PA&ED) Phase						09/01/2019	
Circulate Draft Environmental Document (Document Type)				ND/CE		07/01/2020	
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						08/26/2020	
Begin Design (PS&E) Phase						11/01/2020	
End Design Phase (Ready to List for Advertisement Milestone)						06/29/2021	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						09/01/2021	
End Construction Phase						11/29/2021	
Begin Closeout Phase						12/01/2021	
End Closeout Phase (Closeout Report)						06/30/2022	



Additional Information	Date:	03/05/19
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The sidewalks will also benefit school children and their parents who live along Oro Avenue by allowing them to walk to W. Henry Elementary school on a sidewalk, instead of in the path of vehicular traffic. Using Safe Routes to School surveys, it is clear that parents do not feel their children are safe to walk on these streets. As well, the County has participated in the community's monthly meetings to understand safety concerns and locations of concerns. The community has made it clear that this area needs sidewalks to support pedestrian connection in this neighborhood.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



10-San Joaquin County-1

Oro Ave & Section Ave Sidewalk Improvements

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	San Joaquin	n/a				

SECTION 1 - All Projects**Project Background**

Characters Remaining: 555

This project came about because community members requested help from the County in their monthly neighborhood meetings. They have cited lack of safe pathways in this area as a mobility barrier.

Programming Change Requested

Characters Remaining: 672

Installation of sidewalk, curb and gutter and ADA ramps along project pathway.

Reason for Proposed Change

Characters Remaining: 567

Lack of sidewalks is a barrier to mobility for children and adults alike. Neighbors cannot access services, goods, transit connections and the school in a safe way without sidewalks.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Characters Remaining: 572

N/A

Other Significant Information

Characters Remaining: 1997

N/A

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Laurel Sears		Associate Planner	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 03/05/2019

Project Information:

Project Title: Safe Routes to School Sidewalk Gap Closure

District	County	Route	EA	Project ID	PPNO
10	SJ	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)			544					544	
PS&E				502				502	
R/W				126				126	
CON						4,810		4,810	
TOTAL			544	628		4,810		5,982	

ATP Funds	Infrastructure Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)			490					490	Caltrans
PS&E				452				452	Notes:
R/W				113				113	
CON						1,020		1,020	
TOTAL			490	565		1,020		2,075	

ATP Funds	Non-infrastructure Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Funding Need								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									Fund type (if known): 2021 ATP Cycle 5, CMAQ, Measure, etc.
CON						3,309		3,309	
TOTAL						3,309		3,309	

Fund type (if known): 2021 ATP Cycle 5, CMAQ, Measure, etc.

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 03/05/2019

Project Information:									
Project Title: Safe Routes to School Sidewalk Gap Closure									
District	County	Route	EA	Project ID	PPNO				
10	SJ	VAR							
Fund No. 2:	City of Stockton								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)			54					54	Stockton
PS&E				50				50	Notes:
R/W				13				13	
CON						481		481	
TOTAL			54	63		481		598	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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Los Angeles, CA 90017
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Corridor Agencies

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Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino
County

RESOLUTION NO. 19-610-1

A RESOLUTION OF THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) APPROVING THE RECOMMENDED PROJECT LIST FOR THE 2019 SCAG REGIONAL ACTIVE TRANSPORTATION PROGRAM (ATP)

WHEREAS, the Southern California Association of Governments ("SCAG") is the Metropolitan Planning Organization, for the six county region consisting of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties pursuant to 23 U.S.C. § 134 et seq. and 49 U.S.C. § 5303 et seq.;

WHEREAS, the Active Transportation Program was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

WHEREAS, Streets and Highways Code Section 2382(k) allows the California Transportation Commission to adopt separate guidelines for the metropolitan planning organizations charged with awarding funds to projects pursuant to Streets and Highways Code Section 2381(a)(1) relative to project selection;

WHEREAS, the SCAG adopted Regional Program Guidelines in with input from the six Southern California county transportation commissions on July 5, 2018 to govern award of projects funded through the SCAG Regional Program;

WHEREAS, the SCAG is amending the Regional Program Guidelines with input from the six Southern California county transportation commissions to maximize planning funding and address minor inconsistencies in the guidelines;

WHEREAS, the Active Transportation Program Guidelines (Resolution G-18-19) require metropolitan planning organizations to submit their Regional Program of projects and contingency list to the Commission by April 30, 2019;

WHEREAS, SCAG in collaboration with the six Southern California county transportation commissions has implemented a project selection process that meets the requirements of the Active Transportation Program Guidelines (Resolution G-18-19) and Regional Program Guidelines, and has reached consensus on the 2019 SCAG Regional Active Transportation Program and Contingency List.

NOW, THEREFORE, BE IT RESOLVED that the Regional Council of the Southern California Association of Governments does hereby adopt the 2019 SCAG Regional Active Transportation Program and Updated Regional Program Guidelines.

BE IT FURTHER RESOLVED THAT:

1. The Regional Council directs staff to submit the amended Regional Program Guidelines and the Regional Program Project and Contingency List for the 2019 SCAG Regional Active Transportation Program to the California Transportation Commission.

2. The Regional Council defers approval of any further minor revision and administrative amendments to the 2019 SCAG Regional Active Transportation Program to SCAG's Executive Director.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at its regular meeting this 4th day of April, 2019.




Alan D. Wapner
President, SCAG

Attested by:



Darin Chidsey
Interim Executive Director

Approved as to Form:



Joann Africa
Chief Counsel

**2019 Active Transportation Program Recommendations - SCAG Regional Program
(\$1000s)**

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score	Final Regional Score	State Funding
SCAG	11-Imperial County-2	Imperial	Heffernan Avenue from 14th Street to 10th Street	\$727	\$642	87	44	511		8	79	44	511		Infrastructure - S	X	X	71	91	\$642
SCAG	7-Huntington Park-1	Los Angeles	Huntington Park Bicycle and Pedestrian Safety and Connectivity Project	\$4,650	\$4,117	58		288	3,771	58	288		3,771		Infrastructure - M	X		89	99	\$4,117
SCAG	7-LA Bureau of Street Services (Engineering Division)-8	Los Angeles	Broadway-Manchester Active Transportation Equity Project	\$46,600	\$24,821	4,000		1,200	19,621	4,000	1,200		19,621		Infrastructure - L	X	X	89	99	\$0
SCAG	7-Los Angeles Department of Public Works (Bureau of Engineering)-7	Los Angeles	LA River Greenway, West San Fernando Valley Gap Closure	\$51,822	\$18,793	900		17,893			500	400	17,893		Infrastructure - L	X		89	99	\$18,793
SCAG	12-Costa Mesa-1	Orange	Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project	\$1,300	\$1,105	1,105							1,105		Infrastructure - S	X	X	87	107	\$1,105
SCAG	12-Santa Ana-10	Orange	McFadden Avenue Protected Bike Lane and Bicycle Boulevard Project	\$6,999	\$6,999	1,124	5,875			102	1,022		5,875		Infrastructure - M	X		81	101	\$0
SCAG	12-Santa Ana-14	Orange	Standard Avenue Protected Bike Lane and Protected Intersection Project	\$6,666	\$6,666	1,222	5,444			122	1,100		5,444		Infrastructure - M	X		80.5	99.5	\$0
SCAG	8-City of Palm Desert-1	Riverside	San Pablo Avenue Improvements from Fred Waring to Magnesia Falls	\$4,503	\$3,222	3,222							3,222		Infrastructure - M	X	X	86	106	\$3,222
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-2	Riverside	Riverside County SRTS, Corona	\$580	\$325		325							325	Non-Infrastructure	X	X	86	86	\$325
SCAG	8-Riverside County Transportation Department-2	Riverside	El Toro Road-Dexter Avenue SRTS Sidewalk Project	\$2,311	\$2,311	\$50	\$410		1,851	50	330	80	1,763	88	Infrastructure + NI - M	X	X	77	87	\$2,311
SCAG	8-Lake Elsinore-3	Riverside	Murrieta Creek Multi-Use Trail - Palomar Trail to Lake Trail	\$5,079	\$5,079	\$365	\$350	460	3,904	365	350	460	3,904		Infrastructure - M			76	86	\$5,079
SCAG	8-Fontana-2	San Bernardino	Fontana SRTS Gap Closure	\$1,477	\$1,477	223	1,254			12	124	87	1,254		Infrastructure - S	X	X	88	108	\$1,477
SCAG	8-Rialto-3	San Bernardino	Terra Vista Drive Neighborhood SRTS Infrastructure Implementation	\$663	\$663	20	60	583		20	60		583		Infrastructure - S	X	X	87	107	\$663
SCAG	8-Twenty-nine Palms-1	San Bernardino	Twentynine Palms SRTS Infrastructure Implementation Grant	\$1,467	\$1,467	153	51	1,263		153	51		1,263		Infrastructure - S	X	X	87	107	\$0
SCAG	8-Rialto-1	San Bernardino	Safe Routes for Active Play, Work, and Live Rialto!	\$549	\$549	549								549	Non-Infrastructure	X	X	86	106	\$549
SCAG	8-Ontario-1	San Bernardino	Pedestrian Improvements around Haynes, Vista Grande and Oaks Schools	\$6,998	\$5,764	841	4,923					841	4,767	156	Infrastructure + NI - M	X	X	84	104	\$5,764
SCAG	7-Ventura-1	Ventura	Active Transportation Mobility Plan	\$950	\$950	950								950	Plan	X	X	68	88	\$950
SCAG	7-Oxnard-2	Ventura	Oxnard Boulevard Bikeway Gap Closure	\$860	\$860	98	762				98		762		Infrastructure - S	X	X	63	83	\$860
SCAG	7-Ventura County-1	Ventura	Potrero Road Bike Lane Improvements – Phase 2	\$1,515	\$1,265	1,265							1,265		Infrastructure - S			68	78	\$1,265
SCAG	7-Thousand Oaks-1	Ventura	Los Feliz Sidewalk Phase 2	\$1,651	\$898		898						898		Infrastructure - S	X	X	56	76	\$898
SCAG	7-LA County Department of Public Works-3	Los Angeles	East LA Active Transportation Education and Encouragement Program	\$747	\$500	\$500								\$500	Non-Infrastructure	X		84	89	\$500
SCAG	12-Orange County Transportation Authority-2	Orange	Safe Travels Education Program (STEP) Campaign	\$500	\$500	\$500								\$500	Non-Infrastructure	X	X	74	94	\$500
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-3	Riverside	Riverside County SRTS Program, Desert Hot Springs	\$610	\$500		\$500							\$500	Non-Infrastructure	X	X	87	87	\$500
SCAG	8-San Bernardino Association of Government-2	San Bernardino	San Bernardino County SRTS Program	\$1,053	\$500	\$500								\$500	Non-Infrastructure	X	X	83	103	\$500
SCAG	SCAG	Various	SCAG 2019 Local Demonstration Initiative	\$2,599	\$2,599	\$2,599								\$2,599	Non-Infrastructure	X		N/A	N/A	\$2,599
				\$152,876	\$92,572	\$20,331	\$20,896	\$22,198	\$29,147	\$4,890	\$5,202	\$1,912	\$73,901	\$6,667						\$52,619

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

RW: Right-of-Way Phase
SRTS: Safe Routes to School
S: Small
M: Medium
L: Large

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score	MPO Score
Imperial County																			
SCAG	11-City of Calipatria-1	Imperial	City of Calipatria Non-Motorized Community Safety Project	\$4,563	\$4,517	300	5	4,212			300	5	4,183	29	Infrastructure + NI - M	X	X	75	85
SCAG	11-Imperial County-1	Imperial	West Side of Heber Avenue from 10th Street to Fawcett	\$1,045	\$923	105	40	778		13	92	40	778		Infrastructure - S	X	X	53	63
SCAG	11-Calexico-1	Imperial	Calexico New River Parkway Project	\$2,589	\$2,489	360	2,129				40	320	2,129		Infrastructure - M	X		40	50
SCAG	11-Imperial County-4	Imperial	Orchard Road Bike Lane from I-8 to Holtville City Limits	\$1,944	\$1,719	131		1,588		8	123		1,588		Infrastructure - M	X		37	47
Los Angeles County																			
SCAG	7-LA Bureau of Street Services-3	Los Angeles	Rock The Boulevard: Transforming Eagle Rock with Walkable Bikeable Streets	\$16,352	\$13,080	1,600		200	11,280	1,600	200		11,280		Infrastructure - L	X		88	98
SCAG	7-LA Department of Transportation-12	Los Angeles	Berendo Middle and Neighborhood Elementary Schools Safety Improvements Project	\$21,000	\$16,800	1,224	1,623	856	13,097	1,224	1,623	856	13,097		Infrastructure - L	X	X	88	98
SCAG	7-Long Beach-3	Los Angeles	Pine Avenue Bicycle Boulevard	\$3,493	\$3,143	106	75		2,962	106	75		2,962		Infrastructure - M	X		88	98
SCAG	7-LA Department of Transportation-16	Los Angeles	Lockwood Avenue Elementary School Neighborhood Safety Improvements Project	\$6,500	\$5,200	660	220	271	4,049	660	220	271	4,049		Infrastructure - M	X	X	87	97
SCAG	7-Los Angeles-2	Los Angeles	Blue Line FLM ATP: 103rd/WATTS, Willowbrook/Rosa Parks Station	\$31,259	\$25,007	2,550	1,373	3,036	18,048	2,550	1,373	3,036	18,048		Infrastructure - L	X		87	97
SCAG	7-LA County Department of Public Works-9	Los Angeles	Blue Line First/Last Mile Improvements: Firestone and Florence Stations	\$6,121	\$4,866	605		259	4,002	605	259		4,002		Infrastructure - M	X		87	97
SCAG	7-Paramount-1	Los Angeles	West Santa Ana Branch Bikeway Phase 3	\$4,800	\$4,300	496			3,804		496		3,804		Infrastructure - M	X		86	96
SCAG	7-LA Department of Transportation-19	Los Angeles	Vision Zero/SRTS Safety Education & Active Transportation Encouragement Program	\$3,881	\$3,770	3,770								3,770	Non-Infrastructure	X	X	85	95
SCAG	7-LA County Department of Public Works-8	Los Angeles	Slauson, Willowbrook/Rosa Parks, Del Amo Blue Line Station Area Improvements	\$11,778	\$9,361	963	413	1,419	6,566	963	413	1,419	6,566		Infrastructure - L	X		85	95
SCAG	7-Culver City-1	Los Angeles	Downtown to Expo Class 4 Bikeway	\$10,242	\$8,152		8,152						8,152		Infrastructure - L	X		87	94
SCAG	7-Long Beach-1	Los Angeles	11th Street Bicycle Boulevard	\$5,575	\$4,997	160	62		4,775	160	62		4,775		Infrastructure - M	X		83	93
SCAG	7-LA Department of Transportation-15	Los Angeles	Grant Elementary School Neighborhood Safety Improvements Project	\$3,250	\$2,600	338	113	74	2,075	338	113	74	2,075		Infrastructure - M	X	X	80	90
SCAG	7-Long Beach-6	Los Angeles	Blue Line First/Last Mile ATP: Anaheim and Wardlow Stations	\$12,511	\$12,511	440	1,760		10,311	440	1,760		10,311		Infrastructure - L	X		80	90
SCAG	7-LA County Metropolitan Transportation Authority-2	Los Angeles	Metro Orange Line Elevated Bikeway Project at Van Nuys/ Sepulveda	\$20,074	\$5,000	5,000							5,000		Infrastructure - L	X		79	89
SCAG	7-LA County Department of Public Works-5	Los Angeles	San Gabriel River Bicycle Trail at Whittier Boulevard Tunnel	\$4,000	\$4,000	200	525		3,275	200	525		3,275		Infrastructure - M	X		83	88
SCAG	7-South Gate-1	Los Angeles	South Gate Regional Bikeway Connectivity Project	\$6,940	\$5,552				5,552				5,552		Infrastructure - M	X		78	88
SCAG	7-LA County Department of Public Works-1	Los Angeles	San Gabriel Valley Four Corners Bike Path Gap Closures	\$18,830	\$15,030			15,030					15,030		Infrastructure - L	X		82	87
SCAG	7-Avalon-1	Los Angeles	Tremont Five Corners School Safety Roundabouts (aka Comprehensive Pedestrian Project)	\$4,043	\$1,731	1,731							1,731		Infrastructure - M	X	X	86	86
SCAG	7-South El Monte-1	Los Angeles	South El Monte SRTS Pedestrian Safety Project	\$1,268	\$1,268	135	1,133			15	120		1,133		Infrastructure - S	X	X	81	86
SCAG	7-Carson-1	Los Angeles	City of Carson Active Transportation Project	\$1,089	\$995	995							925	70	Infrastructure + NI - S	X	X	76	86
SCAG	7-LA County Department of Public Works-12	Los Angeles	Lake Los Angeles Pedestrian Plan Implementation (Phase 1)	\$6,800	\$5,406		1,234	4,172			584	650	4,172		Infrastructure - M	X		82	85
SCAG	7-Pico Rivera-1	Los Angeles	Rivera Elementary & Rivera Middle Schools SRTS Bicycle/Pedestrian Access Improvements	\$2,675	\$2,383				2,383				2,383		Infrastructure - M	X	X	80	85
SCAG	7-LA County Department of Public Works-2	Los Angeles	Whittier Narrows Rio Hondo Bike Path Connectivity Improvements	\$2,234	\$2,234	115		330	1,789	115	280	50	1,789		Infrastructure - M	X		80	85
SCAG	7-Los Angeles-5	Los Angeles	Expo Bike Path Northvale Gap Closure	\$34,752	\$29,231	17,987		11,244				17,987	11,244		Infrastructure - L	X		77	84
SCAG	7-Burbank-1	Los Angeles	Los Angeles River Bridge	\$2,222	\$1,833	102	246		1,485	102	151	95	1,485		Infrastructure - M	X		74	84
SCAG	7-LA Department of Transportation-9	Los Angeles	Los Angeles Safe Routes to Parks	\$1,500	\$1,500	1,500								1,500	Plan	X		82	82
SCAG	7-La Puente-1	Los Angeles	Valley Boulevard Pedestrian Improvements	\$3,721	\$2,234	2,234							2,234		Infrastructure - M	X		79	82
SCAG	7-Pomona-1	Los Angeles	San Jose Creek Bike Path	\$9,409	\$9,409	718	718		7,973	718	718	7,973			Infrastructure - L	X		78	81
SCAG	7-LA Department of Public Works (Bureau of Engineering)-4	Los Angeles	Envision Eastern: El Sereno Pedestrian Safety Project	\$16,388	\$12,652	1,176	634	440	10,402	1,176	634	440	10,402		Infrastructure - L	X		70	80
SCAG	7-LA County Department of Public Works-11	Los Angeles	Eaton Wash Bike Path - Huntington Drive to Longden Avenue	\$3,569	\$3,549	500		401	2,648	500	50	351	2,648		Infrastructure - M	X		77	79
SCAG	7-LA County Department of Public Works-13	Los Angeles	San Gabriel River Bike Path Extension, Azusa	\$1,499	\$1,499	100		189	1,210	100	154	35	1,210		Infrastructure - S	X		76	78
SCAG	7-Palmdale-1	Los Angeles	Palmdale Avenue S Safe Crossings to School Project	\$956	\$841	88	753			44	44		753		Infrastructure - S	X	X	73	78
SCAG	7-Commerce-1	Los Angeles	City of Commerce Veterans Park Neighborhood Sidewalk Walkability Connectivity Project	\$3,621	\$1,619	149		1,470			149		1,470		Infrastructure - M	X		73	78
SCAG	7-LA Bureau of Street Services (Engineering Division)-2	Los Angeles	Watts Central Avenue Streetscape, Phase 2	\$3,369	\$3,369	63		533	2,773	63	533		2,773		Infrastructure - M	X		68	78
SCAG	7-Monrovia-1	Los Angeles	Monrovia Active Community Link	\$13,125	\$12,125			12,125					12,125		Infrastructure - L	X		66	76
SCAG	7-Los Angeles-1	Los Angeles	Blue Line First/Last Mile: Washington, Vernon, & Slauson Station Areas	\$32,176	\$25,741	2,635	1,419	3,036	18,651	2,635	1,419	3,036	18,651		Infrastructure - L	X		66	76
SCAG	7-LA County Department of Public Works-4	Los Angeles	Acton SRTS Project	\$1,080	\$783	84	31	140	528	84	31	140	528		Infrastructure - S		X	75	75
SCAG	7-Long Beach-4	Los Angeles	Walnut Avenue Bicycle Boulevard	\$4,515	\$4,063	162	195		3,706	162	195		3,706		Infrastructure - M	X		70	75
SCAG	7-LA County Department of Public Works-10	Los Angeles	Dominguez Channel Greenway Extension	\$4,013	\$3,390	338	177	2,875		338	177		2,875		Infrastructure - M	X		65	75
SCAG	7-LA County Department of Public Health-2	Los Angeles	East Los Angeles Safe Routes for Seniors	\$445	\$399	399								399	Non-Infrastructure	X		65	75
SCAG	7-La Canada Flintridge-1	Los Angeles	Foothill Boulevard Link Bikeway and Pedestrian Greenbelt Project	\$3,807	\$1,006	1,006							1,006		Infrastructure - M			74	74
SCAG	7-LA Department of Transportation-17	Los Angeles	SRTS Plans: Next 50 School Campuses with Most Need	\$2,350	\$2,350	2,350								2,350	Plan	X	X	72	72

SCAG	7-Commerce-2	Los Angeles	City of Commerce Rosewood Neighborhood Active Transportation Connectivity Project	\$2,323	\$1,700	1,700								1,700		Infrastructure - M	X	X	62	72
SCAG	7-LA Bureau of Street Services (Engineering Division)-18	Los Angeles	Valley Glen Community Pedestrian Improvements to Orange Line Project	\$2,363	\$1,823				1,823					1,823		Infrastructure - M	X	X	68	71
SCAG	7-Maywood-1	Los Angeles	Slauon Avenue Pedestrian Safety Project	\$2,440	\$2,148			2,098	50					2,098	50	Infrastructure + NI - M	X		60	70
SCAG	7-Lomita-2	Los Angeles	Intersection Improvement at Walnut Street, 253rd Street and Ebony Lane	\$745	\$654	29	57	568			29	57		568		Infrastructure - S	X	X	58	68
SCAG	7-Lomita-1	Los Angeles	Lomita Corridor Pedestrian Safety Improvement Program (LCPSIP)	\$998	\$998	18	73	907			18	73		907		Infrastructure - S	X	X	64	67
SCAG	7-EI Monte-1	Los Angeles	Active Streets El Monte	\$6,809	\$6,809	120	900	5,789			120	550		5,789	350	Infrastructure + NI - M	X		56	66
SCAG	7-Santa Clarita-1	Los Angeles	Newhall Metrolink Station Pedestrian and Bicycle Access Improvements	\$499	\$456			456						456		Infrastructure - S	X		56	66
SCAG	7-Long Beach-5	Los Angeles	San Gabriel River Bike Trail Bridge Rehabilitation	\$3,840	\$3,456	100	191		3,165	100	191	50		3,115		Infrastructure - M	X		63.5	65
SCAG	7-LA County Department of Public Works-7	Los Angeles	Westmont/West Athens Community Pedestrian Plan Implementation (Phase 1)	\$6,682	\$5,312	568	378	4,366			568	378		4,366		Infrastructure - M	X		60	65
SCAG	7-LA County Department of Public Works-6	Los Angeles	Vincent & Citrus Communities SRTS	\$6,900	\$5,773	502	678		4,593	502	385	293		4,593		Infrastructure - M	X	X	61	64
SCAG	7-San Fernando-1	Los Angeles	San Fernando Pedestrian Mobility Project	\$1,488	\$1,488	200	1,288			30	170			1,288		Infrastructure - S	X		53	63
SCAG	7-Lynwood-1	Los Angeles	Mid City Pedestrian and Bicycle Safety	\$6,950	\$6,250	400		5,850			100	300		5,850		Infrastructure - M	X		53	63
SCAG	7-Pasadena-1	Los Angeles	Mobility & Safety Enhancements for Pedestrians & Vehicles at Various Locations	\$3,895	\$3,895	259	3,636				259			3,636		Infrastructure - M			61.5	61.5
SCAG	7-Downey-1	Los Angeles	South Downey Active Transportation Enhancements	\$998	\$998	140	858				38			858	102	Infrastructure - NI - S	X	X	58	61
SCAG	7-Rosemead-1	Los Angeles	Installation of Rectangular Rapid Flashing Beacons by Emerson Elementary School	\$340	\$340	340				5	30			305		Infrastructure - S	X	X	51	61
SCAG	7-Artesia-1	Los Angeles	Pioneer Boulevard Pedestrian and Bicycle Improvements	\$2,003	\$1,701	1,701								1,701		Infrastructure - M	X		51	61
SCAG	7-West Covina-1	Los Angeles	West Covina SRTS Project	\$920	\$920	205	715			35	120	50		715		Infrastructure - S	X	X	53	58
SCAG	7-Rosemead-2	Los Angeles	HAWK system installation at Rosemead High School	\$390	\$390	390				5	30			355		Infrastructure - S	X	X	48	58
SCAG	7-South Pasadena-1	Los Angeles	City of South Pasadena Citywide Active Transportation Plan	\$250	\$230	230									230	Plan	X	X	55	55
SCAG	7-Lancaster-1	Los Angeles	Trail Expansion at Prime Desert Woodland Preserve	\$3,245	\$2,817	120	226	2,471			120	226		2,471		Infrastructure - M	X	X	52	55
SCAG	7-Diamond Bar-1	Los Angeles	Golden Springs Drive Mobility Improvements Project	\$4,269	\$1,908	9		121	1,778	9	121			1,778		Infrastructure - M	X		49	51
SCAG	7-Palmdale-2	Los Angeles	Palmdale Avenue R-8 Safe Crossings to School Project	\$5,555	\$4,888	858		4,030			176	220	462	4,030		Infrastructure - M	X	X	48	51
SCAG	7-Manhattan Beach-1	Los Angeles	Rowell Avenue SRTS Connectivity Improvement Project	\$1,216	\$1,216	100	150	966			100	100	50	966		Infrastructure - S		X	40	43
SCAG	7-Downey-2	Los Angeles	Downey Citywide Bicycle Master Plan Implementation (BMP) - Phase 1	\$2,866	\$573	573				51				522		Infrastructure - M	X		29	39
SCAG	7-Cerritos-1	Los Angeles	Improvements to Various Cerritos Arterial Pedestrian Crossings Serving Local Schools	\$1,887	\$1,887	1,887				25	150			1,712		Infrastructure - M		X	7	10
Orange County																				
SCAG	12-Santa Ana-6	Orange	Muir Fundamental SRTS	\$8,788	\$8,788	1,411	7,377			128	1,283			7,377		Infrastructure - L	X	X	86	98
SCAG	12-Santa Ana-7	Orange	Jefferson Elementary SRTS	\$4,444	\$4,444	714	3,730			65	649			3,730		Infrastructure - M	X	X	85	97
SCAG	12-La Habra-1	Orange	Cities of La Habra and Brea, County Bikeway Loop Connection	\$40,180	\$28,642	4,378	24,264				251	4,127		24,264		Infrastructure - L	X	X	75	95
SCAG	12-Orange County-4	Orange	OC Loop Coyote Creek Bikeway (Segment O)	\$5,580	\$3,824		3,824							3,824		Infrastructure - M	X		74	94
SCAG	12-Santa Ana-2	Orange	Carr Intermediate and Godinez High SRTS	\$1,849	\$1,849	297	1,552			27	270			1,552		Infrastructure - M	X	X	82	94
SCAG	12-Santa Ana-5	Orange	Monroe Elementary and Edison Elementary SRTS	\$6,475	\$6,475	1,040	5,435			95	945			5,435		Infrastructure - M	X	X	82	94
SCAG	12-Anaheim-1	Orange	Nohl Ranch Open Space Trail	\$5,173	\$4,356	675		3,681			289	386		3,651	30	Infrastructure + NI - M		X	78	93
SCAG	12-Santa Ana-15	Orange	Central Santa Ana Complete Streets Project	\$36,923	\$36,923	5,920	31,003			538	5,382			31,003		Infrastructure - L	X		74	93
SCAG	12-Santa Ana-13	Orange	St. Andrews Place Bicycle Boulevard Project	\$2,072	\$2,072	333	1,739			30	303			1,739		Infrastructure - M	X		83	92
SCAG	12-Santa Ana-3	Orange	Santa Ana High School, Heninger Elementary and ALA SRTS	\$6,887	\$6,887	1,106	5,781			101	1,005			5,781		Infrastructure - M	X	X	80	92
SCAG	12-Westminster-1	Orange	Westminster Citywide SRTS Master Plan	\$232	\$232	232									232	Plan	X	X	72	92
SCAG	12-Costa Mesa-3	Orange	Adams Avenue Multipurpose Trail	\$3,323	\$2,998	2,998								2,998		Infrastructure - M	X	X	70	90
SCAG	12-Santa Ana-9	Orange	Bishop Street Bicycle Boulevard Project	\$4,824	\$4,824	774	4,050			70	704			4,050		Infrastructure - M	X		80	89
SCAG	12-Santa Ana-11	Orange	Orange Avenue Bike Lane and Bicycle Boulevard Project	\$5,774	\$5,774	927	4,847			84	843			4,847		Infrastructure - M	X		79	88
SCAG	12-Caltrans-12	Orange	SR 22 & Brookhurst Street Active Transportation Improvements	\$1,500	\$1,500	80	220			1,200	80	185	35	1,200		Infrastructure - S	X	X	87	87
SCAG	12-Orange County-1	Orange	Metrolink Undercrossing, San Juan Creek Channel Biking and Riding Trail	\$1,726	\$1,500	1,500								1,500		Infrastructure - M	X		65	85
SCAG	12-Santa Ana-17	Orange	Ross Street Complete Streets	\$2,925	\$2,925	505	2,420			42	463			2,420		Infrastructure - M	X		76	85
SCAG	12-Santa Ana-8	Orange	5th Street Protected Bike Lane Project	\$4,814	\$4,814	773	4,041			70	703			4,041		Infrastructure - M	X		66	85
SCAG	12-Fullerton-1	Orange	Bridging the Gap: Bicycle and Pedestrian Facility Enhancements at SR-57	\$11,217	\$11,217	203		926	10,088	203	892	34		10,088		Infrastructure - L	X		64	84
SCAG	12-Orange County Transportation Authority-1	Orange	PE ROW Active Transportation Link	\$32,257	\$2,580	2,580				2,580						Infrastructure - L	X		59	79
SCAG	12-Placentia-1	Orange	Old Town Placentia Multi-Modal Infrastructure Project	\$5,505	\$4,204	115	305	3,784		115	305			3,784		Infrastructure - M	X		60	77
SCAG	12-Orange County-2	Orange	Santa Ana Gardens Channel Bike Trail Extension Project	\$3,455	\$2,764	379	2,385				379			2,385		Infrastructure - M	X	X	64	76
SCAG	12-Santa Ana-12	Orange	Railt Street Protected and Buffered Bike Lane Project	\$5,013	\$5,013	805	4,208			73	732			4,208		Infrastructure - M	X		57	76
SCAG	12-Laguna Hills-2	Orange	La Paz Class 1 Bike & Walking/Hiking Trails Project	\$9,926	\$9,901	272	655	8,974		272	655			8,974		Infrastructure - L	X	X	53	70
SCAG	12-Orange-1	Orange	Santiago Creek Multipurpose Trail Extension	\$9,698	\$9,698	250	2,520		6,928	250	750	1,770		6,928		Infrastructure - L	X		47.5	67.5
SCAG	12-Santa Ana-18	Orange	Memory Lane Bikeway	\$3,523	\$3,523	608	2,915			51	557			2,915		Infrastructure - M	X		55	64
SCAG	12-Costa Mesa-2	Orange	Adams Avenue and Pinecreek Drive Intersection Project	\$950	\$950	125	825			25	100			825		Infrastructure - S	X	X	42	62
SCAG	12-Irvine-1	Orange	JOST I-5 Bicycle-Pedestrian Bridge	\$14,065	\$10,938			10,938						10,938		Infrastructure - L	X		42	62
SCAG	12-Stanton-1	Orange	Stanton Rails to Trails Project	\$2,555	\$2,555	2,555						64		2,261		Infrastructure - M	X		42	62

SCAG	12-Seal Beach-1	Orange	Westminster Avenue Pedestrian/Bicycle Gap Closure and Oasis Station	\$2,500	\$2,250	40	180	2,030		40	180		2,030		Infrastructure - M	X		37	57
SCAG	12-Orange County-3	Orange	La Pata Class 1 Bikeway	\$1,308	\$1,308	1,308					230		1,078		Infrastructure - S			35	55
SCAG	12-Laguna Hills-1	Orange	La Paz Road Southerly Sidewalk Widening SRTS	\$1,006	\$909	111	798					111	798		Infrastructure - S	X	X	15	32
Riverside County																			
SCAG	8-Desert Hot Springs-2	Riverside	Desert Hot Springs CV Link Extension Project	\$23,904	\$22,284				22,284				22,284		Infrastructure - L	X		84	98
SCAG	8-Coachella Valley AOG-1	Riverside	Coachella Valley Arts and Music Line	\$31,629	\$24,989			24,989					24,989		Infrastructure - L	X	X	78	92
SCAG	8-Lake Elsinore-4	Riverside	Machado Street Sidewalk and Bike Lane Safety Improvements	\$1,441	\$1,441	210	120	1,111		10	200	120	1,111		Infrastructure - S	X		75	86
SCAG	8-Jurupa Valley-1	Riverside	Jurupa Valley Mira Loma Area SRTS Sidewalk Gap Closure	\$2,583	\$2,324	324		2,000		1	323		2,000		Infrastructure - M	X	X	75	85
SCAG	8-City of Hemet-1	Riverside	Enrich, Grow and Move Hemet: Caltrans Active Transportation Grant	\$6,937	\$5,514	653		4,861		222	431		4,861		Infrastructure - M	X		75	85
SCAG	8-Perris-1	Riverside	Operation CAPE - Cyclist and Pedestrian Education Program	\$594	\$559	559								559	Non-Infrastructure	X		84.5	84.5
SCAG	8-Jurupa Valley-2	Riverside	Jurupa Valley Granite Hill Area SRTS Sidewalk Gap Closure	\$3,577	\$3,211	411			2,800	1	410		2,800		Infrastructure - M	X	X	74	84
SCAG	8-Indio-1	Riverside	Clinton & Miles SRTS Corridor Improvement Project	\$5,837	\$5,837	175	525	5,137		175	525		5,137		Infrastructure - M	X	X	72	82
SCAG	8-Riverside County Transportation Department-4	Riverside	Theda Street SRTS Sidewalk Project	\$1,726	\$1,726	30	495		1,201	30	210	285	1,111	90	Infrastructure + NI - M	X	X	70	80
SCAG	8-Wildomar-1	Riverside	Bundy Canyon Active Transportation Corridor	\$5,072	\$4,007	4,007							4,007		Infrastructure - M			59	79
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-1	Riverside	Riverside County SRTS Program, Moreno Valley	\$640	\$640		640							640	Non-Infrastructure	X	X	76	76
SCAG	8-Riverside-2	Riverside	City of Riverside HAWK and Traffic Signals	\$1,461	\$1,242	1,242							1,242		Infrastructure - S	X		53	73
SCAG	8-Riverside County Transportation Department-6	Riverside	Dillon Road Bike Lane Improvement Project	\$3,387	\$3,387	100	430		2,857	100	350	80	2,832	25	Infrastructure + NI - M	X		57.5	67.5
SCAG	8-Riverside County Transportation Department-5	Riverside	Lakeview Avenue SRTS Sidewalk Project	\$1,498	\$1,498	25	250		1,223	25	200	50	1,148	75	Infrastructure + NI - S	X	X	56	66
SCAG	8-Riverside County Transportation Department-3	Riverside	El Nido Avenue SRTS Sidewalk Project	\$1,641	\$1,641	30	322		1,289	30	250	72	1,289		Infrastructure - M	X	X	55	65
SCAG	8-Riverside County Transportation Department-1	Riverside	Hemet Area SRTS Sidewalk Project	\$1,907	\$1,907	25	565		1,317	25	225	340	1,157	160	Infrastructure + NI - M	X	X	53	63
SCAG	8-Riverside-1	Riverside	Ramona Neighborhood and Magnolia Center Neighborhood Pedestrian Improvements	\$2,392	\$1,894			1,894					1,894		Infrastructure - M	X		48	62
SCAG	8-Lake Elsinore-2	Riverside	East Lakeshore Drive Safety Improvements between Main and Diamond Drive	\$3,979	\$3,979	85	270	415	3,209	85	270	415	3,209		Infrastructure - M	X		50	60
SCAG	8-Palm Springs-1	Riverside	Safe Sidewalk Gap Closures at Community Hot Spots	\$3,178	\$2,861	2,861							2,861		Infrastructure - M	X		34	54
SCAG	8-Lake Elsinore-1	Riverside	Lakeshore Drive Sidewalk and Bike Lane Safety Improvements	\$6,479	\$6,479	160	350	445	5,524	160	350	445	5,524		Infrastructure - M	X		43	53
SCAG	8-Murrieta-1	Riverside	Whitewood Road and Alta Murrieta Drive Sidewalk Program	\$955	\$850	110	740			20	90		740		Infrastructure - S		X	17	27
SCAG	8-Beaumont-18	Riverside	Rehabilitation of Cherry Avenue Channel Walkway	\$785	\$785	100	685			10	90		685		Infrastructure - S		X	-1	9
San Bernardino County																			
SCAG	8-Highland-1	San Bernardino	Highland/San Bernardino Bi-City Bikeway/Walkway Connectors	\$11,044	\$7,740	123	893		6,724	123	613	280	6,724		Infrastructure - L	X	X	84	84
SCAG	8-Adelanto-3	San Bernardino	Adelanto Active Transportation Plan	\$198	\$198										Plan	X		83	83
SCAG	8-Redlands-1	San Bernardino	Orange Blossom Trail IV	\$1,850	\$1,850	85	127	650	988	85	127	650	988		Infrastructure - M	X		81	81
SCAG	8-Rialto-2	San Bernardino	Pepper Avenue SRTS Infrastructure Implementation Grant	\$6,192	\$5,775	601	201	4,973		601	201		4,973		Infrastructure - M	X	X	80.5	80.5
SCAG	8-Fontana-1	San Bernardino	San Seavine Class 1 Multi-Use Trail	\$27,420	\$27,420	2,250	3,670	21,500		2,250	2,500	1,170	21,500		Infrastructure + NI - L	X		79	79
SCAG	8-Chino Hills-1	San Bernardino	Los Serranos SRTS Project	\$2,292	\$1,823	66	1,742	15			66		1,742	15	Infrastructure + NI - M	X	X	74	74
SCAG	8-San Bernardino County-1	San Bernardino	Muscoy Area SRTS Pedestrian Improvements	\$2,000	\$1,800	99	468		1,233	99	171	297	1,233		Infrastructure - M	X	X	73	73
SCAG	8-San Bernardino-1	San Bernardino	Marshall Elementary SRTS Project, San Bernardino	\$2,100	\$1,890	45	1,845			45	270		1,575		Infrastructure - M	X	X	73	73
SCAG	8-Victorville-1	San Bernardino	Safe Routes Through Victorville (SRTV) Bike Network	\$2,987	\$2,967	114	228	2,625		114	228		2,625		Infrastructure - M	X		69	69
SCAG	8-Apple Valley-1	San Bernardino	Apple Valley SRTS	\$1,488	\$1,488	1,488							1,488		Infrastructure - S	X	X	69	69
SCAG	8-Grand Terrace-1	San Bernardino	West Barton Road and Mt. Vernon Avenue Active Transportation Improvements	\$2,380	\$2,380	200	2,180			100	100		2,180		Infrastructure - M	X		61	61
SCAG	8-Rancho Cucamonga-1	San Bernardino	6th Street/Rochester Avenue Cycle Track, Rancho Cucamonga	\$6,963	\$5,501	468	5,033			43	425		4,889	144	Infrastructure + NI - M	X		59	59
SCAG	8-Grand Terrace-2	San Bernardino	Gage Canal Multi-Use Trail	\$2,910	\$2,910	250	2,660			150	100		2,660		Infrastructure - M	X		57	57
SCAG	8-Rancho Cucamonga-2	San Bernardino	Healthy RC SRTS Infrastructure Improvement Plan	\$350	\$335	335								335	Plan	X	X	54	54
Ventura County																			
SCAG	7-Ventura County Public Works Agency-5	Ventura	Pedestrian Improvements and Traffic Calming for SR25-Phase 1	\$6,950	\$6,254		250	1,069	4,935	224	845		4,935	250	Infrastructure + NI - M	X	X	81	91
SCAG	7-Thousand Oaks-2	Ventura	Gainsborough Road sidewalk, bikelanes and curb ramp project	\$647	\$588		588						588		Infrastructure - S		X	50	70
SCAG	7-Ventura County-4	Ventura	Ventura Avenue Pedestrian and Bike Lane Improvements	\$870	\$870	180	690				180		690		Infrastructure - S			59	69
SCAG	7-Oxnard-1	Ventura	Hemlock Street & Driskill Street SRTS, Oxnard	\$1,551	\$1,551	275	1,276				275		1,276		Infrastructure - M	X	X	58	68
SCAG	7-Ventura County-3	Ventura	Rose Avenue Bike Lane Improvements	\$743	\$743	110	633				110		633		Infrastructure - S	X		55	65
SCAG	7-Ventura County-2	Ventura	Rice Road Bike Lane Improvements	\$1,294	\$1,063	1,063							1,063		Infrastructure - S			44	54
SCAG	7-Camarillo-1	Ventura	Springville Multi-Use Path Improvements, Camarillo	\$6,290	\$5,970	306	1,790	3,874		306	375	1,415	3,874		Infrastructure - M	X	X	32	52

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

RW: Right-of-Way Phase
SRTS: Safe Routes to School
S: Small
M: Medium
L: Large

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
SCAG	7-LA Department of Transportation-19	Los Angeles	Vision Zero/SRTS Safety Education & Active Transportation Encouragement Program	\$3,881	\$3,770	3,770								3,770	Non-Infrastructure	X	X	85
SCAG	7-LA Department of Transportation-9	Los Angeles	Los Angeles Safe Routes to Parks	\$1,500	\$1,500	1,500								1,500	Plan	X		82
SCAG	7-LA County Department of Public Health-2	Los Angeles	East Los Angeles Safe Routes for Seniors	\$445	\$399	399								399	Non-Infrastructure	X		65
SCAG	7-LA Department of Transportation-17	Los Angeles	SRTS Plans: Next 50 School Campuses with Most Need	\$2,350	\$2,350	2,350								2,350	Plan	X	X	72
SCAG	7-South Pasadena-1	Los Angeles	City of South Pasadena Citywide Active Transportation Plan	\$250	\$230	230								230	Plan	X	X	55
SCAG	12-Westminster-1	Orange	Westminster Citywide SRTS Master Plan	\$232	\$232	232								232	Plan	X	X	72
SCAG	8-Perris-1	Riverside	Operation CAPE - Cyclist and Pedestrian Education Program	\$594	\$559	559								559	Non-Infrastructure	X		84.5
SCAG	8-Riverside County Department of Public Health (Injury Prevention Services)-1	Riverside	Riverside County SRTS Program, Moreno Valley	\$640	\$640		640							640	Non-Infrastructure	X	X	76
SCAG	8-Rancho Cucamonga-2	San Bernardino	Healthy RC SRTS Infrastructure Improvement Plan	\$350	\$335	335								335	Plan	X	X	54

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RW: Right-of-Way Phase
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2019 Active Transportation Program Regional Guidelines

Final Draft

July 2018



Southern California Association of Governments
Imperial County Transportation Commission
Los Angeles County Metropolitan Authority
Orange County Transportation Authority
Riverside County Transportation Commission
San Bernardino County Transportation Authority
Ventura County Transportation Commission

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
2019 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES**

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Introduction

Purpose

The intent of this document is to successfully implement the Metropolitan Planning Organization (MPO) component of the California Active Transportation Program (ATP). The following 2019 ATP Regional Guidelines (Regional Guidelines) outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2019 ATP. The Regional Guidelines also outline the requirements for programming, allocation, project delivery, project reporting, project administration and program evaluation related to the 2019 Regional Active Transportation Program (Regional Program). The Regional Guidelines may be revisited and modified for future rounds of funding in order to remain consistent with the 2019 ATP Statewide Guidelines (Statewide Guidelines), and to consider innovative concepts and best practices to improve the Regional Program's efficiency and effectiveness.

Background

- The goals of the ATP are to:
 - Increase the proportion of trips accomplished by biking and walking;
 - Increase the safety and mobility of non-motorized users;
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375;
 - 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;
 - Ensure that disadvantaged communities (DAC) fully share in the benefits of the program; and
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The DRAFT 2019 Statewide Guidelines, to be adopted by the California Transportation Commission (CTC) on May 16, 2018, describe the policy, standards, criteria and procedures for the development, adoption and management of the ATP Statewide Program.
- Per the DRAFT 2019 Statewide Guidelines, 40% of the funds for the ATP must be distributed by MPOs in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Statewide Guidelines.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of DAC as used by the CTC for the statewide competition may defer its project selection to the CTC.
- MPOs may also issue a separate, supplemental call for projects. If a call for projects is initiated, it will require development and approval of guidelines and applications. In administering a competitive selection process, a MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- 25% of the regional funds must benefit DAC.

- The Statewide Guidelines allow for a large MPO to make up to 2% of its 2019 ATP funding available for active transportation plans in DACs.
- The Statewide Guidelines establish four eligible project types:
 - Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. Though the PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the CTC website: <http://www.catc.ca.gov/programs/ATP.htm>. *A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the Active Transportation Program.*
 - Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a DAC.
 - Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for ATP funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.
 - Infrastructure projects with non-infrastructure components.
- Per Statewide Guidelines, and based on SB 99, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commissions, the CTC, and Caltrans in the development of the competitive project selection criteria. The criteria should include consideration of geographic equity consistent with program objectives;
 - SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
 - SCAG must obtain concurrence from the county transportation commissions.
- The SCAG Regional Program will be developed through coordination of the ATP Subcommittee. The ATP Subcommittee is a subcommittee of the SCAG Sustainability Committee. The ATP Subcommittee is comprised of SCAG staff and representatives from each of the six (6) county transportation commissions. The Subcommittee drafts the Regional Program Guidelines, the Regional Program and administers tasks associated with project delivery. The County Transportation Commissions approve the Regional Program as it pertains to each respective county. SCAG's Regional Council approves the Regional Program Guidelines and Regional Program. The California Transportation Commission approves the Regional Program Guidelines and Regional Program.

Fund Estimates for 2019 Regional ATP

The 2019 ATP total funding estimate is \$437.5m. Per the 2019 ATP Statewide Guidelines, the MPO share is 40% of the total budget and the SCAG share is 50% of the MPO amount.

The SCAG region's share of the 2019 ATP is approximately \$87.5M, which includes funding in Fiscal Years 2019/20, 2020/21, 2021/22, and 2022/23 to be programmed as follows:

Year (Fiscal)	Funds (\$MM)
FY 19/20	19.2
FY 20/21	19.2
FY 21/22	24.5
FY 22/23	24.5
Total	87.5

Eligibility

SCAG intends to apply the eligibility requirements as adopted in the 2019 Statewide Guidelines to the Regional Program. These requirements include an option for SCAG to provide a Regional Definition of Disadvantaged Communities. As part the 2016 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), SCAG established "environmental justice areas" and "communities of concern" as disadvantaged communities through a robust public outreach process that included the input of community stakeholders. SCAG has submitted these regional definitions of disadvantaged communities to the Commission for approval to complement existing definitions established through SB 535 and the ATP.

Regional Disadvantaged Communities Definitions

Per the Statewide Guidelines, MPOs have the option to use different criteria for determining which projects benefit disadvantaged communities. This additional criteria includes Environmental Justice Areas and Communities of Concern. This criteria can be used in addition to the existing SB 535 criteria.

- **Environmental Justice Areas:** Environmental Justice Areas are reflected in Transportation Analysis Zones that show a higher share of minority population or households in poverty than is seen in the great region as a whole.
- **Communities of Concern:** Communities of Concern are Census Designated Places or city of Los Angeles Community Planning Ares that fall in the upper third for their concentration of minority population households in poverty. This designation is significant in severity due to the degree of poverty.

Project Selection Process

SCAG intends to award funding to projects in two program categories. These categories include: Implementation projects, and Planning & Capacity Building projects.

Implementation Projects Category

Implementation projects include infrastructure, non-Infrastructure, and infrastructure projects with non-infrastructure components, as defined by the Statewide Guidelines and included in the Background (above). No less than 95% of the total regional funds shall be dedicated to funding Implementation projects in the 2019 Regional ATP. Implementation funds shall be allocated to projects in each county using population-based funding targets.

Implementation Projects Category: Funding Targets

County	Pop %	Funding Amount
Imperial	1%	795
Los Angeles	54%	44,906
Orange	17%	13,962
Riverside	12%	10,339
San Bernardino	11%	9,378
Ventura	5%	3,756
Total	100%	83,136

In this category, and consistent with previous ATP cycles, SCAG will select Implementation projects utilizing the CTC statewide applications, scoring and ranking process and decline its option to issue a supplemental call for proposals for infrastructure projects. Therefore, an evaluation committee will not be required at the county or regional level within the SCAG region to separately score Implementation projects. SCAG will only fund implementation projects submitted through the statewide application process.

The selection process shall occur as follows:

- Prior to scoring by the CTC, SCAG shall coordinate with each county to ensure that all Implementation project applications submitted through the statewide call for proposals have been submitted to the county and SCAG.
- The county transportation commissions shall review the Implementation project applications and determine which projects are “consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. When projects are determined to be consistent, the county shall authorize up to twenty (20) points to consistent projects.

- If a county transportation commission assigns additional points (up to 20, as noted above) to a project for which they are the lead applicant, an explanation shall be provided to SCAG of how the scoring process resulted in an unbiased evaluation of the project.
- The Board of each respective county transportation commission shall approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the preliminary ranking of regional projects by December 31, 2018.
- SCAG shall establish a preliminary regional Implementation projects list based on the county's submissions that programs no less than 95% of the total regional funds and rely on population-based funding targets to achieve geographic equity.
- The county may also recommend funding for projects to be included on the Regional Program contingency list. Projects included on the contingency list shall be included in the program reflecting the project score provided by the CTC.

Planning & Capacity Building Projects Category

Planning & Capacity Building projects may include the development of non-infrastructure projects and plans, as defined by the Statewide Guidelines and included in the Background section of the Regional Guidelines (above). The Regional Guidelines call for no more than 5% (\$4.4M) of the total regional funds be allocated in this category with a maximum of 2% (\$1.7 M) being dedicated to Planning projects.

As in previous cycles, the pool of projects considered for funding in this category shall include projects that are submitted through the CTC's Statewide ATP Call for Projects using the state's planning application, as well as, planning and non-infrastructure projects submitted through the supplemental call for Planning & Capacity Building projects issued by SCAG. The supplemental call for projects is integrated with SCAG's Sustainability Planning Grant (SPG) program and aims to better align planning and capacity building resources with regional planning priorities and opportunities. The SPG call for projects provides a more seamless, consolidated process for local jurisdictions and eligible applicants to secure resources from the ATP, as well as other regional funds programmed by SCAG.

Planning Applications Submitted Through the Statewide Call for Projects

- SCAG is required to consider funding proposals that are submitted, but unsuccessful in securing funds, through the statewide call for proposals.
- Within the Planning & Capacity Building projects category, SCAG will consider funding all unsuccessful planning and non-infrastructure applications submitted at the statewide level.
- The planning and non-infrastructure applications will not be re-scored by SCAG. The initial score provided by the CTC shall be used in ranking the project against projects submitted through the supplemental call for projects.
- Planning project awards will be capped at \$250,000. If the funding request exceeds \$250,000, the project applicant will be required to provide matching funds to fully fund the project.
- Non-infrastructure projects awards will be capped at \$500k. If the funding request exceeds the \$500k cap, the project applicant will be required to provide matching funds to fully fund the project or the project balance could be awarded through the Implementation Projects Category.

Alternatively, the county transportation commission may fully fund the project as part of the Implementation Projects Category, if the project merits award through the process outlined above.

Supplemental (Sustainability Planning Grants) Call for Projects

- SCAG will develop SPG Guidelines, consistent with the parameters established by the Regional Guidelines, as described below.
- The SPG Guidelines will include the same match requirement and definition of DAC as used by the CTC in the statewide planning selection process.
- All Planning projects funded by ATP shall satisfy the CTC's requirements for the use of planning funds, including DAC requirements.
- To increase the reach and impact of the Regional Program, SCAG will cap funding requests to \$500,000 for all non-infrastructure applications and \$250,000 for planning funds.
- The Scoring Criteria and associated points available for all project and application types will be as follows:
 - Mobility Benefit—Potential to increase walking/biking (0-35 points)
 - Safety Benefit—Potential to reduce the number and risk of pedestrian and bicycle fatalities and injury (0-25 points)
 - Public Health (0-10 points)
 - Disadvantaged Communities (0-10 points)
 - Public Participation (0-10 points)
 - Cost Effectiveness (0-5 points)
 - Leverage (0-5 points)
- In consultation with the counties and a multi-disciplinary working group, SCAG will develop applications for planning and non-infrastructure project types. Each application will be closely aligned with and aim to focus resources on the implementation of regional active transportation programs and strategies.

To establish a preliminary Planning & Capacity Building project list, applications from the supplemental call for projects and statewide call for projects will be ranked by county and prioritized by score. Funds will then be recommended to projects in consideration of the following principles:

- The total funding recommended in this category will not exceed 5% of the total Regional Program. Planning projects funding shall not exceed 2% of the total Regional Program.
- Geographic equity, informed by population-based funding targets, shall be pursued and assessed programmatically across all funding sources programmed through the Active Transportation component of the SPG.

Recommended Regional Program

SCAG shall create a draft Regional Program that incorporates the preliminary project lists from the Implementation and Planning & Capacity Building project categories.

SCAG will analyze the draft Regional Program to ensure it meets the DAC requirements by allocating at least 25% to projects benefiting DAC (as defined by the Statewide Guidelines).

If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:

- The lowest scoring project in the region may be replaced with the highest scoring DAC within the same County. If the county has no other eligible DAC projects, the lowest scoring project shall be replaced with the highest scoring DAC project(s) from the region.
- This process will be repeated until the 25% target is met.
- This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the DAC requirements for the Regional Program are met.

For ease of administration, SCAG may, with the project sponsor's permission, consolidate one or more of the projects on the Planning & Capacity project list into a Regional Planning & Capacity Building project to be administered by SCAG on behalf of the sponsoring agencies. If sponsoring agencies choose to be part of the consolidated project, a five percent (5%) fee for service will be included as a task in the project. In order to provide the data contained in the Caltrans applications, SCAG will transfer the relative data fields to Caltrans for incorporation into ATP data set.

The final recommended Regional Program will be reviewed by the county transportation commission staff, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program recommendations to the Chief Executive Officers (CEO) of the county transportation commissions and Boards, SCAG's Regional Council and CTC for approval.

With consensus from the County Transportation Commission CEOs or their designees, SCAG's Executive Director may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

Programming

Fund Assignments

SCAG is required to recommend the funding assignments for all projects proposed for funding in the Regional Program. The programming years for the 2019 ATP are State Fiscal Years 2019/20 to 2022/23. Per the Statewide Guidelines, the ATP must be developed consistent with the fund estimate and the amount programmed by fiscal year must not exceed the amount identified in the fund estimate. SCAG will aim to program in a constrained manner. SCAG is also required to recommend the funding source for each project, such that the program as a whole aligns with the fund estimate for each programming year. In meeting these requirements, SCAG will adhere to the following process and guiding principles:

- Funding assignments will be made by SCAG and the county transportation commissions through a collaborative decision-making process.
- Funding in fiscal years 2019/20 and 2020/21 will be state funding only. Funding in fiscal years 2021/22 and 2022/23 will include both state and federal funding.

- Funding assignments will be made to best align the funding source with the project type, size, and sponsors' capacity for obligating federal funds; therefore, federal and state funds will not be equally distributed in each county.
- State funds will be programmed to address the following regional objectives, listed in order of priority:
 - Satisfy match requirements for federally funded projects. Projects that provide some but not all of the 11.47% match may need assistance in satisfying the match. State funding is eligible to bridge the gap in any match funding deficit. State funding shall not exceed 11.47% of total project funding;
 - Reduce administrative burden for Planning and Non-infrastructure projects and projects requesting less than \$1M; and
 - Expedite delivery of pre-construction phases of projects to ensure timely delivery of projects funded for multiple phases.

Partial Awards

- County transportation commissions will be responsible for recommending partial awards for Implementation projects.
- SCAG and the county transportation commissions will only consider partial awards if the project sponsor meets one of the following requirements:
 - The applicant provides funds through additional sources to fully fund the project;
 - The applicant demonstrates the means by which it intends to fund the construction of a useable segment, consistent with the Regional Transportation Plan (RTP).
 - The applicant downsizes the project scope in a manner such that the "new" project would receive the same scores or ranking as the originally proposed project. The ATP Subcommittee will determine the eligibility of a downsized project scope based on the representative county transportation commission's request. The request shall include:
 - An explanation of the proposed scope change;
 - The reason for the proposed scope change;
 - The impact which the proposed scope change would have on the overall cost of the project;
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
 - An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
 - An explanation of the methodology used to develop the aforementioned estimates.

- For projects that fall into the Large Infrastructure category as defined in Statewide Guidelines, the applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the RTP.
 - Uncommitted funds may only be from ATP or the Local Partnership Program (formulaic or competitive). The applicant must indicate its plan for securing a funding commitment; explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If a project with uncommitted funds is programmed, all funding commitments for that phase must be secured prior to July 1 of the fiscal year in which the project is programmed or the project will be removed from the program.
- If funding is made available (i.e. due to an ineligible project determination), the available funding will be prioritized for a threshold project receiving a partial award within the county where the funding was awarded initially. If the available funding exceeds the amount needed for fully funding the partial award, the surplus shall be made to the highest scoring project on the contingency list within the county where the funding was initially awarded. The surplus may also be made available for a partial award in another county, pending approval of the ATP Subcommittee.

Fund Balance & Contingency List

Any funds that are not assigned by SCAG to projects in the Regional Program will be returned to the state and incorporated into the fund estimate for subsequent ATP cycles. To maximize funds available in the region, the following steps will be pursued:

- The initial recommended Regional Program to the CTC will identify projects that program 100% of the region's share of ATP funds. If a balance exists after each county has exhausted to the greatest extent possible its funding target and SCAG has exhausted to the greatest extent possible the Planning & Capacity Building funds, SCAG in consultation with the counties, will recommend the fund balance be awarded to fully or partially fund the highest scoring and/or shovel ready "contingency" project(s) (see below) across all counties.
- If the final project on a county's list exceeds the county's ATP funding target, the county may work with the project sponsor to explore the feasibility of a partial award, as noted above. If a partial award is determined to be insufficient and infeasible, the county may recommend fully or partially funding to the subsequent highest scoring projects on the county's list.
- The recommended Regional Program will include a contingency list of Implementation projects, ranked in priority order by county based on the project's evaluation score, and Planning & Capacity Building projects, ranked in priority order based on the project's statewide evaluation score. SCAG intends to fund projects on the contingency list should there be any project failures or savings in the Regional Program. When a contingency project is advanced for funding due to project failure, SCAG – in consultation with the counties – will strive to replace the failed project with a project from the same county. In recommending

replacement projects, SCAG and the county transportation commission may consider both project ranking and project readiness. If contingency projects are not amended into the program, they will remain unfunded and project sponsors may resubmit them for future ATP cycles.

- SCAG and/or the county transportation commissions are encouraged to pursue one or more of the following project management strategies:
 - Review the initial work schedule to determine timeline feasibility and propose revisions where necessary.

Program Amendments

The Regional Guidelines allow SCAG to amend the Regional Program to remove and advance projects. An annual report will be provided to the Regional Council on program amendments. Amendments to the Regional Program may occur under the following conditions and in the following manner:

- If project design, right-of-way or construction are programmed before the implementing agency completes the environmental process, and following completion of the environmental process updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, then future funding for the project may be deleted from the program. It is the responsibility of the county transportation commission to recommend to SCAG that the project be deleted from the program if warranted. The county transportation commission that recommends project deletion may, in a reasonable timeframe, recommend replacing the deleted project with a project on the Contingency List.
- If the project is a Planning & Capacity Building Project and funds have not been allocated by May 1st of the year the funds are programmed, or the project sponsor has requested that the project be removed from the Regional Program, then SCAG may recommend deletion of the project and fund a project on the contingency list, considering project ranking, readiness and the county from which the deleted project originated.
- If a county transportation commission recommends deletion of a project and has not identified a replacement project for the contingency list in a reasonable timeframe, then SCAG will collaborate with the counties to identify a suitable replacement project from the region-wide contingency list and amend the project into the Regional Program.
- In order to ensure the timely use of all program funds, the CTC 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. SCAG will recommend approval of an advancement request if the project is:
 - A Planning project and SCAG deems the project ready for allocation (see Allocation, below); or
 - An Implementation project, and the county transportation commission recommends advancement of the project.

FTIP Amendments

All projects funded by the 2019 Regional Program must be amended into the Federal Transportation Improvement Program (FTIP).

- The county transportation commissions will be responsible for programming all Implementation projects into the FTIP.
 - Projects that are regionally significant and Transportation Control Measures (TCM) must be individually listed in the FTIP by the county transportation commission.
 - Projects that are not regionally significant or TCMs may be entered as a group listing by project function, using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93 (See www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listings.pdf)
- SCAG shall be responsible for programming Planning and Non-Infrastructure projects into the FTIP.
- The county transportation commissions and SCAG shall aim to program all 2019 ATP projects, regardless of programming year, in the 2019 FTIP amendment cycle.

Allocation

The Regional Guidelines require allocation requests for a project in the Regional Program to include a recommendation from SCAG. SCAG shall defer this responsibility to the county transportation commissions for all Implementation projects and provide a concurrence letter to the county which notes that the project allocation request is consistent with the project as programmed in the FTIP or is being processed into the FTIP through an amendment or modification that is underway.

The CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project programmed in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The Amended LONP Guidelines were adopted in October 2017 and are on the CTC's website, <http://www.catc.ca.gov/programs/atp/>.

Project Delivery

Per the Statewide Guidelines, ATP allocations must be requested in the fiscal year of project programming and are valid for award for six (6) months from the date of allocation, unless the CTC approves an extension. The Commission may extend the deadline only once for each allocation phase and only if it finds that unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The CTC and Caltrans require that the extension will not exceed the period of delay directly attributed to the extraordinary circumstance and cannot exceed twelve months. If extraordinary issues exist that require a longer extension, the implementer may request up to 20 months for allocation only. Refer to the ATP Statewide Guidelines for complete project delivery requirements.

Extension requests for a project in the SCAG Regional Program must include a recommendation by SCAG. Extension requests will be approved by SCAG under the following conditions:

- If the project is an Implementation project, the county transportation commission has recommended that the project be extended.
- If the project is a Planning project, SCAG staff has reviewed the project status and determined that:
 - The project sponsor has made a good faith effort to meet programming deadlines and that there is a high likelihood that a project extension will result in project allocation; and/or
 - The justification for the extension indicates a reason that was unforeseen by the project sponsor and beyond the control of the project sponsor.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase. SCAG will analyze these reports to identify project delivery issues in the SCAG region and work with the county transportation commissions and the project sponsor to resolve any issues.

Project Scope Change

In the event that a project requires a scope change, the project sponsor shall submit a request for scope change to SCAG and the responsible County Transportation Commission for review and approval. The request for scope change shall include:

- An explanation of the proposed scope change;
- The reason for the proposed scope change. If the request incorporates a change that alters original designs, the project sponsor shall provide the steps taken to retain the initial design and the extenuating circumstances that necessitate the design change. Extenuating circumstances are defined as those which make the project undeliverable due to costs and/or safety issues;
- The impact the proposed scope change would have on the overall cost of the project;
- An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);
- An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit); and
- An explanation of the methodology used to develop the aforementioned estimates.

Project Reporting

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports (unless the agency is subject to the Baseline Agreement requirement outlined in the 2019

ATP Statewide Guidelines) on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project selected in the SCAG Regional Program must also submit copies of its semi-annual reports and a final delivery report to the county and SCAG. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. Project reporting forms can be found at <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapgforms.htm>.

Schedule

Action	Date
CTC adopts ATP Guidelines	May 16, 2018
Call for projects	May 16, 2018
RC Approves ATP Regional Program Guidelines	July 5, 2018
Project applications to Caltrans (postmark date)	July 31, 2018
Commission approves or rejects MPO Guidelines	August 15, 2018
County 20 point score submitted to SCAG	December 31, 2018
Staff recommendation for statewide and small urban and rural portions of the program	December 31, 2018
Commission adopts statewide and small urban and rural portions of the program	January 2019
Counties submit recommended project lists to SCAG	February 1, 2019
Project PPRs Due to SCAG	February 1, 2019
SCAG Draft Regional Program	February 15, 2018
Deadline for MPO DRAFT project programming recommendations to the Commission	February 15, 2019
CEOs Approval	March 15, 2019
RC Adopts SCAG Regional Program Approval	April 4, 2019
Deadline for MPO FINAL project programming recommendations to the Commission	April 30, 2019
Commission adopts MPO selected projects	June 2019



Exhibit 22-G Project Programming Request (PPR)

Date:	02/12/19
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Project Information:

Project Title:	Heffernan Ave from 14th St to 10th St				
District	County	Route	EA	Project ID	PPNO
11	Imperial	Heffernan			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	2	0	0	0	0	2	Imperial County
PS&E	0	0	11	0	0	0	0	11	Notes:
R/W	0	0	0	6	0	0	0	6	Gas Tax
CON	0	0	0	0	66	0	0	66	
TOTAL	0	0	13	6	66	0	0	85	

[illegible]

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

[illegible]

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.2



11-Imperial County-2

Heffernan Ave from 14th St to 10th St

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	Imperial	Heffernan				

SECTION 1 - All Projects

Project Background	Characters Remaining:	83
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The project was identified as a priority project through the Imperial County Transportation Commission Safe Routes to School Regional Master Plan for the Heber Elementary School. After meeting with various stakeholders throughout the Heber community, the Safe Routes to School plan identified that the lack of available sidewalks and being forced to walk on mud and dirt pathways was a general concern for residents. The Department continues to receive complains regarding infrastructure at Heber which has led to the sidewalk project as a priority. Heber residents continue to complain to the Department regarding the segment for the lack of available sidewalks.

Programming Change Requested	Characters Remaining:	
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Reason for Proposed Change	Characters Remaining:	
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If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:	
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Other Significant Information	Characters Remaining:	
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SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Naomi Robles		Administrative Analyst II	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



7-Huntington Park-1

Huntington Park Bicycle and Pedestrian Safety and Connectivity Project

Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>						Date: 02/12/19	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.	
7						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA				Huntington Park			
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Cesar Roldan		(323) 584-6348		croltan@hpca.gov			
Project Title							
Huntington Park Bicycle and Pedestrian Safety and Connectivity Project							
Location (Project Limits), Description (Scope of Work)							
The boulevards are located along the length of Gage, Saturn, Florence and Miles Avenues. The pedestrian focus area is on Pacific, Santa Fe, and Florence Avenues in Huntington Park.							
Component		Implementing Agency					
PA&ED		Huntington Park					
PS&E		Huntington Park					
Right of Way		Huntington Park					
Construction		Huntington Park					
Legislative Districts							
Assembly: 53, 59		Senate: 33		Congressional:		40	
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The proposed project will bring safe travel corridors and a walkable downtown to Huntington Park in order to improve health and mobility, and will revolutionize the walking and biking environment. The complete streets boulevard improvements will create vital first/last mile connections for people walking and bicycling to the Florence and Slauson stations along the Metro Blue Line. By creating a safe walking emphasis in the Downtown District, the project will encourage walking and bicycling to retail and entertainment opportunities, as well as connectivity to transit access and a Rails to Rivers project.							
Purpose and Need							
This project will transform Huntington Park's active transportation network by bringing complete streets boulevards and a walkable downtown area to a city that has no bicycle infrastructure and few pedestrian amenities. The Class III bike boulevards create a dedicated bicycle network in Huntington Park. Along with building needed pedestrian corridor improvements, the routes will connect residents to Metro Blue Line.							
Category		Outputs/Outcomes			Unit	Total	
Local Streets and Roads		Bicycle lane-miles			Feet	33,317	
Local Steets and Roads		Intersections modified			Each	60	
Local Steets and Roads		# Signs, lights, greenway, or other safety/beautification			Each	120	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>			
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>					
Project Milestone					Existing	Proposed	
Project Study Report Approved					02/12/19		
Begin Environmental (PA&ED) Phase						03/28/2020	
Circulate Draft Environmental Document (Document Type)				CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						09/19/2021	
Begin Design (PS&E) Phase						06/28/2022	
End Design Phase (Ready to List for Advertisement Milestone)						02/22/2023	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						11/15/2023	
End Construction Phase						05/13/2024	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



Additional Information	Date: 02/12/19

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



7-Huntington Park-1

Huntington Park Bicycle and Pedestrian Safety and Connectivity Project

District	County	Route	EA	Project ID	PPNO	Alt. ID
7	Los Angeles	NA				

SECTION 1 - All Projects

Project Background	Characters Remaining:	631
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The project was identified by the City through the 2014 Bicycle Master Plan and the 2016 Complete Streets Master Plan.

Programming Change Requested	Characters Remaining:	747
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N/A

Reason for Proposed Change	Characters Remaining:	747
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N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:	572
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N/A

Other Significant Information	Characters Remaining:	1997
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N/A

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Cesar Roldan		Engineering Associate	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
07						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA				Los Angeles Bureau of Street Services (Engineering Division)			
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Kevin Minne		213-847-4276		kevin.minne@lacity.org			
Project Title							
Boradway-Manchester Active Transportation Equity Project							
Location (Project Limits), Description (Scope of Work)							
The project is located on a 2.8-mile stretch of Manchester Ave (from S. Vermont Ave to S. Broadway) and S. Broadway (from Manchester Ave to Imperial Hwy), near 14 schools.							
Component		Implementing Agency					
PA&ED		Los Angeles Bureau of Street Servies (Engineering Division)					
PS&E		Los Angeles Bureau of Street Servies (Engineering Division)					
Right of Way		Los Angeles Bureau of Street Servies (Engineering Division)					
Construction		Los Angeles Bureau of Street Servies (Engineering Division)					
Legislative Districts							
Assembly:	64, 59		Senate:	30		Congressional:	43
Project Benefits							
The Project will substantially increase the safety and mobility of a severely disadvantaged community in South Los Angeles through the deployment of a separated Class IV cycle track, sidewalk and crossing improvements, signal upgrades, center median pedestrian refuge islands, and other roadway improvements that will slow vehicles and make active transportation options safer and more inviting. The project will provide pedestrian-level lighting for night time illumination of walking and biking routes to homes schools, shops, and various							
Purpose and Need							
The purpose of the Broadway-Manchester Active Transportation Equity Project is to provide a series of critical safety and mobility improvements along a 2.8-mile principle corridor in South Los Angeles that will allow area residents to access key destinations and transit connections on foot or bike.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Bicycle lane-miles			Miles	2	
Local streets and roads		Sidewalk miles			Miles	2.8	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					03/01/19		
Begin Environmental (PA&ED) Phase						11/01/19	
Circulate Draft Environmental Document				Document Type	CE	07/01/21	
Draft Project Report						01/01/22	
End Environmental Phase (PA&ED Milestone)						06/18/22	
Begin Design (PS&E) Phase						08/17/22	
End Design Phase (Ready to List for Advertisement Milestone)						06/13/23	
Begin Right of Way Phase						10/31/22	
End Right of Way Phase (Right of Way Certification Milestone)						01/28/23	
Begin Construction Phase (Contract Award Milestone)						12/30/23	
End Construction Phase (Construction Contract Acceptance Milestone)						12/14/26	
Begin Closeout Phase						12/15/26	
End Closeout Phase (Closeout Report)						06/15/27	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

neighborhood destinations; planting of street trees to create shade and comfort for both pedestrians and bicyclists and to reduce greenhouse gas emissions; installation of pedestrian/bicyclist amenities, such as benches, bike racks, and trash receptacles.

The Project is expected to increase the health and safety of area residents, improve their mobility options, and allow for increased connectivity to transit and community destinations. In particular, the Project will benefit thousands of area school children.

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA					
Project Title: Boradway-Manchester Active Transportation Equity Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Los Angeles Bureau of Street
PS&E									Los Angeles Bureau of Street
R/W SUP (CT)									Los Angeles Bureau of Street
CON SUP (CT)									Los Angeles Bureau of Street
R/W									Los Angeles Bureau of Street
CON									Los Angeles Bureau of Street
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			4,500					4,500	
PS&E					1,400			1,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						40,700		40,700	
TOTAL			4,500		1,400	40,700		46,600	

Fund No. 1:	ATP Funds Infrastructure Cycle 4								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			4,000					4,000	
PS&E					1,200			1,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						19,621		19,621	
TOTAL			4,000		1,200	19,621		24,821	

Fund No. 2:	Various local funds								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Los Angeles
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			500					500	
PS&E					200			200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						21,079		21,079	
TOTAL			500		200	21,079		21,779	

Fund No. 3:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA					

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Kevin Minne		Sr. Civil Engineer	3/1/2019

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 1/30/2019

Project Information:

Project Title: East LA Active Transportation Education and Encouragement Program					
District	County	Route	EA	Project ID	PPNO
7	Los Angeles	N/A	-	-	-

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON			747					747	
TOTAL			747					747	

ATP Funds	Infrastructure Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Non-infrastructure Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON			500					500	
TOTAL			500					500	

ATP Funds	Plan Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Notes: Fund type (if known):
PS&E									
R/W									
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

										Date:	1/30/2019
Project Information:											
Project Title: East LA Active Transportation Education and Encouragement Program											
District	County	Route	EA	Project ID	PPNO						
7	Los Angeles	N/A	-	-	-						
Fund No. 2:	Source for Matching (Non-Infrastructure)									Program Code	
Proposed Funding Allocation (\$1,000s)											
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency		
E&P (PA&ED)									LA County Dept. of Public Works		
PS&E									Notes:		
R/W									Fund type (if known): County Local Funds		
CON			247					247			
TOTAL			247					247			
Fund No. 3:	Proposed Funding Allocation (\$1,000s)									Program Code	
Proposed Funding Allocation (\$1,000s)											
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency		
E&P (PA&ED)											
PS&E									Notes:		
R/W											
CON											
TOTAL											
Fund No. 4:	Proposed Funding Allocation (\$1,000s)									Program Code	
Proposed Funding Allocation (\$1,000s)											
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency		
E&P (PA&ED)											
PS&E									Notes:		
R/W											
CON											
TOTAL											
Fund No. 5:	Proposed Funding Allocation (\$1,000s)									Program Code	
Proposed Funding Allocation (\$1,000s)											
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency		
E&P (PA&ED)											
PS&E									Notes:		
R/W											
CON											
TOTAL											
Fund No. 6:	Proposed Funding Allocation (\$1,000s)									Program Code	
Proposed Funding Allocation (\$1,000s)											
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency		
E&P (PA&ED)											
PS&E									Notes:		
R/W											
CON											
TOTAL											
Fund No. 7:	Proposed Funding Allocation (\$1,000s)									Program Code	
Proposed Funding Allocation (\$1,000s)											
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency		
E&P (PA&ED)											
PS&E									Notes:		
R/W											
CON											
TOTAL											

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	4/15/19
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
07						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LA				City of Los Angeles-Dep of Public Works (Bureau of Engineering)		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Nur Malhis		213-485-4737		Nur.Malhis@lacity.org		
Project Title						
LA River Grenway, West San Fernando Valley Gap Closure						
Location (Project Limits), Description (Scope of Work)						
Project Location: The LA River from Vanalden Ave to Balboa Blvd, and adjacent on -street connections, centered on the communities of Reseda and Tarzana, in the City of LA 's San Fernando Valley. Project						
Description : Design and construction of 2.93 miles of a greenway gap closure along the banks of the LA River, and adjacent on-street network of bicycle and pedestrian improvements.						
Component	Implementing Agency					
PA&ED	City of Los Angeles-Dep of Public Works (Bureau of Engineering)					
PS&E	City of Los Angeles-Dep of Public Works (Bureau of Engineering)					
Right of Way	City of Los Angeles-Dep of Public Works (Bureau of Engineering)					
Construction	City of Los Angeles-Dep of Public Works (Bureau of Engineering)					
Legislative Districts						
Assembly:	45,46	Senate:	27	Congressional:	30	
Project Benefits						
The LA River Greenway, West San Fernando Valley Gap Closure will transform the non-motorized environment at multiple scales, supporting active transportation goals of the region, County and City. The Gap Closure and adjacent on-street bicycle and pedestrian improvements will provide residents with safe and direct Class I routes, off of high-speed arterials, and to and from retail destinations, 16 schools and colleges, and a senior center, all within a half mile of the project area.						
Purpose and Need						
The area within a half-mile of the Gap Closure is currently lacking in safe bicycle and pedestrian facilities. If the gap is closed, these residents will benefit from a new active mode network that links key community destinations. The river channel is currently an unsightly barrier to walking and biking. The project will transform the LA River into an asset and important link for residents north and south of the River						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Miles	2.93
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Miles	2.93
Local streets and roads		Intersections modified			each	6
Local Street and Raods		Bicycle lane-miles			Feet	2770
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
Project Milestone					Existing	Proposed
Project Study Report Approved					08/24/18	
Begin Environmental (PA&ED) Phase						07/01/18
Circulate Draft Environmental Document				Document Type	ND/CE	01/31/19
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						10/31/19
Begin Design (PS&E) Phase						12/31/19
End Design Phase (Ready to List for Advertisement Milestone)						06/23/21
Begin Right of Way Phase						12/31/19
End Right of Way Phase (Right of Way Certification Milestone)						12/20/21
Begin Construction Phase (Contract Award Milestone)						09/15/22
End Construction Phase (Construction Contract Acceptance Milestone)						08/25/26
Begin Closeout Phase						08/26/26
End Closeout Phase (Closeout Report)						09/30/26

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

Project Benefits (Continuation): The Greenway will also create new pedestrian routes for walking and recreation, and easy access on foot to Balboa Park.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA					
Project Title: LA River Grenway, West San Fernando Valley Gap Closure						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									City of Los Angeles-Dep of Public
PS&E									City of Los Angeles-Dep of Public
R/W SUP (CT)									City of Los Angeles-Dep of Public
CON SUP (CT)									City of Los Angeles-Dep of Public
R/W									City of Los Angeles-Dep of Public
CON									City of Los Angeles-Dep of Public
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	100	240						340	
PS&E	1,417	1,308	3,675	500				6,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W			470	30				500	
CON					29,114	8,734	6,234	44,082	
TOTAL	1,517	1,548	4,145	530	29,114	8,734	6,234	51,822	

Fund No. 1:	Infrastructure Cycle 4 (SCAG)								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			500					500	
R/W SUP (CT)									
CON SUP (CT)									
R/W			400					400	
CON					17,893			17,893	
TOTAL			900		17,893			18,793	

Fund No. 2:	Various Funds-City								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									LA Dep of Public Works
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	100	240						340	Includes Bureau of Sanitation, LADOT, Rec and Parks, Dep of Water and Power, Prop K, Measure M Local Return, General Funds (Staff Charges),
PS&E	1,417	1,058	2,425					4,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W			70	30				100	
CON									
TOTAL	1,517	1,298	2,495	30				5,340	

Fund No. 3:	Los Angeles County								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		250	750	500				1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		250	750	500				1,500	

Fund No. 4:	Measure M								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					7,500	5,000	2,500	15,000	
TOTAL					7,500	5,000	2,500	15,000	

Fund No. 5:	Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									May be additional Measure M or Other Sources, to supplemental the ATP Cycle 4 request
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					3,721	3,734	3,734	11,189	
TOTAL					3,721	3,734	3,734	11,189	

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	LA					

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>					Date: 02/12/19	
District	EA	Project ID		PPNO	MPO ID	Alt Project ID/prg.
12						ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA				Costa Mesa		
				MPO	Element	
				SCAG	Capitol	
Project Manager/Contact		Phone		E-mail Address		
Jennifer Rosales		(714) 754-5180		jennifer.rosales@costamesaca.gov		
Project Title						
Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project						
Location (Project Limits), Description (Scope of Work)						
The project is located on Merrimac Way between Harbor Bl and Fairview Rd in central Costa Mesa.						
Component		Implementing Agency				
PA&ED		Costa Mesa				
PS&E		Costa Mesa				
Right of Way		Costa Mesa				
Construction		Costa Mesa				
Legislative Districts						
Assembly: 74		Senate: 37		Congressional: 48		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
The expected benefits of this project are increased connectivity and active transportation mobility. This project will result in a reduction in vehicle-pedestrian and bicyclist accidents by increasing the safety and mobility of non-motorized users, and increase in trips accomplished by biking and walking, an increase in lateral mobility for residents in our eastern most disadvantaged neighborhoods, a safer route to school for neighboring students, and a reduction in VMT and GHG emissions.						
Purpose and Need						
Pedestrian improvements will be designed to provide continuous sidewalks on Merrimac Way as part of this project. The project will repair and enhance the sidewalks along Merrimac to increase safety and align the road with ADA standards. The project will also introduce the appropriate safety signs, crosswalk striping and intersection striping that are necessary to connect the proposed trail to the existing Harbor Blvd.						
Category	Outputs/Outcomes			Unit	Total	
Local Streets and Roads	Pedestrian/Bicycle facilities miles constructed			Feet	4,800	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
Project Milestone				Existing	Proposed	
Project Study Report Approved				02/12/19		
Begin Environmental (PA&ED) Phase					07/17/2018	
Circulate Draft Environmental Document (Document Type)				CE	10/01/2018	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					11/13/2018	
Begin Design (PS&E) Phase					07/17/2018	
End Design Phase (Ready to List for Advertisement Milestone)					06/12/2019	
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase					12/01/2019	
End Construction Phase					11/25/2020	
Begin Closeout Phase					12/01/2020	
End Closeout Phase (Closeout Report)					06/01/2021	



Additional Information		Date:
		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project				
District	County	Route	EA	Project ID	PPNO
12	Orange	Merrimac			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	10	0	0	0	0	0	10
PS&E	0	185	0	0	0	0	0	185
R/W	0	0	0	0	0	0	0	0
CON	0	0	1,105	0	0	0	0	1,105
TOTAL	0	195	1,105	0	0	0	0	1,300

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	1,105	0	0	0	0	1,105	
TOTAL	0	0	1,105	0	0	0	0	1,105	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Merrimac Way Multipurpose Street, Sidewalk and Bicycle Facility Project				
District	County	Route	EA	Project ID	PPNO
12	Orange	Merrimac			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	10	0	0	0	0	0	10	Costa Mesa
PS&E	0	185	0	0	0	0	0	185	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	195	0	0	0	0	0	195	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
12	Orange	Merrimac				

SECTION 1 - All Projects

Project Background Characters Remaining:

Programming Change Requested Characters Remaining:

Reason for Proposed Changed Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining: 2000

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Jennifer Rosales	Jennifer Rosales	Transportation Services Manager	07/27/2018

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 01/29/19	
District	EA	Project ID		PPNO	MPO ID		Alt Project. ID/prg.
12							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ORA				Orange County Transportation Authority			
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Paul Martin		(714) 560-5386		pmartin@octa.net			
Project Title							
Safe Travels Education Program (STEP) Campaign							
Location (Project Limits), Description (Scope of Work)							
25 public elementary schools located in disadvantaged communities within Orange County							
Component		Implementing Agency					
PA&ED		Orange County Transportation Authority					
PS&E		Orange County Transportation Authority					
Right of Way		Orange County Transportation Authority					
Construction		Orange County Transportation Authority					
Legislative Districts							
Assembly: 65, 72, 69		Senate: 34, 29, 37		Congressional:		47, 46, 48	
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
STEP will demonstrate to local agency staff and communities how education in the schools can improve safe travel by students and their families. The desired outcome is reduced crashes affecting people walking and biking. Instruction with youth and their families will help improve safety in the community since they'll better understand appropriate and prudent travel behaviors.							
Purpose and Need							
Current Safe Routes to Schools education and encouragement activities are limited in Orange County to those led by the Orange County Health Care Agency, and those activities reach an estimated 10-15 schools. No education, encouragement and enforcement activities are currently led by OCTA.							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Operational Improvements		Each		1	
ADA Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Bike/Ped Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				01/29/19			
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document (Document Type)				CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						04/01/2020	
End Construction Phase						03/22/2022	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



Additional Information		Date:	01/29/19

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



District	County	Route	EA	Project ID	PPNO	Alt. ID
12	Orange	N/A				

SECTION 1 - All Projects

Project Background	Characters Remaining:	368
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STEP will demonstrate to local agency staff and communities how education in the schools can improve safe travel by students and their families. The desired outcome is reduced crashes affecting people walking and biking. Instruction with youth and their families will help improve safety in the community since they'll better understand appropriate and prudent travel behaviors.

Programming Change Requested	Characters Remaining:	747
-------------------------------------	------------------------------	------------

N/A

Reason for Proposed Changed	Characters Remaining:	747
------------------------------------	------------------------------	------------

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:	572
--	------------------------------	------------

N/A

Other Significant Information	Characters Remaining:	1997
--------------------------------------	------------------------------	-------------

N/A

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Paul Martin		Active Transportation Coordinator	07/31/2018

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>					Date: 02/12/19	
District	EA	Project ID		PPNO	MPO ID	Alt Project ID/prg.
12						ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA	Local			Santa Ana		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Zed Kekula		(714) 647-5606		zkekula@santa-ana.org		
Project Title						
McFadden Avenue Protected Bike Lane and Bicycle Boulevard Project						
Location (Project Limits), Description (Scope of Work)						
McFadden Avenue from Harbor Boulevard to Grand Avenue in the City of Santa Ana						
Component		Implementing Agency				
PA&ED		Santa Ana				
PS&E		Santa Ana				
Right of Way		Santa Ana				
Construction		Santa Ana				
Legislative Districts						
Assembly: 69		Senate: 34		Congressional: 46		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
The project corridor runs through a historically underserved and disadvantaged neighborhood and directly serves a population in need of a healthy way to get around their community without relying on an automobile. The purpose of this project will have multiple benefits: provide opportunities to engage in physical activity to lower obesity rates and improve health among youth and adults, provide a safe and low-stress mobility option that will decrease car trips and vehicle miles traveled, as well as improve air quality by lessening greenhouse gas emissions.						
Purpose and Need						
An analysis comparing household size with the number of motor vehicles per household, shows that 55% of residents do not have access to a motor vehicle. Through a network of existing facilities, the proposed project provides a direct connection to regional and local destinations. Given the lack of access to a motor vehicle and the household income levels this project is crucial to meet the needs of this neighborhood.						
Category		Outputs/Outcomes		Unit	Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Feet	21,415	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
Project Milestone				Existing	Proposed	
Project Study Report Approved				02/12/19		
Begin Environmental (PA&ED) Phase					09/01/2019	
Circulate Draft Environmental Document (Document Type)				CE/CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					04/28/2020	
Begin Design (PS&E) Phase					07/01/2020	
End Design Phase (Ready to List for Advertisement Milestone)					06/26/2021	
Begin Right of Way Phase					03/01/2020	
End Right of Way Phase (Right of Way Certification Milestone)					03/01/2020	
Begin Construction Phase					12/31/2021	
End Construction Phase					12/15/2024	
Begin Closeout Phase					06/15/2025	
End Closeout Phase (Closeout Report)					12/31/2025	



Additional Information		Date:
		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	McFadden Avenue Protected Bike Lane and Bicycle Boulevard Project				
District	County	Route	EA	Project ID	PPNO
12	Orange	Local			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	102	0	0	0	0	102
PS&E	0	0	1,022	0	0	0	0	1,022
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	5,875	0	0	0	5,875
TOTAL	0	0	1,124	5,875	0	0	0	6,999

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	102	0	0	0	0	102	Caltrans
PS&E	0	0	1,022	0	0	0	0	1,022	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	5,875	0	0	0	5,875	
TOTAL	0	0	1,124	5,875	0	0	0	6,999	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	McFadden Avenue Protected Bike Lane and Bicycle Boulevard Project				
District	County	Route	EA	Project ID	PPNO
12	Orange	Local			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Santa Ana
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
12	Orange	Local				

SECTION 1 - All Projects

Project Background Characters Remaining:

Programming Change Requested Characters Remaining:

Reason for Proposed Changed Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Zed Kekula		Senior Civil Engineer	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	4/15/19
District	EA	Project ID		PPNO	MPO ID	TCRP No.
12						ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ORA	Local			Santa Ana		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Zed Kekula		(714) 647-5606		zkekula@santa-ana.org		
Project Title						
Standard Avenue Protected Bike Lane and Protected Intersection Project						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
Standard Avenue from 3rd Street to Warner Avenue in the City of Santa Ana						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component		Implementing Agency				
PA&ED		Santa Ana				
PS&E		Santa Ana				
Right of Way		Santa Ana				
Construction		Santa Ana				
Purpose and Need						<input type="checkbox"/> See page 2
An analysis comparing household size with the number of motor vehicles per household, shows that 55% of residents do not have access to a motor vehicle. Through a network of existing facilities, the proposed project provides a direct connection to regional and local destinations. Given the lack of access to a motor vehicle and the household income levels this project is crucial to meet the needs of this neighborhood.						
Project Benefits						<input checked="" type="checkbox"/> See page 2
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone						Proposed
Project Study Report Approved						01/10/19
Begin Environmental (PA&ED) Phase						09/01/19
Circulate Draft Environmental Document				Document Type	CE/CE	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						04/28/20
Begin Design (PS&E) Phase						07/01/20
End Design Phase (Ready to List for Advertisement Milestone)						06/26/21
Begin Right of Way Phase						03/01/20
End Right of Way Phase (Right of Way Certification Milestone)						03/01/20
Begin Construction Phase (Contract Award Milestone)						12/31/21
End Construction Phase (Construction Contract Acceptance Milestone)						12/15/24
Begin Closeout Phase						06/15/25
End Closeout Phase (Closeout Report)						12/31/25

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	ORA	Local				ATP
Project Title: Standard Avenue Protected Bike Lane and Protected Intersection Project						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)					122			122	
PS&E					1,100			1,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						5,444		5,444	
TOTAL					1,222	5,444		6,666	

Fund No. 1:	ATP Funds Infrastructure Cycle 4								Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)					122			122	
PS&E					1,100			1,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						5,444		5,444	
TOTAL					1,222	5,444		6,666	

Fund No. 2:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	ORA	Local				ATP
Project Title: Standard Avenue Protected Bike Lane and Protected Intersection Project						

Fund No. 4:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	TCRP No.
12	ORA	Local				ATP
Project Title: Standard Avenue Protected Bike Lane and Protected Intersection Project						

Fund No. 8:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

MAYOR
Miguel A. Pulido
MAYOR PRO TEM
Juan Villegas
COUNCILMEMBERS
Cecilia Iglesias
David Penaloza
Roman Reyna
Vicente Sarmiento
Jose Solorio



ACTING CITY MANAGER
Steven A. Mendoza
CITY ATTORNEY
Sonia R. Carvalho
ACTING CLERK OF THE COUNCIL
Norma Mitre-Ramirez

CITY OF SANTA ANA

20 Civic Center Plaza • P.O. Box 1988
Santa Ana, California 92702
www.santa-ana.org

February 4, 2019

Kia Mortazavi, Executive Director, Planning
Orange County Transportation Authority
550 South Main Street
Orange, CA 92863-1584

RE: Active Transportation Program Cycle 4 – Project Withdraw

Dear Mr. Mortazavi:

The City of Santa Ana requests that the Safe Mobility Santa Ana Project submitted for ATP Cycle 4 be removed from consideration. The project was conceptualized as part of the City's Safe Mobility Santa Ana Plan and represented only a small portion of the projects outlined in the Plan. Additionally, we recognize that withdrawing this project from consideration will result in the McFadden Protected Bike Lane Project receiving full funding in the amount \$6,999,999 and the Standard Avenue Protected Bike Lane Project receiving partial funding in the amount of \$6,666,000. Due to the overlapping nature of these two projects, both of which included a protected intersection at McFadden and Standard, the City will complete both projects with the funding available.

The City will re-submit the Safe Mobility Santa Ana project with a more comprehensive scope for future grant opportunities.

Should you have any questions, please contact Cory Wilkerson at (714) 647-5643.

Sincerely,

Edwin "William" Galvez
City Engineer

SANTA ANA CITY COUNCIL

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Mayor
mpulido@santa-ana.org

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jvillegas@santa-ana.org

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Ward 6
ciglesias@santa-ana.org



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>					Date: 02/12/19	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.
8						ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
RIV				City of Palm Desert		
				MPO	Element	
				SCAG	Capitol	
Project Manager/Contact		Phone		E-mail Address		
Tom Garcia		(760) 776-6450		TGarcia@cityofpalmdesert.org		
Project Title						
San Pablo Avenue Improvements from Fred Waring to Magnesia Falls						
Location (Project Limits), Description (Scope of Work)						
On San Pablo Avenue between Fred Waring Drive and Magnesia Falls Drive						
Component		Implementing Agency				
PA&ED		City of Palm Desert				
PS&E		City of Palm Desert				
Right of Way		City of Palm Desert				
Construction		City of Palm Desert				
Legislative Districts						
Assembly:	42	Senate:	28	Congressional:	36	
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
The City of Palm Desert has identified the San Pablo Avenue corridor as a key area for transformational change to facilitate the creation of a new downtown/city center. The corridor improvements will provide connectivity and walkability between the busy shopping districts along the Palm Desert City Hall, College of the Desert, Civic Center Park and residential neighborhood, San Pablo Avenue will provide a safe and viable link to parks, shopping and restaurants for pedestrians, bicycles, golf carts, and vehicles.						
Purpose and Need						
Provide safe bicycle and pedestrian access for residents to local schools and city parks.						
Category		Outputs/Outcomes		Unit	Total	
Local Streets and Roads		Bicycle lane-miles		Feet	4,325	
Local Steets and Roads		Sidewalk miles		Feet	2,850	
Local Steets and Roads		Intersections modified		Each	2	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						
Inc. Sustainable Communities Strategy Goals: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
Project Milestone				Existing	Proposed	
Project Study Report Approved				02/12/19		
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document (Document Type)				CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase					11/01/2019	
End Construction Phase					10/26/2020	
Begin Closeout Phase					12/01/2020	
End Closeout Phase (Closeout Report)					06/01/2021	



Additional Information		Date:
<p>The proposed San Pablo Avenue corridor will improve the ADA path of travel by constructing ADA compliant sidewalks and ramps. The project will correct non-compliant slopes for existing sidewalk and ADA ramps along San Pablo Ave between Fred Waring Drive and Magnesia Falls Drive. Less experienced cyclist, who are not comfortable sharing the road with motor vehicles, will have separation from motor vehicles. This will encourage new cyclist to utilize the San Pablo Avenue corridor. The roundabouts and increase in walking/cycling will reduce greenhouse gases which will improve air quality. The new mid block crosswalks will improve access to the College of the Desert and the Civic Center Park and improve safety. Pedestrians will have wide pathways with separation from cyclist and motor vehicles. Students from Abraham Lincoln Elementary School, Palm Desert Charter Middle School, and Palm Desert High School will have safe bike paths and pedestrian walkways to get from their homes to school.</p>		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	San Pablo Avenue Improvements from Fred Waring to Magnesia Falls				
District	County	Route	EA	Project ID	PPNO
8	Riverside	San Pablo			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	4,503	0	0	0	0	4,503
TOTAL	0	0	4,503	0	0	0	0	4,503

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	3,222	0	0	0	0	3,222	
TOTAL	0	0	3,222	0	0	0	0	3,222	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Notes:
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	San Pablo Avenue Improvements from Fred Waring to Magnesia Falls				
District	County	Route	EA	Project ID	PPNO
8	Riverside	San Pablo			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:	City of Palm Desert								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	City of Palm Desert
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	General Funds
CON	0	0	1,281	0	0	0	0	1,281	
TOTAL	0	0	1,281	0	0	0	0	1,281	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
8	Riverside	San Pablo				

SECTION 1 - All Projects

Project Background Characters Remaining: 0

The Southern California Association of Governments Regional Transportation Plan calls for improving air quality, access to mass transit, and improving active habits (cycling and walking). The San Pablo Ave corridor improvement project will add 2,850 feet of sidewalk and 4,325 feet of bike lanes. The corridor improvements will encourage residents to walk and bike between the residential neighborhoods and the Palm Desert City Hall, the College of the Desert, Civic Center Park, and the future Coachella Valley Link. The utilization of roundabouts will decrease greenhouse gas and improve air quality. The new bike paths and walkways will improve access to the SunLine Transit bus stop 21 and 54 on the corner of Fred Waring Drive and San Pablo Ave.

Programming Change Requested Characters Remaining:

Reason for Proposed Change Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Tom Garcia		Director of Public Works	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 02/12/19	
District	EA	Project ID		PPNO	MPO ID		Alt Project. ID/prg.
8							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
RIV	Palomar Street			Lake Elsinore			
				MPO		Element	
				SCAG		Capitol	
Project Manager/Contact		Phone		E-mail Address			
Farid Dost		(951) 674-3124		fdost@lake-elsinore.org			
Project Title							
Murrieta Creek Multi-Use Trail - Palomar Trail to Lake Trail							
Location (Project Limits), Description (Scope of Work)							
The project is located in the City of Lake Elsinore between the Lake Levee trail and Palomar Trail in the southwest part of the City.							
Component		Implementing Agency					
PA&ED		Lake Elsinore					
PS&E		Lake Elsinore					
Right of Way		Lake Elsinore					
Construction		Lake Elsinore					
Legislative Districts							
Assembly: 67		Senate: 28		Congressional: 42			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The project will connect the non-motorist residents of City of Lake Elsinore and Wildomar and connect local residents to the north and east part of the City. The proposed project will result in increase proportion of the trips accomplished by biking and walking, increase the safety and mobility of non-motorized users, by providing a multi-use trail completely separate from motorist, Achieve greenhouse gas reduction by minimizing vehicular trips, enhance public health, including reduction of child obesity through the use of program by providing a safe path for kids to commute to and from schools.							
Purpose and Need							
The purpose of this project is to provide a safe path for non-motorists to increase biking and walking in this part of the City. This project is needed due to public complaints and the safety of all non-motorists. This alignment of the trail is also part of the City's master trail plan. The non-motorist including students continue to use these unsafe roadway edges to their daily destinations							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Feet		5,000	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				02/12/19			
Begin Environmental (PA&ED) Phase						10/14/2019	
Circulate Draft Environmental Document (Document Type)				ND/CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						06/10/2020	
Begin Design (PS&E) Phase						02/26/2021	
End Design Phase (Ready to List for Advertisement Milestone)						02/21/2022	
Begin Right of Way Phase						05/20/2022	
End Right of Way Phase (Right of Way Certification Milestone)						07/19/2022	
Begin Construction Phase						11/25/2022	
End Construction Phase						05/24/2023	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



Additional Information		Date:
<p>(Continues) - This project will also enhance connectivity between residential, employment, schools, shopping and parks. Eliminate interaction between motorist and non-motorists.</p>		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Murrieta Creek Multi-Use Trail - Palomar Trail to Lake Trail				
District	County	Route	EA	Project ID	PPNO
8	Riverside	N/A			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	365	0	0	0	0	365
PS&E	0	0	0	350	0	0	0	350
R/W	0	0	0	0	460	0	0	460
CON	0	0	0	0	0	3,904	0	3,904
TOTAL	0	0	365	350	460	3,904	0	5,079

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	365	0	0	0	0	365	Caltrans
PS&E	0	0	0	350	0	0	0	350	Notes:
R/W	0	0	0	0	460	0	0	460	
CON	0	0	0	0	0	3,904	0	3,904	
TOTAL	0	0	365	350	460	3,904	0	5,079	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Murrieta Creek Multi-Use Trail - Palomar Trail to Lake Trail				
District	County	Route	EA	Project ID	PPNO
8	Riverside	N/A			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Lake Elsinore
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
8	Riverside	N/A				

SECTION 1 - All Projects

Project Background Characters Remaining: 750

Programming Change Requested Characters Remaining:

Reason for Proposed Changed Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining: 2000

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Farid Dost		Senior Civil Engineer	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3

**Part A6: Project Funding**

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	-	-		-	-	-	-	-
PS&E	-	-		-	-	-	-	-
R/W	-	-		-	-	-	-	-
CON	-	-		-	-	-	-	-
NI-CON/ PLAN	580	325	20/21	255	-	-	-	-
TOTAL	580	325		255	-	-	-	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? ☒ Yes ☐ No

If "Yes", provide a brief explanation. (Max of 50 Words)

Words Remaining: 3

The non-infrastructure total program cost is under \$1 million. State-Only ATP Funding will reduce the overall program implementation schedule from 5-10 months if no NEPA clearances or Federal Request for Authorization process is required allowing the communities to benefit from Comprehensive Safe Routes to School Program sooner.

If "Yes", applicants requesting SHA must also attach an "Exhibit 22-F"

J. Exhibit 22-F Request for State Funding.pdf

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3


 8-Riverside County Dept. of Public Health (Injury Prevention Services)-2
 Riverside County Safe Routes to School Program, Corona

Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 02/19/19	
District	EA	Project ID		PPNO	MPO ID	Alt Project ID/prg.	
8						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
RIV				Riverside County Dept. of Public Health (Injury Prevention Services)			
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Marsie Rosenberg Gutierrez		(951) 358-7171		mrgutierrez@rivcocha.org			
Project Title							
Riverside County Safe Routes to School Program, Corona							
Location (Project Limits), Description (Scope of Work)							
The city of Corona is located approximately 45 miles southeast of Los Angeles in western Riverside County. City limits encompass 39 square miles and the population is over 160,000.							
Component		Implementing Agency					
PA&ED		Riverside County Dept. of Public Health (Injury Prevention Services)					
PS&E		Riverside County Dept. of Public Health (Injury Prevention Services)					
Right of Way		Riverside County Dept. of Public Health (Injury Prevention Services)					
Construction		Riverside County Dept. of Public Health (Injury Prevention Services)					
Legislative Districts							
Assembly: 60		Senate: 31		Congressional: 42			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Students attending five target schools within the City of Corona will benefit from the proposed pedestrian and bicycle education and encouragement events by learning how to walk and bike safely on the road, thus avoiding serious injuries. Students and their families will have opportunities to become more physically active on their route to school, lowering their risk of debilitating conditions such as diabetes and heart disease. Enforcement activities will also improve the safety of the neighborhood environment. Marketing campaigns will raise awareness on traffic safety and air quality issues.							
Purpose and Need							
The purpose of the proposed program is to increase safe walking and biking around five schools in Corona. The city of Corona was selected as a high priority area based on the Healthy Places Index (HPI) score, socioeconomic status of target area (household income, students eligible for Free and Reduced Price Meals), level of physical inactivity/childhood obesity (FitnessGram) and air quality (CalEnviroScreen).							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Each		1	
ADA Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				02/19/19			
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document (Document Type)				CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						09/01/2020	
End Construction Phase						08/17/2023	
Begin Closeout Phase						08/18/2023	
End Closeout Phase (Closeout Report)						11/17/2023	

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)
v1.3



8-Riverside County Dept. of Public Health (Injury Prevention Services)-2
Riverside County Safe Routes to School Program, Corona

Additional Information	Date: 02/19/19

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3



District	County	Route	EA	Project ID	PPNO	Alt. ID
8	Riverside	various				

SECTION 1 - All Projects

Project Background	Characters Remaining:	18
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The proposed Riverside County Non-Infrastructure Safe Routes to School Active Transportation Program (NI-SRTS - ATP) will serve five (5) schools within the Corona-Norco Unified School District, covering Education, Encouragement, Enforcement, Engineering/Environment and Evaluation activities at each targeted school. In order to assure sustainability of program efforts, interested youth and adults will be recruited as Active Transportation Ambassadors to become advocates for safe walking and biking in their community. These Ambassadors will assist with all aspects of the program including peer to peer campaigns, ped/bike safety education, and walk audits to improve the walkability and bike-ability of the school environment.

Programming Change Requested	Characters Remaining:	747
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N/A

Reason for Proposed Changed	Characters Remaining:	747
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N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:	572
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N/A

Other Significant Information	Characters Remaining:	154
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Public Health has the unique opportunity to collaborate with their own Riverside University Health System-Medical Center's Injury Prevention department through their Trauma Center. Trauma surgeon, Dr. Raul Coimbra, is a renowned advocate for pedestrian and bicycle safety, given all the tragedy he has treated, and is more than willing to participate in Public Health's prevention efforts to curtail the number of pedestrian and bicycle injuries throughout Riverside County. Dr. Coimbra has committed to make himself available as a spokesperson to lead this effort.

Public Health conducted extensive Public Participation outreach efforts to identify the needs of the Corona community and engage them in the program development process. Community members and partners were surveyed to determine transportation mode, perception of safety in their neighborhood and recommendations for effective program activities.

Public Health was able to cultivate collaboration with the Corona-Norco Unified School District Parent Center. Staff conducted a mock safety city event during the center's Summer Unplugged Series for approximately 100 children and 75 parents. The event provided an opportunity for parents and students to express their needs - especially the need for increased summer and after school activities.

Collaborations were also formed with the Healthy Corona Coalition, Corona Library and Recreation Department and the Corona Police Department. Staff visited community sites including Women, Infants and Children (WIC) in Corona and received valuable insight from mothers of school age children.

Public Health will utilize the information and partnerships gained from this public outreach process to steer all activities with the overarching goal of improving the walkability and bike-ability of this disadvantaged community.

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3

**Part A6: Project Funding**

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	-	-		-	-	-	-	-
PS&E	-	-		-	-	-	-	-
R/W	-	-		-	-	-	-	-
CON	-	-		-	-	-	-	-
NI-CON/ PLAN	610	500	20/21	110	-	-	-	-
TOTAL	610	500		110	-	-	-	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? ☒ Yes ☐ No

If "Yes", provide a brief explanation. (Max of 50 Words)

Words Remaining: 3

The non-infrastructure total program cost is under \$1 million. State-Only ATP Funding will reduce the overall program implementation schedule from 5-10 months if no NEPA clearances or Federal Request for Authorization process is required allowing the communities to benefit from Comprehensive Safe Routes to School Program sooner.

If "Yes", applicants requesting SHA must also attach an "Exhibit 22-F"

J. Exhibit 22-F State Funding.pdf

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.3


 8-Riverside County Dept. of Public Health (Injury Prevention Services)-3
 Riverside County Safe Routes to School Program, Desert Hot Springs

Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 02/19/19	
District	EA	Project ID		PPNO	MPO ID	Alt Project ID/prg.	
8						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
RIV				Riverside County Dept. of Public Health (Injury Prevention Services)			
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Marsie Rosenberg Gutierrez		(951) 358-7171		MRGutierrez@rivcocha.org			
Project Title							
Riverside County Safe Routes to School Program, Desert Hot Springs							
Location (Project Limits), Description (Scope of Work)							
The City of Desert Hot Springs is located in the northwestern portion of the Coachella Valley in Riverside County. The City lies south of the Big Morongo Canyon Preserve.							
Component		Implementing Agency					
PA&ED		Riverside County Dept. of Public Health (Injury Prevention Services)					
PS&E		Riverside County Dept. of Public Health (Injury Prevention Services)					
Right of Way		Riverside County Dept. of Public Health (Injury Prevention Services)					
Construction		Riverside County Dept. of Public Health (Injury Prevention Services)					
Legislative Districts							
Assembly: 56		Senate: 28		Congressional: 36			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Students attending eight target schools within Desert Hot Springs will benefit from the proposed pedestrian and bicycle education and encouragement events by learning how to walk and bike safely on the road, thus avoiding serious injuries. Students and their families will have opportunities to become more physically active on their route to school, lowering their risk of debilitating conditions such as diabetes and heart disease. Enforcement activities will also improve the safety of the neighborhood environment. Marketing campaigns will raise awareness on traffic safety and air quality issues.							
Purpose and Need							
The purpose of the proposed program is to increase safe walking and biking around eight schools in Desert Hot Springs. Desert Hot Springs was selected as a high priority area based on the Healthy Places Index (HPI) score, socioeconomic status (household income, students eligible for Free and Reduced Price Meals), level of physical inactivity/childhood obesity (FitnessGram) and air quality (CalEnviroScreen).							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Each		1	
ADA Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				02/19/19			
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document (Document Type)				CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						09/01/2020	
End Construction Phase						08/17/2023	
Begin Closeout Phase						8/18/2023	
End Closeout Phase (Closeout Report)						11/17/2023	



Additional Information	Date: 02/19/19

[illegible]



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>					Date: 02/12/19	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.
8						ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
RIV	El Toro/Dexter			Riverside County Transportation Department		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Susan Vombaur		(951) 955-6800		svombaur@rivco.org		
Project Title						
ElToro Road-Dexter Avenue Safe Routes to School Sidewalk Project						
Location (Project Limits), Description (Scope of Work)						
On El Toro Rd/Dexter Ave; In the unincorporated area of Warm Springs and in the City of Lake Elsinore just north east of I-15 at Central Ave.						
Component		Implementing Agency				
PA&ED		Riverside County Transportation Department				
PS&E		Riverside County Transportation Department				
Right of Way		Riverside County Transportation Department				
Construction		Riverside County Transportation Department				
Legislative Districts						
Assembly: 67		Senate: 28		Congressional: 42		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
The project will improve pedestrian safety around Temescal Canyon High School. Students currently walk along El Toro Road/Dexter Avenue in the street along side vehicles, bicyclists and skateboarders. Congestion will be reduced by providing separate facilities for pedestrians. A new flashing beacon and crosswalk will be installed on Dexter at 11 Street to provide pedestrians with an alternative location to safely cross. The existing crosswalks near the school are located in the area of the school driveways where congestion is heaviest. New ADA compliant ramps will be constructed where there currently are none.						
Purpose and Need						
There are large gaps in sidewalk along El Toro Road/Dexter Avenue. Many students walk this segment of roadway to and from home and to access public transit. The lack of sidewalk discourages walking so the completed project will encourage more users and active transportation modes as an alternative to using personal vehicles. The project will provide accessibility to disabled persons and students to local transit.						
Category		Outputs/Outcomes		Unit	Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Feet	5,748	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
Project Milestone				Existing	Proposed	
Project Study Report Approved				02/12/19		
Begin Environmental (PA&ED) Phase					09/16/2019	
Circulate Draft Environmental Document (Document Type)				CE/CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					09/10/2020	
Begin Design (PS&E) Phase					02/13/2021	
End Design Phase (Ready to List for Advertisement Milestone)					08/07/2022	
Begin Right of Way Phase					02/13/2021	
End Right of Way Phase (Right of Way Certification Milestone)					08/07/2022	
Begin Construction Phase					02/01/2023	
End Construction Phase					09/29/2023	
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						



Additional Information		Date:
		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	ElToro Road-Dexter Avenue Safe Routes to School Sidewalk Project				
District	County	Route	EA	Project ID	PPNO
8	Riverside	El Toro			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	50	0	0	0	0	50
PS&E	0	0	0	330	0	0	0	330
R/W	0	0	0	80	0	0	0	80
CON	0	0	0	0	0	1,851	0	1,851
TOTAL	0	0	50	410	0	1,851	0	2,311

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	50	0	0	0	0	50	Caltrans
PS&E	0	0	0	330	0	0	0	330	Notes:
R/W	0	0	0	80	0	0	0	80	
CON	0	0	0	0	0	1,763	0	1,763	
TOTAL	0	0	50	410	0	1,763	0	2,223	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	88	0	88	
TOTAL	0	0	0	0	0	88	0	88	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	ElToro Road-Dexter Avenue Safe Routes to School Sidewalk Project				
District	County	Route	EA	Project ID	PPNO
8	Riverside	El Toro			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Riverside County Transportation Department Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
8	Riverside	El Toro				

SECTION 1 - All Projects

Project Background Characters Remaining:

Programming Change Requested Characters Remaining:

Reason for Proposed Changed Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Susan Vombaur		Senior Civil Engineer	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>						Date: 02/12/19	
District	EA	Project ID		PPNO	MPO ID		Alt Project. ID/prg.
8							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SB	Multiple Roadways			Fontana			
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Jeffrey Kim		(909) 350-6724		jkim@fontana.org			
Project Title							
Fontana Safe Routes to School Gap Closure							
Location (Project Limits), Description (Scope of Work)							
Fontana, San Bernardino County: Multiple roadways bordered by San Bernardino Avenue, Catawba Avenue, Valley Boulevard, and Juniper Avenue.							
Component		Implementing Agency					
PA&ED		Fontana					
PS&E		Fontana					
Right of Way		Fontana					
Construction		Fontana					
Legislative Districts							
Assembly: 47		Senate: 20		Congressional: 35			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The project will benefit over 4,300 children attending the three project area schools by providing safer pathways for students to walk/bike to school. Through safer pathways and increased enforcement of traffic/pedestrian/bicycle safety laws, the City aims to increase active transportation by 20%, and subsequently increase positive health outcomes related to increased physical activity (namely reduced rates of childhood obesity) and reduced vehicle emissions (cleaner air and reduced asthma rates).							
Purpose and Need							
Fontana intends to use ATP funds to install 1.5 miles of missing sidewalks, 2.7 miles of Class II and Class III bikeways, 800 linear feet of curb and gutter, 58 ADA accessible ramps, high visibility crosswalks, and street lights on the streets immediately surrounding the three schools.							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Miles		4.2	
Local Steets and Roads		Bicycle lane-miles		Miles		2.7	
Local Steets and Roads		Sidewalk miles		Miles		1.5	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				02/12/19			
Begin Environmental (PA&ED) Phase						09/30/2019	
Circulate Draft Environmental Document (Document Type)				CE		11/01/2019	
Draft Project Report						12/02/2019	
End Environmental Phase (PA&ED Milestone)						05/27/2020	
Begin Design (PS&E) Phase						08/24/2020	
End Design Phase (Ready to List for Advertisement Milestone)						02/19/2021	
Begin Right of Way Phase						08/24/2020	
End Right of Way Phase (Right of Way Certification Milestone)						05/21/2021	
Begin Construction Phase						08/23/2021	
End Construction Phase						11/20/2021	
Begin Closeout Phase						12/01/2021	
End Closeout Phase (Closeout Report)						03/15/2022	



Additional Information		Date:
NA		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Fontana Safe Routes to School Gap Closure				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	Multiple			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	12	0	0	0	0	12
PS&E	0	0	124	0	0	0	0	124
R/W	0	0	87	0	0	0	0	87
CON	0	0	0	1,254	0	0	0	1,254
TOTAL	0	0	223	1,254	0	0	0	1,477

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	12	0	0	0	0	12	Caltrans
PS&E	0	0	124	0	0	0	0	124	Notes:
R/W	0	0	87	0	0	0	0	87	
CON	0	0	0	1,254	0	0	0	1,254	
TOTAL	0	0	223	1,254	0	0	0	1,477	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Fontana Safe Routes to School Gap Closure				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	Multiple			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Fontana
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
8	San Bernardino	Multiple				

SECTION 1 - All Projects

Project Background Characters Remaining: 245

The project will install nearly 1.5 miles of missing sidewalks, 2.7 miles of Class II and III bikeways, 800 linear feet of curb and gutter, and 58 ADA accessible ramps on the streets and sidewalks immediately surrounding the three schools. High-visibility crosswalks (including one striped for high-use diagonal crossing) will help ensure student safety as they cross busy roadways. The City will reduce vehicle lane widths and restrict parking/turns to create continuous Class II bike lanes and buffers.

Programming Change Requested Characters Remaining: 693

NA - This is a new project; no change is being requested.

Reason for Proposed Changed Characters Remaining: 693

NA - This is a new project; no change is being requested.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining: 518

NA - This is a new project; no change is being requested.

Other Significant Information Characters Remaining: 1943

NA - This is a new project; no change is being requested.

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Jeffrey Kim	NA - This is not an amendment	Senior Civil Engineer	07/26/2018

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
08							
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SBD	NA			Ontario			
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Melanie Mullis		909 395-2430		mmullis@ontarioca.gov			
Project Title							
Pedestrian Improvements around Haynes, Vista Grande and Oaks Schools							
Location (Project Limits), Description (Scope of Work)							
Various locations in the area bounded by Mission Blvd. on the north, Euclid Ave. (SR83) on the east, SR60 on the south and the western City limits.							
Component							
PA&ED		Ontario					
PS&E		Ontario					
Right of Way		Ontario					
Construction		Ontario					
Legislative Districts							
Assembly:	52	Senate:	20	Congressional:	35		
Project Benefits							
The proposed project will increase the number of students who walk to school and residents who walk to local destinations (e.g. parks, commercial centers and transit stops). This increased walking improves the health of the residents in a neighborhood with high rates of obesity and diabetes. The installation of enhanced pedestrian crossings and street lights at intersections will improve the safety of pedestrians in the neighborhood. The creation of a walking school bus at the local middle and elementary schools will							
Purpose and Need							
The purpose of the project is to provide school children and local residents a continuous sidewalk to and from schools, parks, community centers, local commercial destinations and transit stops so that no one will need to walk on unimproved sections of the public streets. It will provide enhanced crossings at critical intersections to improve visibility of pedestrians to the motoring public and improve access to the sidewalk systems for all residents in this disadvantaged neighborhood. It will eliminate barriers for							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Feet	16,143	
State Highway Road Construction		Pedestrian/Bicycle facilities miles constructed			each	2	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						05/01/19	
Circulate Draft Environmental Document					Document Type	ND	
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						04/25/20	
Begin Design (PS&E) Phase						07/20/20	
End Design Phase (Ready to List for Advertisement Milestone)						09/13/21	
Begin Right of Way Phase						07/20/20	
End Right of Way Phase (Right of Way Certification Milestone)						07/15/21	
Begin Construction Phase (Contract Award Milestone)						12/20/21	
End Construction Phase (Construction Contract Acceptance Milestone)						10/16/22	
Begin Closeout Phase						06/01/23	
End Closeout Phase (Closeout Report)						09/01/23	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

Project Benefits (Cont.)

parents to allow their children to walk to school.

Purpose and Intent (Cont.)

to school and other destinations and complete the pedestrian network by constructing over 16,000 feet of sidewalk, 168 handicap ramps, 85 street lights at pedestrian crossings to make pedestrian more visible to motorists. The project will include the planting 975 shade trees within existing parkways where trees are missing to make walking a more pleasant experience, reduce Greenhouse Gases and improve air quality. In a survey of residents, they stated they were more likely to walk more if shade trees were planted, missing segments of the sidewalk system were constructed and improved pedestrian crossings were constructed at key locations,

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
08	SBD	NA, ,				
Project Title: Pedestrian Improvements around Haynes, Vista Grande and Oaks Schools						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Ontario
PS&E									Ontario
R/W SUP (CT)									Ontario
CON SUP (CT)									Ontario
R/W									Ontario
CON									Ontario
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		50						50	
PS&E			450					450	
R/W SUP (CT)									
CON SUP (CT)									
R/W			841					841	
CON				4,923	734			5,657	
TOTAL		50	1,291	4,923	734			6,998	

Fund No. 1:	ATP Funds Infrastructure Cycle 4								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans ATP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			841					841	
CON				4,767				4,767	
TOTAL			841	4,767				5,608	

Fund No. 2:	ATP Funds Non-Infrastructure Cycle 4								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				156				156	
TOTAL				156				156	

Fund No. 3:	Local City Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Ontario
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		50						50	
PS&E			450					450	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					734			734	
TOTAL		50	450		734			1,234	

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only**Date:** 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
08	SBD	NA				

SECTION 1 - All Projects**Project Background****Programming Change Requested**

Not Applicable

Reason for Proposed Change

Not Applicable

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Not Applicable

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Melanie Mullis		Principal Planner - Mobility	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>					Date: 02/12/19	
District	EA	Project ID	PPNO	MPO ID	Alt Project. ID/prg.	
8					ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD				Rialto		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Katie Nickel		(909) 820-2507		knickel@rialto.ca.gov		
Project Title						
Safe Routes for Active Play, Work, and Live Rialto!						
Location (Project Limits), Description (Scope of Work)						
The project location is the City of Rialto which includes the schools within the Rialto Unified School District (RUSD).						
Component		Implementing Agency				
PA&ED		Rialto				
PS&E		Rialto				
Right of Way		Rialto				
Construction		Rialto				
Legislative Districts						
Assembly: 47		Senate: 20		Congressional: 35		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
Increased use of active transportation modes by students, families, and residents of Rialto as a result of SRTS programming. Benefits include reduced vehicle trips, reduced green house gas emissions, increased physical activity, and reduced chronic disease related to sedentary lifestyle.						
Purpose and Need						
Students and families need to be able to use active modes to travel to and from school. The purpose of this project is to utilize the six Es of SRTS (education, encouragement, evaluation, enforcement, and equity) to help students, families and residents of Rialto safely use active transportation modes.						
Category	Outputs/Outcomes			Unit	Total	
Local Streets and Roads	Pedestrian/Bicycle facilities miles constructed			Each	0	
ADA Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
Project Milestone				Existing	Proposed	
Project Study Report Approved				02/12/19		
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document (Document Type)				CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase					09/01/2019	
End Construction Phase					08/11/2023	
Begin Closeout Phase					08/12/2023	
End Closeout Phase (Closeout Report)					01/31/2024	



Additional Information		Date:
		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Safe Routes for Active Play, Work, and Live Rialto!				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	N/A			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	549	0	0	0	0	549
TOTAL	0	0	549	0	0	0	0	549
								Notes:

ATP Funds Infrastructure Cycle 4								
Proposed Funding Allocation (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0
								Program Code
								20.30.720
								Funding Agency
								Caltrans
								Notes:

ATP Funds Non-Infrastructure Cycle 4								
Proposed Funding Allocation (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	549	0	0	0	0	549
TOTAL	0	0	549	0	0	0	0	549
								Program Code
								20.30.720
								Funding Agency
								Caltrans
								Notes:

ATP Funds Plan Cycle 4								
Proposed Funding Allocation (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0
								Program Code
								20.30.720
								Funding Agency
								Caltrans
								Notes:

ATP Funds Previous Cycle								
Proposed Funding Allocation (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0
								Program Code
								20.30.720
								Funding Agency
								Caltrans
								Notes:



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Safe Routes for Active Play, Work, and Live Rialto!				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	N/A			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Rialto
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
8	San Bernardino	N/A				

SECTION 1 - All Projects

Project Background Characters Remaining:

Programming Change Requested Characters Remaining:

Reason for Proposed Changed Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Katie Nickel		Public Works Program Coordinator	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>					Date: 02/12/19	
District	EA	Project ID	PPNO	MPO ID	Alt Project. ID/prg.	
8					ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	Var			Rialto		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Robert Eisenbeisz		(909) 421-7279		reisenbeisz@rialto.ca.gov		
Project Title						
Terra Vista Drive Neighborhood Safe Routes to School Infrastructure Implementation						
Location (Project Limits), Description (Scope of Work)						
Near two schools located along Terra Vista Drive and peripheral neighborhood corridors.						
Component		Implementing Agency				
PA&ED		Rialto				
PS&E		Rialto				
Right of Way		Rialto				
Construction		Rialto				
Legislative Districts						
Assembly: 47		Senate: 20		Congressional: 31		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
See additional information.						
Purpose and Need						
The project will construct planned Safe Routes to School infrastructure improvements at two (2) schools in the City of Rialto: Fitzgerald Elementary School and Kucera Middle School to provide connectivity for students and mitigate pedestrian and bicyclist exposure to vehicles.						
Category		Outputs/Outcomes		Unit	Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Feet	6,199	
Local Steets and Roads		Operational Improvements		Each	2	
Local Steets and Roads		Turn pockets constructed		Feet	300	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
Project Milestone				Existing	Proposed	
Project Study Report Approved				02/12/19		
Begin Environmental (PA&ED) Phase					09/01/2019	
Circulate Draft Environmental Document (Document Type)				CE	01/01/2020	
Draft Project Report					01/01/2020	
End Environmental Phase (PA&ED Milestone)					08/26/2020	
Begin Design (PS&E) Phase					01/01/2021	
End Design Phase (Ready to List for Advertisement Milestone)					12/27/2021	
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase					05/01/2022	
End Construction Phase					12/26/2022	
Begin Closeout Phase					01/01/2023	
End Closeout Phase (Closeout Report)					07/01/2023	



Additional Information		Date:
<p>The engineering improvements that would be implemented as part of this project would significantly improve the safety of students that walk and bike to school. Because more than 75% of the student body at each of the two schools is eligible for free or reduced lunch, making improvements to this neighborhood would help to advance equity in maintaining a safe and healthy school neighborhood environment. The proposed projects will benefit non-motorized users by improving the ability of residents to reach local facilities, especially of children and parents to reach local schools. For those that have difficulty accessing recreation options farther away, access to and use of local amenities, including local parks, is a critical tool to help build healthier lifestyles.</p>		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Terra Vista Drive Neighborhood Safe Routes to School Infrastructure Implementation				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	Var			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	20	0	0	0	0	20
PS&E	0	0	0	60	0	0	0	60
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	583	0	0	583
TOTAL	0	0	20	60	583	0	0	663

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	20	0	0	0	0	20	Caltrans
PS&E	0	0	0	60	0	0	0	60	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	583	0	0	583	
TOTAL	0	0	20	60	583	0	0	663	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Terra Vista Drive Neighborhood Safe Routes to School Infrastructure Implementation				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	Var			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Rialto
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
8	San Bernardino	Var				

SECTION 1 - All Projects

Project Background Characters Remaining: 38

The project will construct planned Safe Routes to School infrastructure improvements at two (2) schools in the City of Rialto: Fitzgerald Elementary School and Kucera Middle School. The Rialto Safe Routes to School (SRTS) Program, previously funded by ATP Cycle 1, drew on community insights, stakeholder guidance, engineering expertise, and strategic planning to develop the proposed recommendations to be implemented. Improvements include the installation of speed feedback signs, Rectangular Rapid Flashing Beacons (RRFBs), high visibility ladder style crosswalks, ADA accessible ramps and sidewalk gap closures, school signage (per MUTCD), bicycle facilities, traffic circles, and school pavement markings.

Programming Change Requested Characters Remaining:

Reason for Proposed Change Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Robert Eisenbeisz	Robert Eisenbeisz	Director of Public Works	07/27/2018

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
08						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SBD	N/A			San Bernardino County Transportation Authority (SBCTA)			
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Josh Lee		909-884-8276		jlee@gosbcta.com			
Project Title							
San Bernardino County SRTS Program							
Location (Project Limits), Description (Scope of Work)							
The Program will be located at 31 selected schools in San Bernardino County, based on disadvantaged community status, history of ped/bike collisions & travel mode impact potential.							
Component							
Implementing Agency							
PA&ED							
PS&E							
Right of Way							
Construction SBCTA							
Legislative Districts							
Assembly:	47,52,55		Senate:	20,21,23		Congressional:	31,35,39
Project Benefits							
Expected benefits of the SRTS Program include: increased proportion of students and their families biking and walking to school, increased physical activity, improved health outcomes, lower rates of traffic injuries, reduced Greenhouse Gas emissions, and reduced vehicle miles traveled.							
Purpose and Need							
Over 68% of all bicycle and pedestrian injuries and fatalities in San Bernardino County between 2008 and 2012 occurred on roadways within a half-mile of a school. Educating students through SRTS Program activities to improve pedestrian and bicycle safety is therefore a pressing regional need.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Operational improvements			each	1	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						02/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						06/30/23	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
08	SBD	N/A, ,				
Project Title: San Bernardino County SRTS Program						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									SBCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									SBCTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,053					1,053	
TOTAL			1,053					1,053	

Fund No. 1:	ATP								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			500					500	
TOTAL			500					500	

Fund No. 2:	Local Funding								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									SBCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			553					553	
TOTAL			553					553	

Fund No. 3:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
08	SBD	N/A				

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>					Date: 02/12/19	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.
8						ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	VARIOUS			Twentynine Palms		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Richard Pederson		(760) 240-7000		richardpedersen@caaprofessionals.com		
Project Title						
Twentynine Palms Safe Routes to School Infrastructure Implementation Grant						
Location (Project Limits), Description (Scope of Work)						
Surrounding four Morongo USD schools: Oasis Elem., Twentynine Palms Elem., Twentynine Palms JHS, and Twentynine Palms HS; along portions of El Paseo Drive and Two Mile Road						
Component		Implementing Agency				
PA&ED		Twentynine Palms				
PS&E		Twentynine Palms				
Right of Way		Twentynine Palms				
Construction		Twentynine Palms				
Legislative Districts						
Assembly:	42	Senate:	16	Congressional:	08	
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
The anticipated benefits include: increasing connectivity between residences and schools; increasing the percentage of students and adults who walk or bicycle to school and within the community to local destinations; enabling active transportation by decreasing pedestrian exposure at key intersections; enhancing the visibility of vulnerable non-motorized users; enabling traffic calming along popular roadways that bisect the represented school areas; and decreasing the number of pedestrian or bicycle related collisions with vehicles.						
Purpose and Need						
See additional information section to follow.						
Category		Outputs/Outcomes		Unit	Total	
Local Streets and Roads		Sidewalk miles		Feet	4,675	
Local Steets and Roads		Operational Improvements		Each	2	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
Project Milestone				Existing	Proposed	
Project Study Report Approved				02/12/19		
Begin Environmental (PA&ED) Phase					09/01/2019	
Circulate Draft Environmental Document (Document Type)				CE	01/01/2020	
Draft Project Report					01/01/2020	
End Environmental Phase (PA&ED Milestone)					08/26/2020	
Begin Design (PS&E) Phase					01/01/2021	
End Design Phase (Ready to List for Advertisement Milestone)					12/27/2021	
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase					07/01/2022	
End Construction Phase					06/26/2023	
Begin Closeout Phase					07/01/2023	
End Closeout Phase (Closeout Report)					01/01/2024	



Additional Information		Date:
<p>The project will construct SRTS infrastructure improvements surrounding four Morongo Unified School District (MUSD) schools: Oasis Elementary, Twentynine Palms Elementary, Twentynine Palms Junior High, and Twentynine Palms High School. The proposed infrastructure improvements include the installation of sidewalk, asphalt paths, ADA curb ramps, high visibility ladder style crosswalks, pedestrian hybrid beacons, speed feedback signs, and updated MUTCD school signage, and tree and shrubbery relocation. These improvements will help create a pedestrian and bicycle friendly connectivity environment by increasing non-motorized user awareness, improving visibility at congested intersections, reducing vehicle speeds, and creating accessible infrastructure.</p>		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Twenty-nine Palms Safe Routes to School Infrastructure Implementation Grant				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	VARIOUS			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	153	0	0	0	0	153
PS&E	0	0	0	51	0	0	0	51
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	1,263	0	0	1,263
TOTAL	0	0	153	51	1,263	0	0	1,467

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	153	0	0	0	0	153	Caltrans
PS&E	0	0	0	51	0	0	0	51	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	1,263	0	0	1,263	
TOTAL	0	0	153	51	1,263	0	0	1,467	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Twentynine Palms Safe Routes to School Infrastructure Implementation Grant				
District	County	Route	EA	Project ID	PPNO
8	San Bernardino	VARIOUS			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Twentynine Palms
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
8	San Bernardino	VARIOUS				

SECTION 1 - All Projects

Project Background Characters Remaining: 40

The project will construct SRTS infrastructure improvements surrounding four Morongo Unified School District schools: Oasis Elementary, Twentynine Palms Elementary, Twentynine Palms Junior High, and Twentynine Palms High School. Presently some SRTS infrastructure exists along the two focus corridors El Paseo Drive and Two Mile Road. The improvements seek to enhance existing conditions. Through existing conditions analysis the following deficiencies were identified: gaps in the sidewalk and multi-use path networks; noncompliant curb ramps; congested intersection crossings, and long and wide rural desert roadways that create an environment for speeding where hundreds of students travel to school daily.

Programming Change Requested Characters Remaining:

Reason for Proposed Change Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Richard Pederson		Twentynine Palms City Engineer	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
07					SCAGATPC42019		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VAR	VAR	VAR	VAR	Southern California Association of Governments			
				MPO		Element	
				SCAG			
Project Manager/Contact		Phone		E-mail Address			
Rye Baerg		213-236-1866		baerg@scag.ca.gov			
Project Title							
SCAG 2019 Local Demonstration Initiative							
Location (Project Limits), Description (Scope of Work)							
This project will demonstrate temporary active transportation infrastructure improvements in the Cities of Calexico, Long Beach, El Monte, Glendale, Pasadena, and the City of Ojai. Improvements would include temporary crosswalk improvements, bicycle facilities, transit access and amenities, and complete streets measures. These temporary demonstrations will serve as outreach and encouragement opportunities to generate support for permanent improvements and to educate the public on bicycle and pedestrian safety strategies. Each project will develop a final report documenting the community engagement completed and other project outcomes.							
Component							
Implementing Agency							
PA&ED							
PS&E							
Right of Way							
Construction							
Southern California Association of Governments							
Legislative Districts							
Assembly:	56, 70, 64, 49, 57, 43, 41		Senate:	40, 33, 35, 25		Congressional:	51, 44, 47, 32, 27, 28
Project Benefits							
These projects will encourage people to walk and bicycle by providing safety information and demonstrating the benefits of improved bicycle and pedestrian infrastructure. They will also provide agencies extensive community feedback on the feasibility and desirability of new projects, therefore improving the implementation of permanent projects.							
Purpose and Need							
In the six-county SCAG region, more than four people die every day in traffic collisions. People walking or riding bikes account for 27 percent of traffic deaths while only comprising 12 percent of all trips. Pedestrian fatalities have increased by 50 percent between 2011 and 2016. These projects are needed to ensure community acceptance of new projects prior to implementation.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Temporary separated bike lanes			Miles	1.8	
State Highway		Temporary separated bike lanes			Miles	1	
Local streets and roads		Temporary curb extension and high-visibility crosswalks			Miles	2.2	
Local streets and roads		Temporary pedestrian plaza			Miles	0.07	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type	CE		07/01/19
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						01/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						01/01/20	
Begin Closeout Phase						01/11/21	
End Closeout Phase (Closeout Report)						01/01/22	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19**Additional Information**

The SCAG 2019 Local Demonstration Initiative includes a total of six temporary demonstration projects within the SCAG region. The project in the City of Calexico will take place on Rockwood Avenue between 1st street and 2nd Street near the Port of Entry pedestrian crossing, on approximately a 370 ft. segment, 0.07 mile area. The project will demonstrate a temporary pedestrian plaza to enhance bicycle and pedestrian safety in the Downtown area between 1st and 2nd Streets. The project in the City of Long Beach will take place on South Street from Dairy Avenue to Atlantic Avenue, on approximately a 0.4 mile segment. The project will demonstrate a seperated bike lane, and pedestrian safety improvements including curb extensions and high-visibility crosswalks. The project in the City of El Monte will take place on Ramona Boulevard between Santa Anita and Tyler Avenue. The project will demonstrate a seperated bike lane, pedestrian safety improvements, including curb extensions and high-visibility crossalks, and enhanced transit amenities on the approximately 0.5 mile segment. The project in the City of Glendale will take place on Brand Boulevard between Glenoaks Boulevard and Mountain Street on approximately a 0.5 mile segments, and will demonstrate bicycle infrastructure, pedestrian infrastructure improvements and other streetscape improvements. The project in the City of Pasadena will take place on Allen Avenue between Villa Street and Colorado Boulevard on approximately a 0.6 mile segments. The project will include pedestrian improvements, bicycle infrastructure, and demonstrate other complete streets improvements. The project in the City of Ojai will take place on Maricopa Hwy (SR 33) from SR 150 to Cuyama Road, on approximately a 0.7 mile segment, and will demonstrate bicycle infrastructure and pedestrian infrastructure improvements. Project benefits will also include opportunities for local jurisdictions to test infrastructure designs prior to project implementation. Demonstration projects provide an opportunity for the public and other stakeholders to provide input on the project and alter the design of a project based on participation and feedback received during the demonstration. As part of the Initiative, SCAG has developed safety advertising and demonstration project resources for local jurisdictions as part of our existing Go Human campaign and Kit of Parts program. SCAG will provide safety advertising resources and demonstration project materials to local jurisdictions that applied through the SCAG Regional Call for Projects including, Calimesa, South Pasadena, Norco, Temple City, Monrovia, Azusa, Cathedral City, Camarillo, Redlands, El Monte, Moreno Valley, Buena Park, Pasadena, and the Imperial County Transportation Commission.

ADA Notice

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Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
07	VAR	VAR				

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Printout

Tuesday, February 12, 2019 3:03 PM



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 02/12/19	
District	EA	Project ID		PPNO	MPO ID		Alt Project. ID/prg.
7							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VEN	N/A			Oxnard			
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Justin Link		(805) 385-8308		justin.link@oxnard.org			
Project Title							
Oxnard Boulevard Bikeway Gap Closure							
Location (Project Limits), Description (Scope of Work)							
Class I Bikeway parallel to Oxnard Boulevard from Camino Del Sol to Cooper Road in the City of Oxnard.							
Component		Implementing Agency					
PA&ED		Oxnard					
PS&E		Oxnard					
Right of Way		Oxnard					
Construction		Oxnard					
Legislative Districts							
Assembly: 44		Senate: 19		Congressional: 26			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Project will close the gap of the existing Class I bikeway alongside Oxnard Boulevard between Gonzales Road and Camino Del Sol. The Project will continue the path approximately 1,400-feet to Cooper Road. Located adjacent to the Union Pacific Railroad Tracks, the scope includes a bicycle facility and safety fencing to separate the bike path from the railroad, and ADA facilities to improve safety.							
Purpose and Need							
The route is often used students traveling to Pacifica High School and R.J. Frank Intermediate schools, commuters traveling to work or connecting to transit, and residents using the route for access to government facilities and shopping.							
Category		Outputs/Outcomes		Unit	Total		
Local Streets and Roads		Bicycle lane-miles		Feet	1,400		
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing	Proposed		
Project Study Report Approved				02/12/19			
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document (Document Type)				CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase					09/30/2019		
End Design Phase (Ready to List for Advertisement Milestone)					07/26/2020		
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase					10/26/2020		
End Construction Phase					02/22/2021		
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



Additional Information		Date:
None.		02/12/19



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Oxnard Boulevard Bikeway Gap Closure				
District	County	Route	EA	Project ID	PPNO
7	Ventura	N/A			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	98	0	0	0	0	98
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	762	0	0	0	762
TOTAL	0	0	98	762	0	0	0	860

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	98	0	0	0	0	98	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	762	0	0	0	762	
TOTAL	0	0	98	762	0	0	0	860	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 02/12/19

Project Information:					
Project Title:	Oxnard Boulevard Bikeway Gap Closure				
District	County	Route	EA	Project ID	PPNO
7	Ventura	N/A			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Oxnard
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
7	Ventura	N/A				

SECTION 1 - All Projects

Project Background Characters Remaining: 666

New PPR for ATP Cycle 4 grant application for Oxnard Boulevard Bikeway Gap Closure.

Programming Change Requested Characters Remaining: 747

N/A

Reason for Proposed Changed Characters Remaining: 747

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining: 572

N/A

Other Significant Information Characters Remaining: 1994

None.

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Justin Link		Transportation Services Manager	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	4/15/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VEN				City of Thousand Oaks			
				MPO	Element		
				SCAG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Mike Tohidian		(805) 449-2516		mtohidian@toaks.org			
Project Title							
Los Feliz Sidewalk, Phase II							
Location (Project Limits), Description (Scope of Work)							
On Los Feliz Drive between Thousand Oaks Blvd. and Conejo School Rd. in the City of Thousand Oaks.							
Component							
PA&ED		City of Thousand Oaks					
PS&E		City of Thousand Oaks					
Right of Way		City of Thousand Oaks					
Construction		City of Thousand Oaks					
Legislative Districts							
Assembly:	44	Senate:	27	Congressional:	26		
Project Benefits							
The project is the construction of sidewalk, curb, gutter, accessible ramps and reconstruct driveways to provide accessible path of travel on the north and south side of Los Feliz Drive between T.O. Blvd. and Conejo Schol Rd. in the missing segments. It is a gap project which will provide access to Conejo Elem. School, Colina Middle School, transit stops and the downtown located on Thousand Oaks Blvd., local parks and trail heads							
Purpose and Need							
Adults and children walk in the street to access all the benefits listed above. And where there are sidewalks, they cross driveways that are not ADA accessible. It is a very low income ares (DAC identified) with low income apartments, a mobile home park, assisted living facility, single family homes and condo's fronting the project that need access to schools, work and transit.							
Category		Outputs/Outcomes			Unit	Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed			Feet	4680	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					01/30/19		
Begin Environmental (PA&ED) Phase						01/17/19	
Circulate Draft Environmental Document				Document Type	CE/CE	07/26/19	
Draft Project Report						10/27/19	
End Environmental Phase (PA&ED Milestone)						01/12/19	
Begin Design (PS&E) Phase						01/13/19	
End Design Phase (Ready to List for Advertisement Milestone)						07/03/20	
Begin Right of Way Phase						07/25/19	
End Right of Way Phase (Right of Way Certification Milestone)						05/27/20	
Begin Construction Phase (Contract Award Milestone)						02/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)						02/01/22	
Begin Closeout Phase						03/01/22	
End Closeout Phase (Closeout Report)						05/23/22	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

Additional Information

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
	VEN					
Project Title: Los Feliz Sidewalk, Phase II						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									City of Thousand Oaks
PS&E									City of Thousand Oaks
R/W SUP (CT)									City of Thousand Oaks
CON SUP (CT)									City of Thousand Oaks
R/W									City of Thousand Oaks
CON									City of Thousand Oaks
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E			200					200	
R/W SUP (CT)									
CON SUP (CT)									
R/W			100					100	
CON				1,351				1,351	
TOTAL			300	1,351				1,651	

Fund No. 1:	City of Thousand Oaks Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of Thousand Oaks
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Local Funds
PS&E			200					200	
R/W SUP (CT)									
CON SUP (CT)									
R/W			100					100	
CON				453				453	
TOTAL			300	453				753	

Fund No. 2:	Active Transportation Funding								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									ATP Cycle 4
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				898				898	
TOTAL				898				898	

Fund No. 3:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only**Date:** 4/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
	VEN					

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Mike Tohidian		Senior Engineer	2/1/2019

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 07/26/18	
District	EA	Project ID		PPNO	MPO ID		Alt Project ID/prg.
7							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VEN				Ventura County			
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Anitha Balan, P.E.		(805) 654-2087		anitha.balan@ventura.org			
Project Title							
Potrero Road Bike Lane Improvements – Phase II							
Location (Project Limits), Description (Scope of Work)							
Potrero Road from Hidden Valley Road to Bridge #231 (1.3 miles west of Trentwood Drive), in unincorporated Ventura County. Westerly extension of Phase I to construct bike lanes.							
Component		Implementing Agency					
PA&ED		Ventura County					
PS&E		Ventura County					
Right of Way		Ventura County					
Construction		Ventura County					
Legislative Districts							
Assembly: 44		Senate: 27		Congressional: 26			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The overall safety of the roadway would be improved for both motorized and non motorized trips. Bicyclists would have their own space with which to ride preventing vehicular traffic from using opposing lane of traffic for passing. There would be additional pavement width for errant vehicles to recover. The project would extend the bike lanes to provide 10.2 miles of continuous bike lane centerline miles from Hidden Valley Road in the unincorporated area to Westlake Boulevard (State Route 23) in the City of Thousand Oaks. (Cont. on Additional Information)							
Purpose and Need							
Provide safety for bicyclist and vehicular traffic on Potrero Road, two-lane roadway with 40 MPH speed limit, 11-foot travel lanes, no paved shoulders and high use by bicyclists. The potential for collisions is high, especially at the 2 horizontal curves. Between 2010 and 2016, there were five collisions involving bicyclists resulting in six injured persons which shows the need for bike lanes.							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Miles		3.2	
ADA Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				07/26/18			
Begin Environmental (PA&ED) Phase						10/18/2017	
Circulate Draft Environmental Document (Document Type)				CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						06/15/2018	
Begin Design (PS&E) Phase						10/18/2017	
End Design Phase (Ready to List for Advertisement Milestone)						12/11/2018	
Begin Right of Way Phase						10/18/2017	
End Right of Way Phase (Right of Way Certification Milestone)						12/11/2018	
Begin Construction Phase						11/15/2019	
End Construction Phase						02/13/2020	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



Additional Information		Date:
<p>The project will address a community need for the bike lanes as identified by the requests and support letters received for this project in the last 3-years and add bike lanes on the regional bicycle route identified as Route #5 Coastal Route to Westlake Village in the 2018 Bicycle Wayfinding Plan.</p>		07/26/18



Exhibit 22-G Project Programming Request (PPR)

Date: 07/26/18

Project Information:					
Project Title:	Potrero Road Bike Lane Improvements – Phase II				
District	County	Route	EA	Project ID	PPNO
7	Ventura	Potrero Rd			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	250	0	0	0	0	0	250
R/W	0	0	0	0	0	0	0	0
CON	0	0	1,265	0	0	0	0	1,265
TOTAL	0	250	1,265	0	0	0	0	1,515

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	1,265	0	0	0	0	1,265	
TOTAL	0	0	1,265	0	0	0	0	1,265	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 07/26/18

Project Information:					
Project Title:	Potrero Road Bike Lane Improvements – Phase II				
District	County	Route	EA	Project ID	PPNO
7	Ventura	Potrero Rd			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Ventura County
PS&E	0	250	0	0	0	0	0	250	Notes: Ventura County Local General Fund
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	250	0	0	0	0	0	250	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
7	Ventura	Potrero Rd				

SECTION 1 - All Projects

Project Background Characters Remaining: 9

Potrero Road Bike lane project is in the County's Strategic Master Plan for capital improvement projects approved by the Board of Supervisors in 2012. By 2015, this project was the #1 priority for bike lane project and there were several requests from the Bicycle clubs. The posted speed limit is 40 MPH. This route is frequently used by bicyclists. Because there are 11-foot travel lanes and no paved shoulders, bicyclists must ride in the travel lane and vehicular traffic must pass in the opposing lane. The potential for collisions is higher because bicyclists and vehicles share the same space in the right-of-way. From January 2006 to December 2016, there were six collisions involving bicyclists resulting in six injured persons.

Programming Change Requested Characters Remaining: 747

N/A

Reason for Proposed Change Characters Remaining: 747

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining: 572

N/A

Other Significant Information Characters Remaining: 1997

N/A

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Anitha Balan, P.E.		Engineering Manager	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 07/30/18	
District	EA	Project ID		PPNO	MPO ID		Alt Project ID/prg.
7							ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VEN	VAR			Ventura			
				MPO		Element	
				SCAG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Derek Towers		(805) 654-7849		dtowers@cityofventura.ca.gov			
Project Title							
Active Transportation Mobility Plan							
Location (Project Limits), Description (Scope of Work)							
Citywide							
Component		Implementing Agency					
PA&ED		Ventura					
PS&E		Ventura					
Right of Way		Ventura					
Construction		Ventura					
Legislative Districts							
Assembly: 37		Senate: 19		Congressional: 26			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Increased bicycle usage, increased walking, reduced greenhouse gas emissions, improved public health							
Purpose and Need							
The plan will provide planning framework for future bike/walk projects, and incorporate the requirements under the Complete Street Act.							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Bicycle lane-miles		Each		100	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				07/30/18			
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document (Document Type)				EIR/EIS			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						09/02/2019	
End Construction Phase						12/14/2022	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



Additional Information		Date:
		07/30/18



Exhibit 22-G Project Programming Request (PPR)

Date: 07/30/18

Project Information:					
Project Title:	Active Transportation Mobility Plan				
District	County	Route	EA	Project ID	PPNO
7	Ventura	Var			

Funding Information:								
DO NOT FILL IN ANY SHADED AREAS								
Proposed Total Project Cost (\$1,000s)								Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	950	0	0	0	0	950
TOTAL	0	0	950	0	0	0	0	950

ATP Funds Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Non-Infrastructure Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP Funds Plan Cycle 4									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	950	0	0	0	0	950	
TOTAL	0	0	950	0	0	0	0	950	

ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



Exhibit 22-G Project Programming Request (PPR)

Date: 07/30/18

Project Information:					
Project Title:	Active Transportation Mobility Plan				
District	County	Route	EA	Project ID	PPNO
7	Ventura	Var			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Ventura
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	



District	County	Route	EA	Project ID	PPNO	Alt. ID
7	Ventura	Var				

SECTION 1 - All Projects

Project Background Characters Remaining: 750

Programming Change Requested Characters Remaining:

Reason for Proposed Changed Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded Characters Remaining:

Other Significant Information Characters Remaining:

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Derek Towers		Bicycle Coordinator	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

March 25, 2019

Member Agencies

City of Ceres

City of Hughson

City of Modesto

City of Newman

City of Oakdale

City of Patterson

City of Riverbank

City of Turlock

City of Waterford

Stanislaus County

Susan Bransen
Executive Director
California Transportation Commission
1120 N Street (MS-52)
Sacramento, CA 95814

**Subject: Stanislaus Council of Governments Programming Recommendations
for the Active Transportation Program Cycle 4 MPO Component**

Dear Ms. Bransen:

The Stanislaus Council of Governments (StanCOG) Policy Board approved by Resolution the Active Transportation Program Cycle 4 MPO Component recommendations at their March 20, 2019 meeting.

The Stanislaus Region submitted a total of eight ATP applications in Cycle 4 for the Statewide Call for Projects of which two projects were awarded funding by the CTC. Our region had a total fund estimate in the MPO component of \$2.638 million and were able to award two additional projects with those funds by following the Statewide scored ranking.

The two recommended projects listed below are considered a benefit to disadvantaged communities.

Policy Board Chair

Jeremy Young

Policy Board Vice-Chair

Terry Withrow

Executive Director

Rosa De León Park

1. Stanislaus County, Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project; ATP Funding \$2,402,000

This project will install new sidewalks, a “signed and sharrowed” Class III bicycle route, and high-visibility crosswalks near both Bret Harte Elementary and Evelyn Hanshaw Middle School in order to close network gaps and create new routes. This increased interconnectivity will reduce transportation barriers and help encourage students and community members to utilize active transportation networks.

2. City of Patterson: Citywide Active Transportation Plan; ATP Funding \$99,000

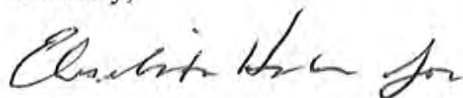
The plan will improve bicycle, pedestrian and other multi-modal mobility and accessibility to existing, school, residential, and commercial areas for all groups, including low-income populations, senior citizens, agricultural workers, school children, parents, business owners, and community-based organizations.

Susan Bransen
CTC Executive Director
Page -2-

StanCOG is requesting state-only ATP funds for the City of Patterson's Citywide Active Transportation Plan.

Should you have any questions or require additional information to process this request, please feel free to contact me directly at (209) 525-4600.

Sincerely,



Rosa De León Park
Executive Director

Attachments:

1. ATP Cycle 4 Project Recommendation Spreadsheet
2. Project Programming Request Forms
3. Resolution

cc:

Laurie Waters, Associate Deputy Director, CTC

Attachment 1

StanCOG ATP Cycle 4 Project Recommendations Spreadsheet

Stanislaus Council of Governments (StanCOG)
2019 Active Transportation Program Recommendations - MPO Component
(\$1000's)

MPO	Application ID	County	Project Title	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
StanCOG	10-Stanislaus-2	Stanislaus	Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project	\$3,005	\$2,402				2,402				2,380	22	Infrastructure +NI-M	X	X	86
StanCOG	10-Patterson-1	Stanislaus	Patterson - Citywide Active Transportation Plan	\$99	\$99	99								99	Plan	X	X	79
				\$3,104	\$2,501													

CON: Construction Phase	RW: Right-of-Way Phase
DAC: Benefit to Disadvantaged Communities	SRTS: Safe Routes to School
NI: Non-Infrastructure	S: Small
PA&ED: Environmental Phase	M: Medium
Plan: Active Transportation Plan	L: Large
PS&E: Plans, Specifications & Estimate Phase	

Attachment 2

Project Programming Request Forms

Stanislaus County - Bret Harte Elementary

City of Patterson – Citywide Active Transportation Plan

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Y/N					Date:	3/20/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
10						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
STA				Stanislaus County			
				MPO	Element		
				STANCOG	Local Assistance		
Project Manager/Contact		Phone		E-mail Address			
Denis Bazyuk		(209) 525-4150		bazyukd@stancounty.com			
Project Title							
Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project							
Location (Project Limits), Description (Scope of Work)							
Bret Harte Neighborhood in unincorporated area of Stanislaus County near Downtown Modesto & various other destinations. Improvements along various streets within the neighborhood.							
Component							
PA&ED		Stanislaus County					
PS&E		Stanislaus County					
Right of Way		Stanislaus County					
Construction		Stanislaus County					
Legislative Districts							
Assembly:	21	Senate:	12	Congressional:	10		
Project Benefits							
This project will install new sidewalks, a "signed and sharrowed" Class III bicycle route, and high-visibility crosswalks near both Bret Harte Elementary and Evelyn Hanshaw Middle School, in order to close network gaps and create new routes. This increased interconnectivity will reduce transportation barriers and help encourage students and community members to utilize active transportation networks.							
Purpose and Need							
Many streets do not have sidewalks, much less curb/gutter, leading to unsafe conditions for the many schoolchildren and parents who walk in the neighborhood; this also leads to frequent neighborhood flooding, limiting access to neighborhood destinations. Bicycle infrastructure is nonexistent in this neighborhood.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Miles	3.3	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					07/30/18		
Begin Environmental (PA&ED) Phase						08/03/18	
Circulate Draft Environmental Document				Document Type	CE/CE	01/01/19	
Draft Project Report						03/01/19	
End Environmental Phase (PA&ED Milestone)						09/27/19	
Begin Design (PS&E) Phase						05/01/18	
End Design Phase (Ready to List for Advertisement Milestone)						08/24/19	
Begin Right of Way Phase						10/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						12/29/19	
Begin Construction Phase (Contract Award Milestone)						03/02/20	
End Construction Phase (Construction Contract Acceptance Milestone)						02/25/21	
Begin Closeout Phase						03/01/21	
End Closeout Phase (Closeout Report)						04/01/21	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 3/20/19

Additional Information

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 3/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	STA					
Project Title: Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Stanislaus County
PS&E									Stanislaus County
R/W SUP (CT)									Stanislaus County
CON SUP (CT)									Stanislaus County
R/W									Stanislaus County
CON									Stanislaus County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		25	5					30	
PS&E	100	100	28					228	
R/W SUP (CT)									
CON SUP (CT)									
R/W			20					20	
CON			130	195		2,402		2,727	
TOTAL	100	125	183	195		2,402		3,005	

Fund No. 1:	Infrastructure Cycle 4								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						2,380		2,380	
TOTAL						2,380		2,380	

Fund No. 2:	Non-Infrastructure Cycle 4								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						22		22	
TOTAL						22		22	

Fund No. 3:	Measure L								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Stanislaus County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		25	5					30	
PS&E	100	100	28					228	
R/W SUP (CT)									
CON SUP (CT)									
R/W			20					20	
CON			130	195				325	
TOTAL	100	125	183	195				603	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 3/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	STA					

SECTION 1 - All Projects**Project Background**

--

Programming Change Requested

--

Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Denis Bazyuk		Project Manager	3/20/2019

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.0



10-Patterson-1

Patterson - Citywide Active Transportation Plan

Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						Date: 02/14/19	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.	
10						ATP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
STA				Patterson			
				MPO		Element	
				StanCOG		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Fernando Ulloa		(209) 895-8073		fulloa@ci.patterson.ca.us			
Project Title							
Patterson - Citywide Active Transportation Plan							
Location (Project Limits), Description (Scope of Work)							
City of Patterson							
Component		Implementing Agency					
PA&ED		Patterson					
PS&E		Patterson					
Right of Way		Patterson					
Construction		Patterson					
Legislative Districts							
Assembly:	21	Senate:	12	Congressional:	10		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
An Citywide Active Transportation Plan will enable the City to determine the best projects to undertake in order to reduce vehicle miles traveled, increase the number of residents biking and walking to work, reduce obesity rates, and increase the number of students safely walking to school. The plan will improve bicycle, pedestrian and other multi-modal mobility and accessibility to existing, school, residential and commercial areas for all groups, including low-income populations, senior citizens, agricultural workers, school children, parents, business owners, and community-based organizations.							
Purpose and Need							
The City of Patterson proposes to create a Citywide Active Transportation Plan to address walking and bicycling connectivity and safety issues throughout the city, particularly the areas west of Highway 33. The goal of this plan will be to identify pedestrian and bicycle infrastructure deficiencies within the city limits, recommend improvements, and address future expansions of the city's local AT network.							
Category		Outputs/Outcomes		Unit	Total		
Local Streets and Roads		Operational Improvements		Each	0		
ADA Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				02/14/19			
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document (Document Type)				ND		N/A	
Draft Project Report						N/A	
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						10/01/2019	
End Construction Phase						11/23/2020	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.0



Additional Information

Date:

02/14/19



Exhibit 22-G Project Programming Request (PPR)

Date:	02/14/19
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Project Information:

Project Title:	Patterson - Citywide Active Transportation Plan				
District	County	Route	EA	Project ID	PPNO
10	Stanislaus	33			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									Program Code
	Proposed Funding Allocation (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Patterson
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 5:	Proposed Funding Allocation (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 6:	Proposed Funding Allocation (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Fund No. 7:	Proposed Funding Allocation (\$1,000s)								Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.0



10-Patterson-1

Patterson - Citywide Active Transportation Plan

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	Stanislaus	33				

SECTION 1 - All Projects

Project Background	Characters Remaining:	4
---------------------------	------------------------------	----------

The project will identify pedestrian and bicycle infrastructure deficiencies and solutions throughout Patterson through the creation of a Citywide Active Transportation Master Plan. The plan will adhere to recommendations in the StanCOG 2013 Non-Motorized Transportation Master Plan and lead to improvements including development of Class I bike trails, sidewalk infrastructure, pedestrian crossings, and related bicycle safety infrastructure throughout the community. The improvements identified by the plan will connect existing sections of the city's bike trail network; increase connectivity to schools and other community destinations; increase pedestrian and bicycle safety; improve air quality; and promote quality of life in Patterson.

Programming Change Requested	Characters Remaining:	747
-------------------------------------	------------------------------	------------

N/A

Reason for Proposed Change	Characters Remaining:	747
-----------------------------------	------------------------------	------------

N/A

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:	572
--	------------------------------	------------

N/A

Other Significant Information	Characters Remaining:	
--------------------------------------	------------------------------	--

SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Fernando Ulloa	N/A	Director of Engineering, Building & Capital Projects	07/29/2018

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Attachment 3

Resolution

**STANISLAUS COUNCIL OF GOVERNMENTS
RESOLUTION 18-29
APPROVING THE ACTIVE TRANSPORTATION PROGRAM (ATP) 2019 CYCLE 4
REGIONAL PROJECTS**

WHEREAS, the Stanislaus Council of Governments (StanCOG) is a Regional Transportation Planning Agency and a Metropolitan Planning Organization, pursuant to State and Federal designation; and

WHEREAS, the 2019 Active Transportation Program (ATP) Cycle 4 is a four-year program covering Fiscal Years 2019/20, 2020/21, 2021/22, and 2022/23; and

WHEREAS, the 2019 ATP Fund Estimate identifies approximately \$2.6 million available in ATP funds for the Stanislaus Region; and

WHEREAS, StanCOG has developed the ATP programming in accordance with the California Transportation Commission's adopted ATP Cycle 4 Guidelines.

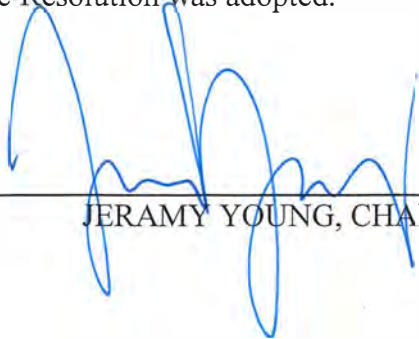
NOW, THEREFORE BE IT RESOLVED that the 2019 ATP Cycle 4 funding recommendations below are hereby adopted:

1. Stanislaus County, Bret Harte Elementary Safe Crossing and Active Transportation Connectivity Project
 - ATP Cycle 4 Funding: \$2,402,000
2. Patterson, Citywide ATP
 - ATP Cycle 4 Funding: \$99,000

BE IT FURTHER RESOLVED that the Executive Director is authorized to make administrative changes, as needed, to ensure that the program is implemented in the most efficient and cost-effective manner possible.

The foregoing Resolution was introduced at a regular meeting of the Stanislaus Council of Governments, on the 20th day of March 2019. A motion was made and seconded to adopt the foregoing Resolution. Motion carried and the Resolution was adopted.

MEETING DATE: March 20, 2019



JERAMY YOUNG, CHAIR

ATTEST:



ROSA DE LEÓN PARK, EXECUTIVE DIRECTOR

Date: April 29, 2019

To: California Transportation Commission

From: Tahoe Metropolitan Planning Organization

Subject: 2019 Active Transportation Program Project Programming Recommendation

The Tahoe Metropolitan Planning Organization recommends the Commission accept the 2019 Active Transportation Program (ATP) project programming recommendation.

Background: Out of the three applications submitted for the regional ATP funding, the highest scoring application based on the established guidelines and evaluation criteria is recommended for the total ATP funding available for the cycle. The funding years include: 2019/2020, 2020/2021, 2021/2022, and 2022/2023. Total funding available is \$744,000.

Project Recommendation: City of South Lake Tahoe: Lake Tahoe Boulevard Class 1 Bike Trail recommended for \$744,000 in fiscal year 2020/2021.

Project Description: The project will construct a Class 1 bike trail, ADA compliant ramps, and pathway lighting along Lake Tahoe Boulevard from Julie Lane to the intersection of State Highway 89 and US Highway 50 (South Wye).

**TAHOE METROPOLITAN PLANNING ORGANIZATION
TMPO RESOLUTION NO. 2019 – 03**

**ADOPTION OF THE 2019 ACTIVE TRANSPORTATION PROGRAM
METROPOLITAN PLANNING ORGANIZATION PROJECT RECOMMENDATION**

WHEREAS, the Tahoe Metropolitan Planning Organization (TMPO) is the designated metropolitan planning organization (MPO) for the Lake Tahoe Region as defined by the Transportation Equity Act for the 21st Century; and

WHEREAS, the TMPO, is required to prepare and adopt a Transportation Improvement Program which includes federal funds; and

WHEREAS, the TMPO is responsible for allocating state and federal funding through the Federal Highway Administration available to the Lake Tahoe Region; and

WHEREAS, the California State Legislature passed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, per the Active Transportation Program Statewide Guidelines, TMPO, in collaboration with the California Transportation Commission (CTC), developed the TMPO California Active Transportation Program Guidelines that are incorporated into the Lake Tahoe Regional Grant Program (RGP) Guidelines; and

WHEREAS, the TMPO released a call for projects for California ATP MPO funds in conjunction with the 2018 Lake Tahoe Regional Grant Program; and

WHEREAS, per the ATP Statewide Guidelines (Section 19, Page11), TMPO will implement a MPO competitive project selection process consistent with the ATP guidelines adopted by the CTC; and

WHEREAS, an advisory committee evaluates and recommends ATP projects, based on the criteria within the guidelines, for the 2019 ATP MPO Project Recommendations; and

WHEREAS, TMPO has prepared the 2019 ATP MPO Program of Projects and will submit the approved list to the California Transportation Commission for approval June 2019; and

WHEREAS, TMPO staff is hereby directed and authorized to work with CTC, Caltrans, and the Federal Highway Administration, to make whatever technical changes or corrections are needed to the format and organization of the grant application to obtain its approval by these agencies.

NOW, THEREFORE, BE IT RESOLVED, that the Governing Board of the Tahoe Metropolitan Planning Organization adopts this resolution approving the 2019 ATP MPO Project Recommendation for City of South Lake Tahoe - Lake Tahoe Boulevard Bike Trail Class 1 project.

PASSED AND ADOPTED by the Governing Board of the Tahoe Metropolitan Planning Organization this 24th day of April 2019, by the following vote:

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mr. Kozeniesky, Ms. Faustinos, Ms. Laine, Mr. Lawrence, Ms. Novasel, Mr. Rice, Mr. Sevison, Mr. Shute, Mr. Yeates

A handwritten signature in black ink, appearing to read "Bill Yeates", with a long horizontal flourish extending to the right.

William Yeates, Chair
Tahoe Metropolitan Planning Organization
Governing Board

Tahoe Metropolitan Planning Organization (TMPO)/Tahoe Regional Planning Agency (TRPA)
Active Transportation Program Multidisciplinary Working Group

Working Group Committee:

Michelle Glickert	Principle Transportation Planner, TRPA
Morgan Beryl	Senior Transportation Planner, TRPA
Shannon Friedman	Senior Planner - Current Planning Division, TRPA
Kira Smith	Associate Transportation Planner, TRPA
Judy Weber	Associate Transportation Planner, TRPA

Advisory Members:

Nick Haven	Division Manager, Long Range and Transportation Planning, TRPA
John Hester	Chief Operating Officer, TRPA

TMPO Project Selection Methodology

ATP MPO Cycle 4

An initial project screening was completed to determine if a submitted project will proceed to the evaluation process. Staff used the following screening criterion:

1. The project must be listed in the constrained project list of the 2017 Regional Transportation Plan (RTP). Projects may be contained in a “grouped project” or broader category listing in the RTP. Please contact TMPO staff as necessary to confirm.
2. The project must be ready for programming in the Federal Transportation Improvement Program.
3. The project sponsor must demonstrate technical capacity and reliability for delivering similar projects (scale and complexity).
4. Projects requesting construction funding must have environmental, engineering and right-of-way completed by the time funds are requested.

Once screened, each application was reviewed and scored based on the criteria below. The maximum points an application could score was 70 points (times 5 evaluators) for a total of 350 points. Each evaluator reviewed and scored the applications separately; the five scores were then combined for one total score per application.

PROJECT EVALUATION CRITERIA

Team evaluators will review and score applications using the following selection criteria and relative weighting (maximum of 70 points):

Work plan and Timeline. Project application should clearly illustrate the current stage of the project, the delivery work plan, and a detailed project timeline with key milestones demonstrating the capacity to deliver in timely manner.	15 points
Demonstrated Need. The applicant should clearly identify the purpose and need of the project and whether the project is located within a disadvantaged community. A disadvantaged community for the Tahoe Region is defined as an area that is below the statewide median household income or is within a 2-mile radius of a school with at least 40% of students eligible for free or reduced priced lunch.	10 points
Project Performance Assessment. The applicant will show how the project meets TMPO’s goals and performance measures. Please see the attached Transportation Assessment Metrics and complete the questions within each category and all supplemental questions.	25 points
Potential for project success. Applicant’s ability to carry out project based on: <ul style="list-style-type: none"> ▪ Readiness of Project ▪ Reasonable work-plan ▪ Coordination with public ▪ Project leadership and council/board endorsement ▪ Available funding to complete and maintain the project 	15 points
Matching funds. If matching funding are provided, applicant must identify non-federal matching funds. Match is not required for ATP funds. However, project applications that can show match for ATP will be the most competitive.	5 points
	70 points

Tahoe Metropolitan Planning Organization ATP Component

List of Projects evaluated for MPO Component

MPO	Lead Implementer/Application ID	County	Project Title
TMPO	3-South Lake Tahoe-1	El Dorado	Lake Tahoe Boulevard Class 1 Bicycle Trail
TMPO	3-Placer County-1	Placer	North Tahoe Regional Trail
TMPO	3-El Dorado-1	El Dorado	Fallen Leaf Road Road Rehabilitation and Recreational Access Project*

*ineligible for funding

MPO Component Recommendation

MPO	Lead Implementer/Application ID	County	Project Title	Total Project Cost	ATP Statewide Request	ATP MPO Recommendation	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS
TMPO	3-South Lake Tahoe-1	El Dorado	Lake Tahoe Boulevard Class 1 Bicycle Trail	\$3,025,000	\$2,300,000	\$744,000		744,000						744,000		Infrastructure - M	100%	X

Recommending MPO 4-years apportionment lump sum of \$744,000

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) Yes					Date:	3/26/19
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
03		CML5398013				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ED	0			City of South Lake Tahoe		
				MPO	Element	
				TRPA	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Randy Carlson		(530) 542-6033		rcarlson@cityofsalt.us		
Project Title						
Lake Tahoe Boulevard Class 1 Bicycle Trail						
Location (Project Limits), Description (Scope of Work)						
Design and construct Class 1 bike trail, ADA compliant ramps, and pathway lighting along Lake Tahoe Blvd from Julie Lane to the intersection of State Hwy 89 and US Highway 50 (South Wye).						
Component						
PA&ED		City of South Lake Tahoe				
PS&E		City of South Lake Tahoe				
Right of Way		City of South Lake Tahoe				
Construction		City of South Lake Tahoe				
Legislative Districts						
Assembly:	5th	Senate:	1	Congressional:	CA4	
Project Benefits						
The trail serves the local bus transfer station, a major shopping center, local governments offices, local neighborhoods, and a disadvantaged community.						
Purpose and Need						
This project is located within a disadvantaged community and will facilitate alternate modes of transportation to and from the local shopping area, bus transfer station, local governments centers, and the local neighborhoods. This corridor can be dangerous for pedestrians and cyclists in the winter time due to the fact that snow often covers the bike lanes and there are no sidewalks for pedestrians. This results in people walking/cycling in the travel lanes. This project will help alleviate this problem.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Miles	0.35
Local streets and roads		Bicycle lane-miles			Miles	0.35
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					06/30/16	
Begin Environmental (PA&ED) Phase						08/16/17
Circulate Draft Environmental Document				Document Type	ND/CE	04/26/19
Draft Project Report						TBD
End Environmental Phase (PA&ED Milestone)						06/30/19
Begin Design (PS&E) Phase						08/16/17
End Design Phase (Ready to List for Advertisement Milestone)						12/31/20
Begin Right of Way Phase						07/01/19
End Right of Way Phase (Right of Way Certification Milestone)						12/31/20
Begin Construction Phase (Contract Award Milestone)						01/01/21
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/21
Begin Closeout Phase						01/01/22
End Closeout Phase (Closeout Report)						03/01/22

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 3/26/19

Additional Information

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 3/26/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	ED	0, ,		CML5398013		
Project Title: Lake Tahoe Boulevard Class 1 Bicycle Trail						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									City of South Lake Tahoe
PS&E									City of South Lake Tahoe
R/W SUP (CT)									City of South Lake Tahoe
CON SUP (CT)									City of South Lake Tahoe
R/W									City of South Lake Tahoe
CON									City of South Lake Tahoe
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	145							145	
PS&E	132							132	
R/W SUP (CT)									
CON SUP (CT)									
R/W		278						278	
CON				2,470				2,470	
TOTAL	277	278		2,470				3,025	

Fund No. 1:	On Our Way Grant (TRPA)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									TRPA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	10							10	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	10							10	

Fund No. 2:	Congestion Mitigation and Air Quality (CMAQ)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	101							101	
PS&E	102							102	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	203							203	

Fund No. 3:	Surface Transportation Block Grant (STBG)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		249						249	
CON				1,548				1,548	
TOTAL		249		1,548				1,797	

Fund No. 4:	City General Fund								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									City of South Lake Tahoe
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	34							34	
PS&E	30							30	
R/W SUP (CT)									
CON SUP (CT)									
R/W		29						29	
CON				178				178	
TOTAL	64	29		178				271	

Fund No. 5:	Active Transportation (ATP)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				744				744	
TOTAL				744				744	

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Complete this page for amendments only

Date: 3/26/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	ED	0		CML5398013		

SECTION 1 - All Projects**Project Background**

Project received authorization for PE from Caltrans in August of 2017. The City has since hired a consultant to design, permit, and obtain all environmental clearances for the project. We currently have preliminary 60% design plans and preliminary CEQA and NEPA documents. We expect construction to commence in the summer of 2021.

Programming Change Requested

Add \$744,000 worth of ATP funds to the construction phase of the project.

Reason for Proposed Change

Additional funding obtained through TRPA.

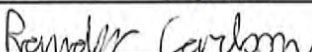
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Randy Carlson		Associate Civil Engineer	3/26/2019

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

April 29, 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Susan,

The Tulare County Association of Governments (TCAG) is pleased to present its final recommendations for the 2019 Active Transportation Program (ATP) MPO Component for consideration by the California Transportation Commission.

Per the ATP fund estimate adopted by the California Transportation Commission on May 16, 2018, \$2,268,000 is available for TCAG to program to ATP projects. With agencies contributing \$511,000 in matching funds, a total of \$2,779,000 in ATP projects will be programmed in the TCAG region through the 2019 ATP MPO Component. None of the projects submitted from the Tulare County region for funding under the Statewide Component were recommended for funding. Therefore, all of the projects were considered for funding under the MPO Component. A supplemental call for projects was not conducted. The projects were evaluated and scored by a multi-disciplinary committee in accordance with the Statewide and TCAG's Local ATP Guidelines. The scoring committee recommended funding two projects. The TCAG Board of Directors adopted Resolution No. 2019-117 on April 15, 2019 approving TCAG's 2019 ATP MPO Component Funding Recommendations. The projects recommended for funding will provide a broad spectrum of projects to benefit pedestrians and bicyclists, including for students walking and bicycling to school.

The projects not recommended for funding will be placed on a contingency project list. In the event of project delivery failure and/or cost savings from the recommended projects, projects on the contingency list could be offered ATP funding starting with the highest scoring non-funded project. The contingency list will remain active until the beginning of the next ATP cycle.

TCAG's MPO component funding recommendations meet the statewide ATP guideline requiring that at least 25% of a region's funds benefit disadvantaged communities. Under this cycle, 100% of the funds available to the region will benefit disadvantaged communities.

Should you have any questions, please feel free to contact Gabriel Gutierrez at (559) 623-0465 or by email at ggutierrez@tularecog.org.

Sincerely,

A handwritten signature in black ink that reads "Ted Smalley". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Ted Smalley, Executive Director

cc: Laurie Waters, Associate Deputy Director, CTC
Anja Aulenbacher, Assistant Deputy Director, CTC
Meghan Pedroncelli, Staff Services Analyst, CTC

Attachments:

Attachment 1: List of Multi-Disciplinary Advisory Group Members
Attachment 2: Description of Project Selection Methodology
Attachment 3: ATP Programming Recommendations Spreadsheet
Attachment 4: Project Programming Request Forms
Attachment 5: TCAG Board Resolution No. 2019-117

ATTACHMENT 1

List of Multi-Disciplinary Advisory Group Members

**Tulare County Association of Governments
2019 Active Transportation Program MPO Component**

List of Multi-Disciplinary Advisory Group Members

As required by the State ATP Guidelines, the projects were scored by the ATP Project Selection Committee. The Committee members were as follows:

Name	Affiliation	Expertise
Mike Camarena	City of Lindsay, Active Transportation Advisory Committee	Bike Advocacy
Ben Giuliani	Tulare County Association of Governments	Transportation Programming and Planning

ATTACHMENT 2

Description of Project Selection Methodology

**Tulare County Association of Governments
2019 Active Transportation Program MPO Component**

Description of Project Selection Methodology

No projects submitted from the TCAG region were selected for funding under the 2019 ATP Statewide Component. Therefore, all 19 applications were evaluated and scored by the multidisciplinary advisory group. Each member of the advisory group was provided a copy of each application and briefed on the scoring criteria and scoring process. The advisory group members provided scores for the subjective scoring criteria below:

- Potential for Increased Walking and Bicycling
- Potential for reducing the Number of Pedestrian and Bicycling Fatalities and Injuries
- Public Participation and Planning
- Scope Plan and Consistency

TCAG staff provided a score for the objective scoring criteria below:

- Disadvantaged Communities
- Leveraging of Non-ATP Funds
- California Conservation Corps
- Past Performance on Grants

The Committee members evaluated the projects in accordance with State and Local ATP Guidelines. Based on the scores provided by the Committee, staff developed a list of recommended projects beginning with the highest scoring project and continuing down the list until the available \$2.268 million of local ATP funds was exhausted.


ATTACHMENT 3


ATP Programming Recommendations Spreadsheet

**2019 Active Transportation Program
TCAG MPO Component Final Recommendations
(\$1000's)**

MPO	Application ID	County	Project Title	State Only Funds	Total Project Cost	ATP Request	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
TCAG	6-Woodlake-1	Tulare	North Valencia Boulevard SRTS Extension, Gap Improvements	X	\$1,204	\$980	\$980	\$0	\$0	\$0	\$0	\$0	\$0	\$980	\$0	IS	X	X	100
TCAG	6-Tulare County-11	Tulare	County of Tulare: Road 160 Sidewalk Improvements, Ivanhoe		\$1,575	\$1,288	\$0	\$263	\$0	\$1,025	\$0	\$0	\$263	\$1,025	\$0	IM	X	X	96
TCAG	6-Tulare County-6	Tulare	County of Tulare: Evans Road Sidewalk Improvements, Tipton		\$3,405	\$3,370	\$595	\$0	\$2,775	\$0	\$90	\$380	\$125	\$2,775	\$0	IM	X	X	94
TCAG	6-Tulare County-2	Tulare	County of Tulare: Avenue 198 Bicycle & Pedestrian Improvements, Strathmore		\$1,200	\$865	\$0	\$0	\$865	\$0	\$0	\$0	\$0	\$865	\$0	IS	X	X	93
TCAG	6-Tulare County-12	Tulare	County of Tulare: Center Street Sidewalk Improvements, Alpaugh		\$900	\$780	\$780	\$0	\$0	\$0	\$0	\$0	\$0	\$780	\$0	IS	X	X	93
TCAG	6-Tulare County-1	Tulare	County of Tulare: Avenue 416 Bicycle & Pedestrian Improvements, Oroquieta		\$1,670	\$1,653	\$333	\$0	\$1,320	\$0	\$43	\$180	\$110	\$1,320	\$0	IM	X		91
TCAG	6-Tulare County-8	Tulare	County of Tulare: Crabtree Avenue Sidewalk Improvements, East Porterville		\$2,040	\$2,019	\$774	\$0	\$1,245	\$0	\$39	\$170	\$565	\$1,245	\$0	IM	X	X	88
TCAG	6-Tulare County-10	Tulare	County of Tulare: Merritt Drive Bicycle & Pedestrian Improvements, Traver		\$1,710	\$1,692	\$512	\$0	\$1,180	\$0	\$37	\$160	\$315	\$1,180	\$0	IM	X	X	87
TCAG	6-Tulare County-5	Tulare	County of Tulare: George Road & 2nd Drive Sidewalk Improvements, Cutler		\$2,520	\$2,494	\$14	\$0	\$1,980	\$0	\$64	\$270	\$180	\$1,980	\$0	IM	X	X	86
TCAG	6-Tulare County-4	Tulare	County of Tulare: Avenue 145 Sidewalk Improvements, Poplar		\$1,000	\$745	\$0	\$0	\$745	\$0	\$0	\$0	\$0	\$745	\$0	IS	X	X	85
TCAG	6-Visalia-1	Tulare	School Pedestrian Safety Enhancements for Sidewalk Continuity and Crossings, Visalia		\$391	\$272	\$0	\$0	\$272	\$0	\$0	\$0	\$0	\$272	\$0	IS	X	X	85
TCAG	6-Tulare County-7	Tulare	County of Tulare: Orange Avenue Sidewalk Improvements, East Porterville		\$2,305	\$2,281	\$36	\$0	\$1,745	\$0	\$56	\$240	\$240	\$1,745	\$0	IM	X	X	84
TCAG	6-Dinuba-2	Tulare	Crawford Avenue SRTS Project		\$696	\$696	\$696	\$0	\$0	\$0	\$0	\$0	\$0	\$696	\$0	IS	X	X	83
TCAG	6-Tulare County-3	Tulare	County of Tulare: Camp Drive Bicycle & Pedestrian Improvements, Goshen		\$1,210	\$1,210	\$350	\$0	\$860	\$0	\$40	\$120	\$190	\$860	\$0	IS	X		81
TCAG	6-Woodlake-2	Tulare	West Naranjo Boulevard SRTS		\$1,202	\$876	\$876	\$0	\$0	\$0	\$0	\$0	\$0	\$876	\$0	IS	X	X	79
TCAG	6-Dinuba-1	Tulare	Roosevelt Elementary SRTS Project		\$289	\$289	\$289	\$0	\$0	\$0	\$0	\$0	\$0	\$289	\$0	IS	X	X	73
TCAG	6-Tulare County-9	Tulare	County of Tulare: Avenue 378 Sidewalk Improvements, London		\$2,005	\$1,984	\$29	\$0	\$1,455	\$0	\$44	\$200	\$285	\$1,455	\$0	IM	X	X	67
TCAG	6-Dinuba-3	Tulare	KC Vista Park-to-Community Connectivity Project		\$221	\$221	\$221	\$0	\$0	\$0	\$0	\$0	\$0	\$221	\$0	IS	X		58
					\$25,543	\$23,715													

CON: Construction Phase	RW: Right-of-Way Phase
DAC: Benefit to Disadvantaged Communities	SRTS: Safe Routes to School
NI: Non-Infrastructure	S: Small
PA&ED: Environmental Phase	M: Medium
Plan: Active Transportation Plan	L: Large
PS&E: Plans, Specifications & Estimates	

 Projects recommended for funding

 Funding cut-off line

ATTACHMENT 4

Project Programming Request Forms

Project ID: 6-Woodlake-1

North Valencia Boulevard SRTS Extension, Gap Improvements

ATP Funds									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	0	0	0	0	0	0	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

Project ID: 6-Tulare County-11

County of Tulare: Road 160 Sidewalk Improvements, Ivanhoe

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 2/14/2019

Project Information:

Project Title: County of Tulare: Road 160 Sidewalk Improvements, Ivanhoe					
District	County	Route	EA	Project ID	PPNO
6	Tulare	Road 160			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)			45					45	
PS&E			140					140	
R/W				365				365	
CON						1,025		1,025	
TOTAL			185	365		1,025		1,575	

ATP Funds	Infrastructure Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W				263				263	
CON						1,025		1,025	
TOTAL				263		1,025		1,288	

ATP Funds	Non-infrastructure Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									Fund type (if known):
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 2/14/2019

Project Information:									
Project Title: County of Tulare: Road 160 Sidewalk Improvements, Ivanhoe									
District	County	Route	EA	Project ID	PPNO				
6	Tulare	Road 160							
Fund No. 2:		Local County Road Funds							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)			45					45	Tulare County
PS&E			140					140	Notes:
R/W				102				102	
CON									
TOTAL			185	102				287	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATTACHMENT 5

TCAG Board Resolution No. 2019-117

BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

ADOPTION OF THE 2019 TCAG)
ACTIVE TRANSPORTATION)
PROGRAM LOCAL MPO COMPONENT)
FUNDING RECOMMENDATIONS)

Resolution No.2019-117

WHEREAS, Tulare County Association of Governments (TCAG) is a Metropolitan Planning Organization (MPO) with an urbanized population greater than 200,000; and

WHEREAS, Streets and Highways Code Section 2381 requires that forty percent of the funds appropriated for the Active Transportation Program (ATP) be distributed to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population; and

WHEREAS, ATP grant applications not selected for funding under the Statewide and Small Urban and Rural Components of the ATP program are eligible to compete for funding under the MPO component; and

WHEREAS, TCAG's portion of ATP funds to be awarded through the Cycle 4 MPO component is \$498,000 for FY 2019/20, \$498,000 for FY 2020/21, \$636,000 for FY 2021/22, \$636,000 for FY 2022/23 for a total of \$2,268,000; and

WHEREAS, on January 16, 2019 the ATP Project Evaluation Committee began scoring and ranking the projects based on criteria adopted by the TCAG Board on June 18, 2018.

NOW, THEREFORE BE IT RESOLVED, that the Tulare County Association of Governments hereby adopts the 2019 Active Transportation Program, Local MPO Component Recommended Funding and Contingency Project List, as shown on Attachment 1.

The foregoing Resolution was adopted upon motion of Member Vander Poel, seconded by Member Kimball at a regular meeting held on the 15th day of April, 2019, by the following vote:

AYES: Crocker, Vander Poel, Shuklian, Valero, Townsend, Reynosa, Kimball, Flores,
Jones, Link, Gomez, Holscher, Shammer, and Ishida

NOES:

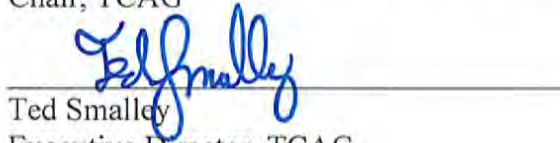
ABSTAIN:

ABSENT: Petty, Macareno, and Mendoza

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Kuyler Crocker
Chair, TCAG



Ted Smalley
Executive Director, TCAG

2019 Active Transportation Program
Metropolitan Planning Organization Component
Staff Recommendations
ERRATA
(All costs listed in \$1,000's)

Kern Council of Governments (KCOG):

- 6-Bakersfield-1, Friant-Kern Canal Multi-Use Path: **move** construction from fiscal year 2022-23 to **fiscal year 2021-22**.

Metropolitan Transportation Commission (MTC):

- 4-Sonoma-Marin Area Rail Transit District (SMART)-2, SMART Pathway- Santa Rosa-Rohnert Park and Penngrove Segments: **decrease** construction amount from \$12,574 to **\$10,757**.

Stanislaus Council of Governments (StanCOG):

- 10-San Joaquin County-1, Oro Avenue & Section Avenue Sidewalk Improvements: **designate** this project **for state only funds**.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.22, Action

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Published Date: May 3, 2019

Subject: Amendment to the 2017 Active Transportation Program to Segment the Coachella Valley Association of Governments - CV Link - Multi-Modal Transportation Corridor Project into Seven Segments. Resolution ATP-A-18-10, Amending Resolutions G-17-04 and G-17-38

Issue:

Should the California Transportation Commission (Commission) amend the 2017 Active Transportation Program to segment the Coachella Valley Association of Governments - CV Link - Multi-Modal Transportation Corridor Project (CV Link) in Riverside County into seven segments?

Recommendation:

Commission staff recommends that the Commission approve the 2017 Active Transportation Program amendment to segment the CV Link Project.

Background:

On March 15, 2017, the Commission approved the Metropolitan Planning Organization component of the 2017 Active Transportation Program, which included \$5.584 million in Active Transportation Program funding for the CV Link Project. On December 6, 2017, the Commission approved the Metropolitan Planning Organization component of the 2017 Active Transportation Program Augmentation, which included \$5.208 million in Active Transportation Program funding for the CV Link Project. The total 2017 Active Transportation Program funding for the CV Link is \$10.792 million.

The CV Link Project is a multi-purpose trail in Riverside County that runs 41.11 miles along the Whitewater River, from the City of Palm Springs to the City of Coachella.

Approval of this amendment will segment the CV Link Project into seven segments. Each segment of the project will be delivered as right of way is secured and certified.

The \$10.792 million in 2017 Active Transportation Program funding will be applied to Segment 1. Coachella Valley Association of Governments (CVAG) is obligated to submit all required Active Transportation Program reports through the completion of all seven segments.

Right of way for most of the segment locations was secured in late 2018 and is in progress for the remaining segments. Should this program amendment be approved, CVAG will proceed with construction where right of way has been acquired, ensuring timely delivery of all segments as presented in the project application. The length and scale of the CV Link project supports a segmented approach so that some of the project benefits can be realized sooner than later.

The proposed amendment will divide the CV Link into the following seven segments, totaling 37.65 miles, referenced in the map and segment description in the Resolution (Attachment A). The segments outlined will connect to 3.46 miles of existing pathway.

- CV Link project – Segment 1: Construct 7.3 miles of a multi-purpose trail, with sub-segments located in the cities of Palm Springs, Palm Desert, La Quinta, Indio and Coachella, as well as unincorporated Riverside County. The estimated cost for segment 1 is \$14,815,000. The \$10,792,000 in 2017 Active Transportation Program funding will be applied to this segment.
- CV Link project – Segment 2: Construct 6.38 miles of a multi-purpose trail, with sub-segments located in the cities of Palm Springs, Palm Desert, La Quinta, Indio and Coachella. The estimated cost for segment 2 is \$19,244,000.
- CV Link project – Segment 3: Construct 4.05 miles of a multi-purpose trail, with sub-segments located in the cities of Palm Springs and Cathedral City. The estimated cost for segment 3 is \$8,438,000.
- CV Link project – Segment 4: Construct 1.58 miles of a multi-purpose trail, with sub-segments located in the cities of Palm Springs, Palm Desert, La Quinta and Indio. The estimated cost for segment 4 is \$3,280,000.
- CV Link project – Segment 5: Construct 3.86 miles of a multi-purpose trail, with sub-segments located in the cities of Indio and Coachella, as well as unincorporated Riverside County. The estimated cost for segment 5 is \$7,543,000.
- CV Link project – Segment 6: Construct 8.44 miles of a multi-purpose trail, with sub-segments located in the cities of Palm Springs, Cathedral City, Indio and Coachella, as well as unincorporated Riverside County. The estimated cost for segment 6 is \$23,089,000.
- CV Link project – Segment 7: This segment is 6.04 miles in length and is primarily on-street improvements, with sub-segments located in the cities of Palm Springs, Cathedral City, Palm Desert and La Quinta. The estimated cost for segment 7 is \$9,767,000.

Attachments:

- Attachment A: Resolution ATP-A-18-10
- Attachment B: Request Letter
- Attachment C: Project Programming Requests for each segment
- Attachment D: SCAG Support Letter

CALIFORNIA TRANSPORTATION COMMISSION
Amendment to the 2017 Active Transportation Program

RESOLUTION ATP-A-18-10
Amending Resolutions G-17-04 and G-17-38

- 1.1 **WHEREAS**, the California Transportation Commission (Commission) adopted the 2017 Active Transportation Program Resolution G-17-04 on March 15, 2017 and the 2017 Active Transportation Program Augmentation Resolution G-17-38 on December 6, 2017; and
 - 1.2 **WHEREAS**, Coachella Valley Association of Governments proposes to amend the CV Link - Multi-Modal Transportation Corridor Project programed in the 2017 Active Transportation Program and the 2017 Active Transportation Program Augmentation by segmenting it into seven segments and deliver each segment as right of way is acquired; and
 - 1.3 **WHEREAS**, right of way for most of the segment locations was secured in late 2018 and is in progress for the remaining segments. Coachella Valley Association of Governments will proceed with construction where right of way has been acquired, ensuring timely delivery of all segments as presented in the project application; and
 - 1.4 **WHEREAS**, Coachella Valley Association of Governments (CVAG) is obligated to submit all required Active Transportation Program reports through the completion of all seven segments; and
 - 1.5 **WHEREAS**, the length and scale of the CV Link project supports a segmented approach so that some of the project benefits can be realized sooner than later; and
 - 1.6 **WHEREAS**, Commission staff, in consultation with the project sponsors, has identified the program amendment as reasonable.
-
- 2.1 **NOW, THEREFORE BE IT RESOLVED**, that the Commission approves amending the 2017 Active Transportation Program to segment the Coachella Valley Association of Governments - CV Link - Multi-Modal Transportation Corridor Project in Riverside County into seven segments as shown in the attached segment descriptions and map; and
 - 2.2 **BE IT FURTHER RESOLVED**, that Resolutions G-17-04 and G-17-38 are hereby amended to reflect the changes to the CV Link - Multi-Modal Transportation Corridor Project per the attachment; and
 - 2.3 **BE IT FURTHER RESOLVED**, that all other provisions stipulated in G-17-04 and G-17-38 remain in effect.

CV Link - Multi-Modal Transportation Corridor Project
Segment Descriptions

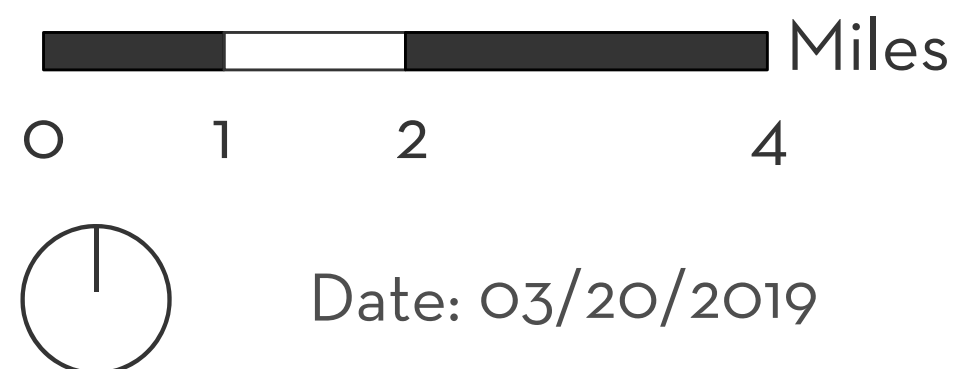
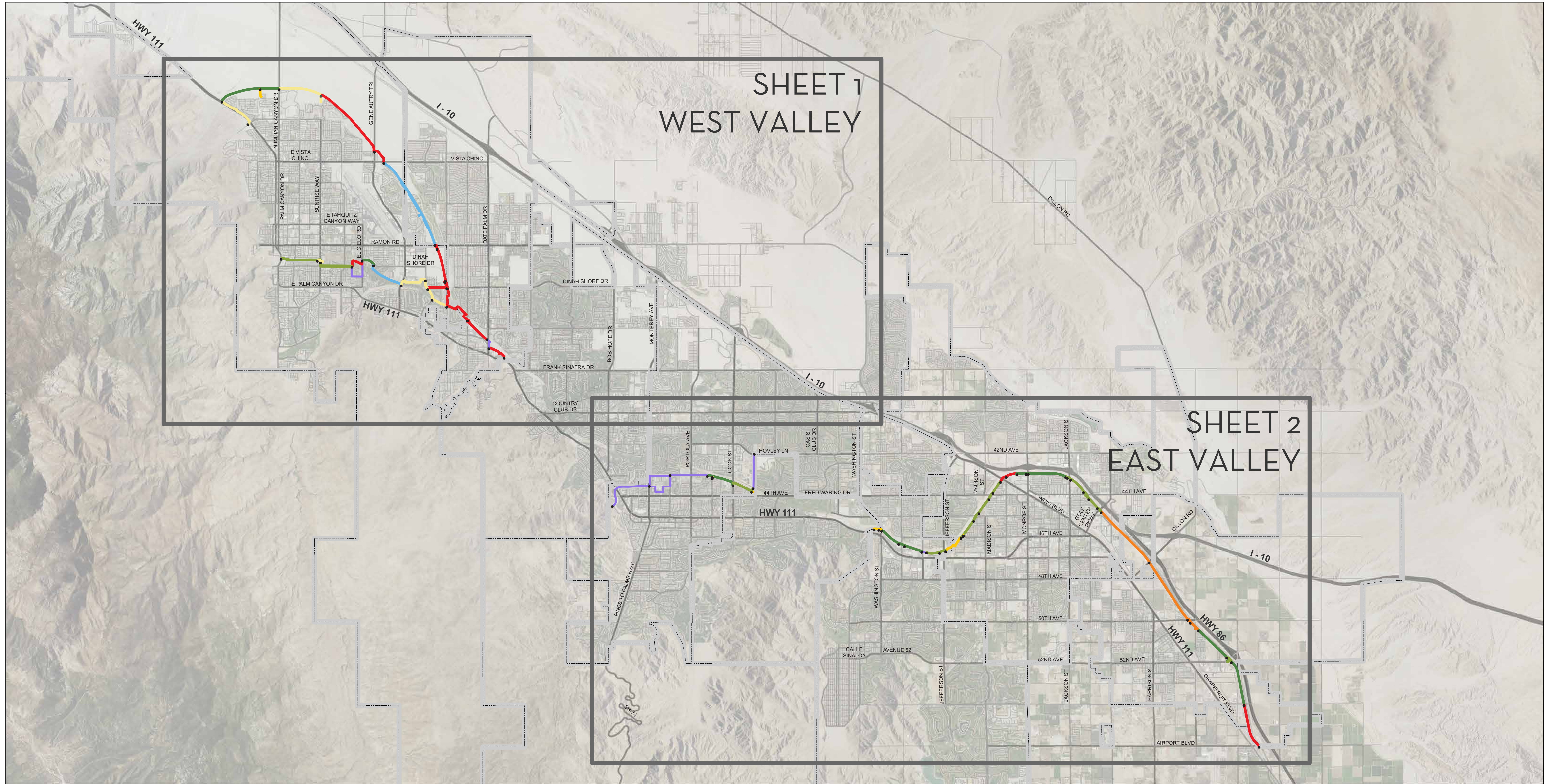
Reference No.: 4.22
May 15-16, 2019
Attachment A, Resolution

Segment ID	Segment Description	Length (Ft)	Length (Mi)	Total Segment Cost	Total Segment Miles
1-1	Along Levee from Hwy 111 to Desert Highlands Park Connector	5,361	1.02	\$14,815,017	7.30
1-2	Along Levee from Desert Highlands Park to N Indian Canyon Dr	2,404	0.46		
1-3	Mesquite Ave to Demuth Park	1,687	0.32		
1-4	Magnesia Falls to Cook St	3,633	0.69		
1-5	Washington St to Adams St Undercrossing	3,115	0.59		
1-6-U	Adams St Undercrossing	784	0.15		
1-7	Adams St Undercrossing to Dune Palms Rd	2,540	0.48		
1-8	Bus Center Rd Connector to Monroe St Undercrossing	1,561	0.30		
1-9-U	Monroe St Undercrossing	292	0.06		
1-10	Monroe St Undercrossing to North Jackson Park Connector	5,487	1.04		
1-11	Sierra Vista Park to Ave 52	5,929	1.12		
1-12	Ave 52 Undercrossing to Ave 54	5,729	1.09		
Segment 2					
2-1	Palm Canyon Dr to Sunrise Way Undercrossing	4,971	0.94	\$19,243,670	6.38
2-2	Sunrise Way to S Compadre Rd	4,740	0.90		
2-3	Cook St to Channel Crossing	2,834	0.54		
2-4	Channel Crossing to Hovley Connector	489	0.09		
2-5	Dune Palms Rd to Jefferson St Undercrossing	1,789	0.34		
2-6-U	Jefferson St Undercrossing	1,049	0.20		
2-7-U	Miles Ave Undercrossing	1,811	0.34		
2-8	Miles Ave Undercrossing to Fred Waring Undercrossing	2,621	0.50		
2-9-U	Fred Waring Undercrossing	936	0.18		
2-10	Fred Waring Undercrossing to Indio Blvd Undercrossing	2,389	0.45		
2-11	North Jackson Park Connector to Jackson St Undercrossing	538	0.10		
2-12-U	Jackson St Undercrossing	480	0.09		
2-13	Jackson St Undercrossing to Ave 44 Undercrossing	2,976	0.56		
2-14-U	Ave 44 Undercrossing	1,133	0.21		
2-15	Ave 44 Undercrossing to Golf Center Parkway Undercrossing	2,219	0.42		
2-16-U	Golf Center Parkway Undercrossing	1,114	0.21		
2-17-U	Ave 52 Undercrossing	1,574	0.30		
Segment 3					
3-1	Along Hwy 111 from Palm Springs Visitor Center to Levee	4,873	0.92	\$8,438,108	4.05
3-2	Along Levee from N Indian Canyon Dr to Sunrise Way	5,417	1.03		
3-3	Sunrise Way Connector	1,058	0.20		
3-4-U	Sunrise Way Undercrossing	1,141	0.22		
3-5	Gene Autry Trail to Crossley Rd	4,059	0.77		
3-6	Crossley Rd to 34th Ave	1,207	0.23		
3-7	34th Ave to Dinah Shore	1,571	0.30		
3-8	Dinah Shore to Jenkins Trail	2,080	0.39		
Segment 4					
4-1	Connector from Levee to Desert Highlands Park	1,217	0.23	\$3,279,685	1.58
4-2	Channel Crossing to Indian Wells Border	361	0.07		
4-3	Point Happy to Washington St Undercrossing	589	0.11		
4-4-U	Washington St Undercrossing	438	0.08		
4-5	Jefferson St Undercrossing to Shields Park Connector	2,815	0.53		
4-6	46th Ave to Miles Ave Undercrossing	2,695	0.51		
4-7	Shields Park Connector	219	0.04		
Segment 5					
5-1	Golf Center Parkway Undercrossing to Dillon Rd	8,791	1.66	\$7,543,359	3.86
5-2	Dillon Rd to Ave 50	9,038	1.71		
5-3-U	Ave 50 Undercrossing	540	0.10		
5-4	Ave 50 to Sierra Vista Park	2,005	0.38		

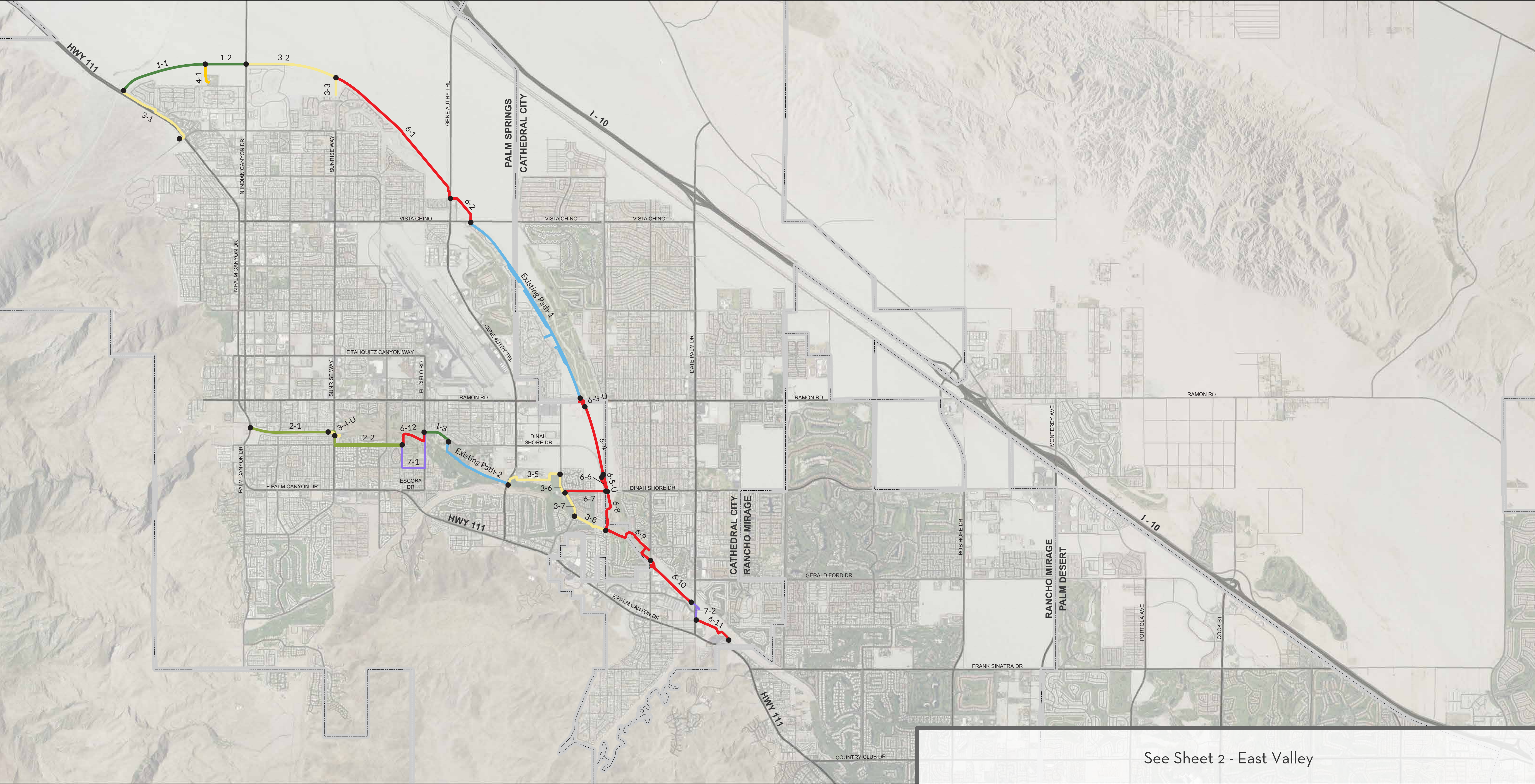
CV Link - Multi-Modal Transportation Corridor Project
Segment Descriptions

Reference No.: 4.22
May 15-16, 2019
Attachment A, Resolution

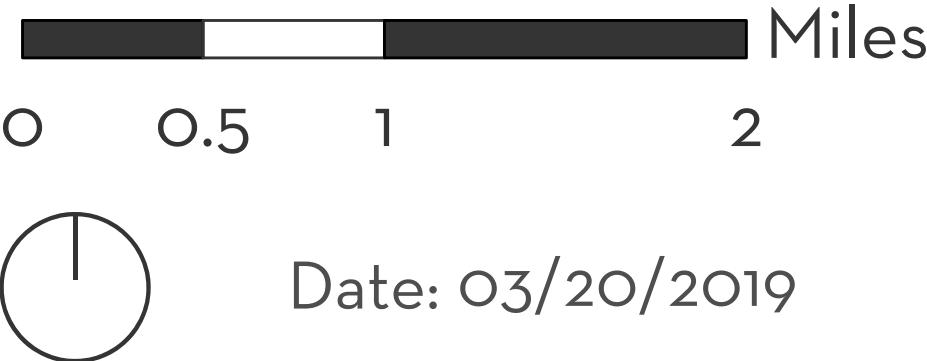
Segment ID	Segment Description	Length (Ft)	Length (Mi)	Total Segment Cost	Total Segment Miles
Segment 6					
6-1	Along Levee from Sunrise Way to Gene Autry Trail	10,078	1.91	\$23,089,240	8.44
6-2	Along Levee from Gene Autry Trail to Vista Chino	2,102	0.40		
6-3-U	Ramon Rd Undercrossing	639	0.12		
6-4	Along Levee from Ramon Rd to Dinah Shore Undercrossing	4,875	0.92		
6-5-U	Dinah Shore Undercrossing	1,024	0.19		
6-6	Ramp down to 34th Ave	858	0.16		
6-7	Along 34th Ave from Levee to Crossley Rd	2,548	0.48		
6-8	Dinah Shore to Jenkins Trail	2,580	0.49		
6-9	Along Wash from Jenkins Trail to Cathedral Canyon Dr	3,316	0.63		
6-10	Cathedral Canyon Dr to Date Palm	3,478	0.66		
6-11	Date Palm to Buddy Rogers Ave	2,445	0.46		
6-12	S Compadre Rd to Mesquite Ave	2,504	0.47		
6-13-U	Indio Blvd Undercrossing	992	0.19		
6-14	Indio Blvd Undercrossing to Bus Center Connector	1,414	0.27		
6-15	Ave 54 to Airport Blvd	5,732	1.09		
Segment 7					
7-1	On Street Connection - Mesquite to El Cielo	4,199	0.80	\$9,767,321	6.04
7-2	Date Palm Undercrossing	1,448	0.27		
7-3	Bump and Grind to Magnesia Falls Drive	16,219	3.07		
7-4	College of the Desert	5,195	0.98		
7-5	Hovley Lane Connector	4,220	0.80		
7-6	Dune Palms Undercrossing	621	0.12		
	Totals:	198,788	37.65	\$86,176,400	



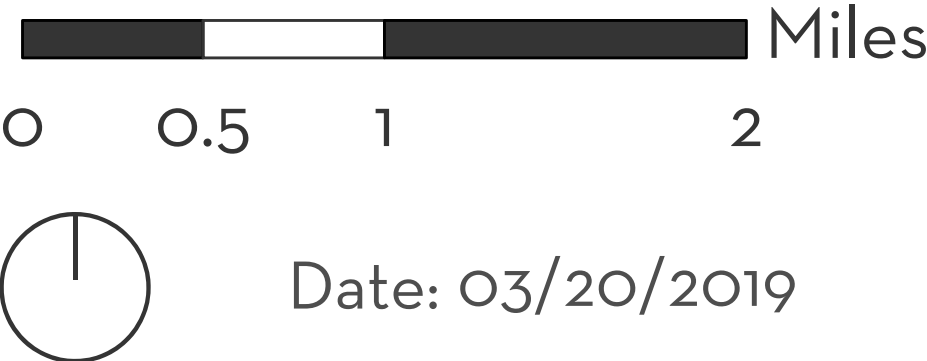
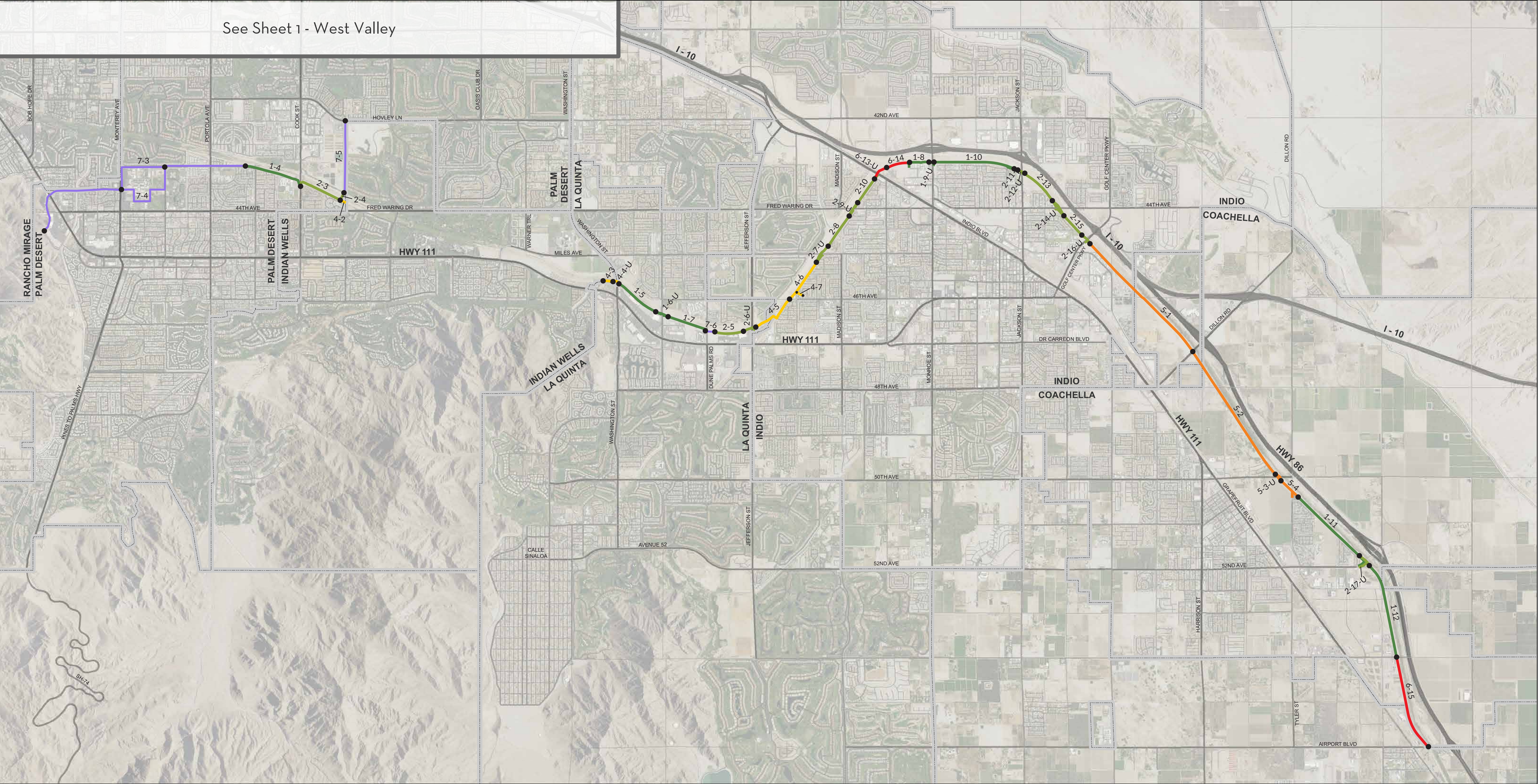
CV Link Path (41.11 Total Miles)		
Segment 1 (7.30 mi)	Segment 4 (1.58mi)	Segment 7 (6.04 mi)
Segment 2 (6.38 mi)	Segment 5 (3.86 mi)	Existing Path (3.46 mi)
Segment 3 (4.05 mi)	Segment 6 (8.44 mi)	Jurisdictional Boundary



See Sheet 2 - East Valley



- CV Link Path**
- Segment 1
 - Segment 2
 - Segment 3
 - Segment 4
 - Segment 5
 - Segment 6
 - Segment 7
 - Existing Path
 - Jurisdictional Boundary



- CV Link Path**
- Segment 1
 - Segment 2
 - Segment 3
 - Segment 4
 - Segment 5
 - Segment 6
 - Segment 7
 - Existing Path
 - Jurisdictional Boundary

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

73-710 Fred Waring Dr., Suite 200, Palm Desert, CA 92260 • (760) 346-1127 • www.cvag.org



March 22, 2019

Laurie Waters
Associate Deputy Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: ATPL-6164(022) - CVLINK ATP Statewide Program Amendment

Dear Ms. Waters:

The Coachella Valley Association of Governments is requesting an ATP Program Amendment to deliver the construction of the CV Link, a multi-purpose trail along the Whitewater River that stretches from the City of Palm Springs to the City of Coachella, in project segments. As you know, the project has already been functionally segmented, with local funding used to construct parts of the pathway in Cathedral City and Palm Springs. As a long corridor running the length of the urbanized Coachella Valley, the project was envisioned as being delivered in segments as right of way is secured and certified.

In the past year, the team has made substantial progress and we are ready to start construction of the next segment, which will be the first funded with ATP construction funds, in FY 2019/20. All environmental approvals and permits for the project have been secured:

- CEQA – FEIR, May 15, 2017
- NEPA – EA/FONSI, July 26, 2018
- California Fish and Wildlife 1602 Permit, January 2, 2019
- Additionally, design is over 90% complete on the entire project.

This project amendment is necessary so CVAG can certify segments as right of way is secured, rather than wait for the entire route to have right of way finalized. The right of way acquisition process is well underway. The majority of the project is located in a flood control channel and license agreements were executed in late 2018 with both of the flood control districts in the Coachella Valley, allowing CVAG to construct and operate CV Link. Additional ROW acquisitions are underway, and CVAG has extended offers on 30 private parcels, and 42 tribal allottee parcels. CVAG also has encroachment or other agreements under consideration with a number of other public agencies.

The Coachella Valley is a unique region as it has Tribal lands throughout the urbanized areas. Tribal allottee parcels are different than Tribal government parcels. Allottee lands may be owned by dozens of ancestors of tribal members who were deeded the property decades ago. Local agencies must follow the Bureau of Indian Affairs (BIA) processes for acquisition, which is underway but can be lengthy. While it may be standard procedure on smaller projects to wait until all ROW is secured before beginning construction, the length and scale of CV Link supports a segmented approach. By segmenting the project, CVAG will be able to deliver segments of the project when each segment's ROW is certified, rather than hold the entire project up while waiting for a small percentage of the project's scope that involve tribal allottee parcels. Project benefits can thus be realized sooner rather than later. Most CV link trips will be, of course as active transport trips, short and associated with the segments, which will all have logical termini/connections.

The attached segment descriptions and exhibits reflect the implementation of CV Link in segments and/or sub-segments based on the current assessment of securing the right-of-way through the various types of acquisitions. The construction will start in FY 2019/20 and is estimated to end by summer 2023. As right-of-way is secured, it is possible that sub-segments could advance ahead of schedule and can be combined with the segments in earlier timelines. In summary, CVAG is requesting the following:

- Segment 1 is 7.3 miles in length, with sub-segments located in the cities of Palm Springs, Palm Desert, La Quinta, Indio and Coachella, as well as unincorporated Riverside County. The estimated cost is \$14.815 million.
- Segment 2 is 6.38 miles in length, with sub-segments located in the cities of Palm Springs, Palm Desert, La Quinta, Indio and Coachella. The estimated cost is \$19.244 million.
- Segment 3 is 4.05 miles in length, with sub-segments located in the cities of Palm Springs and Cathedral City. The estimated cost is \$8.438 million.
- Segment 4 is 1.58 miles in length, with sub-segments located in the cities of Palm Springs, Palm Desert, La Quinta and Indio. The estimated cost is \$3.280 million.
- Segment 5 is 3.86 miles in length, with sub-segments located in the cities of Indio and Coachella, as well as unincorporated Riverside County. The estimated cost is \$7.543 million.
- Segment 6 is 8.44 miles in length, with sub-segments located in the cities of Palm Springs, Cathedral City, Indio and Coachella, as well as unincorporated Riverside County. The estimated cost is \$23.089 million.
- Segment 7 is 6.04 miles in length, with sub-segments located in the cities of Palm Springs, Cathedral City, Palm Desert and La Quinta. This segment is primarily on-street improvements to maintain connectivity and improve overall safety. The estimated cost is \$9.767 million.

The segments outlined will connect to 3.46 miles of existing pathway that has been built.



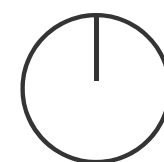
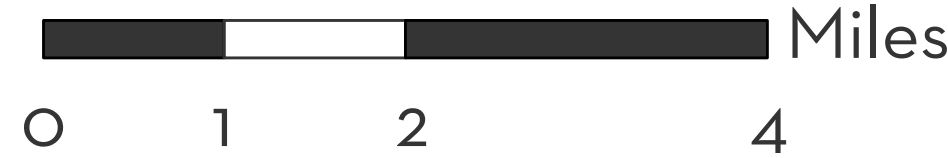
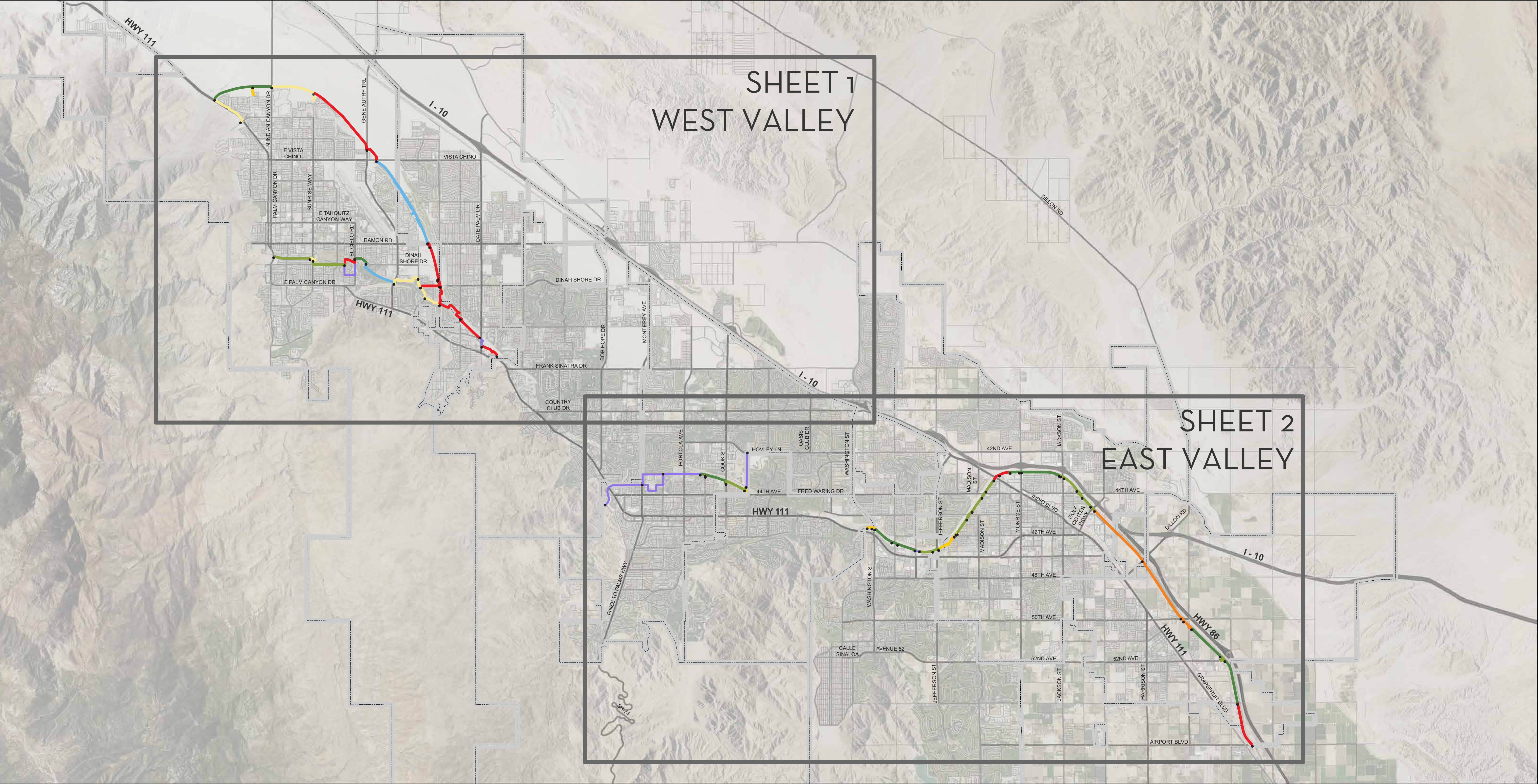
The Southern California Association of Governments (SCAG) has provided their support for our request, and we are looking forward to having your concurrence for this approach as we build this unique multi-purpose trail. Please don't hesitate to contact us if you have questions or need additional information.

Sincerely,



Tom Kirk
Executive Director

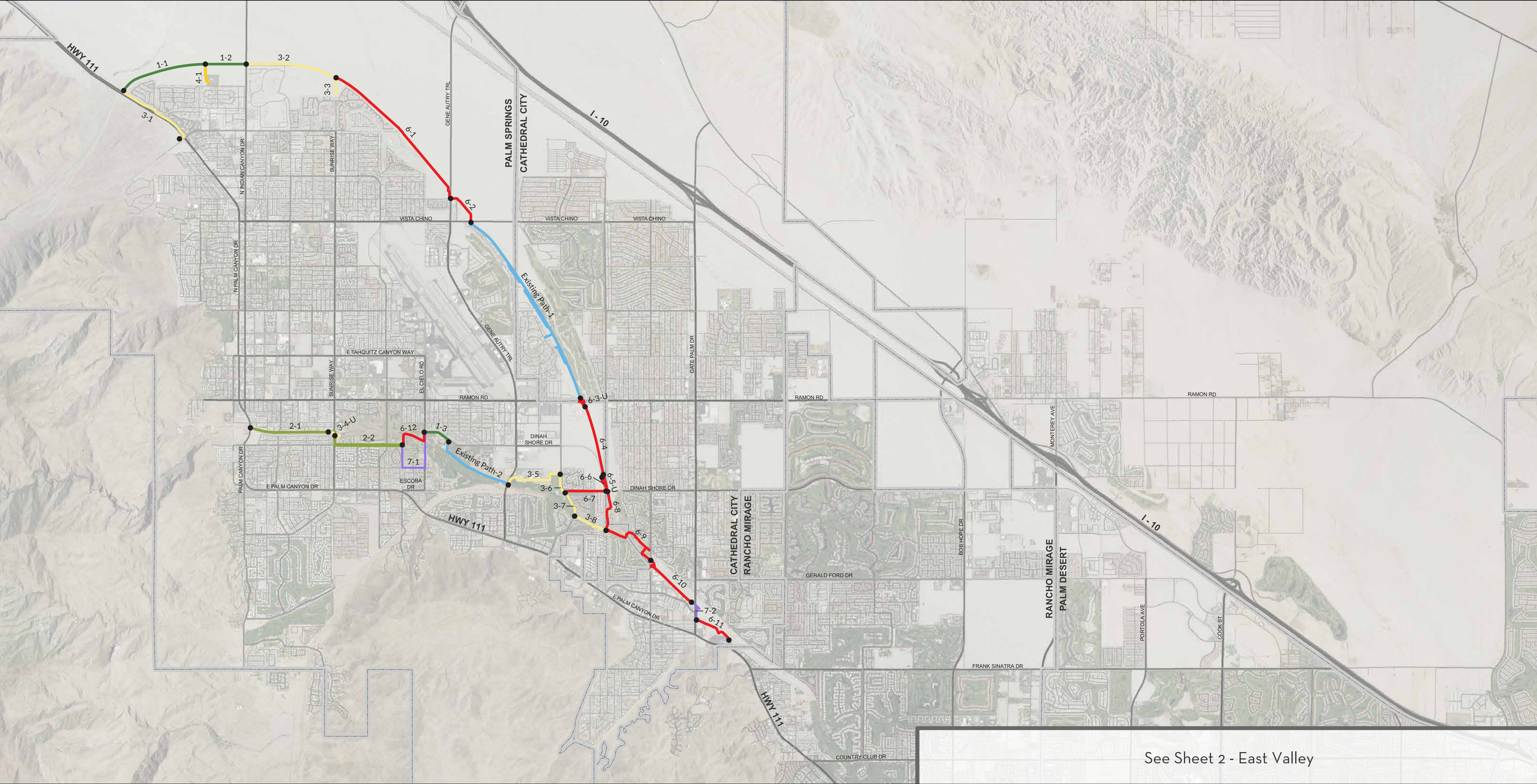
CC: David Lee, Caltrans Local Assistance Planner District 8
Shirley Medina, RCTC Planning and Programming Director



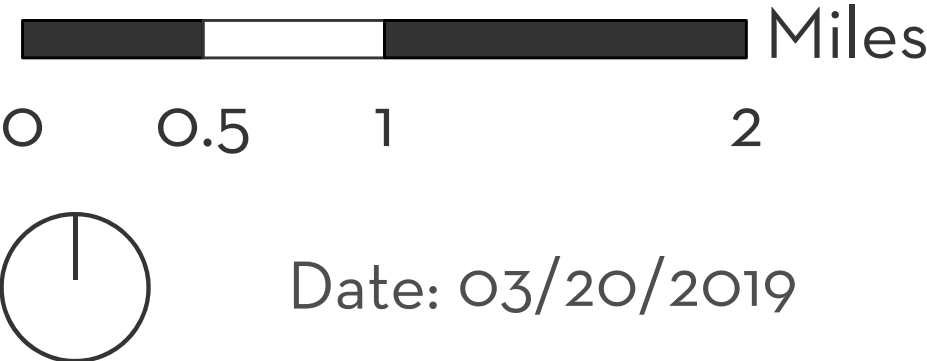
Date: 03/20/2019

CV Link Path (41.11 Total Miles)

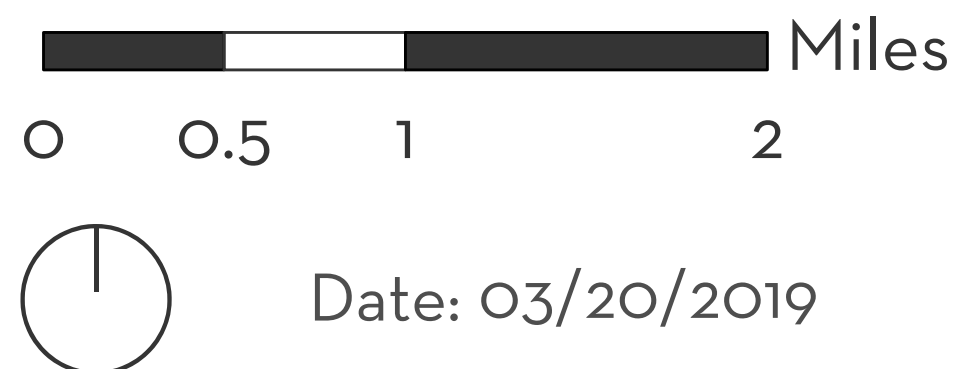
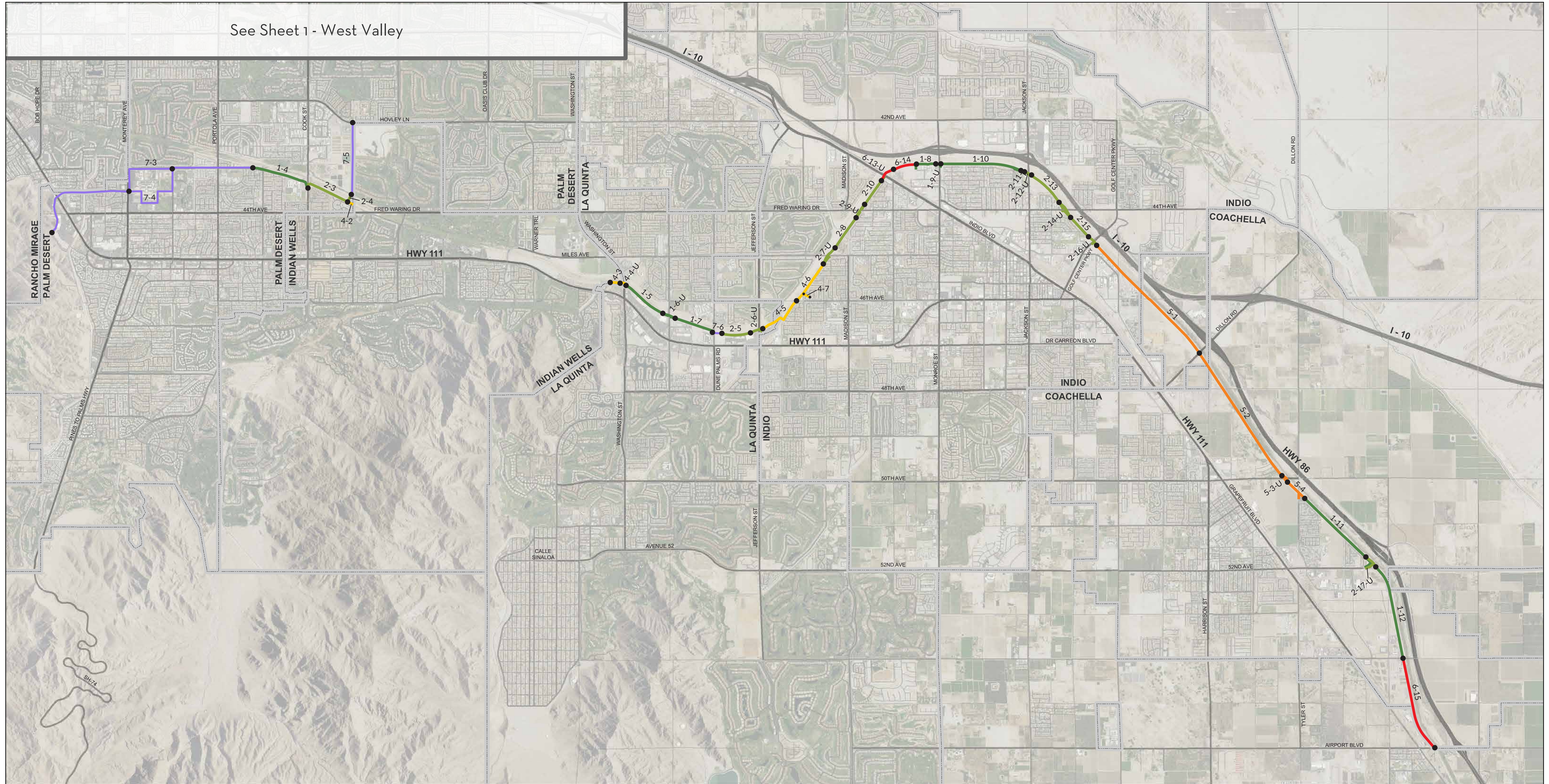
- Segment 1 (7.30 mi)
- Segment 2 (6.38 mi)
- Segment 3 (4.05 mi)
- Segment 4 (1.58 mi)
- Segment 5 (3.86 mi)
- Segment 6 (8.44 mi)
- Segment 7 (6.04 mi)
- Existing Path (3.46 mi)
- Jurisdictional Boundary



See Sheet 2 - East Valley



- CV Link Path**
- Segment 1
 - Segment 2
 - Segment 3
 - Segment 4
 - Segment 5
 - Segment 6
 - Segment 7
 - Existing Path
 - Jurisdictional Boundary



CV Link Path

- | | | |
|--|---|---|
| — Segment 1 | — Segment 4 | — Segment 7 |
| — Segment 2 | — Segment 5 | — Existing Path |
| — Segment 3 | — Segment 6 | Jurisdictional Boundary |

Estimated Construction Schedule																																																
Segment	2020												2021												2022												2023											
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
1																																																
2																																																
3																																																
4																																																
5																																																
6																																																
7																																																



Exhibit 22-G Project Programming Request (PPR)

Attachment C

Date: 3/22/2019

Project Information:

Project Title: CV LINK - Entire Project					
District	County	Route	EA	Project ID	PPNO
08	RIV			0814000137L-N	1019

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)		7,000			900			7,900	
PS&E					1,100			1,100	
R/W				2,828				2,828	
CON					2,751		86,176	88,927	
TOTAL		7,000		2,828	4,751		86,176	100,755	

ATP Funds	Infrastructure Cycle 3 (includes Augmentation)								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes: SCAG MPO selection under RCTC in Cycle 3.
R/W									
CON							10,792	10,792	
TOTAL							10,792	10,792	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)		7,000						7,000	Caltrans
PS&E									Notes: ATP Cycle 1
R/W				2,828				2,828	
CON									
TOTAL		7,000		2,828				9,828	

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
									Notes:
R/W									Fund type (if known):
CON									
TOTAL									

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:									
Project Title: CV LINK - Entire Project									
District	County	Route	EA	Project ID			PPNO		
08	RIV			0814000137L-N			1019		
Fund No. 2:	Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)					900			900	CVAG
PS&E					1,100			1,100	Notes:
R/W									CMAQ SSAB
CON							12,080	12,080	
TOTAL					2,000		12,080	14,080	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									SCAQMD
PS&E									Notes:
R/W									
CON					2,751		14,649	17,400	
TOTAL					2,751		14,649	17,400	
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Health District Contribution
PS&E									Notes:
R/W									
CON							10,000	10,000	
TOTAL							10,000	10,000	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									2018 STIP
PS&E									Notes:
R/W									RCTC NOMINATED PROJECT
CON							18,655	18,655	FOR THE EASTERN
TOTAL							18,655	18,655	COACHELLA VALLEY
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CVAG - MEASURE A
PS&E									Notes:
R/W									
CON							20,000	20,000	
TOTAL							20,000	20,000	
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:

Project Title: CVLINK - Segment 1 (see 3rd tab for descriptions and lengths)

District	County	Route	EA	Project ID	PPNO
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON							14,815	14,815	
TOTAL							14,815	14,815	

ATP Funds	Infrastructure Cycle 3 (including augmentation)								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes: SCAG MPO selection under RCTC in Cycle 3 (ATP Listing 12/5/17)
R/W									
CON							10,792	10,792	
TOTAL							10,792	10,792	

Notes:
SCAG MPO selection under RCTC in Cycle 3 (ATP Listing 12/5/17)

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Notes:

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Notes:

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Notes:

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Notes:

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:									
Project Title: CVLINK - Segment 1 (see 3rd tab for descriptions and lengths)									
District	County	Route	EA	Project ID	PPNO				
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019				
Fund No. 2:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 3:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 4:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 5:						Program Code			
2018 STIP - RIVERSIDE COUNTY									
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									2018 STIP
PS&E									Notes:
R/W									
CON							4,023	4,023	RCTC Nominated Project for the Eastern Coachella Valley.
TOTAL							4,023	4,023	
Fund No. 6:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 7:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Segment ID	Segment Description	Length (Ft)	Length (Mi)	Total Cost/ Construction Year	Total Segment Miles
1-1	Along Levee from Hwy 111 to Desert Highlands Park Connector	5361	1.02	\$14,815,017 FY 2019/2020	7.30
1-2	Along Levee from Desert Highlands Park to N Indian Canyon Dr	2,404	0.46		
1-3	Mesquite Ave to Demuth Park	1,687	0.32		
1-4	Magnesia Falls to Cook St	3,633	0.69		
1-5	Washington St to Adams St Undercrossing	3115	0.59		
1-6-U	Adams St Undercrossing	784	0.15		
1-7	Adams St Undercrossing to Dune Palms Rd	2540	0.48		
1-8	Bus Center Rd Connector to Monroe St Undercrossing	1561	0.30		
1-9-U	Monroe St Undercrossing	292	0.06		
1-10	Monroe St Undercrossing to North Jackson Park Connector	5487	1.04		
1-11	Sierra Vista Park to Ave 52	5,929	1.12		
1-12	Ave 52 Undercrossing to Ave 54	5,729	1.09		

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:

Project Title: CVLINK - Segment 2 (see 3rd tab for segment descriptions and lengths)

District	County	Route	EA	Project ID	PPNO
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON							19,244	19,244	
TOTAL							19,244	19,244	

ATP Funds	Infrastructure Cycle 3 (including augmentation)								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes: SCAG MPO selection under RCTC in Cycle 3 (ATP Listing 12/5/17)
R/W									
CON									
TOTAL									

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:									
Project Title: CVLINK - Segment 2 (see 3rd tab for segment descriptions and lengths)									
District	County	Route	EA	Project ID	PPNO				
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019				
Fund No. 2:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									
Fund No. 3:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON							4,612	4,612	
TOTAL							4,612	4,612	
Fund No. 4:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									
Fund No. 5:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON							14,632	14,632	
TOTAL							14,632	14,632	
Fund No. 6:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									
Fund No. 7:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Notes:
PS&E									
R/W									
CON									
TOTAL									

Segment ID	Segment Description	Length (Ft)	Length (Mi)	Total Cost/ Construction Year	Total Segment Miles
2-1	Palm Canyon Dr to Sunrise Way Undercrossing	4,971	0.94	\$19,243,670 FY 2019/2020	6.38
2-2	Sunrise Way to S Compadre Rd	4740	0.90		
2-3	Cook St to Channel Crossing	2,834	0.54		
2-4	Channel Crossing to Hovley Connector	489	0.09		
2-5	Dune Palms Rd to Jefferson St Undercrossing	1,789	0.34		
2-6-U	Jefferson St Undercrossing	1,049	0.20		
2-7-U	Miles Ave Undercrossing	1,811	0.34		
2-8	Miles Ave Undercrossing to Fred Waring Undercrossing	2,621	0.50		
2-9-U	Fred Waring Undercrossing	936	0.18		
2-10	Fred Waring Undercrossing to Indio Blvd Undercrossing	2,389	0.45		
2-11	North Jackson Park Connector to Jackson St Undercrossing	538	0.10		
2-12-U	Jackson St Undercrossing	480	0.09		
2-13	Jackson St Undercrossing to Ave 44 Undercrossing	2,976	0.56		
2-14-U	Ave 44 Undercrossing	1,133	0.21		
2-15	Ave 44 Undercrossing to Golf Center Parkway Undercrossing	2,219	0.42		
2-16-U	Golf Center Parkway Undercrossing	1,114	0.21		
2-17-U	Ave 52 Undercrossing	1,574	0.30		

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:

Project Title: CVLINK - Segment 3 (see 3rd tab for segment descriptions and lengths)

District	County	Route	EA	Project ID	PPNO
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON							8,438	8,438	
TOTAL							8,438	8,438	

ATP Funds	Infrastructure Cycle 3 (including augmentation)								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:									
Project Title: CVLINK - Segment 3 (see 3rd tab for segment descriptions and lengths)									
District	County	Route	EA	Project ID			PPNO		
08	RIV	08-RIV-0-CVAG		0814000137L-N			1019		
Fund No. 2:	CMAQ								Program Code
Proposed Funding Allocation (\$1,000s)									FEDERAL CMAQ (Z400)
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									RCTC - SSAB CMAQ FUNDS
PS&E									Notes:
R/W									
CON							903	903	
TOTAL							903	903	
Fund No. 3:	SCAQMD								Program Code
Proposed Funding Allocation (\$1,000s)									LOCAL SCAQMD
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									SCAQMD
PS&E									Notes:
R/W									LOCAL GRANT FUNDING FROM SCAQMD
CON							1,050	1,050	
TOTAL							1,050	1,050	
Fund No. 4:	Healthcare District								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Desert Healthcare District
PS&E									Notes:
R/W									
CON							6,485	6,485	
TOTAL							6,485	6,485	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Segment ID	Segment Description	Length (Ft)	Length (Mi)	Total Cost/ Construction Year	Total Segment Miles
3-1	Along Hwy 111 from Palm Springs Visitor Center to Levee	4873	0.92	\$8,438,108 FY 2020/21	4.05
3-2	Along Levee from N Indian Canyon Dr to Sunrise Way	5,417	1.03		
3-3	Sunrise Way Connector	1,058	0.20		
3-4-U	Sunrise Way Undercrossing	1,141	0.22		
3-5	Gene Autry Trail to Crossley Rd	4,059	0.77		
3-6	Crossley Rd to 34th Ave	1,207	0.23		
3-7	34th Ave to Dinah Shore	1,571	0.30		
3-8	Dinah Shore to Jenkins Trail	2,080	0.39		

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:

Project Title: CVLINK - Segment 4 (see 3rd tab for segment descriptions and lengths)

District	County	Route	EA	Project ID	PPNO
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON							3,280	3,280	
TOTAL							3,280	3,280	

ATP Funds	Infrastructure Cycle 3 (including augmentation)								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:									
Project Title: CVLINK - Segment 4 (see 3rd tab for segment descriptions and lengths)									
District	County	Route	EA	Project ID	PPNO				
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019				
Fund No. 2:	CMAQ					Program Code			
Proposed Funding Allocation (\$1,000s)						FEDERAL CMAQ (Z400)			
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									RCTC - SSAB CMAQ FUNDS
PS&E									Notes:
R/W									
CON							1,341	1,341	
TOTAL							1,341	1,341	
Fund No. 3:	SCAQMD					Program Code			
Proposed Funding Allocation (\$1,000s)						LOCAL SCAQMD			
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									SCAQMD
PS&E									Notes:
R/W									LOCAL GRANT FUNDING FROM SCAQMD
CON							1,518	1,518	
TOTAL							1,518	1,518	
Fund No. 4:	Healthcare District					Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Healthcare District
PS&E									Notes:
R/W									
CON							421	421	
TOTAL							421	421	
Fund No. 5:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 6:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 7:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Segment ID	Segment Description	Length (Ft)	Length (Mi)	Total Cost/ Construction Year	Total Segment Miles
4-1	Connector from Levee to Desert Highlands Park	1,217	0.23	\$3,279,685 FY 2020/2021	1.58
4-2	Channel Crossing to Indian Wells Border	361	0.07		
4-3	Point Happy to Washington St Undercrossing	589	0.11		
4-4-U	Washington St Undercrossing	438	0.08		
4-5	Jefferson St Undercrossing to Shields Park Connector	2,815	0.53		
4-6	46th Ave to Miles Ave Undercrossing	2695	0.51		
4-7	Shields Park Connector	219	0.04		

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:

Project Title: CVLINK - Segment 5 (see 3rd tab for segment description and length)

District	County	Route	EA	Project ID	PPNO
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON							7,543	7,543	
TOTAL							7,543	7,543	

ATP Funds	Infrastructure Cycle 3 (including augmentation)								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:									
Project Title: CVLINK - Segment 5 (see 3rd tab for segment description and length)									
District	County	Route	EA	Project ID	PPNO				
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019				
Fund No. 2:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CVAG
PS&E									Notes:
R/W									CMAQ SSAB
CON							4,369	4,369	
TOTAL							4,369	4,369	
Fund No. 3:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									LOCAL SCAQMD
PS&E									Notes:
R/W									LOCAL GRANT FUNDING FROM SCAQMD
CON							2,108	2,108	
TOTAL							2,108	2,108	
Fund No. 4:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 5:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 6:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CVAG - Measure A
PS&E									Notes:
R/W									
CON							1,066	1,066	
TOTAL							1,066	1,066	
Fund No. 7:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Segment ID	Segment Description	Length (Ft)	Length (Mi)	Total Cost/ Construction Year	Total Segment Miles
5-1	Golf Center Parkway Undercrossing to Dillon Rd	8,791	1.66	\$7,543,359 FY 2021/2022	3.86
5-2	Dillon Rd to Ave 50	9,038	1.71		
5-3-U	Ave 50 Undercrossing	540	0.10		
5-4	Ave 50 to Sierra Vista Park	2,005	0.38		

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:

Project Title: CVLINK - Segment 6 (see 3rd tab for segment description and length)

District	County	Route	EA	Project ID	PPNO
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON							23,089	23,089	
TOTAL							23,089	23,089	

ATP Funds	Infrastructure Cycle 3 (including augmentation)								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:									
Project Title: CVLINK - Segment 6 (see 3rd tab for segment description and length)									
District	County	Route	EA	Project ID	PPNO				
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019				
Fund No. 2:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									CVAG
PS&E									Notes: CVMAQ SSAB
R/W									
CON							4,155	4,155	
TOTAL							4,155	4,155	
Fund No. 3:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 4:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 5:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 6:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Local
PS&E									CVAG
R/W									Notes: Measure A/ Regional funds
CON							18,934	18,934	
TOTAL							18,934	18,934	
Fund No. 7:						Program Code			
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Segment ID	Segment Description	Length (Ft)	Length (Mi)	Total Cost/ Construction Year	Total Segment Miles
6-1	Along Levee from Sunrise Way to Gene Autry Trail	10,078	1.91	\$23,089,240 FY 2022/2023	8.44
6-2	Along Levee from Gene Autry Trail to Vista Chino	2,102	0.40		
6-3-U	Ramon Rd Undercrossing	639	0.12		
6-4	Along Levee from Ramon Rd to Dinah Shore Undercrossing	4,875	0.92		
6-5-U	Dinah Shore Undercrossing	1,024	0.19		
6-6	Ramp down to 34th Ave	858	0.16		
6-7	Along 34th Ave from Levee to Crossley Rd	2,548	0.48		
6-8	Dinah Shore to Jenkins Trail	2,580	0.49		
6-9	Along Wash from Jenkins Trail to Cathedral Canyon Dr	3316	0.63		
6-10	Cathedral Canyon Dr to Date Palm	3478	0.66		
6-11	Date Palm to Buddy Rogers Ave	2,445	0.46		
6-12	S Compadre Rd to Mesquite Ave	2,504	0.47		
6-13-U	Indio Blvd Undercrossing	992	0.19		
6-14	Indio Blvd Undercrossing to Bus Center Connector	1,414	0.27		
6-15	Ave 54 to Airport Blvd	5,732	1.09		

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:

Project Title: CVLINK - Segment 7 (see 3rd tab for segment descriptions and lengths)					
District	County	Route	EA	Project ID	PPNO
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON							9,767	9,767	
TOTAL							9,767	9,767	

ATP Funds	Infrastructure Cycle 3 (including augmentation)								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 3/22/2019

Project Information:									
Project Title: CVLINK - Segment 7 (see 3rd tab for segment descriptions and lengths)									
District	County	Route	EA	Project ID	PPNO				
08	RIV	08-RIV-0-CVAG		0814000137L-N	1019				
Fund No. 2:	CMAQ								Program Code
Proposed Funding Allocation (\$1,000s)								FEDERAL CMAQ (Z400)	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									RCTC - SSAB CMAQ FUNDS
PS&E									Notes:
R/W									
CON							1,312	1,312	
TOTAL							1,312	1,312	
Fund No. 3:	SCAQMD								Program Code
Proposed Funding Allocation (\$1,000s)								LOCAL SCAQMD	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									SCAQMD
PS&E									Notes:
R/W									LOCAL GRANT FUNDING FROM SCAQMD
CON							5,361	5,361	
TOTAL							5,361	5,361	
Fund No. 4:	Healthcare District								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Desert Healthcare District
PS&E									Notes:
R/W									
CON							3,094	3,094	
TOTAL							3,094	3,094	
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Segment ID	Segment Description	Length (Ft)	Length (Mi)	Total Cost/ Construction Year	Total Segment Miles
7-1	On Street Connection - Mesquite to El Cielo	4199	0.80	\$9,767,321 FY 2020/2021	6.04
7-2	Date Palm Undercrossing	1448	0.27		
7-3	Bump and Grind to Magnesia Falls Drive	16219	3.07		
7-4	College of the Desert	5195	0.98		
7-5	Hovley Lane Connector	4220	0.80		
7-6	Dune Palms Undercrossing	621	0.12		



Reference No.: 4.22
May 15-16, 2019
Attachment D

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
T: (213) 236-1800
www.scag.ca.gov

February 27, 2019

Ms. Laurie Waters
Associate Deputy Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

REGIONAL COUNCIL OFFICERS

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Alan D. Wapner, San Bernardino
County Transportation Authority

First Vice President
Bill Jahn, Big Bear Lake

Second Vice President
Randon Lane, Murrieta

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County Transportation Authority

Community, Economic &
Human Development
Peggy Huang, Transportation
Corridor Agencies

Energy & Environment
Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino
County

Dear Ms. Waters:

On behalf of the Southern California Association of Governments (SCAG), I would like to offer this letter of support for the request from the Coachella Valley Association of Governments (CVAG) to deliver the construction of the CV Link project in segments.

SCAG and CVAG have been long-time partners in improving the region's quality of life and SCAG has been a steadfast supporter of CVAG's plan to build a multi-purpose trail across the Coachella Valley along the Whitewater River. CV Link supports SCAG's Active Transportation component of our adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which encourages the development of a comprehensive, interconnected network of bicycle and pedestrian facilities throughout the region to improve safety and increase the number of trips being taken by bicycling and walking. Increasing non-motorized transportation options will also reduce road congestion, enhance public health, and improve the air quality in our region.

SCAG has supported the two ATP awards that CV Link received for construction funding; both the ATP Cycle 3 award and the ATP Augmentation award were funded through the respective MPO rounds. SCAG also applauds CVAG's efforts to construct the project as quickly as possible. CV Link is unique in both its length and scale. Through this Amendment, CVAG will be able to deliver segments of the project as soon as the right of way is certified.

Thank you for your continued partnership on this project. If you have questions, please feel free to contact Mr. Rye Baerg, Program Manager I, Active Transportation & Special Programs, at (213) 236-1866 or via email at baerg@scag.ca.gov

Sincerely,

Darin Chidsey
Interim Executive Director

CC: Tom Kirk, Executive Director, CVAG
Shirley Medina, Planning and Programming Director, RCTC

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.23, Action

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Published Date: May 3, 2019

Subject: 2017 Active Transportation Program Project Amendment - Kern County Public Works Rosamond Boulevard Pedestrian Path Project, Resolution ATP-18-11, Amending Resolution G-16-32

Issue:

Should the California Transportation Commission (Commission) amend the 2017 Active Transportation Program to move \$44,000 in Project Approval and Environmental Document (PA&ED) funds and \$46,000 in Right-of-Way funds programmed in Fiscal Year 2019-20 to Plans, Specifications and Estimates (PS&E) programmed in Fiscal Year 2019-20 and Construction programmed in Fiscal Year 2020-21 for the Kern County Public Works - Rosamond Boulevard Pedestrian Path Project?

Recommendation:

Commission staff recommends that the Commission approve the proposed Active Transportation Program amendment as described above.

Background:

On December 6, 2016, the Commission approved the Statewide and Small Urban and Rural Components of the 2017 Active Transportation Program (Resolution G-16-32), which included \$880,000 in 2017 Active Transportation Program funding for the Kern County Public Works - Rosamond Boulevard Pedestrian Path Project in the Statewide Component.

The 2019 Active Transportation Program Guidelines adopted by the Commission on May 16, 2018, state that funding distribution changes will be considered for active transportation projects to allow agencies to move amounts between programmed phases. Moving funds between phases does not increase the total funding programmed.

The proposed amendment to the 2017 Active Transportation Program, Kern County Public Works - Rosamond Boulevard Pedestrian Path Project would move funds as outlined in the chart below. This proposed project amendment does not program additional funding for the project.

Program	PA&ED	PS&E	Right of Way	Construction	Total Award
Original Program	\$44,000 FY 2019-20	\$79,000 FY 2019-20	\$156,000 FY 2019-20	\$601,000 FY 2020-21	\$880,000
New Program	\$0	\$90,000 FY 2019-20	\$110,000 FY 2019-20	\$680,000 FY 2020-21	\$880,000
Proposed Change	-\$44,000	+\$11,000	-\$46,000	+\$79,000	No Change

Resolution ATP-18-11:

Be it Resolved, that the Commission does hereby amend the 2017 Active Transportation Program to move \$44,000 in PA&ED funds and \$46,000 in Right-of-Way funds programmed in Fiscal Year 2019-20 to PS&E programmed in Fiscal Year 2019-20 and Construction programmed in Fiscal Year 2020-21 for the Kern County Public Works - Rosamond Boulevard Pedestrian Path Project.

Be it Further Resolved, that Resolution G-16-32 is hereby amended to reflect the funding distribution changes to the Kern County Public Works - Rosamond Boulevard Pedestrian Path Project.

Be it Further Resolved, that all other provisions stipulated in Resolution G-16-32 remain in effect.

Attachments:

- Attachment A: Exhibit 22-E Request for Funding Distribution Change
- Attachment B: Original PPR

CRAIG M. POPE, P.E., DIRECTOR
ADMINISTRATION & ENGINEERING
BUILDING & DEVELOPMENT
OPERATIONS



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EXHIBIT 22-E REQUEST FOR FUNDING DISTRIBUTION CHANGE (LOCAL ATP PROJECTS)

To: Forest Becket
District Local Assistance Engineer
Caltrans, Office of Local Assistance
500 South Main Street
Bishop, CA 93514

Date: 1/08/2019
PPNO: 2663
Federal PROJECT #: _____
ATP ID #: ATP03-09-028S

Project Name (Per CTC programming): Rosamond Boulevard Pedestrian Path Project

Implementing Agency: Kern County Public Works

Approved Project Description (As submitted in Application): Construction of ADA compliant pedestrian paths along Rosamond Boulevard from 20th Street West to Elberta Street AND 20th Street West from Orange Street to Rosamond Boulevard, including high visibility cross walks, solar-powered street lights & additional signage.

Approved Project Limits (As submitted in Application): The project is located on Rosamond Boulevard from 20th Street West to Elberta Street AND 20th Street West from Orange Street to Rosamond Boulevard, within the unincorporated area of Rosamond in Kern County (Census Tract 602900580204).

For Federally Funded Projects:

Current FTIP/FSTIP Description: N/A

Current FTIP/FSTIP Limits: N/A

Dear Forest Becket:

Consistent with the California Transportation Commission's (CTC) *Final Adopted 2019 ATP Guidelines*, Section 28. Amendment Requests, adopted on May 16, 2018, we request that Caltrans consider and the CTC approve the proposed Project Amendment Request as documented below:

Agency's should consider the following:

A. **Is this request being made in the same state fiscal year in the funds have been programmed?**

☐ Yes

☒ No

If "Yes" then you your request is not eligible.

B. Have any of the request funds been allocated?

- ☐ Yes
☒ No

If “Yes” then you your request is not eligible.

C. Does this request propose to move funds out of Construction?

- ☐ Yes
☒ No

If “Yes” then you your request is not eligible.

D. Has this project already received a Funding Request Distribution Change?

- ☐ Yes
☒ No

If “Yes” then you your request is not eligible.

Required Elements (per CTC’s Amendment Request Guidance):**1. The reason for the proposed Funding Distribution change;**

The County is proposing to change the funding to what is shown below:

- *PA&ED - \$0 ATP funds, \$50,000 local funds*
- *PS&E - \$90,000 ATP funds, \$0 local funds*
- *RW - \$110,000 ATP funds, \$67,000 local funds*
- *Construction - \$680,000 ATP funds, \$0 local funds*

The District 9 ATP manager, Teresa McWilliam, advised the county to change the funding schedule to what is listed above during the Caltrans Eligibility/Deliverability period of this project to ensure the County had sufficient time to deliver the project. The changes did not get incorporated into the final funding schedule. Therefore, the County is requesting these changes to provide adequate time to deliver the project within the required time frame.

See attachments for new PPR.

2. The impact the proposed change would have on the overall cost of the Project. (The project must remain fully funded.)

No change on overall cost of the project.

3. Discussion of whether the Funding Distribution Change will affect the benefit of the project as described in the project application;

No change to the benefit of the project.

4. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.

N/A – Project funded in the statewide component.

Required revisions to the Project’s Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project’s Description and/or Limits:

Proposed changes to the Project Description: N/A

Proposed changes to the Project Limits: N/A

For Federally Funded Projects:Proposed changes to the FTIP/FSTIP Description: N/AProposed changes to the FTIP/FSTIP Limits: N/A**Project Delivery Status:**

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Anticipated CTC Allocation Dates (at the time of Application Submittal for funding):PA&ED: 19/20 PS&E: 19/20 R/W: 19/20 CON: 20/21 CON-NI: N/A**Actual/New Anticipated CTC Allocation Dates (at the time of this request):**PA&ED: NONE PS&E: 19/20 R/W: 19/20 CON: 20/21 CON-NI: N/A**Explanation for milestone changes:**PA&ED: PA&ED will no longer be funded through the CTC. It will be done with local funds only.PS&E: No ChangesR/W: No ChangesCON: No ChangesCON-NI: No Changes**Local Agency Certification:**

This Request for Funding Distribution Change has been prepared in accordance with the *Procedures for Administering Local Projects in the Active Transportation Program (ATP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved. You may direct any questions to

Yolanda Alcantar at 661-862-5292
(name) (phone number)

Signature: [Signature] Title: Public Works Manager Date: 1/8/19

Agency/Commission: _____

Attachments:

- (1) Revised PPR (Required)

Distribution:

- (1) Original -DLAE
- (2) Copy – Division of Local Assistance, Headquarters ATP Program Manager
- (3) Copy – MPO/RTPA/County Transportation Commission

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 01/03/2019

Project Information:

Project Title: ROSAMOND BOULEVARD PEDESTRIAN PATH PROJECT					
District	County	Route	EA	Project ID	PPNO
9	KERN	N/A			2663

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)					50			50	
PS&E					90			90	
R/W					177			177	
CON						680		680	
TOTAL					317	680		997	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E					90			90	Notes:
R/W					110			110	
CON						680		680	
TOTAL					200	680		880	

ATP Funds	Non-infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Fund No.1:	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									Fund type (if known):
CON									
TOTAL									

Project Programming Request Fund Information (Local ATP Projects)

Exhibit 22-G Project Programming Request (PPR)

Date: 01/03/2019

Project Information:									
Project Title: ROSAMOND BOULEVARD PEDESTRIAN PATH PROJECT									
District	County	Route	EA	Project ID	PPNO				
9	KERN	N/A			2663				
Fund No. 2:	Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)					50			50	Kern County
PS&E									Notes:
R/W					67			67	Fund type (if known): LOCAL MATCH
CON									
TOTAL					117			117	
Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									
Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									



Application Part 6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Matching Funding *** (for federal \$)	Future Local Identified Funding
PA&ED	50	-		50	-	-	50	50	-
PS&E	90	90	19/20	-	-	-	-	-	-
R/W	177	110	19/20	67	-	-	67	67	-
CON	680	680	20/21	-	-	-	-	-	-
NI-CON	-	-		-	-	-	-	-	-
TOTAL	997	880		117	-	-	117	117	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

*** For programming purposes, applicants, are asked to identify the portion of the Leveraging Funding that meets the requirements to be used as match for new Federal ATP funding.

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



Date:	6/15/2016
-------	-----------

Project Title:	Rosamond Boulevard Pedestrian Path Project				
District	County	Route	EA	Project ID	PPNO
9	Kern	Varies			

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	0	0	0	0	50	0	0	50	
PS&E	0	0	0	0	90	0	0	90	
R/W	0	0	0	0	177	0	0	177	
CON	0	0	0	0	0	680	0	680	
TOTAL	0	0	0	0	317	680	0	997	

ATP Funds Infrastructure Cycle 3									Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	44	0	0	44	Caltrans
PS&E	0	0	0	0	79	0	0	79	Notes:
R/W	0	0	0	0	156	0	0	156	
CON	0	0	0	0	0	601	0	601	
TOTAL	0	0	0	0	279	601	0	880	

[illegible][illegible][illegible]

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.24, Action

Prepared By: Anja Aulenbacher
Assistant Deputy Director

Published Date: May 3, 2019

Subject: 2017 Active Transportation Program Project Amendment - City of Santa Cruz - Rail Trail Segment 8 and 9 Design and Environmental Review Project, Resolution ATP-18-12, Amending Resolution G-16-32

Issue:

Should the California Transportation Commission (Commission) amend the 2017 Active Transportation Program to move \$2,250,000 in Plans, Specifications and Estimates (PS&E) funds programmed in Fiscal Year 2020-21 to Project Approval and Environmental Document (PA&ED) programmed in Fiscal Year 2019-20 for the City of Santa Cruz - Rail Trail Segment 8 and 9 Design and Environmental Review Project?

Recommendation:

Commission staff recommends that the Commission approve the proposed Active Transportation Program amendment as described above.

Background:

On December 6, 2016, the Commission approved the Statewide and Small Urban and Rural Components of the 2017 Active Transportation Program (Resolution G-16-32), which included \$3,169,000 in 2017 Active Transportation Program funding for the City of Santa Cruz - Rail Trail Segment 8 and 9 Design and Environmental Review Project in the Small Urban and Rural Component.

The 2019 Active Transportation Program Guidelines adopted by the Commission on May 16, 2018, state that funding distribution changes will be considered for active transportation projects to allow agencies to move amounts between programmed phases. Moving funds between phases does not increase the total funding programmed.

The proposed amendment to the 2017 Active Transportation Program, City of Santa Cruz - Rail Trail Segment 8 and 9 Design and Environmental Review Project would move funds as outlined in the chart below. This proposed project amendment does not program additional funding for the project.

Program	PA&ED	PS&E	Right of Way	Construction	Non-Infrastructure	Total Award
Original Program	\$350,000 FY 2019-20	\$2,650,000 FY 2020-21	\$0	\$0	\$169,000 FY 2019-20	\$3,169,000
New Program	\$2,600,000 FY 2019-20	\$400,000 FY 2020-21	\$0	\$0	\$169,000 FY 2019-20	\$3,169,000
Proposed Change	+\$2,250,000	-\$2,250,000	No Change	No Change	No Change	No Change

Resolution ATP-18-12:

Be it Resolved, that the Commission does hereby amend the 2017 Active Transportation Program to move \$2,250,000 in PS&E funds programmed in Fiscal Year 2020-21 to PA&ED programmed in Fiscal Year 2019-20 for the City of Santa Cruz - Rail Trail Segment 8 and 9 Design and Environmental Review Project.

Be it Further Resolved, that Resolution G-16-32 is hereby amended to reflect the funding distribution changes to the City of Santa Cruz - Rail Trail Segment 8 and 9 Design and Environmental Review Project.

Be it Further Resolved, that all other provisions stipulated in Resolution G-16-32 remain in effect.

Attachments:

- Attachment A: Exhibit 22-E Request for Funding Distribution Change
- Attachment B: Original PPR



PUBLIC WORKS DEPARTMENT

809 Center Street, Room 201, Santa Cruz, CA 95060 • Fax: 831-420-5161 • www.cityofsantacruz.com

EXHIBIT 22-G REQUEST FOR FUNDING DISTRIBUTION CHANGE (LOCAL ATP PROJECTS)

To: Heidi Borders
District Local Assistance Engineer
Caltrans, Office of Local Assistance
50 Higuera St.
San Luis Obispo, CA 93401

Date: March 26, 2019PPNO: 2835Federal PROJECT #: ATPL-5025(072)ATP ID #: ATP03A -05-037R**Project Name** (Per CTC programming): Rail Trail Segment 8 and 9 Design and Environmental Review**Implementing Agency:** City of Santa Cruz**Approved Project Description** (As submitted in Application): Design and environmental review and permitting for 2.18 miles of separated multiuse trail in the City and County of Santa Cruz. Non-infrastructure safety, education, and encouragement programs to encourage active transportation in advance of trail construction.**Approved Project Limits** (As submitted in Application): Adjacent to the rail line from Pacific Avenue in City of Santa Cruz to 17th Avenue in County of Santa Cruz.**For Federally Funded Projects:** <<Omit if not applicable>>Current FTIP/FSTIP Description: TBD. Project will have federal funds and will be added to FTIP after CTC allocation.Current FTIP/FSTIP Limits: TBD. See above.

Dear Heidi Borders:

<<Optional: General Introduction and/or background information>>

Consistent with the California Transportation Commission's (CTC) *Final Adopted 2019 ATP Guidelines*, Section 28. Amendment Requests, adopted on May 16, 2018, we request that Caltrans consider and the CTC approve the proposed Project Amendment Request as documented below:

Agency's should consider the following:**A. Is this request being made in the same state fiscal year in the funds have been programmed?**☐ Yes☒ No*If "Yes" then you your request is not eligible.***B. Have any of the request funds been allocated?**☐ Yes☒ No*If "Yes" then you your request is not eligible.***C. Does this request propose to move funds out of Construction?**☐ Yes☒ No*If "Yes" then you your request is not eligible.***D. Has this project already received a Funding Request Distribution Change?**☐ Yes☒ No*If "Yes" then you your request is not eligible.***Required Elements (per CTC's Amendment Request Guidance):****1. The reason for the proposed Funding Distribution change:**

Due to the size, scope, sensitivity and overall complexity of the project, more money needs to be in the PA&ED phase in order to get NEPA and CEQA approval. The project is over 2 miles long, runs adjacent and crosses an active railroad, and includes several bridges across waterways and environmentally sensitive areas (wetlands). In addition the project crosses three local agency jurisdictions. The City (lead agency) is asking to reallocate partial funding from PS&E to PA&ED. See attached revised Exhibit 22-G Project Programming Request (PPR).

<< Address all applicable elements per the instructions that follow this form-template >>

<< Optional: Reference attachments that support and/or document the text in this section>>

2. The impact the proposed change would have on the overall cost of the Project. (The project must remain fully funded.)

The project cost remains the same.

<< Address all applicable elements per the instructions that follow this form-template >>

<< Optional: Reference attachments that support and/or document the text in this section>>

3. Discussion of whether the Funding Distribution Change will affect the benefit of the project as described in the project application:

The project benefit remains the same.

<< Address all applicable elements per the instructions that follow this form-template >>

<< Optional: Reference attachments that support and/or document the text in this section>>

4. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.

Not applicable.

<< Address all applicable elements per the instructions that follow this form-template >>

<< Optional: Reference attachments that support and/or document the text in this section >>

Required revisions to the Project's Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project's Description and/or Limits: N/A <<Insert "N/A" if not applicable>>

Proposed changes to the Project Description: _____**Proposed changes to the Project Limits:** _____**For Federally Funded Projects:** <<Insert "N/A" if not applicable>>Proposed changes to the FTIP/FSTIP Description: TBD. Project will have federal funds and will be added to FTIP after CTC allocation.Proposed changes to the FTIP/FSTIP Limits: TBD. See above.**Project Delivery Status:**

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Anticipated CTC Allocation Dates (at the time of Application Submittal for funding):PA&ED: 7/1/19 PS&E: 9/1/20 R/W: 2/1/22 CON: 8/1/22 CON-NI: 7/1/19**Actual/New Anticipated CTC Allocation Dates (at the time of this request):**PA&ED: 5/15/19 PS&E: 9/1/20 R/W: 2/1/22 CON: 8/1/22 CON-NI: 7/1/19**Explanation for milestone changes:** << Only list/explain the milestones that have changed >>PA&ED: City would like to start phase sooner to meet delivery schedule.

PS&E: _____

R/W: _____

CON: _____

CON-NI: _____

Local Agency Certification:

This Request for Funding Distribution Change has been prepared in accordance with the *Procedures for Administering Local Projects in the Active Transportation Program (ATP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved. You may direct any questions to

Nathan Nguyen at (831) 420-5188
(name) (phone number)

Signature:  Title: Associate Engineer Date: 3/26/19Agency/Commission: City of Santa Cruz

Attachments:

- (1) Revised PPR (Required)
- (2) Maps and Plans (required if the Project Description and/or Limits are changing due to this request)

Distribution:

- (1) Original -DLAE
- (2) Copy – Division of Local Assistance, Headquarters ATP Program Manager
- (3) Copy – MPO/RTPA/County Transportation Commission

[illegible]

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 4.25
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local
Assistance

Subject: ACTIVE TRANSPORTATION PROGRAM - PROJECT SCOPE CHANGE REQUEST -
CITY OF ARCADIA
RESOLUTION ATP-A-18-13

ISSUE:

Should the California Transportation Commission (Commission) approve Resolution ATP-A-18-13, a project scope change request, for the Cycle 2 Active Transportation Program (ATP) City of Arcadia – City of Arcadia Bicycle Facility Improvement project (PPNO 5120) infrastructure construction component; prior to it being allocated (scheduled concurrently at the May 2019 Commission meeting) in the amount of \$902,000?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope change request for the Cycle 2 Active Transportation Program (ATP) City of Arcadia – City of Arcadia Bicycle Facility Improvement project (PPNO 5120).

ISSUE:

The City of Arcadia (City) has submitted a scope change request for the City of Arcadia Bicycle Facility Improvement project (PPNO 5120). The project originally intended to install 7.7 miles of Class II bike lanes on seven streets, including Sierra Madre Boulevard, and 8.6 miles of Class III sharrows, bike signal detection and bike parking at key locations.

The City, with this scope change request, proposes to:

A. Revise Scope:

- Sierra Madre Boulevard – 4,280 feet from Class II to Class III

B. Added Scope:

- 4,350 feet of Class II bike lanes
 - El Monte Avenue- Campus Drive to Duarte Road
 - Centennial Way- Huntington Drive
 - Live Oak Avenue- El Monte Avenue to Welland Avenue
 - First Avenue- Wheeler Avenue to St. Joseph Street
 - Sunset Boulevard- Huntington Drive to Michillinda Avenue
- 24,570 feet of Class III sharrows

The scope changes are due to the following:

- The section of Sierra Madre Boulevard proposed for improvement is abutted on both ends by Class III sharrows and the Class II facility will not fit within the constraints of the roadway.
- The added Class III scope at 10 locations will close important gaps in the bike network.

ANALYSIS:

The Department's overall analysis has determined the proposed scope change will result in a project that meets the ATP purpose of increasing bicycling and walking. The Department feels that the Sierra Madre section is not wide enough to fit Class II facilities through its entire length. The decrease in benefit from the revised scope on Sierra Madre will be mitigated by the increase in benefit from the other proposed changes, therefore the scope change can be considered a net benefit.

Location	Original Scope	Proposed Scope	Impact of Benefits
Sierra Madre	Install 4,280 feet of CL II bike lanes	Install 4,280 feet of CL III sharrows	Decrease
5 locations	None	Install 4,350 feet of CL II bike lanes	Increase
10 locations	None	Install 24,570 feet of CI III sharrows	Increase

The City worked with the Department to endeavor to maximize the non-motorized benefits derived from this project.

ANALYSIS RECOMMENDATION:

Based on the analysis of the proposed scope changes, the Department has determined that the changes will result in a slight increase to the overall active transportation benefits of the project. Therefore, the Department supports the proposed scope change for the project.

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. Scope changes that result in a decrease of active transportation benefits may result in removal from the program.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.6g.(2)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Ronald E. Sheppard
Chief (Acting)
Division of Rail and
Mass Transportation

Subject: AMENDMENT FOR A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECT
RESOLUTION TIRCP-1819-10, AMENDING RESOLUTION TIRCP-1617-05

ISSUE:

Should the California Transportation Commission (Commission) approve an amendment to Resolution TIRCP-1617-05 to revise the project description for the Transit and Intercity Rail Capital Program (TIRCP) Antelope Valley Transit Authority - Zero Emission Bus and Vanpool Expansion (PPNO CP018) project, in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends the Commission approve an amendment to Resolution TIRCP-1617-05 to revise the project description in the vote box for the Transit and Intercity Rail Capital Program Antelope Valley Transit Authority - Zero Emission Bus and Vanpool Expansion (PPNO CP018) project, in Los Angeles County.

BACKGROUND:

On its January 2017 meeting, the Commission approved Resolution TIRCP-1617-05 to allocate \$6,481,000 from the Transit and Intercity Rail Program (TIRCP) to the Antelope Valley Transit Authority (AVTA) to purchase 11 new zero emission buses and 10 new zero emission vanpool vehicles. Ten of the 11 zero emission buses would be used to provide cleaner and more frequent service on AVTA Routes 7 and 9 and provide improved access to Metrolink and Amtrak bus bridge service. The one remaining zero emission bus would be a procurement transferred to Kern Regional Transit for service on Route 250, connecting California City and Lancaster to Metrolink and intercity bus service where available. The 10 zero emission vanpool vehicles were intended to provide service to job commuters throughout the Antelope Valley and the Los Angeles Basin. The vanpool vehicles were also intended to be used as part of a demonstration carshare program during non-commuting hours.

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Since the original allocation, it has been determined, by the AVTA, that although an on-demand vanpool service is considered an innovative idea that could provide significant benefits and may be pursued in the future, the demand for bus commuter service has exceeded the capacity level that the vanpool service could provide. The region in and around the Edwards Air Force Base and the Mojave Desert has seen significant growth over the last few years, including several large employers moving into the region or expanding their operations. Estimates of employee growth are expected to increase from 11,000 to over 15,000 in the next year, including the substantial growth in government contractor employees within the next several years. Because of these demographic changes, the need for further public transit capacity is needed, particularly for residents commuting to these job centers. The AVTA is dedicated in providing a higher commitment of local funds over a 10-year period to ensure the success of the overall project.

For AVTA to fully expend the remaining \$400,000 in previously allocated funds, an amendment to Resolution TIRCP-1617-05 is needed to revise the project description from the "Purchase of 11 zero emission buses and 10 zero emission vanpool vehicles" to the "Purchase of 15 zero emission buses". The additional four 60-foot zero emission battery electric buses will be used in AVTA's service area and will meet current ridership growth demands in the region and provide improved transit access for Disadvantaged Communities and Priority Populations in AVTA's service area.

This amendment will enable AVTA to maximize the use of all its grant funds towards the procurement of 15 new zero emission buses. The additional four buses are projected to provide greater ridership benefits, vehicle miles reduced benefits and greenhouse emission reduction benefits than the original grant request, in large part due to the larger passenger capacity of each bus.

	Annual Average Auto VMT Displaced *	Total GHG Emission Reductions (MTCO₂e) *	Daily Ridership Estimate (From AVTA)
Original Vanpool Proposal (10) Vanpool Vehicles	1,191,216.00	3,987.87	120
Bus Proposal (4) Buses	4,526,620.80	20,374.56	456

- 2016 CARB GHG Emission Reduction Calculator

The California State Transportation Agency concurs with this revision to the project description.

The required changes are reflected in strikethrough and bold on the attached document.

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There is no change to the overall total allocation.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Programmed: Phase Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.(2) Amendment – Transit and Intercity Rail Capital Program Projects		Resolution TIRCP-1819-10 Amending Resolution TIRCP-1617-05		
1 \$6,481,000 Antelope Valley Transit Authority <u>VAR</u> VAR-Various	<p>AVTA Component Southern California Zero Emission Regional Consortium. Purchase of eleven fifteen zero emission transit buses and ten zero emission vanpool vehicles to be operated by Antelope Valley Transit Authority and Kern Regional Transit within Los Angeles County and Kern County.</p> <p>This project is a component of the AVAQMD Zero Emission Bus and Vanpool Expansion in the Antelope Valley, Kern County and the Coachella Valley project. No additional funds are programmed for this component.</p> <p>(NEPA – CE, 12/20/2016)</p> <p><u>Outcome/Output:</u> Reduced greenhouse gas emissions, increased ridership, increased safety, service within several disadvantaged communities, and improved integration with transit and rail systems.</p> <p><u>Amend Resolution TIRCP-1617-05 to revise the project description to reflect procurement of additional buses. There is no change to the original project allocation amount.</u></p>	VAR-CP018 TIRCP/16-17 CONST \$6,481,000 0017000128	2016-17 301-0046R PTA 30.10.700.100	\$6,481,000

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.27, Action

Prepared By: Dawn Cheser
Associate Deputy Director

Published Date: May 3, 2019

Subject: Trade Corridors Improvement Fund Program Amendment for the Interstate 5 Improvement Project, Resolution TCIF-P-1819-06

Issue:

Should the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund Program to update the Trade Corridors Improvement Fund Program amount to \$29.832 million for the Interstate 5 Improvement Project in Orange County?

Recommendation:

Commission staff recommends that the Commission approve the Trade Corridors Improvement Fund Program amendment to update the Trade Corridors Improvement Fund Program amount to \$29.832 million for the Interstate 5 Improvement Project in Orange County.

Background:

In December 2018, the Commission programmed \$26.991 million in Trade Corridors Improvement Funds to the Interstate 5 Improvement Project with an estimated total project cost of \$179.768 million.

With the support of the Southern California Consensus Group, the Orange County Transportation Authority proposes to increase the Trade Corridors Improvement Fund Program amount by \$2.841 million and add an additional \$6.433 million in locally controlled federal Highway Infrastructure Program funds.

The engineer's estimate, refined in March 2019 after the final plans, specifications, and estimates were completed, identified the need for additional funds. The engineer's estimate also took into consideration information from the January 2019 construction bids for the adjacent segment 2 project.

The programmed Trade Corridors Improvement Funds will increase from \$26.991 million to \$29.832 million and the total estimated project cost will increase from \$179.768 million to \$189.042 million.

The funding for this amendment is made available through savings generated from other projects programmed in the Trade Corridor Improvement Fund within the Los Angeles/Inland Corridor Region.

The Interstate 5 Improvement Project will add general-purpose lanes on Interstate 5, reconstruct the Avery Parkway Interchange, reconstruct various ramps, and construct auxiliary lane improvements. These improvements will increase the efficiency and productivity of the facility by minimizing delays in the supply chain and helps to reduce the environmental and local community freight impacts.

Attachments:

- Attachment A: Southern California Consensus Group support letter



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Reference Item No.: 4.27
May 15-16, 2019
ATTACHMENT A
213.922.2000 Tel
metro.net

April 2, 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 95814

Dear Ms. Bransen:

The Southern California Consensus Group has discussed and is in agreement with the Trade Corridors Improvement Fund (TCIF) Program amendment requested by our partner agency. It is our understanding that the Orange County Transportation Authority (OCTA) is requesting approval to program an estimated additional \$2.841 million in TCIF for the Interstate 5 Improvement Project from State Route 73 to Oso Parkway at the May 15-16, 2019 California Transportation Commission meeting.

Please see the attached letter detailing the programming request. We understand OCTA intends to submit a formal request for consideration by the CTC in May 2019. Please direct any questions or comments regarding this issue to me at (213) 418-3010.

We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Michael Cano
Deputy Executive Officer

cc: Southern California Consensus Group
Stephan Maller
Dawn Cheser



AFFILIATED AGENCIES

*Orange County
Transit District*

*Local Transportation
Authority*

*Service Authority for
Freeway Emergencies*

*Consolidated Transportation
Service Agency*

*Congestion Management
Agency*

March 26, 2019

Mr. Michael Cano
Deputy Executive Officer
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

**RE: Orange County Transportation Authority Proposition 1B
Trade Corridors Improvement Fund Interstate 5 Improvements from
State Route 73 to Oso Parkway Amendment**

Dear Mr. Cano:

The Orange County Transportation Authority (OCTA) is requesting concurrence from the Southern California Consensus Group regarding OCTA's request to program an estimated additional \$2.841 million in Proposition 1B Trade Corridors Improvement Funds (TCIF) for the Interstate 5 (I-5) Improvement Project from State Route 73 (SR-73) to Oso Parkway (Segment 1 [#131]) at the May 15-16, 2019, California Transportation Commission (CTC) meeting.

Pending concurrence, OCTA will submit a request to deallocate approximately \$0.624 million in TCIF from the Orangethorpe Avenue grade separation (#37) and approximately \$0.428 million from Tustin Avenue/Rose Drive grade separation (#41) at the May CTC meeting. Additionally, \$1.789 million was made available after the California Department of Transportation (Caltrans) finalized the closeout of the State Route 91 Auxiliary Lane (#34) project.

The I-5 Improvement Project received approval for \$26.991 million in TCIF at the December 2018 CTC meeting and the TCIF will be used to support an estimated \$9.274 million in additional costs identified by the latest Basic Engineering Estimate System (BEES) estimate. Based on actual bids received on January 16, 2019, for Segment 2 of the project, the BEES identified an increase in the cost of concrete and time-related overhead costs. The total project cost increased from \$179.768 million to \$189.042 million. An amendment to the cooperative agreement with Caltrans and OCTA is currently underway.

This request is consistent with the CTC's TCIF policy to utilize program savings and the I-5 Improvement Project is on track to meet the TCIF deadlines for allocation and construction, pending right-of-way resolutions scheduled for the May 2019 CTC meeting.

Mr. Michael Cano

March 26, 2019

Page 2

The proposed project would add one general-purpose lane in each direction on I-5 between SR-73 and Oso Parkway (approximately 2.2 miles), reconstruct the Avery Parkway Interchange, reconstruct ramps at Avery Parkway, Crown Valley Parkway, and Oso Parkway, and construct auxiliary lane improvements. Segment 1 is part of a larger project to improve the I-5 between SR-73 and El Toro Road.

If you have any questions regarding this request, please contact me at (714) 560-5915 or acardoso@octa.net.

Sincerely,



Adriann Cardoso
Capital Programming Manager

AC:bk

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.1c.(5)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: TRADE CORRIDORS IMPROVEMENT FUND BASELINE AGREEMENT AMENDMENT
RESOLUTION TCIF-P-1819-08, AMENDING RESOLUTION TCIF-P-1819-03

ISSUE:

Should the California Transportation Commission (Commission) approve a Project Baseline Agreement Amendment to program an additional \$2,841,000 from the Proposition 1B Trade Corridors Improvement Fund (TCIF) Program for Project 131, Interstate 5 (I-5) Improvement Project – Segment 1 (PPNO 2655) in Orange County?

RECOMMENDATION:

The California Department of Transportation (Department) and Orange County Transportation Authority (OCTA) recommend the Commission amend the TCIF Project Baseline Agreement Amendment and establish it as the basis for project delivery and monitoring.

The proposed amendment will program an additional \$2,841,000 in TCIF funds to Construction on TCIF Project 131, I-5 Improvement Project – Segment 1 (PPNO 2655) in Orange County, for a total TCIF programmed amount of \$29,832,000.

BACKGROUND:

The I-5 Improvement Project – Segment 1 will add one general-purpose lane in each direction on I-5 between State Route 73 and Oso Parkway (approximately 2.2 miles), reconstruct the Avery Parkway Interchange, reconstruct ramps at Avery Parkway, Crown Valley Parkway, and Oso Parkway, and construct auxiliary lane improvements. Segment 1 is part of a larger project to improve the I-5 between State Route 73 and El Toro Road.

The I-5 Improvement project – Segment 1 received approval for \$26,991,000 in TCIF funding at the December 2018 Commission meeting. Since then, a cost increase of \$9,274,000 was identified as part of the final project cost estimating project as well as an analysis of the January 2019 construction bids for the adjacent Segment 2 project. The construction bids indicated higher per unit costs for concrete and Time Related Overhead

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items. To cover the cost increase, it is proposed to program an additional \$2,841,000 in TCIF funding and add \$6,433,000 in Highway Infrastructure Program funding.

The additional \$2,841,000 in TCIF funding will be made available from project close-out savings.

The project is on schedule to receive a construction allocation at the June 2019 Commission meeting pending concurrent approval of two Resolutions of Necessity on this month's Commission Agenda.

The proposed funding plan is as follows:

Revise: I-5 Improvement project – Segment 1 (PPNO 2655)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Orange County	12	2655	0K021	CO	2018-19	12.4	14.5	5					
Implementing Agency: (by component)	PA&ED		Orange County Transportation Authority (OCTA)			PS&E		Orange County Transportation Authority (OCTA)					
	R/W		Caltrans			CON		Caltrans					
RTPA/CTC:	Orange County Transportation Authority (OCTA)												
Project Title:	Interstate 5 Widening, Segment 1 (SR 73 to Oso Parkway)												
Location:	In Laguna Niguel, Mission Viejo and Laguna Hills from Route 73 to Oso Parkway.												
Description:	Add general purpose lane in each direction and reconstruct interchanges at Avery Parkway.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	18/19	19/20	20/21	21/22	22/23+	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	73,735	0	73,735	0	0	0	0	0	65,255	0	0	0	8,480
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	73,735	0	73,735	0	0	0	0	0	65,255	0	0	0	8,480
State Bond - TCIF													
Existing	26,991	0	26,991	0	0	0	0	0	26,991	0	0	0	0
Change	2,841	0	2,841	0	0	0	0	0	2,841	0	0	0	0
Proposed	29,832	0	29,832	0	0	0	0	0	29,832	0	0	0	0
State SB1 LPP													
Existing	18,242	0	18,242	0	0	0	0	0	15,340	0	0	0	2,902
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	18,242	0	18,242	0	0	0	0	0	15,340	0	0	0	2,902
RSTP													
Existing	28,167	24,183	3,984	0	0	0	0	9,654	0	1,667	9,101	3,761	3,984
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	28,167	24,183	3,984	0	0	0	0	9,654	0	1,667	9,101	3,761	3,984
Highway Infrastructure Program													
Existing	0	0	0	0	0	0	0	0	0	0	0	0	0
Change	6,433	0	6,433	0	0	0	0	0	6,433	0	0	0	0
Proposed	6,433	0	6,433	0	0	0	0	0	6,433	0	0	0	0
Local Funds													
Existing	32,633	22,296	10,337	0	0	0	0	19,291	4,506	322	1,248	1,435	5,831
Change	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed	32,633	22,296	10,337	0	0	0	0	19,291	4,506	322	1,248	1,435	5,831
Total													
Existing	179,768	46,479	133,289	0	0	0	0	28,945	112,092	1,989	10,349	5,196	21,197
Change	9,274	0	9,274	0	0	0	0	0	9,274	0	0	0	0
Proposed	189,042	46,479	142,563	0	0	0	0	28,945	121,366	1,989	10,349	5,196	21,197

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RESOLUTION TCIF-P-1819-08, AMENDING RESOLUTION TCIF-P-1819-03:

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B Trade Corridors Improvement Fund Baseline Agreement for TCIF Project 131, Interstate 5 (I-5) Improvement Project – Segment 1 (PPNO 2655) in Orange County, in accordance with the changes described and illustrated above.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.26, Action

Prepared By: Dawn Cheser,
Associate Deputy Director

Published Date: May 3, 2019

Subject: Trade Corridors Improvement Fund Program- Approve the Baseline Agreement for the State Route 60 Archibald Interchange Improvement Project, Resolution TCIF-P-1819-07B

Issue:

Should the California Transportation Commission (Commission) approve the Project Baseline Agreement for the Trade Corridors Improvement Fund Project 130, State Route 60 Archibald Interchange Improvement Project, in San Bernardino County?

Recommendation:

Commission staff recommends that the Commission approve the Trade Corridors Improvement Fund Project Baseline Agreement and establish this agreement as the basis for project delivery and monitoring.

Background:

In accordance with the Commission's Trade Corridors Improvement Fund Guidelines, the project's sponsor agency, the San Bernardino County Transportation Authority, has provided an executed Project Baseline Agreement. Commission staff has reviewed the Project Baseline Agreement and determined that the agreement sets forth the proposed project scope, measurable performance benefits, delivery schedule, budget and funding plan, is consistent with the Commission's Trade Corridors Improvement Fund Guidelines and includes the required signature.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 4.28, Action

Prepared By: Dawn Cheser
Associate Deputy Director

Published Date: May 3, 2019

Subject: Adoption of the Trade Corridors Improvement Fund Close-Out Policy,
Resolution TCIF-P-1819-09

Issue:

Should the California Transportation Commission (Commission) approve the attached policy to close-out the Trade Corridors Improvement Fund program?

Recommendation:

The Trade Corridors Improvement Fund Program Guidelines, adopted by the Commission in December 2007, required construction contracts be awarded by December 31, 2013. The award deadline was later extended to December 2019 to maximize the use of project savings.

The Trade Corridors Improvement Fund is now over ten years old and most projects are completed or finishing construction, therefore Commission staff recommends the Commission approve the following Trade Corridors Improvement Fund Close-out policy outlined below and included as Attachment A.

- The Commission will only consider program amendments and allocations prior to June 30, 2020; therefore, all program amendments and allocations must be approved no later than the June 2020 Commission meeting.
- Program amendments and allocations will not be considered to increase funding on projects which have already received an allocation.
- Program amendments and allocations will not be considered if the project is already fully funded. That is, Trade Corridor Improvement Funds will not be used to supplant other funds.
- Trade Corridors Improvement Funds will only be used to fund the construction component of a project.

- Cost increases will only be considered on Trade Corridors Improvement Fund projects that are currently programmed, have not yet received a construction allocation, and the matching funds are also increased to meet the one-to-one match requirement.
- Trade Corridors Improvement Funds may also be considered to cover construction cost increases on projects in the 2018 Trade Corridor Enhancement Program that are currently programmed, have not yet received a construction allocation, and the matching funds are also increased to meet the one-to-one match requirement.
- The reimbursement ratio may be adjusted, for active projects, based on eligible construction costs instead of the total construction cost identified in the Baseline Agreement.
- The Trade Corridors Improvement Funds may be invoiced on a non-proportional basis, as long as matching requirements are met at project closeout.
- Any remaining savings identified after June 2020 will be redirected to the Trade Corridor Enhancement Program.
- All other provisions of the Trade Corridor Improvement Fund Program Guidelines and Accountability Guidelines remain in effect.

Background:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 passed by voters as Proposition 1B in November 2006, included \$2.0 billion for the Trade Corridors Improvement Fund. The Commission recognized the need far exceeded the amount authorized and approved moving \$500 million from the State Highway Operation and Protection Program to fund state-level priorities that are critical to goods movement. This strategy was codified in AB 268 (Committee on Budget, Chapter 756, Statutes of 2008).

The Trade Corridors Improvement Funds are available for infrastructure improvements along federally designated "Trade Corridors of National Significance" or along other corridors that have a high volume of freight movement.

As of March 2019, the Commission has programmed \$2.43 billion to 104 projects and allocated \$2.4 billion to 101 projects. Three projects programmed at \$34 million remain unallocated. The remaining \$63 million of available funding includes \$50 million reserved for bond administration and \$13 million in unprogrammed savings.

Of the 101 allocated projects, 75 projects have been completed and 26 projects are under construction.

Attachment A: Trade Corridors Improvement Fund Close-Out Policy, Resolution TCIF 18-19-09.

CALIFORNIA TRANSPORTATION COMMISSION
Trade Corridors Improvement Fund Close-Out Policy

RESOLUTION TCIF-P-1819-09

- 1.1 WHEREAS the California Transportation Commission (Commission) adopted the Trade Corridors Improvement Fund Guidelines on December 12, 2007, and
 - 1.2 WHEREAS, the Commission required construction contracts be awarded by December 31, 2013, and
 - 1.3 WHEREAS, the award deadline was extended to December 2019 to maximize the use of project savings, and
 - 1.4 WHEREAS, the Trade Corridors Improvement Fund is now over ten years old and most projects are completed or finishing construction.
-
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission hereby adopts the below policy to close-out the Trade Corridors Improvement Fund program:
 - The Commission will only consider program amendments and allocations prior to June 30, 2020; therefore, all program amendments and allocations must be approved no later than the June 2020 Commission meeting.
 - Program amendments and allocations will not be considered to increase funding on projects which have already received an allocation.
 - Program amendments and allocations will not be considered if the project is already fully funded. That is, Trade Corridors Improvement Funds will not be used to supplant other funds.
 - Trade Corridors Improvement Funds will only be used to fund the construction component of a project.
 - Cost increases will only be considered on Trade Corridors Improvement Fund projects that are currently programmed, have not yet received a construction allocation, and the matching funds are also increased to meet the one-to-one match requirement.
 - Trade Corridors Improvement Funds may also be considered to cover construction cost increases on projects in the 2018 Trade Corridors Enhancement Program that are currently programmed, have not yet received a construction allocation, and the matching funds are also increased to meet the one-to-one match requirement.
 - The reimbursement ratio may be adjusted, for active projects, based on eligible construction costs instead of the total construction cost identified in the Baseline Agreement.
 - The Trade Corridors Improvement Funds may be invoiced on a non-proportional basis, as long as matching requirements are met at project closeout.
 - Any remaining savings identified after June 2020 will be redirected to the Trade Corridors Enhancement Program.
 - All other provisions of the Trade Corridors Improvement Fund Program Guidelines and Accountability Guidelines remain in effect.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5b.(1)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR SHOPP PROJECTS
RESOLUTION FP-18-63

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$328,475,000 for 20 projects programmed in the State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$328,475,000 for 20 SHOPP projects.

BACKGROUND:

The attached vote list describes 20 SHOPP projects totaling \$328,475,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$293,482,000 be allocated from Non-Budget Act of 2018, Budget Act Items 2660-302-0042, 2660-302-0890, 2660-302-3290 and Non-Budget Act Item 2660-802-3290 for construction and \$34,993,000 for construction engineering for 20 SHOPP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. 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-18-63																										
1 \$18,633,000 Humboldt 01-Hum-101 R39.2/R48.3	Near Redcrest, from Englewood Park Undercrossing to Eel River Bridge and Overhead (R48.282). <u>Outcome/Output:</u> Rehabilitate roadway by grinding the existing pavement and overlaying with rubberized asphalt. This project will improve ride quality and extend service life of the pavement. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	01-2422 SHOPP/18-19 CON ENG \$1,518,000 CONST \$14,515,000 0115000115 4 0F360	505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$174,000 <u>\$1,344,000</u> \$1,518,000 \$1,963,000 <u>\$15,152,000</u> \$17,115,000																								
(CEQA - CE, 5/15/2018; Re-validation 1/23/2019) (NEPA - CE, 5/15/2018; Re-validation 1/23/2019) (SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B; October 2018.)																												
<table><tr><td colspan="6">Performance Measure: Pavement</td></tr><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Lane mile(s)</td><td>1.7</td><td>34.2</td><td>0.0</td><td>35.9</td></tr><tr><td>Post Condition</td><td>Lane mile(s)</td><td>35.9</td><td>0.0</td><td>0.0</td><td>35.9</td></tr></table>					Performance Measure: Pavement							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Lane mile(s)	1.7	34.2	0.0	35.9	Post Condition	Lane mile(s)	35.9	0.0	0.0	35.9
Performance Measure: Pavement																												
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																							
Existing Condition	Lane mile(s)	1.7	34.2	0.0	35.9																							
Post Condition	Lane mile(s)	35.9	0.0	0.0	35.9																							
2 \$24,836,000 Shasta 02-Sha-5 56.6/58.1	Near Pollard Flat, from 0.8 mile south to 0.7 mile north of Sims Road Undercrossing No. 06-0111; also from 0.5 mile south to 0.2 mile north of Crag View Drive Undercrossing No. 06-0095 (PM 66.3/67.0); also in Siskiyou County at PM 0.0/0.4. <u>Outcome/Output:</u> Replace two bridges by constructing precast concrete bridges to address moisture driven concrete cracking and provide standard acceleration length from the onramps. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	02-3543 SHOPP/18-19 CON ENG \$4,799,000 CONST \$16,860,000 0218000047 4 4G41U	505-3290 RMRA 302-0890 FTF 20.10.201.110 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.110	\$405,000 <u>\$4,394,000</u> \$4,799,000 \$1,689,000 <u>\$18,348,000</u> \$20,037,000																								
(CEQA - CE, 1/30/2018; Re-validation 3/22/2019) (NEPA - CE, 1/30/2018; Re-validation 3/22/2019) (SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B; October 2018.)																												
<table><tr><td colspan="6">Performance Measure: Bridges (2 bridge(s))</td></tr><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Square feet</td><td>0.0</td><td>20,742.0</td><td>0.0</td><td>20,742.0</td></tr><tr><td>Post Condition</td><td>Square feet</td><td>24,239.0</td><td>0.0</td><td>0.0</td><td>24,239.0</td></tr></table>					Performance Measure: Bridges (2 bridge(s))							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Square feet	0.0	20,742.0	0.0	20,742.0	Post Condition	Square feet	24,239.0	0.0	0.0	24,239.0
Performance Measure: Bridges (2 bridge(s))																												
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																							
Existing Condition	Square feet	0.0	20,742.0	0.0	20,742.0																							
Post Condition	Square feet	24,239.0	0.0	0.0	24,239.0																							

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. 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-18-63																																						
3 \$47,909,000 Sacramento 03-Sac-99 0.1/1.6	In Galt, from the San Joaquin County line to Simmerhorn Road; also in the cities of Elk Grove and Sacramento, from 1.0 mile south of Elk Grove Boulevard to Martin Luther King Jr. Boulevard (PM 11.8/21.6). <u>Outcome/Output</u> : Rehabilitate roadway by grinding the existing pavement and overlaying with rubberized asphalt, install rumble strips, and upgrade curb ramps and sidewalks. This project will improve ride quality and extend service life of the pavement.	03-6924 SHOPP/18-19 CON ENG \$3,600,000 CONST \$38,760,000 0315000198 4 0H480	505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$413,000 <u>\$3,187,000</u> \$3,600,000 \$5,082,000 <u>\$39,227,000</u> \$44,309,000																																				
<div>Preliminary</div> <table><tr><td><u>Engineering</u></td><td><u>Budget</u></td><td><u>Expended</u></td></tr><tr><td>PA&ED</td><td>\$1,000,000</td><td>\$857,875</td></tr><tr><td>PS&E</td><td>\$2,290,000</td><td>\$2,188,175</td></tr><tr><td>R/W Sup</td><td>\$90,000</td><td>\$56,221</td></tr></table> <div>(CEQA - CE, 4/28/2017; Re-validation 2/19/2019) (NEPA - CE, 4/28/2017; Re-validation 2/19/2019)</div> <div>(SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B; October 2018.)</div> <table><tr><td colspan="6">Performance Measure: Pavement</td></tr><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Lane mile(s)</td><td>35.3</td><td>35.2</td><td>0.0</td><td>70.5</td></tr><tr><td>Post Condition</td><td>Lane mile(s)</td><td>70.5</td><td>0.0</td><td>0.0</td><td>70.5</td></tr></table>					<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	PA&ED	\$1,000,000	\$857,875	PS&E	\$2,290,000	\$2,188,175	R/W Sup	\$90,000	\$56,221	Performance Measure: Pavement							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Lane mile(s)	35.3	35.2	0.0	70.5	Post Condition	Lane mile(s)	70.5	0.0	0.0	70.5
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>																																						
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Post Condition	Lane mile(s)	70.5	0.0	0.0	70.5																																			
4 \$29,960,000 Sacramento 03-Sac-160 20.9	In the city of Sacramento, at Sacramento River Bridge No. 24-0053 (PM 20.872) and North Sacramento Undercrossing No. 24-0111L (PM R45.02); also in San Joaquin County on Route 5, at Mokelumne River Bridge No. 29-0197R/L (PM 49.78). <u>Outcome/Output</u> : Seismic retrofit of four bridges at three locations.	03-5832 SHOPP/17-18 CON ENG \$3,800,000 CONST \$27,000,000 0312000056 4 3F090	505-3290 RMRA 001-0890 FTF 20.10.201.113 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.113	\$493,000 <u>\$3,807,000</u> \$4,300,000 \$2,943,000 <u>\$22,717,000</u> \$25,660,000																																				
<div>Preliminary</div> <table><tr><td><u>Engineering</u></td><td><u>Budget</u></td><td><u>Expended</u></td></tr><tr><td>PA&ED</td><td>\$4,381,000</td><td>\$4,088,706</td></tr><tr><td>PS&E</td><td>\$3,200,000</td><td>\$3,138,180</td></tr><tr><td>R/W Sup</td><td>\$200,000</td><td>\$144,577</td></tr></table> <div>(CEQA - MND, 12/29/2016; Re-validation 3/21/2019) (NEPA - CE, 12/29/2016; Re-validation 3/21/2019)</div> <div>(Future consideration of funding approved under Resolution E-19-03; January 2019.)</div> <div>(Time Extension FY 17-18 CONST and CON ENG expires on May 31, 2019.)</div> <table><tr><td colspan="6">Performance Measure: Bridges (4 bridge(s))</td></tr><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Square feet</td><td>0.0</td><td>0.0</td><td>124,528.0</td><td>124,528.0</td></tr><tr><td>Post Condition</td><td>Square feet</td><td>124,528.0</td><td>0.0</td><td>0.0</td><td>124,528.0</td></tr></table>					<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>	PA&ED	\$4,381,000	\$4,088,706	PS&E	\$3,200,000	\$3,138,180	R/W Sup	\$200,000	\$144,577	Performance Measure: Bridges (4 bridge(s))							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Square feet	0.0	0.0	124,528.0	124,528.0	Post Condition	Square feet	124,528.0	0.0	0.0	124,528.0
<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>																																						
PA&ED	\$4,381,000	\$4,088,706																																						
PS&E	\$3,200,000	\$3,138,180																																						
R/W Sup	\$200,000	\$144,577																																						
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	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																																			
Existing Condition	Square feet	0.0	0.0	124,528.0	124,528.0																																			
Post Condition	Square feet	124,528.0	0.0	0.0	124,528.0																																			

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. 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-18-63																										
5 \$13,307,000 Yolo 03-Yol-5 Var	In various counties, on various routes at various locations. <u>Outcome/Output:</u> Repair and install permanent Automatic Vehicle Classification (AVC) data collection stations, install electrical cabinets and guardrail, and construct maintenance vehicle pullouts. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-8571 SHOPP/18-19 CON ENG \$1,900,000 CONST \$9,400,000 0315000165 4 0H410	505-3290 RMRA 001-0890 FTF 20.10.201.315 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.315	\$252,000 <u>\$1,948,000</u> \$2,200,000 \$1,274,000 <u>\$9,833,000</u> \$11,107,000																								
<div>(CEQA - CE, 12/12/2017; Re-validation 2/21/2019) (NEPA - CE, 12/12/2017; Re-validation 2/21/2019)</div> <table><tr><td colspan="2">Performance Measure: TMS Elements</td><td>Good</td><td>Poor</td><td></td></tr><tr><td></td><td><u>Unit</u></td><td><u>(Operational)</u></td><td><u>(Not Operational)</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Field element(s)</td><td>0.0%</td><td>100.0%</td><td>51.0</td></tr><tr><td>Post Condition</td><td>Field element(s)</td><td>100.0%</td><td>0.0%</td><td>51.0</td></tr></table>					Performance Measure: TMS Elements		Good	Poor			<u>Unit</u>	<u>(Operational)</u>	<u>(Not Operational)</u>	<u>Quantity</u>	Existing Condition	Field element(s)	0.0%	100.0%	51.0	Post Condition	Field element(s)	100.0%	0.0%	51.0				
Performance Measure: TMS Elements		Good	Poor																									
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Existing Condition	Field element(s)	0.0%	100.0%	51.0																								
Post Condition	Field element(s)	100.0%	0.0%	51.0																								
6 \$82,800,000 Yuba 03-Yub-70 15.5/16.5	Near Marysville, from 0.1 mile north of Binney Junction Underpass to 0.3 mile north of Laurellen Road, at Simmerly Slough Bridge No. 16-0019. <u>Outcome/Output:</u> Replace existing bridge to address scour and seismic deficiencies. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	03-9812 SHOPP/18-19 CON ENG \$5,200,000 CONST \$68,500,000 0312000068 4 1E060	505-3290 RMRA 001-0890 FTF 20.10.201.111 2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.111	\$665,000 <u>\$5,135,000</u> \$5,800,000 \$8,832,000 <u>\$68,168,000</u> \$77,000,000																								
<div>(CEQA - MND, 6/9/2017; Re-validation 3/25/2018) (NEPA - CE, 6/15/2017; Re-validation 3/25/2018)</div> <div>(Future consideration of funding approved under Resolution E-17-70; December 2017.)</div> <div>(As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 24 months beyond the 36 month deadline.)</div> <div>(SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B; October 2018.)</div> <table><tr><td colspan="2">Performance Measure: Bridges (1 bridge(s))</td><td></td><td></td><td></td><td></td></tr><tr><td></td><td><u>Unit</u></td><td><u>Good</u></td><td><u>Fair</u></td><td><u>Poor</u></td><td><u>Quantity</u></td></tr><tr><td>Existing Condition</td><td>Square feet</td><td>0.0</td><td>18,632.0</td><td>0.0</td><td>18,632.0</td></tr><tr><td>Post Condition</td><td>Square feet</td><td>92,020.0</td><td>0.0</td><td>0.0</td><td>92,020.0</td></tr></table>					Performance Measure: Bridges (1 bridge(s))							<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	Existing Condition	Square feet	0.0	18,632.0	0.0	18,632.0	Post Condition	Square feet	92,020.0	0.0	0.0	92,020.0
Performance Measure: Bridges (1 bridge(s))																												
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																							
Existing Condition	Square feet	0.0	18,632.0	0.0	18,632.0																							
Post Condition	Square feet	92,020.0	0.0	0.0	92,020.0																							

2.5 Highway Financial Matters

2.5 Highway Financial Matters		PPNO			
Project No.		Program/Year			
Allocation Amount		Phase			
County	Location	Prgm'd Amount			
Dist-Co-Rte	Project Description	Project ID	Budget Year		
Postmile	Project Support Expenditures	Adv Phase	Item # Fund Type		
		EA	Program Code	Amount by Fund Type	
2.5b.(1)	SHOPP Projects			Resolution FP-18-63	
7	In Berkeley, from Shattuck Avenue to 7th Street.	04-0124L	001-0042 SHA	\$103,000	
\$4,373,000	<u>Outcome/Output:</u> Upgrade curb ramps and sidewalks to meet the Americans with Disabilities Act (ADA) standards, install detectable warning surface, and restripe crosswalks.	SHOPP/18-19	001-0890 FTF	<u>\$797,000</u>	
Alameda		CON ENG	20.10.201.378	\$900,000	
04-Ala-13		\$793,000			
12.1/13.4		CONST	2018-19		
		\$3,500,000	302-0042 SHA	\$398,000	
	<u>Performance Measure:</u>	0415000362	302-0890 FTF	<u>\$3,075,000</u>	
	Planned: 14, Actual: 15 Curb ramp(s)	4	20.20.201.378	\$3,473,000	
		2G482			
	Preliminary				
	<u>Engineering</u>				
		<u>Budget</u>	<u>Expended</u>		
	PA&ED	\$455,000	\$254,023		
	PS&E	\$1,740,000	\$1,606,309		
	R/W Sup	\$200,000	\$64,929		
	(CEQA - CE, 9/15/2015; Re-validation 2/6/2019)				
	(NEPA - CE, 9/15/2015; Re-validation 2/6/2019)				
8	In San Jose, at Bird Avenue Overcrossing No. 37-0267 (PM R2.78); also in Los Altos Hills at Arastradero Road Undercrossing No. 37-0251 L/R (PM 17.8).	04-1483K	001-0890 RMRA	\$600,000	
\$3,167,000	<u>Outcome/Output:</u> Seismic retrofit of three bridges by placing steel column casings.	SHOPP/18-19	20.10.201.113		
Santa Clara		CON ENG			
04-SCI-280		\$600,000	2018-19		
R2.9/17.8		CONST	302-3290 RMRA	\$2,567,000	
		\$2,635,000	20.20.201.113		
	Preliminary	0415000338			
	<u>Engineering</u>	4			
		<u>Budget</u>	<u>Expended</u>		
	PA&ED	\$1,144,000	\$597,870		
	PS&E	\$1,034,000	\$739,455		
	R/W Sup	\$66,000	\$4,335		
	(CEQA - CE, 1/2/2018; Re-validation 2/12/2019)				
	(NEPA - CE, 1/2/2018; Re-validation 2/12/2019)				
	Performance Measure: Bridges (3 bridge(s))				
		<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
	Existing Condition	Square feet	0.0	0.0	53,680.0
	Post Condition	Square feet	53,680.0	0.0	0.0
9	In and near Woodside, at various locations (also Santa Clara County PM 20.4); also in the City and County of San Francisco on Route 101 at San Bruno Avenue offramp (PM 1.7). <u>Outcome/Output:</u> Enhance highway worker safety by paving gore and other miscellaneous areas, and installing maintenance vehicle pullouts.	04-0481J	001-0042 SHA	\$88,000	
\$5,478,000		SHOPP/18-19	001-0890 FTF	<u>\$682,000</u>	
San Mateo		CON ENG	20.10.201.235	\$770,000	
04-SM-280		\$770,000			
R0.2/R3.4		CONST	2018-19		
		\$5,286,000	302-0042 SHA	\$540,000	
		0414000024	302-0890 FTF	<u>\$4,168,000</u>	
	<u>Performance Measure:</u>	4	20.20.201.235	\$4,708,000	
	Planned: 61, Actual: 51 Location(s)	0J670			
	Preliminary				
	<u>Engineering</u>				
		<u>Budget</u>	<u>Expended</u>		
	PA&ED	\$440,000	\$277,862		
	PS&E	\$880,000	\$566,569		
	R/W Sup	\$40,000	\$29,567		
	(CEQA - CE, 9/28/2017; Re-validation 3/20/2019)				
	(NEPA - CE, 9/28/2017; Re-validation 3/20/2019)				

2.5 Highway Financial Matters

2.5 Highway Financial Matters			PPNO		
Project No.			Program/Year		
Allocation Amount			Phase		
County	Location		Prgm'd Amount	Budget Year	
Dist-Co-Rte	Project Description		Project ID	Item # Fund Type	Amount by
Postmile	Project Support Expenditures		Adv Phase	Program Code	Fund Type
			EA		
2.5b.(1)	SHOPP Projects				Resolution FP-18-63
10	In Santa Cruz County, on Routes 1, 9, 17, 129, and 152		05-2590	001-0042 SHA	\$506,000
\$2,088,000	at various locations. <u>Outcome/Output:</u> Install		SHOPP/18-19	20.10.201.361	
	Accessible Pedestrian Signals (APS) to make facilities		CON ENG		
Santa Cruz	compliant with the Americans with Disabilities Act		\$438,000	2018-19	
05-SCr-Var	(ADA).		CONST	302-0042 SHA	\$1,582,000
Var			\$1,582,000	20.20.201.361	
	<u>Performance Measure:</u>		0514000118		
	Planned: 136, Actual: 136 Curb ramp(s)		4		
			1G160		
	Preliminary				
	<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>		
	PA&ED	\$332,000	\$303,325		
	PS&E	\$883,000	\$677,880		
	R/W Sup	\$35,000	\$19,175		
	(CEQA - CE, 4/25/2017; Re-validation 2/6/2019)				
	(NEPA - CE, 4/25/2017; Re-validation 2/6/2019)				
11	In Bakersfield, from Planz Road to 0.1 mile north of		06-6735	001-0042 SHA	\$212,000
\$1,448,000	California Avenue. <u>Outcome/Output:</u> Upgrade		SHOPP/18-19	20.10.201.210	
	irrigation system to maximize water conservation.		CON ENG		
Kern			\$180,000	2018-19	
06-Ker-99	<u>Performance Measure:</u>		CONST	302-0042 SHA	\$1,236,000
21.6/24.7	Planned: 12.4, Actual: 12.4 Acre(s)		\$1,156,000	20.20.201.210	
			0615000052		
	Preliminary		4		
	<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>		
	PA&ED	\$182,000	\$79,099		
	PS&E	\$300,000	\$197,890		
	R/W Sup	\$5,000	\$4,146		
	(CEQA - CE, 3/1/2017; Re-validation 1/17/2019)				
	(NEPA - CE, 3/1/2017; Re-validation 1/17/2019)				
12	In the city of Los Angeles, near Willowbrook, from Main		07-4908	001-0042 SHA	\$105,000
\$3,878,000	Street to Mona Boulevard. <u>Outcome/Output:</u> Storm		SHOPP/18-19	001-0890 FTF	\$1,145,000
	water mitigation, including planting of vegetation and		CON ENG	20.10.201.335	\$1,250,000
Los Angeles	the installation of irrigation systems. The purpose of		\$1,250,000		
07-LA-105	this project is to comply with the statewide National		CONST	2018-19	
R7.8/R10.3	Pollution Discharge Elimination System (NPDES)		\$2,765,000	302-0042 SHA	\$222,000
	permit.		0715000241	302-0890 FTF	\$2,406,000
	<u>Performance Measure:</u>		4	20.20.201.335	\$2,628,000
	Planned: 17.5, Actual: 17.5 Acre(s) treated/pollutant		31740		
	Preliminary				
	<u>Engineering</u>	<u>Budget</u>	<u>Expended</u>		
	PA&ED	\$314,000	\$160,162		
	PS&E	\$1,200,000	\$559,046		
	R/W Sup	\$50,000	\$6,259		
	(CEQA - CE, 7/18/2017; Re-validation 4/10/2018)				
	(NEPA - CE, 7/18/2017; Re-validation 4/10/2018)				

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. 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-18-63																										
13 \$25,666,000 Riverside 08-Riv-15 23.9/33.4	In and near Lake Elsinore, from Nichols Road to 0.1 mile north of Temescal Canyon Road. <u>Outcome/Output:</u> Rehabilitate roadway by replacing concrete slabs. This project will preserve and extend the service life of the pavement and improve ride quality. Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	08-3003L SHOPP/18-19 CON ENG \$3,347,000 CONST \$20,762,000 0815000232 4 1F142	505-3290 RMRA 001-0890 FTF 20.10.201.121 2017-18 802-3290 RMRA 2018-19 302-0890 FTF 20.20.201.121	\$309,000 <u>\$3,357,000</u> \$3,666,000 \$1,855,000 <u>\$20,145,000</u> \$22,000,000																								
(CEQA - CE, 8/30/2017; Re-validation 3/1/2019) (NEPA - CE, 8/30/2017; Re-validation 3/1/2019) (SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-04B, October 2018.)																												
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Performance Measure: Pavement																												
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>																							
Existing Condition	Lane mile(s)	0.7	37.0	16.9	54.6																							
Post Condition	Lane mile(s)	28.5	26.1	0.0	54.6																							

2.5 Highway Financial Matters

2.5 Highway Financial Matters		PPNO		
Project No.		Program/Year		
Allocation Amount		Phase		
County	Location	Prgm'd Amount	Budget Year	
Dist-Co-Rte	Project Description	Project ID	Item # Fund Type	Amount by
Postmile	Project Support Expenditures	Adv Phase	Program Code	Fund Type
EA				
2.5b.(1) SHOPP Projects		Resolution FP-18-63		
14	In the cities of San Bernardino, Highland, and	08-3009F	505-3290 RMRA	\$0
\$38,746,000	Redlands, from Sterling Avenue to West Lugonia	SHOPP/17-18	001-0890 FTF	\$0
	Avenue. Outcome/Output: Rehabilitate pavement,	CON ENG	20.10.201.122	\$0
San Bernardino	shoulders and auxiliary lanes by grinding rigid	\$5,050,000		
08-SBd-210	pavement/slab replacement, remove flexible pavement	CONST	2017-18	
R26.3/R32.9	and construct Continuously Reinforced Concrete	\$33,696,000	802-3290 RMRA	\$4,444,000
	Pavement (CRCP).	0817000193	2018-19	
		4FCO	302-0890 FTF	\$34,302,000
	Preliminary	1J060	20.20.201.122	\$38,746,000
	Engineering			
	PA&ED			\$0
	PS&E			\$3,375,000
	R/W Sup			\$0
				\$1,643,724
				\$0
	(CEQA - MND, 12/30/2016; Re-validation 3/21/2019)			
	(NEPA - CE, 12/30/2016; Re-validation 3/21/2019)			
	(Future consideration of funding approved under			
	Resolution E-18-154; October 2018.)			
	(EA 1J060/PPNO 08-3009F combined with STIP			
	project EA 0C700/PPNO 08-0195N for construction			
	under EA 0C700U/Project ID 0815000189.)			
	(SHOPP allocation contingent upon a concurrent STIP			
	vote under Resolution FP-18-65; May 2019.)			
	(This is a Financial Contribution Only (FCO) to San			
	Bernardino County Transportation Authority (SBCTA).)			
	(Time Extension FY 17-18 CONST and CON ENG			
	expires on June 30, 2019.)			
	Performance Measure: Pavement			
	Unit	Good	Fair	Poor
	Existing Condition Lane mile(s)	6.3	22.0	0.0
	Post Condition Lane mile(s)	28.3	0.0	0.0
				Quantity
				28.3
				28.3
15	In and near Manteca, from 0.3 mile east of McKinley	10-3120	001-0042 SHA	\$93,000
\$4,134,000	Avenue to Route 99; also on Route 99 from 0.4 mile	SHOPP/18-19	001-0890 FTF	\$715,000
	south to 0.4 mile north of Route 120 (PM 5.3/6.1).	CON ENG	20.10.201.235	\$808,000
San Joaquin	Outcome/Output: Improve highway worker safety by	\$808,000		
10-SJ-120	paving areas beyond the gore, slope paving and	CONST	2018-19	
R2.6/T7.2	constructing Maintenance Vehicle Pullouts (MVPs).	\$3,491,000	302-0042 SHA	\$381,000
		1013000247	302-0890 FTF	\$2,945,000
	Performance Measure:	4	20.20.201.235	\$3,326,000
	Planned: 33, Actual: 65 Location(s)	0X710		
	Preliminary			
	Engineering			
	PA&ED			\$409,000
	PS&E			\$723,000
	R/W Sup			\$9
				\$290,723
				\$463,754
				\$0
	(CEQA - CE, 11/7/2017; Re-validation 1/22/2019)			
	(NEPA - CE, 11/7/2017; Re-validation 1/22/2019)			

2.5 Highway Financial Matters

2.5 Highway Financial Matters			PPNO			
Project No.			Program/Year			
Allocation Amount			Phase			
County	Location		Prgm'd Amount			
Dist-Co-Rte	Project Description		Project ID	Budget Year		
Postmile	Project Support Expenditures		Adv Phase	Item # Fund Type	Amount by	
			EA	Program Code	Fund Type	
2.5b.(1)	SHOPP Projects				Resolution FP-18-63	
16	In and near Turlock, from 1.0 mile north of Golf Road to		10-3143	001-0042 SHA	\$72,000	
\$3,112,000	0.3 mile north of Taylor Road. Outcome/Output:		SHOPP/18-19	001-0890 FTF	\$558,000	
	Improve highway worker safety by paving areas beyond		CON ENG	20.10.201.235	\$630,000	
Stanislaus	the gore, slope paving and constructing Maintenance		\$574,000			
10-Sta-99	Vehicle Pullouts (MVPs).		CONST	2018-19		
R1.5/R7.0			\$2,093,000	302-0042 SHA	\$285,000	
	Performance Measure:		1013000249	302-0890 FTF	\$2,197,000	
	Planned: 40, Actual: 40 Location(s)		4	20.20.201.235	\$2,482,000	
			0X660			
	Preliminary					
	Engineering	Budget	Expended			
	PA&ED	\$421,000	\$136,882			
	PS&E	\$775,000	\$645,823			
	R/W Sup	\$18,000	\$663			
	(CEQA - CE, 6/20/2017; Re-validation 3/13/2019)					
	(NEPA - CE, 6/20/2017; Re-validation 3/13/2019)					
17	In San Diego County, on Routes 8 and 125 at various		11-1168	001-0042 SHA	\$83,000	
\$3,357,000	locations. Outcome/Output: Enhance worker safety by		SHOPP/18-19	001-0890 FTF	\$642,000	
	constructing maintenance vehicle pullouts, pave areas		CON ENG	20.10.201.235	\$725,000	
	beyond the gore, upgrade crash cushions, reduce		\$725,000			
San Diego	maintenance intensive landscaping, and relocate		CONST	2018-19		
11-SD-Var	irrigation controls. This project will reduce the		\$3,618,000	302-0042 SHA	\$302,000	
Var	frequency and duration of exposure to traffic and		1115000134	302-0890 FTF	\$2,330,000	
	improve safety for highway workers.		4	20.20.201.235	\$2,632,000	
			41134			
	Performance Measure:					
	Planned: 15, Actual: 15 Location(s)					
	Preliminary					
	Engineering	Budget	Expended			
	PA&ED	\$521,000	\$490,189			
	PS&E	\$1,469,000	\$775,423			
	R/W Sup	\$2,000	\$0			
	(CEQA - CE, 10/30/2017; Re-validation 2/15/2019)					
	(NEPA - CE, 10/30/2017; Re-validation 2/15/2019)					
18	In San Diego County, at various locations.		11-1221	505-3290 RMRA	\$852,000	
\$4,980,000	Outcome/Output: Apply methacrylate to bridge decks,		SHOPP/18-19	20.10.201.119		
	replace joint seals, repair unsound concrete and		CON ENG			
	replace approach slabs. This project will improve ride		\$733,000	2018-19		
San Diego	quality and extend the service life of these bridges.		CONST	302-3290 RMRA	\$4,128,000	
11-SD-Var			\$3,542,000	20.20.201.119		
Var			1116000144			
	Preliminary		4			
	Engineering	Budget	Expended			
	PA&ED	\$0	\$0			
	PS&E	\$663,000	\$538,460			
	R/W Sup	\$0	\$0			
	(CEQA - CE, 8/30/2016; Re-validation 12/20/2018)					
	(NEPA - CE, 8/30/2016; Re-validation 12/20/2018)					
	Performance Measure: Bridges (34 bridge(s))					
		Unit	Good	Fair	Poor	Quantity
	Existing Condition	Square feet	645,016.0	692,323.0	21,840.0	1,359,179.0
	Post Condition	Square feet	1,359,179.0	0.0	0.0	1,359,179.0

2.5 Highway Financial Matters

Project No. 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-18-63		
19 \$2,225,000	In Santa Ana, from 0.1 mile south of 4th Street to North Broadway. <u>Outcome/Output:</u> Enhance worker safety by constructing roadside safety improvements, including maintenance access roads, gore paving, facility relocation, and maintenance vehicle pullouts. These improvements will improve highway worker safety by reducing maintenance and limiting worker exposure.	12-2841 SHOPP/18-19 CON ENG \$325,000 CONST \$1,900,000 1214000054 4 0N510	001-0042 SHA 20.10.201.235 2018-19 302-0042 SHA 20.20.201.235	\$325,000 \$1,900,000
Orange 12-Ora-5 31.0/33.3				
<u>Performance Measure:</u> Planned: 36, Actual: 36 Location(s)				
Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup		<u>Budget</u> \$285,000 \$390,000 \$0	<u>Expended</u> \$243,843 \$287,090 \$0	
(CEQA - CE, 9/27/2017; Re-validation 1/17/2019) (NEPA - CE, 9/27/2017; Re-validation 1/17/2019)				
20 \$8,378,000	In Anaheim, at the Commercial Vehicle Enforcement Facility (CVEF) Peralta Weigh Station (eastbound). <u>Outcome/Output:</u> Rehabilitate and upgrade CVEF. Improvements include a new office building, a covered inspection lane and new weigh station components.	12-4642A SHOPP/18-19 CON ENG \$1,332,000 CONST \$6,847,000 1214000050 4 0N490	001-0042 SHA 20.10.201.321 2018-19 302-0042 SHA 20.20.201.321	\$1,532,000 \$6,846,000
Orange 12-Ora-91 R13.6				
<u>Performance Measure:</u> Planned: 1, Actual: 1 Location(s)				
Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup		<u>Budget</u> \$624,000 \$1,391,000 \$10,000	<u>Expended</u> \$555,546 \$1,342,816 \$6,821	
(CEQA - CE, 5/9/2017; Re-validation 10/15/2018) (NEPA - CE, 5/9/2017; Re-validation 10/15/2018)				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5b.(4)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: FINANACIAL ALLOCATION FOR SHOPP PROJECTS
RESOLUTION FP-18-73

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$6,266,000 for two projects programmed in the State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$6,266,000 for two SHOPP projects.

BACKGROUND:

The attached vote list describes two SHOPP projects totaling \$6,266,000. The Department is ready to proceed with these projects, and is requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$3,796,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042 and 2660-302-0890 for construction and \$2,470,000 for construction engineering for two SHOPP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

2.5 Highway Financial Matters

Project No. 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.(4)	SHOPP Projects	Resolution FP-18-73		
1 \$3,292,000 Los Angeles 07-LA-57 R7.7/R11.8	In San Dimas and Glendora, from Route 10 to Route 210. <u>Outcome/Output:</u> Enhance worker safety by installing access gates, lighting worker areas, constructing Maintenance Vehicle Pullouts (MVPs), upgrading irrigation systems, and paving gore areas. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers. <u>Performance Measure:</u> Planned: 55, Actual: 80 Location(s) Preliminary <u>Engineering</u> PA&ED \$418,000 \$288,401 PS&E \$1,200,000 \$824,141 R/W Sup \$48,000 \$7,898 (CEQA - CE, 1/18/2018; Re-validation 3/8/2019) (NEPA - CE, 1/18/2018; Re-validation 3/8/2019)	07-4706 SHOPP/18-19 CON ENG \$1,150,000 CONST \$2,768,000 0714000032 4 30180	001-0042 SHA 001-0890 FTF 20.10.201.235 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.235	\$132,000 <u>\$1,018,000</u> \$1,150,000 \$246,000 <u>\$1,896,000</u> \$2,142,000
2 \$2,974,000 Los Angeles 07-LA-91 R13.9/R16.6	In Long Beach and Bellflower, from 0.2 mile west of Downey Avenue to San Gabriel River Bridge. <u>Outcome/Output:</u> Enhance worker safety by constructing Maintenance Vehicle Pullouts (MVPs), lighting worker areas, adding access gates, paving gore areas, and modifying irrigation systems. This project will reduce the frequency and duration of exposure to traffic and improve safety for highway workers. <u>Performance Measure:</u> Planned: 16, Actual: 35 Location(s) Preliminary <u>Engineering</u> PA&ED \$429,000 \$391,194 PS&E \$1,720,000 \$847,387 R/W Sup \$48,000 \$12,792 (CEQA - CE, 12/15/2017; Re-validation 10/29/2018) (NEPA - CE, 12/15/2017; Re-validation 10/29/2018)	07-4714 SHOPP/18-19 CON ENG \$1,320,000 CONST \$3,601,000 0714000057 4 30410	001-0042 SHA 20.10.201.235 2018-19 302-0042 SHA 20.20.201.235	\$1,320,000 \$1,654,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5b.(3)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR SHOPP PROJECTS (ADVANCEMENT)
RESOLUTION FP-18-72

ISSUE:

Should the California transportation Commission (Commission) approve an allocation of \$2,907,000 for the State Highway Operation and Protection Program (SHOPP) project that will replace aging roadside sign panels (PPNO 1237), in San Diego County, programmed in Fiscal Year (FY) 2019-20?

RECOMMENDATION:

In order to align funding and move forward in a timely manner, the California Department of Transportation (Department) recommends that the Commission approve an allocation of \$2,907,000 for this SHOPP project that will replace aging roadside sign panels (PPNO 1237), in San Diego County, programmed in FY 2019-20.

BACKGROUND:

The attached vote list describes one SHOPP project programmed in FY 2019-20 totaling \$2,907,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$2,357,000 be allocated from the Budget Act of 2018, Budget Act Items 2660-302-0042 and 2660-302-0890 for construction and \$550,000 for construction engineering for the SHOPP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

2.5 Highway Financial Matters			PPNO Program/Year Phase Prgm'd Amount	Budget Year	Amount by											
Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures		Project ID Adv Phase EA	Item # Fund Type Program Code	Fund Type											
2.5b.(3)	SHOPP Projects (ADVANCEMENTS)			Resolution FP-18-72												
1 \$2,907,000 San Diego 11-SD-5 0.4/72.4	In San Diego County, at various locations on various routes. <u>Outcome/Output</u> : Replace aging roadside sign panels with retroreflective sheeting. This project will enhance sign visibility to motorists and provide uniformity. <u>Performance Measure</u> : Planned: 3,772, Actual: 3,772 Sign(s) Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup		11-1237 SHOPP/19-20 CON ENG \$550,000 CONST \$2,462,000 1116000097 4 42550	001-0042 SHA 001-0890 FTF 20.10.201.170 2018-19 302-0042 SHA 302-0890 FTF 20.20.201.170	\$46,000 <u>\$504,000</u> \$550,000 \$199,000 <u>\$2,158,000</u> \$2,357,000											
	<table><tr><td></td><td><u>Budget</u></td><td><u>Expended</u></td></tr><tr><td></td><td>\$0</td><td>\$0</td></tr><tr><td>\$435,000</td><td></td><td>\$345,135</td></tr><tr><td>\$0</td><td></td><td>\$0</td></tr></table>		<u>Budget</u>	<u>Expended</u>		\$0	\$0	\$435,000		\$345,135	\$0		\$0			
	<u>Budget</u>	<u>Expended</u>														
	\$0	\$0														
\$435,000		\$345,135														
\$0		\$0														
	(CEQA - CE, 6/30/2016; Re-validation 3/14/2019) (NEPA - CE, 6/30/2016; Re-validation 3/14/2019)															

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5b.(2)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: FINANCIAL ALLOCATION FOR SHOPP PROJECTS
PA&ED, PS&E AND R/W SUPPORT
RESOLUTION FP-18-64

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$64,636,000 for Project Approval and Environmental Document (PA&ED), Plans, Specifications and Estimate (PS&E) and Right-of-Way (R/W) support for 76 phases programmed in the 2018 State Highway Operation and Protection Program (SHOPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$64,636,000 for 76 support phases in the SHOPP, as follows:

- \$34,433,000 for 49 SHOPP support phases and
- \$30,203,000 for 27 SHOPP Senate Bill 1 (SB 1) support phases.

The attached lists describe 76 SHOPP phases totaling \$64,636,000 for PA&ED, PS&E and R/W support costs that are ready for allocation.

BACKGROUND:

The 2018 SHOPP details both support and construction capital for rehabilitation projects on the State Highway System. The passage of SB 1 necessitates that the Department and the Commission establish baseline budgets for each phase of each project in the 2018 SHOPP, and requires an allocation of each support phase on or after July 1, 2017.

FINANCIAL RESOLUTION:

Resolved, that \$64,636,000 be allocated for PA&ED, PS&E and R/W support for SHOPP projects described on the attached lists.

Attachments

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	
1 01-Hum-101 87.8/R91.5	7024 0117000013	In and near Arcata, between West End Road and School Road at four locations. Construct shoulder rumble strip, upgrade guardrail, construct guardrail slope retaining wall, and place High Friction Surface Treatment (HFST). (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 30 Collision(s) reduced	0G510	19-20	PS&E R/W Sup	\$582,000 \$90,000	\$582,000 \$90,000
2 01-Hum-299 30.7/37.7	2426 0116000011	Near Willow Creek, from 0.1 mile east of Cedar Creek Road to 1.1 miles west of Route 96. Widen shoulders, place High Friction Surface Treatment (HFST), install rumble strips, guardrail, and cable net drapery. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 118 Collision(s) reduced	0F470	19-20	PS&E R/W Sup	\$1,668,000 \$45,000	\$1,668,000 \$45,000
3 01-Lak-20 5.1/5.8	4647 0116000170	Near Upper Lake, from 0.4 mile west to 0.3 mile east of Witter Springs Road. Curve improvement, shoulder widening, and add left-turn pocket and rumble strips. (Concurrent consideration of funding under Resolution E-19-36; May 2019.) (Concurrent amendment under SHOPP Amendment 18H-009.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 14 Collision(s) reduced	0G330	19-20	PS&E R/W Sup	\$1,877,000 \$144,000	\$1,877,000 \$144,000
4 01-Men-1 41.8/42.3	4578 0112000300	Near Albion, from 1.5 miles north of Route 128 to 0.1 mile south of Navarro Ridge Road. Widen for standard shoulders and install rumble strips and guardrail. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 16 Collision(s) reduced	0C550	19-20	PS&E R/W Sup	\$326,000 \$223,000	\$385,000 \$265,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	
5 01-Men-1 42.3/42.5	4616 0115000048	Near Albion, at Navarro Ridge Road. Improve drainage, repair erosion, widen shoulders, and repair roadway. (Categorically Exempt) <u>Program Code</u> 201.150 - Roadway Protective Betterments <u>Performance Measure</u> 1 Location(s)	0E940	19-20	PS&E R/W Sup	\$405,000 \$67,000	\$480,000 \$80,000
6 01-Men-20 20.0/20.3	4717 0118000171	Near Willits, from James Creek Bridge to 0.3 mile east of James Creek Bridge. Improve curve and roadway cross slope, widen shoulders, and install rumble strips. (Concurrent amendment under SHOPP Amendment 18H-009.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 30 Collision(s) reduced	0J120	21-22	PA&ED	\$944,000	\$944,000
7 01-Men-Var	7022 0116000118	In Mendocino, Lake, Del Norte, and Humboldt Counties on Routes 1, 20, 29, 96, 101, 128, 162, 169, 175, 199, 253, 254, 271, 281, and 299, at various locations. Replace curve warning signs to make standard. (Categorically Exempt) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 30 Collision(s) reduced	0G050	19-20	PS&E R/W Sup	\$1,067,000 \$58,000	\$1,067,000 \$58,000
8 02-Tri-299 3.6	3559 0214000029	Near Salyer, at the Francis B. Matthews Safety Roadside Rest Area (SRRA). Upgrade potable water system and wastewater system. (Categorically Exempt) <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 1 Location(s)	4G620	19-20	PS&E	\$860,000	\$860,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	
9 03-ED-50 33.8/34.0	3326 0318000001	Near Pollock Pines, east of Sly Park Road. Permanently restore roadway by mitigating the progression of recurring roadway slipout. (Categorically Exempt) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	3H450	19-20	PS&E R/W Sup	\$2,360,000 \$80,000	\$2,750,000 \$80,000
10 04-Nap-29 0.2/14.6	1496E 0416000040	In and near the cities of American Canyon and Napa, from Kimberly Drive to Salvador Avenue. Upgrade curb ramps and pedestrian push buttons, and install new sidewalk to make facilities compliant with Americans with Disabilities Act (ADA) requirements. (Categorically Exempt) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 27 Curb ramp(s)	0K000	21-22	R/W Sup	\$92,000	\$92,000
11 04-SM-84 2.1	1464E 0417000051	Near Half Moon Bay, south of Bear Gulch Road. Repair embankment and structural section settlement by using injection grouting methods to restore original grades, densify the soil below, and minimize future settlement. (Categorically Exempt) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	2K660	19-20	PS&E R/W Sup	\$430,000 \$34,000	\$430,000 \$34,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	
12 05-Mon-1 45.4/45.6	2855 0518000118	Near Big Sur, at the Pfeiffer Canyon Bridge No. 44-0060. Environmental mitigation (planting, erosion control, utility relocation) for permanent restoration project EA 1J130/PPNO 08-2713. (Categorically Exempt) (Concurrent amendment under SHOPP Amendment 18H-009.) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 37 months beyond the 36 month deadline.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	1K080	21-22	PS&E R/W Sup	\$530,000 \$600,000	\$530,000 \$600,000
13 05-Mon-68 0.5/0.8	2647 0516000041	In Pacific Grove, from 17 Mile Drive to Congress Avenue. Construct Americans with Disabilities Act (ADA) compliant pathway along eastbound Route 68, upgrade curb ramps and sidewalk to meet ADA Standards. Relocate streetlight pole and signs, remove and replant trees. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 17 months beyond the 36 month deadline.) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 8 Curb ramp(s)	1H220	21-22	PS&E R/W Sup	\$790,000 \$48,000	\$804,000 \$48,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	
14 05-Mon-218 R0.2/L0.9	2648 0516000042	In Seaside, from El Monte Road to Fremont Boulevard. Construct new sidewalks/upgrade pedestrian pathway and construct/upgrade curb ramps to meet current standards. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 8 months beyond the 36 month deadline.) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 7 Curb ramp(s)	1H230	21-22	PS&E R/W Sup	\$1,269,000 \$1,016,000	\$1,269,000 \$1,016,000
15 05-SB-Var	2628 0516000006	In Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz Counties on Routes 1, 101, 129, 135, 156, and 246 at various locations. Install Accessible Pedestrian Signals (APS) push buttons, Countdown Pedestrian Signals (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 8 months beyond the 36 month deadline.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 32 Collision(s) reduced	1G960	20-21	PS&E R/W Sup	\$940,000 \$71,000	\$940,000 \$71,000
16 05-SLO-101 27.9	2740 0517000101	In the city of San Luis Obispo, at Marsh Street. Correct roadway cross slopes and construct drainage improvements. (Categorically Exempt) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 20 Collision(s) reduced	1J440	20-21	PS&E R/W Sup	\$715,000 \$25,000	\$715,000 \$25,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	
17 06-Ker-43 25.2/25.4	6982 0618000131	In Wasco, from Route 46 to south of Gromer Avenue. Improve safety by constructing a roundabout. (Concurrent amendment under SHOPP Amendment 18H-009.) <u>Program Code</u> 201.010 - Safety Improvements <u>Performance Measure</u> 26 Collision(s) reduced	0X770	21-22	PA&ED	\$1,400,000	\$1,400,000
18 06-Tul-Var Var	6986 0618000228	In various counties, on various routes at various locations. Replace or install new curve warning signs on highways, onramps, and offramp locations. (Concurrent amendment under SHOPP Amendment 18H-009.) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 13 Collision(s) reduced	0Y490	20-21	PA&ED	\$980,000	\$980,000
19 07-Ven-33 22.0	5292 0717000324	Near Wheeler Springs, south of Rose Valley Road. Permanent restoration of storm damaged embankment by constructing retaining wall and restoring the roadway. <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 1 Location(s)	34270	21-22	PA&ED	\$700,000	\$700,000
20 07-Ven-101 9.0/9.2	5081 0716000220	In Thousand Oaks and Camarillo, from Wendy Drive to Pleasant Valley Road, at the northbound and southbound Commercial Vehicle Enforcement Facilities. Replace concrete slabs and repair and replace asphalt concrete. (Categorically Exempt) <u>Program Code</u> 201.321 - Weigh Stations <u>Performance Measure</u> 2 Location(s)	33100	20-21	R/W Sup	\$20,000	\$20,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	
21 08-Riv-95 14.0/36.2	3002U 0815000107	Near Blythe, from north of Palo Verde Dam Road to the San Bernardino County line. Restore storm eroded embankments with rock slope protection and replace culverts. A previous Emergency Opening EA 08-1F800 repaired roadway. (Concurrent consideration of funding under Resolution E-19-41; May 2019.) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 29 months beyond the 36 month deadline.) <u>Program Code</u> 201.131 - Permanent Restoration <u>Performance Measure</u> 20 Location(s)	1G000	19-20	PS&E R/W Sup	\$901,000 \$63,000	\$947,000 \$74,000
22 09-Iny-168 16.0/17.7	2617 0914000030	In and near Bishop, from west of Meadow Lane to east of Pioneer Lane. Construct a two-way left turn lane. (Categorically Exempt) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 10 Collision(s) reduced	36370	19-20	PS&E R/W Sup	\$545,000 \$8,000	\$545,000 \$8,000
23 10-Cal-4 29.2/29.4	3245 1017000006	Near Murphys, from Pennsylvania Gulch Road to Main Street/Lawrence Street. Traffic operational improvements. (Categorically Exempt) <u>Program Code</u> 201.310 - Operational Improvements <u>Performance Measure</u> 41.4 Daily vehicle hour(s) of delay (DVHD)	0W870	20-21	PS&E	\$1,306,000	\$1,306,000
24 10-SJ-12 17.4/18.1	3254 1017000016	In Lodi, from Stockton Street to Route 99. Upgrade pedestrian facilities to make compliant with the Americans with Disabilities Act (ADA) Standards. (Categorically Exempt) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 18 Curb ramp(s)	1G510	21-22	PS&E R/W Sup	\$770,000 \$915,000	\$900,000 \$800,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	
25 10-Sta-132 27.2/28.0	3241 1017000013	In Waterford, from Reinway Avenue to F Street. Upgrade pedestrian facilities to make compliant with the Americans with Disabilities Act (ADA) Standards. (Categorically Exempt) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 22 Curb ramp(s)	1G420	21-22	PS&E R/W Sup	\$1,337,000 \$723,000	\$1,337,000 \$723,000
26 11-Imp-8 R32.4/R46.1	1252 1112000158	In and near El Centro, at various locations on Routes 8 and 111. Pave slopes under structures. <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 18 Location(s)	41200	21-22	PA&ED	\$385,000	\$385,000
27 11-Imp-Var	1201 1116000095	In San Diego and Imperial Counties, at various locations, on Routes 7, 8, 78, 79, 86, 94, 98, 111, 115, 186, and 188. Upgrade and install curve warning signs. (Categorically Exempt) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 35 Collision(s) reduced	42500	21-22	PS&E	\$493,000	\$567,000
28 11-SD-125 9.6/13.2	1141 1112000143	In the cities of Lemon Grove and San Diego, from 0.1 mile south of Elkelton Place Undercrossing to Route 94/125 Separation. Construct Maintenance Vehicle Pullouts (MVPs), pave beyond gore areas, replace crash cushions, guardrail with concrete barrier, install access gates, relocate irrigation equipment and remove high maintenance landscaping. (Categorically Exempt) <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 103 Location(s)	41140	20-21	PS&E	\$864,000	\$864,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	
29 11-SD-805 3.5/13.1	1248 1117000045	In various cities, from Main Street/Auto Park Drive Undercrossing to Market Street Overcrossing. Construct and upgrade pedestrian curb ramps to meet Americans with Disabilities Act (ADA) Standards. Replace pedestrian signal heads, push buttons and relocate pull boxes, light poles and controller cabinet. <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 49 Curb ramp(s)	42900	21-22	PA&ED	\$843,000	\$843,000
30 11-SD-Var	1200 1116000094	At various locations, on Routes 5, 8, 15, 52, 54, 56, 67, 75, 76, 78, 94, 125, 163, 805 and 905. Upgrade and install curve warning signs. (Categorically Exempt) <u>Program Code</u> 201.015 - Collision Severity Reduction <u>Performance Measure</u> 30 Collision(s) reduced	42490	20-21	PS&E	\$561,000	\$645,000
31 12-Ora-1 5.5/7.9	2255 1216000003	In Laguna Beach, from 7th Avenue to north of Moss Street. Upgrade existing curb ramps, sidewalks, and driveways to Americans with Disabilities Act (ADA) Standards. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 37 months beyond the 36 month deadline.) <u>Program Code</u> 201.361 - Americans with Disabilities Act New Curb Ramps <u>Performance Measure</u> 56 Curb ramp(s)	0P690	20-21	R/W Sup	\$2,864,000	\$3,000,000
32 12-Ora-55 13.2/R17.8	3535 1214000056	In the city of Orange, from La Veta Avenue to Route 91. Roadside safety improvements. (Categorically Exempt) <u>Program Code</u> 201.235 - Roadside Safety Improvements/ Freeway Maintenance Access <u>Performance Measure</u> 32 Location(s)	0N530	19-20	PS&E	\$440,000	\$440,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2a) Support Allocations for SHOPP Projects						Resolution FP-18-64	

Component	No. of Phases	Total Amount
PA&ED	6	\$5,252,000
PS&E	23	\$21,908,000
R/W Sup	20	\$7,273,000
Total	49	\$34,433,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-64	
1 01-Lak-20	3098 0113000122	Near Upper Lake, at Polk Jones Cattlepass Bridge No. 14-0034 (PM 9.41) and Morrison Creek Bridge No. 14-0004 (PM 16.81); also, on Route 29 at Manning Creek Bridge No. 14-0067 (PM R38.91). Replace and upgrade bridge rails and widen one bridge. (Categorically Exempt) <u>Program Code</u> 201.112 - Bridge Rail Replacement and Upgrade <u>Performance Measure</u> 282.0 Linear feet	0E080	19-20	R/W Sup	\$195,000	\$126,000
2 04-Ala-880 11.3/12.3	0480A 0414000010	In Fremont, from 0.5 mile south to 0.5 mile north of Patterson Slough Bridge No. 33-0250 (PM 11.8). Bridge rehabilitation. (Categorically Exempt) (Concurrent SB 1 Baseline Agreement approval under Resolution SHOPP-P-1819-12B; May 2019.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	0J530	19-20	PS&E R/W Sup	\$1,980,000 \$704,000	\$1,980,000 \$704,000
3 04-Nap-29 38.9/42.9	1483E 0418000401	Near Calistoga, at Garnett Creek Bridge No. 21-0005 (PM 39.08), Garnet Creek Branch Bridge No. 21-0111 (PM 38.96), and No Name Creek Bridge No. 21-0100 (PM 42.83). Bridge preventative maintenance and scour mitigation. (Concurrent consideration of funding under Resolution E-19-35; May 2019.) (Concurrent amendment under SHOPP Amendment 18H-009.) <u>Program Code</u> 201.119 - Bridge Preventative Maintenance <u>Performance Measure</u> 3 Bridge(s)	2J88U	20-21	PS&E R/W Sup	\$1,810,000 \$566,000	\$2,153,000 \$566,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-64	
4 04-SCI-101	0481H 0414000013	In various cities, on Routes 101 and 237 at various locations. Bridge rail upgrade of five structures at four locations. (Categorically Exempt) (Concurrent amendment under SHOPP Amendment 18H-009.) <u>Program Code</u> 201.112 - Bridge Rail Replacement and Upgrade <u>Performance Measure</u> 4,259.0 Linear feet	0J560	19-20	R/W Sup	\$30,000	\$30,000
5 04-SCI-Var	1482R 0415000017	In various cities, on various routes at Carnadero Creek Bridge No. 37-0156, San Francisquito Creek Bridge No. 37-0018, San Tomas Aquino Creek Bridge No. 37-0524L, and Bodfish Creek Bridge No. 37-0046. Bridge preventative maintenance. (Categorically Exempt) (Concurrent amendment under SHOPP Amendment 18H-009.) <u>Program Code</u> 201.119 - Bridge Preventative Maintenance <u>Performance Measure</u> 4 Bridge(s)	2J780	19-20	PS&E R/W Sup	\$750,000 \$44,000	\$750,000 \$44,000
6 04-Sol-80 14.6	0487R 0416000153	Near Fairfield, at Suisun Creek Bridge No. 23 -0007. Scour mitigation. (Categorically Exempt) <u>Program Code</u> 201.111 - Bridge Scour Mitigation <u>Performance Measure</u> 2 Bridge(s)	4G872	19-20	PS&E R/W Sup	\$600,000 \$20,000	\$714,000 \$23,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-64	
7 05-Mon-1 63.0	2654 0516000077	Near Carmel-By-The Sea, at Garrapata Creek No. 44-0018. Rehabilitate bridge to extend the service life and mitigate corrosion by applying Electrochemical Chloride Extraction (ECE) process and waterproofing to the structure. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 9 months beyond the 36 month deadline.) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	1H460	20-21	PS&E R/W Sup	\$1,500,000 \$90,000	\$1,500,000 \$90,000
8 05-SB-101 45.5	3330 0512000068	Near Gaviota State Park. Rehabilitate and upgrade existing drainage system. (Concurrent consideration of funding under Resolution E-19-38; May 2019.) (Concurrent amendment under SHOPP Amendment 18H-009.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 3 Culvert(s)	0K330	19-20	PS&E R/W Sup	\$1,430,000 \$245,000	\$1,430,000 \$245,000
9 07-LA-5 20.8	5223 0717000053	In the city of Los Angeles, on the northbound connector at the Route 5/110 Separation. Replace compromised 18-inch Reinforced Concrete Culvert (RCP). (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 1 Culvert(s)	33800	19-20	R/W Sup	\$123,000	\$123,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-64	
10 07-LA-101 0.0/R17.1	5221 0717000054	In various cities, from Routes 5/10 to Route 405, Route 2 at Route 134 (PM R18.7) and Route 10 at Route 5/10 (PM 18.3). Upgrade Transportation Management System (TMS) elements including Closed Circuit Television (CCTV) cameras, Ramp Metering Systems (RMS), Vehicle Detection Stations (VDS), Highway Advisory Radio (HAR), Changeable Message Signs (CMS) and the communication system network. (Categorically Exempt) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 98 Field element(s)	33780	21-22	PS&E R/W Sup	\$3,008,000 \$162,000	\$3,008,000 \$162,000
11 07-LA-134 0.0/R13.3	5222 0717000052	In the city of Los Angeles, from Route 170 to Routes 210/710; also on Route 2 at Route 134 (PM R18.7), on Route 10 at Routes 5/10 (PM 18.3), and on Route 101 near Pleasant Valley Road (PM 11.8). Upgrade Transportation Management System (TMS) elements including Closed Circuit Television (CCTV) cameras, Ramp Metering Systems (RMS), Vehicle Detection Stations (VDS), Highway Advisory Radio (HAR), Changeable Message Signs (CMS) and the communication system network. (Categorically Exempt) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 69 Field element(s)	33790	21-22	PS&E	\$2,840,000	\$2,840,000
12 07-LA-213 2.7/3.9	3734 0700000457	In Rancho Palos Verdes, from Caddington Drive to Peninsula Verde Drive. Replace two damaged drainage systems. (Categorically Exempt) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 3 Culvert(s)	25310	19-20	R/W Sup	\$310,000	\$310,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-64	
13 07-LA-605 20.2/26.0	5029 0716000085	In the cities of Irwindale and Baldwin Park, from Route 10 Interchange to the end of the freeway at Route 210. Grind mainline pavement and replace damaged slabs with Jointed Plain Concrete Pavement (JPCP) rapid strength concrete and/or Individual Precast Slab Replacement (IPSR), cold plane and overlay median, shoulders, ramps with Hot Mix Asphalt (HMA), construct additional lane on southbound Arrow Highway offramp/modify signal, install and upgrade guardrail. (Categorically Exempt) (Concurrent amendment under SHOPP Amendment 18H-009.) (SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-12B, March 2019.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 39.9 Lane mile(s)	32550	21-22	PS&E R/W Sup	\$6,856,000 \$138,000	\$6,856,000 \$138,000
14 10-SJ-26 1.1	3169 1016000032	Near Stockton, at Route 26/99 Separation No. 29 -0142 (PM 1.11). Establish standard vertical clearance. (Categorically Exempt) <u>Program Code</u> 201.110 - Bridge Major Rehabilitation <u>Performance Measure</u> 1 Bridge(s)	1F170	20-21	PS&E	\$1,827,000	\$1,827,000
15 10-SJ-120	3226 1017000074	In San Joaquin, Amador, Calaveras, Merced, Mariposa, Stanislaus, and Tuolumne Counties, on Routes 4, 5, 26, 33, 49, 59, 88, 99, 104, 108, 120, 132, 140, 152 and 205 at various locations. Repair or replace damaged and nonfunctioning Traffic Management System (TMS) elements. (Categorically Exempt) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 59 Field element(s)	1G990	20-21	PS&E	\$1,191,000	\$1,191,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-64	
16 12-Ora-1 13.0/33.6	2330 1216000002	In the cities of Newport Beach, Huntington Beach and Seal Beach, from Crystal Heights Drive to First Street. Replace traffic signals, upgrade non-standard curb ramps to meet Americans with Disabilities Act (ADA) Standards and modify drainage. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 25 months beyond the 36 month deadline.) (SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-09B; December 2019.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 20 Field element(s)	0P680	20-21	R/W Sup	\$1,244,000	\$1,480,000
17 12-Ora-1 29.9/33.7	2499A 1215000149	In Huntington Beach, from Warner Avenue to Los Angeles County line. Upgrade Americans with Disabilities Act (ADA) curb ramps, cold plane pavement and place Rubberized Hot Mix Asphalt (RHMA) pavement. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 25 months beyond the 36 month deadline.) <u>Program Code</u> 201.121 - Pavement Rehabilitation (CAPM) <u>Performance Measure</u> 14.9 Lane mile(s)	0P590	20-21	R/W Sup	\$1,245,000	\$1,482,000

2.5 Highway Financial Matters

Project No. Dist-Co-Rte Postmile	PPNO Project ID	Location/Description	EA	Prog Year	Phase	Programmed Amount	Allocation Amount
2.5b.(2b) Support Allocations for SHOPP SB 1 Projects of Primary Asset Classes						Resolution FP-18-64	
18 12-Ora-5 3.3	2563 1216000004	In San Clemente, adjacent to northbound Avenida Pico offramp. Restore hydraulic capacity of channel by repairing concrete panels in channel slope and bottom. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 59 months beyond the 36 month deadline.) (Concurrent amendment under SHOPP Amendment 18H-009.) <u>Program Code</u> 201.151 - Drainage System Restoration <u>Performance Measure</u> 1 Culvert(s)	0P700	19-20	R/W Sup	\$111,000	\$111,000
19 12-Ora-5 33.0/43.2	2859C 1215000160	In and near Anaheim, from south of Route 22 to south of Route 39; also on Route 57 (PM 10.7/16.6) and Route 91 (PM R2.6/R4.1 and PM 0.0/7.2). Create interoperability of Transportation Management System (TMS) by upgrading Intelligent Transportation System (ITS) elements between Caltrans and local agencies. (Categorically Exempt) (As part of this allocation request, the Department is requesting to extend the completion of the R/W Sup phase an additional 47 months beyond the 36 month deadline.) (SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-09B; December 2018.) <u>Program Code</u> 201.315 - Transportation Management Systems <u>Performance Measure</u> 311 Field element(s)	0P670	19-20	R/W Sup	\$320,000	\$320,000

Component	No. of Phases	Total Amount
PA&ED	0	
PS&E	11	\$24,249,000
R/W Sup	16	\$5,954,000
Total	27	\$30,203,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5c.(2)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS ON THE STATE
HIGHWAY SYSTEM
RESOLUTION FP-18-65

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$36,189,000 for three locally-administered State Transportation Improvement Program (STIP) projects, on the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$36,189,000 for three locally-administered STIP projects, on the State Highway System.

BACKGROUND:

The attached vote list describes three locally-administered STIP projects totaling \$36,189,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time; however, the allocation is contingent upon the approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION

Resolved that \$36,189,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Items 2660-301-0042 and 2660-301-0890 for three locally-administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(2) Locally-Administered STIP Projects On the State Highway System				Resolution FP-18-65
1 \$600,000 Santa Clara Valley Transportation Authority <u>MTC</u> Santa Clara 04-SCL-85 R0.0/R5.2	Silicon Valley Express Lanes Program - Phase 4 - Civil. Convert existing carpool lanes to express lanes on SR 85 from US 101 south (in San Jose) to SR 87, including the existing US 101/SR 85 HOV to HOV direct connector ramps and the approaches to and from US 101. <u>Outputs/Outcomes</u> HOV/HOT lane-mile(s) constructed (CEQA - ND, 04/20/2015.) (NEPA - FONSI, 4/20/2015) (Future consideration of funding approved under Resolution E-15-29; June 2015.) (Contribution from other sources: \$50,000.)	04-2015F RIP/18-19 R/W \$600,000 0417000232 4RWCL 1K552	2017-18 301-0042 SHA 20.20.075.600	\$600,000
2 \$10,589,000 Santa Clara Valley Transportation Authority <u>MTC</u> Santa Clara 04-SCL-101 38.3/45.9	Silicon Valley Express Lanes Program - Phase 5 Civil. Convert existing HOV lanes to Express Lanes and add a second Express Lane in each direction on US 101 from near SR 237 in Sunnyvale to I-880 in San Jose. <u>Outputs/Outcomes</u> HOV/HOT lane-mile(s) constructed (CEQA - MND, Re-Validation 06/07/2018) (NEPA - FONSI, Re-Validation 06/07/2018) (Future consideration of funding approved under Resolution E -15-53; October 2015.) (Contribution from other sources: \$4,313,000.) <u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>	04-2015H RIP/18-19 PS&E \$10,589,000 0417000233 4PSEL 1K553	2017-18 301-0042 SHA 301-0890 FTF 20.20.075.600	\$1,215,000 <u>\$9,374,000</u> \$10,589,000

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item # Fund Type	Fund Type
Recipient	Project Description	Phase		
<u>RTPA/CTC</u>		Prgm'd Amount		
County		Project ID		
Dist-Co-Rte	Project Support Expenditures	Adv Phase	Program Code	
Postmile		EA		
2.5c.(2)	Locally-Administered STIP Projects On the State Highway System			Resolution FP-18-65
3	Route 210 Widening. In San Bernardino County. Construct one mixed flow-lane in each direction from Highland Avenue to San Bernardino Avenue and also construct auxiliary lanes at various locations within the project limits.	08-0195N	2018-19	
\$25,000,000		RIP/17-18	301-0042 SHA	\$2,867,000
		CONST	301-0890 FTF	<u>\$22,133,000</u>
San Bernardino		\$25,000,000	20.20.075.600	\$25,000,000
County		0812000164		
Transportation	<u>Outputs/Outcomes</u>	4CONL		
Authority	Modified/Reconstructed bridge(s)	0C700		
<u>SBCTA</u>	Sound wall mile(s) constructed			
San Bernardino	ITS element(s)			
08-SBD-210	Mixed flow lane-mile(s) constructed			
R25.0/R33.1	Auxiliary lane mile(s) constructed			
	Final Project Development: N/A			
	Final Right of Way: N/A			
	(CEQA - MND, Revalidation 03/21/2019)			
	(NEPA - CE, Revalidation 03/21/2019)			
	(Future consideration of funding approved under Resolution E-18-154; October 2018.)			
	(Right of Way Certification 10/12/2018)			
	[Contribution from other sources=\$137,278,000 including \$38,746,000 in SHOPP FCO (Concurrent SHOPP allocation under Resolution FP-18-63)]			
	[For construction purposes, this project will be combined with a SHOPP Project (PPNO 3009F, EA 1J060). The combined contract will be delivered under Project ID 0815000189 and EA 0C70U]			
	(Time extension for FY 17-18 CONST funds expires on 06/30/2019.)			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5c.(3)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS OFF THE STATE
HIGHWAY SYSTEM
RESOLUTION FP-18-66

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$4,010,000 for 10 locally-administered State Transportation Improvement Program (STIP) projects, off the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$4,010,000 for 10 locally-administered STIP projects as follows:

2.5c.(3a) - \$3,535,000 for seven STIP projects and

2.5c.(3b) - \$475,000 for three STIP Planning, Programming, and Monitoring projects.

BACKGROUND:

The attached vote list describes 10 locally-administered STIP projects totaling \$4,010,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$4,010,000 be allocated from the Budget Act of 2017 and 2018, Budget Act Items 2660-101-0042 and 2660-101-0890 for 10 locally-administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally-Administered STIP Projects Off the State Highway System				Resolution FP-18-66
1 \$120,000 City of Blue Lake <u>HCAOG</u> 01-Humboldt	Greenwood, Railroad, & Hatchery Road (Blue Lake Truck Route). From the intersection of Blue Lake Boulevard and Greenwood Road, along Greenwood Road to Railroad Avenue, along Railroad Avenue to intersection of G Street, and South Railroad Avenue, onto intersection of Hatchery Road, then Hatchery Road to northern approach to Mad River Bridge (on Hatchery Road). Road rehabilitation, upgrade ADA access at intersections, repair sidewalks, add sidewalks where missing, provide striping for bike lanes, and traffic calming features along route, and crosswalks, and signage.	01-2510 RIP/18-19 PA&ED \$120,000 0119000064 S	2017-18 101-0042 SHA 20.30.600.620	\$120,000
<u>Outputs/Outcomes</u>		<u>Unit</u>	<u>Total</u>	
Pedestrian/Bicycle facilities mile(s) constructed		Miles	0.75	
Local road lane-mile(s) rehabilitated		Miles	0.75	
2 \$80,000 City of Susanville <u>LCTC</u> 02-Lassen	City Rehabilitation Federal D. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities.	02-2561 RIP/18-19 PS&E \$80,000 0216000002 S	2017-18 101-0890 FTF 20.30.600.621	\$80,000
<u>Outputs/Outcomes</u>		<u>Unit</u>	<u>Total</u>	
Local road lane-mile(s) rehabilitated		Miles	2.1	
(CEQA - CE, 03/19/2019.) (NEPA - CE, 05/24/2017.)				
3 \$10,000 City of Alturas <u>MCTC</u> 02-Modoc	East Street Rehabilitate Phase 1. In the City of Alturas, on East Street, from Modoc Street to 4th Street. Rehabilitate roadway.	02-2538 RIP/18-19 PA&ED \$10,000 0219000078 S	2017-18 101-0042 SHA 20.30.600.621	\$10,000
<u>Outputs/Outcomes</u>		<u>Unit</u>	<u>Total</u>	
Local road lane-mile(s) rehabilitated		Miles	0.6	
4 \$1,170,000 City of Redding <u>SRTA</u> 02-Shasta	Downtown to Turtle Bay Non-Motorized Improvements. In Redding, on Trinity Street from Center Street and along State Route 44 from Continental Street to Sundial Bridge Drive. The project will construct non-motorized improvements including a paved pedestrian and bicycle multi-use path linking downtown Redding with the Turtle Bay Exploration Park and trails leading to the East side of Redding.	02-2588 RIP/18-19 PA&ED \$1,170,000 0219000109 S	2017-18 101-0890 FTF 20.30.600.620	\$1,170,000
<u>Outputs/Outcomes</u>		<u>Unit</u>	<u>Total</u>	
Bicycle lane mile(s)		Miles	2	

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a)	Locally-Administered STIP Projects Off the State Highway System			Resolution FP-18-66
5 \$480,000 City of Bishop <u>ICLTC</u> 09-Inyo	Seibu to School Bike Path. In Bishop Paiute Reservation and Bishop, from the east end of Seibu Lane to the north side of Elm and Pine Elementary Schools, with connection to Keough Street. Construct Class I bike path. <u>Outputs/Outcomes</u> Sidewalk mile(s) (CEQA - MND, 02/04/2013.) (NEPA - CE, 03/25/2019) (Right of Way Certification: 03/25/2019) (Concurrent consideration of funding; May 2019) (Time Extension for FY 17-18 CON expires on 06/30/2019)	09-2569 RIP/17-18 CONST \$480,000 0900000203 S	2017-18 101-0890 FTF 20.30.600.731	\$480,000
6 \$1,650,000 Mono County <u>MCLTC</u> 09-Mono	Eastside Lane Phase 1. The project will rehabilitate approximately 2.25 miles of existing asphalt pavement on a portion of Eastside Lane between Larson Lane and Cunningham Lane, including converting the existing dirt shoulders to paved bike lanes, and replacing existing signs, striping and snow poles. <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated Bicycle lane mile(s) (CEQA - NOE, 02/21/2019.) (NEPA - CE, 02/21/2019) (Right of Way Certification: 02/22/2019) The need for more funding is primarily due to the increasing cost of construction and Con Engineering)	09-2605 RIP/18-19 CONST \$1,150,000 \$1,650,000 0918000050 S	2018-19 101-0890 FTF 20.30.600.621	\$1,650,000
7 \$25,000 Mariposa County <u>MATC</u> 10-Mariposa	Ben Hur Road Reconstruction. Near the town of Mariposa, on Ben Hur Road, from PM 15.00 to PM 18.50. Reconstruct roadway. <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated (CEQA - CE, 4/13/2018.)	10-3050 RIP/18-19 PS&E \$25,000 1019000139 S	2017-18 101-0042 SHA 20.30.600.620	\$25,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects				Resolution FP-18-66
1 \$55,000 San Benito County <u>AMBAG</u> 05-San Benito	Planning, Programming and Monitoring	05-2043 RIP/18-19 CONST \$55,000 0519000088 S	2017-18 101-0042 SHA 20.30.600.670	\$55,000
2 \$120,000 Madera County Transportation Commission <u>MCTC</u> 06-Madera	Planning, Programming and Monitoring	06-6L05 RIP/18-19 CONST \$120,000 0619000164 S	2017-18 101-0042 SHA 20.30.600.670	\$120,000
3 \$300,000 Imperial County Transportation Commission <u>ICTC</u> 11-Imperial	Planning, Programming and Monitoring	11-7200 RIP/18-19 CONST \$300,000 1118000049 S	2017-18 101-0042 SHA 20.30.600.670	\$300,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5c.(4)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **ALLOCATION FOR LOCALLY-ADMINISTERED STIP PROJECTS OFF THE STATE
HIGHWAY SYSTEM (ADVANCEMENT)
RESOLUTION FP-18-67**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$635,000 for one locally-administered State Transportation Improvement Program (STIP) project, off the State Highway System, programmed in Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$635,000 for one locally-administered STIP project, programmed in 2019-20 as follows:

2.5c.(4b) - \$635,000 for one STIP Planning, Programming, and Monitoring project.

BACKGROUND:

The attached vote list describes one locally-administered STIP project totaling \$635,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$635,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-101-0042 for one locally-administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	
Allocation Amount	Location	Phase	Item #	
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
<u>RTPA/CTC</u>		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.5c.(4b)	Local STIP Planning, Programming and Monitoring Projects (Advancements FY 19-20)			Resolution FP-18-67
1	Planning, Programming and Monitoring	08-9811	2017-18	
\$635,000		RIP/19-20	101-0042	\$635,000
		CONST	SHA	
San Bernardino		\$635,000	20.30.600.670	
County Transportation		0819000066		
Authority		S		
<u>SBCTA</u>				
08-San Bernardino				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5c.(5)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR A LOCALLY-ADMINISTERED STIP PROJECT ON THE STATE
HIGHWAY SYSTEM (ADVANCEMENT)
RESOLUTION FP-18-68

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$8,600,000 for the locally-administered State Transportation Improvement Program (STIP) Silicon Valley Express Lanes Program – Phase 4 Electronic Tolling System project (PPNO 2015G), on the State Highway System, in Santa Clara County, programmed in Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation \$8,600,000 for the locally-administered STIP Silicon Valley Express Lanes Program – Phase 4 Electronic Tolling System project (PPNO 2015G), on the State Highway System, in Santa Clara County, programmed in 2019-20.

BACKGROUND:

The attached vote list describes one locally-administered STIP project totaling \$8,600,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$8,600,000 be allocated from the Budget Act of 2018, Budget Act Item 2660-301-0042 and 2660-301-0890 for the locally-administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year		Fund Type
Recipient	Project Description	Phase		
<u>RTPA/CTC</u>		Prgm'd Amount		
County		Project ID	Item #	Fund Type
Dist-Co-Rte	Project Support Expenditures	Adv Phase	Program Code	
Postmile		EA		
2.5c.(5)	Locally-Administered STIP Projects On the State Highway System (Advancements FY 19-20)			Resolution FP-18-68
1	Silicon Valley Express Lanes Program - Phase 4 ETS.	04-2015G	2018-19	
\$8,600,000	Develop and install Electronic Tolling System (ETS) on SR 85	RIP/19-20	301-0042 SHA	\$986,000
Santa Clara Valley Transportation Authority	from US 101 south (in San Jose) to SR 87, including the	PS&E	301-0890 FTF	<u>\$7,614,000</u>
	existing US 101/SR 85 HOV to HOV direct connector ramps	\$8,600,000	20.20.075.600	<u>\$8,600,000</u>
	and the approaches to/from US 101.	0417000232		
		4PSEL		
<u>MTC</u>	<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>	
Santa Clara	HOV/HOT lane-mile(s) constructed	Miles	12.5	
04-SCL-85	(CEQA - ND, 04/20/2015.)			
0.0/5.2	(NEPA - FONSI, 04/20/2015)			
	(Future consideration of funding approved under Resolution			
	E-15-29; June 2015.)			
	(Contribution from other sources: \$100,000.)			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5c.(10)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR A STATE-ADMINISTERED FEDERAL EARMARK PROJECT
PAUL S. SARBANES TRANSIT IN PARKS PROGRAM
RESOLUTION FP-18-69

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$350,000 for the State-Administered Middle Creek Trail Federal Earmark (Paul S. Sarbanes Transit in Parks Program) project (PPNO 3743), on the State Highway System, in Shasta County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve an allocation of \$350,000 for the State-Administered Middle Creek Trail Federal Earmark (Paul S. Sarbanes Transit in Parks Program) project (PPNO 3743), on the State Highway System, in Shasta County.

BACKGROUND:

The attached vote list describes one State-Administered Federal Earmark project totaling \$350,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$350,000 be allocated from Budget Act Item 2660-001-0890 for the State-Administered Federal Earmark project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	Location	PPNO	Program/Year	Phase	Prgm'd Amount	Budget Year	Project ID	Adv Phase	Item #	Fund Type	Amount by
<u>RTPA/CTC</u>		County									EA	Program Code		Fund Type
2.5c.(10)	Federal Earmark Project - Middle Creek Trail Extension													Resolution FP-18-69
1	\$350,000		Middle Creek Trail Extension. In Shasta County, from Middle Creek Road to Shasta Street. Construct Class I bike & pedestrian path.		02-3743	Fed Dis/18-19	PS&E	\$350,000	001-0890 FTF			20.10.400.300		\$350,000
Department of Transportation			<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>			0216000150						
<u>SRTA</u>			Pedestrian/Bicycle facilities mile(s)					1						
Shasta			constructed	Miles	0.32			2H600						
02-SHA-299			(CEQA - CE, 01/24/2019.)											
18.6/19.0			(NEPA - CE, 01/24/2019)											
(The Federal Earmark is from the Paul S. Sarbanes Transit in the Parks Grant for \$800,000. The funding has been split as follows: \$450,000 for PA&ED allocated December 2018, and \$350,000 for Design; which is being requested at this CTC meeting. Authority for the funding is under FTA Section 5320, Award Number CA-2017-086-00.)														

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2019

From: SUSAN BRANSEN, Executive Director

Reference Number: 2.5c.(9), Action

Prepared By: Christine Gordon,
Assistant Deputy Director

Published Date: May 3, 2019

Subject: Financial Allocation for the 2018 California Natural Resources Agency
Environmental Enhancement and Mitigation Program, Ranchero Road Interchange
Landscaping Project in the City of Hesperia, Resolution #FP-18-74

Issue:

Should the California Transportation Commission (Commission) allocate \$335,000 to fund the Ranchero Road Interchange Landscaping project, in the City of Hesperia, included in the 2018 Environmental Enhancement and Mitigation (EEM) Program?

Recommendation:

Commission staff recommends that the Commission approve the financial allocation of \$335,000 to fund the Ranchero Road Interchange Landscaping project, in the City of Hesperia, included in the 2018 EEM Program.

Background:

The Budget Act of 2018 appropriated \$6,700,000 for the EEM Program. In addition to the current year appropriation, there is a balance of \$218,250 in available unspent funds from a project awarded with prior year (2016) appropriations. Therefore, a total of \$6,918,250 is available for the 2018 EEM Program.

On March 14, 2019, the Commission approved the 2018 EEM Program consisting of 12 projects, and the allocation of \$6,583,250 for 11 projects. Attachment A is the remaining EEM Program project, the Ranchero Road Interchange Landscaping project, for a total of \$335,000. The California Environmental Quality Act (CEQA) Lead Agency has provided evidence of CEQA compliance for the project. The agency is ready to proceed and requests an allocation at this time.

Financial Resolution:

Resolved, that \$335,000 be allocated for the EEM Program project identified in Attachment A. Funds for this allocation are available from the following sources: \$6,700,000 from the Budget Act of 2018, for Fiscal Year 2018-19, and \$218,950 of available unspent funds from a project awarded with prior year (2016) appropriations, for Fiscal Year 2016-17.

Attachments:

- Attachment A: California Natural Resources Agency Proposed 2018 Environmental Enhancement and Mitigation Program Recommendations

**2018 Funding Cycle
Environmental Enhancement and Mitigation Program**

Project Recommended For Funding (1)					
Applicant	Project Name	County	Category	N/S	Recommended \$
Hesperia, City of	Ranchero Road Interchange Landscaping Project	San Bernardino	UF	S	\$335,000
Total Recommended For Funding					\$335,000

Categories:

RL - Resource Lands UF - Urban Forestry

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5s.(3)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM PROJECTS (FORMULAIC AND COMPETITIVE) OFF THE STATE HIGHWAY SYSTEM
RESOLUTION LPP-A-1819-23

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$4,097,000 for six locally-administered Senate Bill (SB 1) Local Partnership Program (LPP) Formulaic and Competitive projects, off the State Highway System?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$4,097,000 for six locally-administered SB 1 LPP – Formulaic and Competitive projects, off the State Highway System as follows:

- 2.5s.(3a) - \$3,262,000 for four LPP – Formulaic projects and
- 2.5s.(3b) - \$835,000 for two LPP – Competitive projects.

BACKGROUND:

The attached vote list describes six locally-administered SB 1 LPP – Formulaic and Competitive projects totaling \$4,097,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$4,097,000 be allocated from Non-Budget Act Item 2660-601-3290 for six locally-administered SB 1 LPP – Formulaic and Competitive projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5s.(3a)	Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System (Formulaic)		Resolution LPP-A-1819-23	
1 \$200,000 City of Clearlake <u>Lake CCAPC</u> 01-Lake	Burns Valley School/Civic Center Enhancement Project. The project will consist of pedestrian and bicycle improvements along Olympic Drive and Lakeshore Drive in the vicinity of Burns Valley Elementary School and the Civic Center in the City of Clearlake. The proposed project includes high-visibility crosswalks, retro-reflective signs and striping, rapid-flashing beacons, and other improvements within the pedestrian environment to increase their visibility to motorists. The west side of Lakeshore Drive, for the entire length of the roadway, will include the addition of sidewalks and a bike route where the edge of the pavement now leads to a wide expanse of gravel. <u>Outputs/Outcomes</u> Bicycle lane mile(s) Sidewalk mile(s) (CEQA - NOE, 05/08/2018.) (Right of Way Certification - 04/05/2019) (Contribution from other sources: \$346,136.)	01-1890 LPP-F/18-19 CONST \$200,000 0119000108 S	2017-18 601-3290 RMRA 20.30.210.200	\$200,000
2 \$188,000 City of Fort Bragg <u>MCOG</u> 01-Mendocino	City of Fort Bragg - 2019 Street Rehabilitation Project. Various locations, rehabilitate city street segment in very poor condition. <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated (CEQA - NOE, 11/06/2018.) (Right of Way Certification - 12/15/2018) (Contribution from other sources: \$1,524,000.)	01-4713 LPP-F/18-19 CONST \$188,000 0119000040 S	2017-18 601-3290 RMRA 20.30.210.200	\$188,000
3 \$180,000 City of Madera <u>MCTC</u> 06-Madera	2018-19 3R and ADA Project - Various Locations. In the City of Madera on various arterial and collector streets. Rehabilitate, resurface and reconstruct roadways and install ADA compliant curb ramps. <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated (CEQA - NOE, 02/11/2019.) (Right of Way Certification: 03/11/2019.) (Contribution from other sources: \$300,000.)	06-6932 LPP-F/18-19 CONST \$180,000 0619000113 S	2017-18 601-3290 RMRA 20.30.210.200	\$180,000

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	
Allocation Amount	Location	Program/Year	Item #	
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Project ID	Program Code	Fund Type
District-County		Adv. Phase		
2.5s.(3a)	Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System (Formulaic)		Resolution LPP-A-1819-23	
4	State Route 198 and Akers Street Interchange	06-6691	2017-18	
\$2,694,000	Improvement Project. In the City of Visalia, at the intersection of State Route 198 and Akers Avenue. Add dual left turns on Akers Street at the intersections with Mineral King Avenue and Noble Avenue.	LPP-F/18-19	601-3290	\$2,694,000
City of Visalia		CONST	RMRA	
<u>ICAG</u>		\$2,694,000	20.30.210.200	
06-Tulare		0618000170		
		S		
	<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>	
	Local road operational improvement(s)	Each	2	
	Bicycle lane mile(s)	Miles	0.75	
	(CEQA - CE, 12/01/2017.)			
	(Right of Way Certification: 04/02/2019.)			
	(Contribution from other sources: \$3,386,000.)			

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>		<u>Location</u>		Phase	Item #	
District-County		Project Description		Prgm'd Amount	Fund Type	Fund Type
				Project ID	Program Code	
				Adv. Phase		
2.5s.(3b)		Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System (Competitive)				Resolution LPP-A-1819-23
1	\$680,000	Glenwood Active Transportation Project - Glenwood Drive. Glenwood Drive is a FHWA classified major collector that runs north-south through the northwest of the Scotts Valley and into unincorporated rural Santa Cruz County. Scope of work includes: roadway widening, striping and signage including green lane visibility for bikes and vehicles, repair of deteriorating drainage system, addition of a pedestrian crossing access to east and west areas of new trail system in the Glenwood Preserve and the rehabilitation of Glenwood Drive from K Street (Scotts Valley High School) to the City limits.		05-2833A LPP-C/18-19 CONST \$680,000 0519000100 S	2017-18 601-3290 RMRA 20.30.210.210	\$680,000
City of Scotts Valley <u>SCCRTC</u> 05-Santa Cruz						
		<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>		
		Bicycle lane mile(s)	Miles	0.5		
		Local road lane-mile(s) rehabilitated	Miles	0.5		
		(CEQA - NOE, 12/26/2018.)				
		(Right of Way Certification: 01/08/2019)				
2	\$155,000	Glenwood Active Transportation Project - SRTS. Pathway and adjacent ADA parking from Siltanen Park to Vine Hill School Road and adjacent to Glenwood Preserve trail heads in northwest Scotts Valley. Scope of work includes: Grading of existing pathway and reconstruction of curb ramps from Vine Hill School Road to the location of the completed SRTS project in Siltanen Park to current ADA standards and development/retrofit of accessible parking to trailheads.		05-2833B LPP-C/18-19 CONST \$155,000 0519000101 S	2017-18 601-3290 RMRA 20.30.210.210	\$155,000
City of Scotts Valley <u>SCCRTC</u> 05-Santa Cruz						
		<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>		
		Bicycle lane mile(s)	Miles	0.1		
		(CEQA - NOE, 07/12/2018.)				
		(Right of Way Certification: 08/01/2018)				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5s.(4)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: **ALLOCATION FOR LOCALLY-ADMINISTERED SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM (FORMULAIC) PROJECTS OFF THE STATE HIGHWAY SYSTEM (ADVANCEMENTS) RESOLUTION LPP-A-1819-24**

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$1,209,000 for two locally-administered Senate Bill (SB 1) Local Partnership Program (LPP) Formulaic projects, off the State Highway System, programmed Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$1,209,000 for two locally-administered SB 1 LPP – Formulaic projects, off the State Highway System, programmed in 2019-20.

BACKGROUND:

The attached vote list describes two locally-administered SB 1 LPP – Formulaic projects totaling \$1,209,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$1,209,000 be allocated from Non-Budget Act Item 2660-601-3290 for two locally-administered SB 1 LPP – Formulaic projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5s.(4a)	Locally-Administered Senate Bill 1 - LPP Projects Off the State Highway System - Formulaic (Advancements FY 19-20)		Resolution LPP-A-1819-24	
1 \$973,000 Sacramento County <u>SACOG</u> 03-Sacramento	Complete Streets Rehabilitation - Residential Streets: Arden Arcade Area. In the County of Sacramento, on the residential streets bounded by Arden Way, Hurley Way, Morse Avenue, and Watt Avenue. The rehabilitation work includes repairing failed areas of the pavement (base repair); overlaying the roadway with asphalt concrete pavement; repairing damaged curb, gutter, sidewalk; and other various items of work to complete the overlay including but not limited to adjusting manholes, and restriping the roadway. <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated Sidewalk mile(s) (CEQA - CE, 02/25/2019.) (Right of Way Certification: 03/11/2019) (Contribution from other sources: \$1,527,000.)	03-1796 LPP-F/19-20 CONST \$973,000 0319000173 S	2017-18 601-3290 RMRA 20.30.210.200	\$973,000
2 \$236,000 San Francisco County <u>MTC</u> 04-San Francisco	Sunset and Parkside Streets Pavement Renovation. In the City/County of San Francisco, on Ortega Street from 19th Avenue to 29th Avenue. On Pacheco Street from 36th Avenue to 37th Avenue and from 41st Avenue to 44th Avenue. On Ulloa Street from 19th Avenue to 23rd Avenue and from 24th Avenue to 29th Avenue. On 16th Avenue from Taraval Street to Wawona Street. On 18th Avenue from Pacheco Street to Santiago Street. LPP funds requested will fund the paving scope of work which includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. <u>Outputs/Outcomes</u> Local road lane-mile(s) rehabilitated (CEQA - CE, 10/05/2015.) (Contribution from other sources: \$236,000.)	04-2319E LPP-F/19-20 PS&E \$236,000 0419000303 S	2017-18 601-3290 RMRA 20.30.210.200	\$236,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5s.(5)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR A LOCALLY-ADMINISTERED SENATE BILL 1 TRADE CORRIDOR
ENHANCEMENT PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION TCEP-A-1819-10

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$5,000,000 for the locally-administered Senate Bill (SB 1) Trade Corridor Enhancement Program (TCEP) Route 57/60 Confluence Relief Program project (PPNO 5394), on the State Highway System, in Los Angeles County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$5,000,000 for the locally-administered SB 1 TCEP Route 57/60 Confluence Relief Program project (PPNO 5394), on the State Highway System, in Los Angeles County.

BACKGROUND:

The attached vote list describes one locally-administered SB 1 TCEP project totaling \$5,000,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$5,000,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-301-3291 for the locally-administered SB 1 TCEP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item # Fund Type	Fund Type
Recipient	Project Description	Phase		
<u>RTPA/CTC</u>		Prgm'd Amount		
County		Project ID		
Dist-Co-Rte		Adv Phase		
Postmile	Project Support Expenditures	EA	Program Code	
2.5s.(5)	Locally-Administered Senate Bill 1 - TCEP Projects On the State Highway System			Resolution TCEP-A-1819-10
1	Route 57/60 Confluence: Chokepoint Relief Program. In Los Angeles County, in Diamond Bar and the City of Industry on Route 60 from EB 60 to SB 57 connector overcrossing to near Golden Springs Drive Undercrossing and Route 57 from NB 57 to WB 60 connector overcrossing to South 57/60 separation.	07-5394	2017-18	
\$5,000,000		TCEP-S/18-19	301-3291 TCEA	\$5,000,000
San Gabriel Valley		R/W	20.20.723.100	
Council of		\$5,000,000		
Governments		0715000076		
Los Angeles	Interchange modifications, including auxiliary lanes and three new bridges.	4RWCL		
Metropolitan		27912		
Transportation				
Authority	<u>Outputs/Outcomes</u>	<u>Unit</u>	<u>Total</u>	
<u>LACMTA</u>	New bridge(s)	Each	3	
Los Angeles	Modified/Improved interchange(s)	Each	3.7	
07-LA-57, 60	Auxiliary lane mile(s) constructed	Miles	1.5	
R4.3/R4.8,	(CEQA - EIR, 12/11/2013.)			
R23.3/R26.5	(NEPA - FONSI, 12/11/2013)			
	(Future consideration of funding approved under Resolution E-14-10; March 2014.)			
	(Contribution from other sources: \$31,200,000.)			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.6s.(1)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR A LOCALLY-ADMINISTERED SENATE BILL 1 TRADE CORRIDOR
ENHANCEMENT PROGRAM RAIL PROJECT
RESOLUTION TCEP-A-1819-11

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$12,456,000 for the locally-administered Senate Bill (SB 1) Trade Corridor Enhancement Program (TCEP) Freight Intelligent Transportation System Rail project (PPNO T0003), in Alameda County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$12,456,000 for the locally-administered SB 1 TCEP Freight Intelligent Transportation System Rail project (PPNO T0003), in Alameda County.

BACKGROUND:

The attached vote list describes one locally-administered SB 1 TCEP Rail project totaling \$12,456,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time; however, the allocation is contingent upon approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION

Resolved that \$12,456,000 be allocated from the Budget Act of 2017, Budget Act Item 2660-301-3291 for the locally-administered SB 1 TCEP Rail project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		
		Adv. Phase		
2.6s.(1)	Senate Bill 1 - Trade Corridor Enhancement Program Rail Projects		Resolution TCEP-A-1819-11	
1	Freight Intelligent Transportation System (FITS).	04-T0003	2017-18	
\$12,456,000	Implement ITS improvements, signal systems, and other technologies to cost-effectively manage truck arrivals and improve incident response in the port of Oakland and surrounding areas.	TCEP-R/18-19	301-3291	\$12,456,000
Alameda County		CONST	TCEA	
Transportation		\$12,456,000	30.20.723.200	
Commission		0418000362		
<u>MTC</u>	<u>Outputs/Outcomes</u>	S4		
04-Alameda	Local road operational improvement(s)			
		<u>Unit</u>		<u>Total</u>
		Each		1
	(CEQA - EIR, 10/29/2002.)			
	(NEPA - CE, 08/31/2018; Revalidation 02/15/2019)			
	(Future consideration of funding approved under Resolution E-12-56; August 2012.)			
	(Right of Way Certification - 03/01/2019)			
	(Contribution from other sources: \$9,720,000.)			
	<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5w.(1)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS
RESOLUTION FATP-1819-11

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$21,674,000 for 21 Active Transportation Program (ATP) projects?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$21,674,000 for 21 ATP projects as follows:

- 2.5w.(1a) - \$10,369,000 for 10 ATP projects and
- 2.5w.(1b) - \$11,305,000 for 11 ATP (SB1 Augmentation) projects.

BACKGROUND:

The attached vote list describes 21 ATP projects totaling \$21,674,000. The local agencies are ready to proceed with these projects, and are requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$21,674,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-108-0042, 2660-108-0890, and 2660-108-3290 for 21 ATP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	Active Transportation Program Projects		Resolution FATP-1819-11	
1 \$451,000 Shasta County <u>SRTA</u> 02-Shasta	Old Oregon Trail Shasta College Active Transportation Project. Project limits are on Old Oregon Trail from College View just south of Highway 299 to 300 feet North of Shasta College's entrance at Collyer, plus on Shasta College Drive from the intersection of Collyer and Old Oregon Trail to the College's South Parking Lot. Install bike lanes, pavement markings, and flashing beacon on Shasta College campus; add bicycle lanes and improve intersections for non-motorized users. Close bicycle facility gap between campus and existing bike lanes. Small Urban and Rural <u>Outcome/Output:</u> Project will promote active transportation to Shasta College. (CEQA - CE, 12/29/2016.) (NEPA - CE, 04/13/2017) (Right of Way Certification: 01/19/2018) (Contribution from other sources: \$144,000.)	02-2576 ATP/18-19 CONST \$451,000 0216000111 S	2017-18 108-0890 FTF 20.30.720.100	\$451,000
2 \$93,000 City of Fowler <u>FCOG</u> 06-Fresno	South Temperance Avenue and East Walter Avenue Pedestrian Improvements. North side of East Walter Avenue at South Temperance Avenue in Fowler, California. Construct pedestrian crossing including rapid flashing beacons. MPO <u>Outcome/Output:</u> Increased pedestrian safety, mobility, and accessibility. (CEQA - NOE, 03/29/2018.) (Right of Way Certification: 03/07/2019.)	06-6834 ATP/18-19 CONST \$93,000 0617000124 S	2017-18 108-0042 SHA 20.30.720.100	\$93,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a) Active Transportation Program Projects		Resolution FATP-1819-11		
3 \$159,000 Tulare County <u>ICAG</u> 06-Tulare	Earlimart Safe Routes to School Community Projects. Church Street, Elm Street, School Street, Washington Street and Sutter Avenue in the community of Earlimart. Install five foot wide concrete sidewalk is proposed approximately 430 feet on Elm Street, 570 feet on School Road, 1090 feet on Church Street and 950 feet on Washington Street. Curb and gutter, asphalt pave outs, drainage facilities, ADA ramps and speed feedback signs will be installed. MPO <u>Outcome/Output:</u> Increased pedestrian safety, mobility, and accessibility. (CEQA - NOE, 03/18/2019.) (NEPA - CE, 04/05/2018) (Right of Way Certification: 02/21/2019.)	06-6822 ATP/18-19 CONST \$159,000 0619000163 S	2017-18 108-0890 FTF 20.30.720.100	\$159,000
4 \$1,152,000 City of La Verne <u>LACMTA</u> 07-Los Angeles	La Verne Regional Commuter Bicycle Gap Closure Project. East-west and north-south corridors throughout the City of La Verne. The project involves bicycle improvements. Addition of Class II connections at Fruit Street(north-south) and Puddingstone (east-west). Addition of video detection on the major east and west routes, and other bikeway improvements, striping, signs, etc. Deletion of Arrow Highway, D Street and portion of Wheeler Avenue as planned bike routes. MPO <u>Outcome/Output:</u> This project would improve the bicycle infrastructure in the City of La Verne and would strengthen regional connectivity. (CEQA - NOE-CE, 2/23/2017.) (NEPA - CE, 3/27/2017); Re-validation, 11/8/2018) (Right of Way Certification: 11/8/2019.) Time extension for FY 17-18 CON expires on March 31, 2019.	07-5129 ATP/17-18 CONST \$1,152,000 0717000153 S	2017-18 108-0890 FTF 20.30.720.100	\$1,152,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a) Active Transportation Program Projects		Resolution FATP-1819-11		
5 \$941,000 Town of Yucca Valley <u>SBCTA</u> 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 Trail. Statewide <u>Outcome/Output:</u> The project will provide safer routes to school for the students of Yucca Valley Elementary School. (CEQA - NOE, 3/10/2016.) (NEPA - CE, 12/09/2016.) (Right of Way Certification: 1/18/2019) Time extension for FY 17-18 CON expires on 06/30/2019.	08-1184 ATP/17-18 CONST \$941,000 0816000132 S	2017-18 108-0890 FTF 20.30.720.100	\$941,000
6 \$551,000 City of Patterson <u>StanCOG</u> 10-Stanislaus	Pedestrian Safety Improvements along Las Palmas Avenue and Ward Avenue. On Las Palmas Avenue, between 7th Street and 9th Street south of Patterson High School and on Ward Avenue between 9th and North Salado Street west of Patterson Community Stadium. Install safe pedestrian pathways near school locations that include Sidewalk, Curb and Gutter, Bike Lane, Signage, Striping, and Accessibility Improvements. MPO <u>Outcome/Output:</u> This project will increase the number of people who choose to bicycle or walk instead of drive and will increase the safety of people using any mode of transportation. (CEQA - CE, 12/22/2016.) (NEPA - CE, 03/17/2017) (Right of Way Certification: 10/22/2018) (Contribution from other sources: \$69,000)	10-3173 ATP/18-19 CONST \$551,000 1017000058 S	2017-18 108-0890 FTF 20.30.720.100	\$551,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a) Active Transportation Program Projects		Resolution FATP-1819-11		
7 \$1,280,000 San Diego Association of Governments <u>SANDAG</u> 11-San Diego	San Diego Regional Border to Bayshore Bikeway Project. Various roadways from the intersection of Palm Avenue and Seacoast Drive in Imperial Beach to the San Ysidro Port of Entry of the U.S. and Mexico international border. Construction of Class I, Class II, bicycle boulevard, and cycle track. The project will include intersection treatments and traffic calming devices along bicycle boulevard segments. MPO <u>Outcome/Output:</u> Build a 0.65 mile long and 6 foot wide Class II Bikeway. It will include ADA accessible ramps, complete signing and markings, and related appurtenances. (CEQA - NOE, 12/21/2018.) (NEPA - CE, 03/13/2019) Time Extension for FY 17-18 for PS&E and R/W expires on 08/30/2019.)	11-1232 ATP/17-18 PS&E \$1,058,000 R/W \$222,000 1116000161 S	2017-18 108-0890 FTF 108-0890 FTF 20.30.720.100	\$1,058,000 \$222,000
8 \$755,000 City of San Diego <u>SANDAG</u> 11-San Diego	Chollas Creek, Oak Park Branch Trail. Trail will run northeast from Sunshine Berardini Park intersection of SR-94 and I-805 along Chollas Creek, Oak Park Branch to Chollas Parkway-54th Street intersection. Project is located in City of San Diego-owned Open Space and right-of-way. Construction of a 2.3-mile multi-use recreation and active transportation trail with two bridges, informational kiosks, and stairs and fencing where needed. MPO <u>Outcome/Output:</u> Increase active transportation opportunities in a disadvantage community. (CEQA - NOE, 11/16/2018.) (Right of Way Certification: 12/19/2018.) (Time Extension for FY17-18 CON expires on 06/30/2019.)	11-1234 ATP/17-18 CONST \$755,000 1116000163 S	2017-18 108-0042 SHA 20.30.720.100	\$755,000
9 \$1,924,000 City of Santa Ana <u>OCTA</u> 12-Orange	Edinger Protected Bike Lanes Project. Edinger Avenue between the Santa Ana River Trail and Bristol Street. Install 1.7 miles of bike lanes. The Project includes a Safe Routes to School program at three schools. Statewide <u>Outcome/Output:</u> The project will enhance the traveling safety of bicyclists and pedestrians by slowing traffic and increasing user visibility. (CEQA - NOE, 09/14/2016.) (Right of Way Certification: 11/14/2018)	12-1013A ATP/18-19 CONST \$1,924,000 1217000014 S	2017-18 108-0042 SHA 20.30.720.100	\$1,924,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1a)	Active Transportation Program Projects		Resolution FATP-1819-11	
10 \$3,063,000 City of Santa Ana <u>OCTA</u> 12-Orange	Civic Center Bike Boulevard. In the City of Santa Ana, Civic Center Drive between Broadway and Santiago Street Install bike boulevard improvements with applicable signage, striping, and signal improvements; including protected left turn phasing. Statewide <u>Outcome/Output:</u> The project will slow motorized traffic and increase the visibility and safety of bicyclists and pedestrians. (CEQA - NOE, 6/14/2017.) Right of Way Certification: 01/16/2019	12-2172O ATP/18-19 CONST \$3,063,000 1217000034	2017-18 108-0042 SHA 20.30.720.100	\$3,063,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	Active Transportation Program Projects (SB 1 Augmentation)	Resolution FATP-1819-11		
1 \$153,000 Yuba City <u>SACOG</u> 03-Sutter	Harter Parkway and Sutter Bike Path Gap Closure. In Yuba City, from Hooper Road to Harter Parkway on the north side of Jefferson Avenue and on Harter Parkway from Butte House Road to Spirit Way. Extension of the existing Sutter Bicycle Path which connects the Town of Sutter to Yuba City and the construction of a shared path on Harter Parkway, closing a major infrastructure gap. The project will primarily construct Class I and Class IV shared use paths to local activity centers and schools. MPO <u>Outcome/Output:</u> Improve access and allow for safer routes of travel for pedestrians and bicyclists, resulting in an increase in non-motorized trips. (CEQA - CE, 04/08/2016.) (Contribution from other sources: \$116,000.) (SB 1 Augmentation)	03-1809 ATP/18-19 PS&E \$153,000 0318000287 S	2017-18 108-3290 RMRA 20.30.720.100	\$153,000
2 \$6,000 City of Sunnyvale <u>MTC</u> 04-Santa Clara	Sunnyvale Safe Routes to School Improvements. Provide bicycle and pedestrian education and encouragement programs at Bishop Elementary School. Statewide <u>Outcome/Output:</u> Increase awareness of the responsibilities of pedestrians, bicyclists and motorists (CEQA - NOE, 04/03/2019) (PPNO 2147B is the Non-Infrastructure component to PPNO 2147A) (Contribution from other sources: \$2,000.) (SB 1 Augmentation)	04-2147B ATP/18-19 CONST \$6,000 0419000348 S	2017-18 108-3290 RMRA 20.30.720.100	\$6,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b) Active Transportation Program Projects (SB 1 Augmentation)		Resolution FATP-1819-11		
3 \$4,519,000 Kern County <u>KCOG</u> 06-Kern	Rexland Acres Community Sidewalk Project. Located within Rexland Acres, an unincorporated area of Kern County, east of Union Avenue, west of the Central Branch Kern Island Canal, north of the Bakersfield city limit and south of Pacheco Road. Construction of storm drain lines, sidewalks, curbs, gutters and bike lanes throughout the major transportation corridors of the community. In addition, high visibility cross walks, solar-lighted safety signs, solar-powered street lights and a pedestrian refuse. Statewide <u>Outcome/Output:</u> Increased pedestrian safety, mobility, and accessibility. (CEQA - NOE, 11/15/2017.) Right of Way Certification: 04/09/2019. (SB 1 Augmentation)	06-6900 ATP/18-19 CONST \$4,519,000 0618000127 S	2017-18 108-3290 RMRA 20.30.720.100	\$4,519,000
4 \$188,000 City of Wasco <u>KCOG</u> 06-Kern	Palm Avenue Bike and Pedestrian Improvements, Wasco. Palm Avenue between Margalo Street and Filburn Avenue Install Class II bike lanes, corresponding bike lane markings, and signage. Install ADA curb ramps and replace 1500 square feet of sidewalk. MPO <u>Outcome/Output:</u> Increased pedestrian safety, mobility, and accessibility. (CEQA - NOE, 01/10/2018.) (Right of Way Certification: 01/24/2019.) (SB 1 Augmentation)	06-6938 ATP/18-19 CONST \$188,000 0619000071 S	2017-18 108-3290 RMRA 20.30.720.100	\$188,000
5 \$400,000 City of Santa Monica <u>LACMTA</u> 07-Los Angeles	Active Aging - Safe Routes for Seniors. City of Santa Monica-Citywide. The project pilots community based events, active outings, seminars, and marketing for seniors. Statewide <u>Outcome/Output:</u> Evaluation of pilot outcomes will inform the ability to institutionalize programs in partner organizations or future city efforts. (CEQA - NOE-CE, 01/29/2019.) (Contribution from other sources: \$100,000.) (SB 1 Augmentation)	07-5425 ATP/18-19 CONST \$400,000 0719000206 S	2017-18 108-3290 RMRA 20.30.720.100	\$400,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b) Active Transportation Program Projects (SB 1 Augmentation)		Resolution FATP-1819-11		
6 \$1,987,000 City of Artesia <u>LACMTA</u> 07-Los Angeles	<p>Norwalk Artesia Boulevards Safe Streets Project. The entire length of Norwalk and Artesia Boulevards from City limits to City limits. Install safety features such as bike lanes, improved sidewalks, crosswalks and lighting, center safety pedestrian refuge for school aged children and adults that walk or bike along Norwalk and Artesia Boulevards.</p> <p>MPO</p> <p><u>Outcome/Output:</u> Promote multi-modal connections to other major thoroughfares by incorporating bike lanes, upgrading ADA ramps, repairing uplifted or uneven sidewalks, and enhancing traffic calming by installing safety pedestrian refuge along Norwalk Boulevard to reduce speed limit.</p> <p>(CEQA - NOE-CE, 03/28/2018.)</p> <p>(Right of Way Certification: 12/20/2018.)</p> <p>Time Extension for FY 17-18 CON expires on 06/30/2019.</p> <p>(Contribution from other sources: \$200,000.)</p> <p>(SB 1 Augmentation)</p>	07-5453 ATP/17-18 CONST \$1,987,000 0718000296 S	2017-18 108-3290 RMRA 20.30.720.100	\$1,987,000
7 \$155,000 City of Ventura <u>VCTC</u> 07-Ventura	<p>Montalvo SRTS Cypress Point Gap Closure and Complete Streets Project. Install Class I path gap closure at Cypress Point Class I Trail and Telephone Road. Add safety feature for sidewalk and bicycle infrastructure and connecting Complete Street Corridor.</p> <p>MPO</p> <p><u>Outcome/Output:</u> Provide north-south low-stress linkages, a north-south gap closure, and east-west route that will provide a complete street that promotes maximum bikeability.</p> <p>(CEQA - NOE-CE, 11/27/2018.)</p> <p>(Contribution from other sources: \$20,000.)</p> <p>(SB 1 Augmentation)</p>	07-5349 ATP/18-19 PS&E \$155,000 0718000119 S	2017-18 108-3290 RMRA 20.30.720.100	\$155,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	Active Transportation Program Projects (SB 1 Augmentation)	Resolution FATP-1819-11		
8 \$467,000 Ventura County <u>VCTC</u> 07-Ventura	<p>Potrero Road Bike Lanes - Phase I. Construct 1.4 miles of Class II bike lanes in the county and 500 feet in the city.</p> <p>MPO</p> <p><u>Outcome/Output:</u> Construct 1.4 miles of Class II bike lanes in the county segment and 500 feet in the city segment. Bicyclists would have designated space in the road right-of-way. There would be 5 feet of additional width for recovery of errant vehicles. The overall roadway safety would be improved. The construction of the 1.4-mile and 500-foot segment would provide 3.5 miles of continuous bike lanes from Bridge No. 231 east to Westlake Boulevard.</p> <p>(CEQA - NOE-CE, 06/05/2018.) (NEPA - CE, 02/25/2019)</p> <p>Right of Way Certification: 03/04/2019</p> <p>(SB 1 Augmentation)</p>	<p>07-5460 ATP/18-19 CONST \$467,000 0718000227 S</p>	<p>2017-18 108-3290 RMRA 20.30.720.100</p>	\$467,000
9 \$3,137,000 Town of Apple Valley <u>SBCTA</u> 08-San Bernardino	<p>Apple Valley South - Safe Routes to School. Construct 5,390 feet of sidewalk and replace 9,500 feet of pavement to create a Class I bike path; add curb, gutter, berm, signage, striping, ADA-compliant ramps, high-visibility crosswalks, electric speed awareness signs, and stop sign flashing beacons.</p> <p>Statewide</p> <p><u>Outcome/Output:</u> The project will provide non-motorized transportation links for disadvantaged community residents for safe access to schools, resource centers, parks, and bus transportation to reach medical services, employment centers, and regional shopping.</p> <p>(CEQA - ND, 2/13/2018.)</p> <p>(Future consideration of funding approved under Resolution E-18-25; March 2018.)</p> <p>(Right of Way Certification: 1/04/2019)</p> <p>(SB 1 Augmentation)</p>	<p>08-1207 ATP/18-19 CONST \$3,137,000 0818000130 S</p>	<p>2017-18 108-3290 RMRA 20.30.720.100</p>	\$3,137,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1b)	Active Transportation Program Projects (SB 1 Augmentation)	Resolution FATP-1819-11		
10 \$93,000 City of Escondido <u>SANDAG</u> 11-San Diego	Juniper Elementary Bike and Pedestrian Improvements and Safe Routes to School Outreach. The project's construction limits will be Juniper Street between Chestnut Street and Vermont Avenue and Felicita Avenue between Juniper Street and Escondido Boulevard. This Project provides a continuous, separated pedestrian pathway and Class II bicycle lanes near Juniper Elementary as well as upgraded crossings and improved traffic signals. It also provides education and encouragement activities to facilitate active transportation at Juniper, Oak Hill, and Central Elementary Schools. MPO <u>Outcome/Output:</u> Increase pedestrian safety, mobility, and accessibility. (CEQA - NOE, 01/11/2019.) (NEPA - CE, 02/26/2019) (PPNO 11-1291A is the Infrastructure component of 11-1291B) (SB 1 Augmentation)	11-1291A ATP/18-19 PS&E \$93,000 1118000228 S	2017-18 108-3290 RMRA 20.30.720.100	\$93,000
11 \$200,000 City of Escondido <u>SANDAG</u> 11-San Diego	Escondido Creek Trail Path Improvements Project. The project's construction limits are Escondido Creek Trail Bike Path between Juniper Street and Citrus Avenue. This Project closes gaps on approximately 2.5 miles of the Escondido Creek Trail Bike Path by adding lighting, pedestrian signals, crosswalks, ramps and signage to seven intersections. It leverages three fully funded active transportation projects enabling completion of the 5.9 trail through Escondido. MPO <u>Outcome/Output:</u> Increase pedestrian safety, mobility, and accessibility. (CEQA - NOE, 01/11/2019.) (NEPA - CE, 02/26/2019) (SB 1 Augmentation)	11-1292 ATP/18-19 PS&E \$200,000 1118000229 S	2017-18 108-3290 RMRA 20.30.720.100	\$200,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5w.(2)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS
(ADVANCEMENTS)
RESOLUTION FATP-1819-12

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$1,192,000 for six Active Transportation Program (ATP) projects, programmed in Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation of \$1,192,000 for six ATP projects, programmed in 2019-20 as follows:

- 2.5w.(2a) - \$1,184,000 for five ATP projects and
- 2.5w.(2b) - \$8,000 for one ATP (SB1 Augmentation) project.

BACKGROUND:

The attached vote list describes six ATP projects totaling \$1,192,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$1,192,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-108-0042, 2660-108-0890, and 2660-108-3290 for six ATP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2a) Active Transportation Program Projects (Advancements FY 19-20)		Resolution FATP-1819-12		
1 \$684,000 City of Buellton <u>SBCAG</u> 05-Santa Barbara	SR2S Improvements at Intersection of Highway 246 and Sycamore Drive. Project location is within the City of Buellton at State Highway 246 and the Sycamore Drive Intersection. Installation of a high visibility crosswalk, roadway tapering, extended curbs, and updated ADA ramps at an intersection. Small Urban and Rural <u>Outcome/Output:</u> SR2S. Increase students walking and biking. improve health. eliminate potential conflicts with motorized and non-motorized users. (CEQA - CE, 03/14/2019.) (Right of Way Certification: 03/19/2019)	05-2932 ATP/19-20 CONST \$684,000 0519000099 S	2017-18 108-0042 SHA 20.30.720.100	\$684,000
2 \$319,000 San Luis Obispo Council of Governments <u>SLOCOG</u> 05-San Luis Obispo	SLO Regional Rideshare Safe Routes to School Learn-By-Doing . The Safe Routes To School program will be offered at 10 regionally identified disadvantaged schools distributed throughout SLO County. These 10 additional "self-selecting" schools will also have access to train-the-trainer programs to extend reach more broadly through the region. This learn-by-doing SRTS program consists of in-class education including on-bike instruction during physical education classes and train-the-trainer programs in order to create a sustainable program for the future. Bikes are provided at no cost to students. Small Urban and Rural <u>Outcome/Output:</u> This learn-by-doing SRTS program consists of in-class education including on-bike instruction during physical education classes and train-the-trainer programs in order to create a sustainable program for the future. Bikes are provided at no cost to students. (CEQA - NOE, 03/11/2019.) (Contribution from other sources: \$60,000.)	05-2819 ATP/19-20 CONST \$319,000 0518000192 S	2017-18 108-0042 SHA 20.30.720.100	\$319,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2a)	Active Transportation Program Projects (Advancements FY 19-20)		Resolution FATP-1819-12	
3 \$71,000 City of Delano <u>KCOG</u> 06-Kern	Delano Safe Routes to School Sidewalk Gap Closure. Located in the City of Delano, the project includes construct 13 streets adjacent to seven local public schools. 39,852 square feet of 4.5-foot-wide concrete sidewalks, 650 feet of curbs and gutters, 10 driveway approaches, 3 alley driveway approaches and ramps, and 20 ADA curb ramps. Statewide <u>Outcome/Output:</u> Increased walking and biking by students and residents along 13 streets leading to 7 schools. (CEQA - SE, 02/20/2019.) (PPNO 6906A is the Infrastructure component to PPNO 6906B)	06-6906A ATP/19-20 PS&E \$71,000 0619000059 S	2017-18 108-0042 SHA 20.30.720.100	\$71,000
4 \$26,000 City of Delano <u>KCOG</u> 06-Kern	Delano Safe Routes to School Intersection Enhancement and Education Project. Located in the City of Delano, the project includes educational outreach and safety intersections and intersection enhancement at 13 locations adjacent to seven local schools. Improvements at 13 intersections - 1,875 feet of sidewalks, 41 ADA ramps and bulb-outs, 48 ladderback crosswalks, 21 advanced pedestrian crossing and yield signs and stop bars. Statewide <u>Outcome/Output:</u> Intersection enhancement project to increase safety, mobility and health for over 4000 students in seven schools in Delano. (CEQA - SE, 02/20/2019.) (PPNO 6908A is the Infrastructure component to PPNO 6908B)	06-6908A ATP/19-20 PS&E \$26,000 0619000060 S	2017-18 108-0042 SHA 20.30.720.100	\$26,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2a)	Active Transportation Program Projects (Advancements FY 19-20)		Resolution FATP-1819-12	
5 \$84,000 City of South Gate <u>LACMTA</u> 07-Los Angeles	Garfield Avenue Complete Streets Corridor. The project is located in City of South Gate on Garfield Avenue between Firestone Boulevard and Harding Avenue, Gardendale Street between Garfield Avenue and Los Angeles River Trail and I-710 Frontage Road, Miller Way, and Southern Avenue west of Garfield Avenue to their respective terminations. The project will install a Class I bike path, Class II bike lanes, and Class III bike routes along with pedestrian improvements including sidewalk, curb extensions, ADA curb ramps, high visibility crosswalks, rectangular rapid flashing beacons, bus shelters, and bike racks. Statewide <u>Outcome/Output:</u> The bicycle network will benefit all people to improve their level of daily physical activity or broaden their transportation options by bicycling to school, work, recreational and other destinations, increase user safety, mitigate greenhouse gas emissions along I-710 Freeway and creates a healthy community. (CEQA - NOE-CE, 12/18/2018.) (Contribution from other sources: \$10,990.)	07-5337 ATP/19-20 PS&E \$84,000 0718000270 S	2017-18 108-0042 SHA 20.30.720.100	\$84,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	Location	Project Description	PPNO Program/Year Phase	Budget Year Item #	Amount by
<u>RTPA/CTC</u>						Prgm'd Amount	Fund Type	Amount by
District-County						Project ID	Program Code	Fund Type
Adv. Phase								
2.5w.(2b)	Active Transportation Program Projects (SB 1 Augmentation - Advancements FY 19-20)						Resolution FATP-1819-12	
1	\$8,000	Kings County <u>KCAG</u> 06-Kings	State Route 41 Pedestrian Crossing and Pathway Improvements. The west side of SR41 from Edward Street to General Petroleum Avenue in Kettleman City. Construct 6 feet AC pathway including Hot Mix Asphalt ramps at each intersection. Install 4 rectangular rapid flashing beacons at pedestrian crossing at General Petroleum Avenue.			06-6999 ATP/19-20 PA&ED \$8,000 0619000166 S	2017-18 108-3290 RMRA 20.30.720.100	\$8,000
			Statewide					
			<u>Outcome/Output:</u> Better pedestrian access for the community of Kettleman City.					
			(SB 1 Augmentation)					

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.5w.(3)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS
(ADVANCEMENTS)
RESOLUTION FATP-1819-13

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$8,000 for the Garfield Avenue Complete Streets Corridor Active Transportation Program (ATP) project (PPNO 5337), in Los Angeles County, programmed in Fiscal Year 2020-21?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission defer an allocation of \$8,000 for the Garfield Avenue Complete Streets Corridor ATP project (PPNO 5337) in Los Angeles County, programmed in 2020-21 because this project is advanced from a future year.

BACKGROUND:

The attached vote list describes one ATP project totaling \$8,000. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(3)	Active Transportation Program Projects (Advancements FY 20-21)		Resolution FATP-1819-13	
1 \$8,000 City of South Gate <u>LACMTA</u> 07-Los Angeles	Garfield Avenue Complete Streets Corridor. The project is located in City of South Gate on Garfield Avenue between Firestone Boulevard and Harding Avenue, Gardendale Street between Garfield Avenue and Los Angeles River Trail and I-710 Frontage Road, Miller Way, and Southern Avenue west of Garfield Avenue to their respective terminations. The project will install a Class I bike path, Class II bike lanes, and Class III bike routes along with pedestrian improvements including sidewalk, curb extensions, ADA curb ramps, high visibility crosswalks, rectangular rapid flashing beacons, bus shelters, and bike racks. Statewide <u>Outcome/Output:</u> The bicycle network will benefit all people to improve their level of daily physical activity or broaden their transportation options by bicycling to school, work, recreational and other destinations, increase user safety, mitigate greenhouse gas emissions along I-710 Freeway and creates a healthy community. (CEQA - NOE-CE, 12/18/2019.) (Contribution from other sources: \$1,047.) <u>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</u>	07-5337 ATP/20-21 R/W \$8,000 0718000270 S	2017-18 108-0042 SHA 20.30.720.100	\$8,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.6d.
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR THE BAY AREA FERRY OPERATIONS PROGRAM FOR FISCAL YEAR 2019-20
RESOLUTION MFP-18-10

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$3,343,000 for the Waterborne Ferry Program for Fiscal Year 2019-20?

RECOMMENDATION:

The California Department of Transportation recommends the Commission approve an allocation of \$3,343,000 for the Waterborne Ferry Program in the San Francisco Bay Area, contingent upon passage of the 2019 Budget Act.

BACKGROUND:

The Proposed Budget Act of 2019 includes \$3,343,000 to fund water transit operations in the San Francisco Bay Area managed through the Metropolitan Transportation Commission. The Bay Area Toll Authority/Metropolitan Transportation Commission is requesting the allocation for their Ferry Boat Operations Program at this time.

FINANCIAL RESOLUTION

Resolved that \$3,343,000 be allocated from the Budget Act of 2019, Budget Act Item 2660-105-0046, for the San Francisco Bay Area Waterborne Ferry Program. This allocation is contingent on the passage of the 2019 Budget Act.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.6g.(1)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Clark Paulsen, Chief
Division of Budgets

Subject: ALLOCATION FOR A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECT
RESOLUTION TIRCP-1819-09

ISSUE:

Should the California Transportation Commission (Commission) approve an allocation of \$180,000 for the Building Up: LOSSAN North Improvement Program (Goleta Layover Facility Improvements) Transit and Intercity Rail Capital Program (TIRCP) project (PPNO CP042), in Santa Barbara County?

RECOMMENDATION:

The California Department of Transportation recommends that the Commission approve an allocation \$180,000 for the Building Up: LOSSAN North Improvement Program (Goleta Layover Facility Improvements) TIRCP project (PPNO CP042), in Santa Barbara County.

BACKGROUND:

The attached vote list describes one TIRCP project totaling \$180,000. The local agency is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved that \$180,000 be allocated from the Budget Act of 2017, Budget Act Items 2660-101-0046 and 2660-301-0046R for the TIRCP project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.(1b)	Transit and Intercity Rail Capital Program Projects (SB 1 Augmentation for PTA)		Resolution TIRCP-1819-09	
1 \$180,000 Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency <u>SBCAG</u> 05-Santa Barbara	(2018: 12) Building Up: LOSSAN North Improvement Program (Goleta Layover Facility Improvements). Design of Goleta layover facility expansion to allow for increased storage capacity for Amtrak. <u>Outcome/Output:</u> Increased ridership, reduced greenhouse gas emissions, improved safety, and enhanced integration. (CEQA - SE, 3/13/2019)	05-CP042 TIRCP/18-19 PS&E \$79,000 TIRCP/18-19 PS&E \$101,000 0019000294 S	2017-18 301-0046R GGRF 30.20.301.100 2017-18 101-0046 PTA 30.10.030.200	\$79,000 \$101,000
	The current allocation includes the following funding split: \$79,000 GGRF and \$101,000 SB1 Augmentation for PTA. (SB 1 Augmentation for PTA)			

Memorandum

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To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 2.8a.(2)

Action Item

REPLACEMENT


From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local
Assistance

Subject: REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY
ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES
WAIVER 19-16

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for four projects listed on the attached document, totaling \$12,160,000, programmed in the State Transportation Improvements Program (STIP) for Fiscal Year 2018-19?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of allocation for four projects listed on the attached document, totaling \$12,160,000, programmed in the STIP for Fiscal Year 2018-19.

BACKGROUND:

The responsible agencies will not be able to request an allocation by June 30, 2019, deadline. The attachment describes the details of the projects and the explanation for the delays. The project sponsors are requesting extensions, and the regional planning agencies concur.

Current STIP Guidelines, Resolution G-13-07, adopted by the Commission, stipulate that funds that are programmed for all components of local grant projects, or for Department construction costs, are available for allocation only until the end of the fiscal year identified in the STIP. The Commission may approve a waiver to this "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 Allocation Deadline
Local Streets and Roads Projects**

Project Number: 1
Applicant: Southeast Connector Joint Power Authority
County: Sacramento
District: 3
PPNO: 1784
Extended Amount: \$3,800,000
Phase: Construction
Number of Months Requested: 15 Months
Extended Deadline: 9/30/2020
Department Recommendation: Support

Capital Southeast Connector - Segment B2 project

The Southeast Connector Joint Power Authority (JPA) requests a 15-month time extension to allocate funding for the construction (CON) phase of the Capital Southeast Connector - Segment B2 project. The Agency experienced unexpected delays during the Right-of-Way (RW) phase of the project.

The project proposes to widen Grant Line Road, from Waterman Road to Bradshaw Road and Mosher Road to Bradshaw Road, and realign and signalize the intersections at Bradshaw Road and Mosher Road. The RW acquisition process has been delayed due to longer than anticipated negotiations with property owners. As part of the negotiations, the property owners have requested access improvements. The JPA anticipates acquiring the property and completing RW certification by June 2020. The project has CEQA and NEPA clearance for the portion of the project between Mosher Road and Bradshaw Road. The remainder of the project will be environmentally cleared through a NEPA Revalidation and has already been submitted to the Department. Revalidation is expected in July 2019. This project has multiple funding sources including the Local Partnership Program.

Therefore, the JPA requests a 15-month time extension to complete the RW certification and allocate CON by September 30, 2020.

Project Number: 2
Applicant: Southeast Connector Joint Power Authority
County: Sacramento
District: 3
PPNO: 1785
Extended Amount: \$7,500,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support

Capital Southeast Connector - Segment D3 project

The Capital Southeast Connector Joint Powers Authority (JPA) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Capital Southeast connector - Segment D3 project. The City experienced unexpected delays during the environmental phase of the project.

The project proposes to signalize and widen the intersection at E. Bidwell Street and White Rock Road. The JPA began the environmental work with local funding. During the review of the cultural documentation by the Department in August 2018, additional cultural reports and an Extended Phase I (XPI) archaeological test was requested due to a potential buried historic resource shown in aerial imagery. However, during pedestrian surveys, no evidence of the property was observed. The Department approved the XPI proposal and authorized the testing methodology which utilized ground penetrating radar to survey the area. Although no evidence of the potential railroad station was identified, artifacts associated with human activity and livestock corrals were discovered. The JPA is scheduled to perform the Phase II Excavation and after review by the Department, a Phase III Data Recovery may be required to determine if any elements are eligible for the National Register of Historic Places. The Phase III Data Recovery efforts would delay NEPA until December 2019. The JPA would then begin obtaining RW acquisition and complete RW certification. As a direct result, the JPA anticipates requesting CON allocation by June 30, 2020. This project has multiple funding sources including the Local Partnership Program.

Therefore, the JPA requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 3
Applicant: City of Redding
County: Shasta
District: 2
PPNO: 2560
Extended Amount: \$400,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support

Sacramento River Trail to Downtown Non-Motorized Improvements project

The City of Redding (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Sacramento River Trail to Downtown Non-Motorized Improvements project. The City experienced unexpected delays during the RW acquisition.

The project proposes to link the Sacramento River Trail from the Lake Redding Bridge to the city of Redding's downtown area. The project will provide non-motorized transportation facilities and improvements that include curb and gutter, sidewalk, minor pavement widening, and re-striping of travel lanes. The City requested and was granted a nine-month allocation time extension in June 2018 for the Plans, Specifications & Estimate and RW phases of this project due to environmental clearance issues. The City recently received their RW allocation and is beginning work on this phase as well as completing design. The City anticipates completing design and obtaining RW certification by March 2020. However, due to the uncertainty RW acquisition process have, the City is requesting an additional 3 months to allow for any unforeseen issue that may arise. This project is funded in multiple programs and has a concurrent ATP CON time extension.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 4
Applicant: Sacramento County
County: Sacramento
District: 3
PPNO: 1799
Extended Amount: \$460,000
Phase: Right-of-Way
Number of Months Requested: 9 Months
Extended Deadline: 3/31/2020
Department Recommendation: Support

Power Inn Road Improvement project

The Sacramento County (County) requests a 9-month time extension to allocate funding for the RW phase of the Power Inn Road Improvement Project. The County experienced unexpected delays during the environmental phase of the project.

The project proposes to widen a portion of Power Inn Road from three to four lanes, complete sidewalk enhancements, including ADA ramps, bike lane improvements between Florin Road and 52nd Avenue, and install landscaped medians. In consultation with the Department, the need for technical studies beyond what was originally anticipated by the County resulted in delays obtaining NEPA clearance. All the technical studies have been completed with the exception of the Noise Study Report. This report has been drafted and is currently being reviewed by the Department for a reasonableness determination on the proposed sound walls. The County anticipates obtaining NEPA clearance by January 2020 and requesting RW allocation by March 2020.

Therefore, the County requests a nine-month time extension to allocate RW by March 31, 2020.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.8a.(3)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local
Assistance

Subject: REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR ACTIVE
TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES
WAIVER 19-17

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for 48 projects, totaling \$93,106,000, programmed in the Active Transportation Program (ATP), for Fiscal Year 2018-19?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of allocation for 48 projects, totaling \$93,106,000, programmed in the ATP, for FY 2018-19.

BACKGROUND:

These agencies will not be able to request an allocation for funds by the June 30, 2019 deadline. The attachment shows the details of the projects and the explanations for the delays. The project sponsors are requesting extensions, and the regional planning agencies concur.

Current ATP Guidelines, adopted by the Commission, stipulate that funds that are programmed for all components of local grant projects are available for allocation only until the end of the fiscal year identified in the ATP. The Commission may approve a waiver to the timely use of funds deadlines, one-time only, for up to 20 months.

Attachment

**Time Extension/Waiver – Project Allocation Deadline
Active Transportation Program**

Project Number: 1
Applicant: City of Crescent City
County: Del Norte
District: 1
PPNO: 1118
Extended Amount: \$325,000
Phase: Construction
Number of Months Requested: 9 Months
Extended Deadline: 03/30/2020
Department Recommendation: Support, 9 Months
Solicitation: Statewide

Sunset Circle Multi-Use Trail project

The City of Crescent City (City) requests a nine-month extension to allocate funding for the construction (CON) phase of the Sunset Circle Multi-Use Trail project. The City experienced unexpected delays in right of way acquisition.

The City allocated their Right of Way (RW) funds in December 2017. The City was informed by the property owners regarding their concerns about the project in April 2018. The City met with the property owners in June 2018 to help address their concerns and keep right of way acquisition to a minimum. The City, after investigating the proposed changes, received approval by the Planning Commission in September 2018. The modifications required a scope change be submitted to Commission staff and approval was obtained in November 2018. Additional local funding was required to address the changes brought on by the minor scope change. The additional coordination efforts to address the property owner's concerns, obtain approval for the minor scope change and obtain additional funding has resulted in a nine-month delay to the project. The City is actively working on the project and anticipates requesting CON allocation by March 2020.

Therefore, the City requests a nine-month time extension to allocate CON by March 30, 2020.

Project Number: 2
Applicant: Hoopa Valley Tribe
County: Humboldt
District: 1
PPNO: 2440A
Extended Amount: \$1,180,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

Hoopa Valley Safe Routes to School Project

The Hoopa Valley Tribe (Tribe) requests a 20-month extension to allocate funding for the construction (CON) phase of the Hoopa Valley Safe Routes to School project. The Tribe experienced unexpected delays during the funds transfer agreement.

The Tribe has developed an agreement to transfer funding to the Federal Highway Administration (FHWA) and the Bureau of Indian Affairs (BIA). Although the Department and FHWA have reviewed the agreement, it could not be finalized until the BIA reviewed and approved the language. The agreement is currently undergoing legal review by the BIA. The Tribe requires additional time for BIA to complete their review and to finalize the agreement with all parties. The Tribe has previously received a 20-month extension request to all its pre-CON phases. The Tribe is asking for 20 months to allow time to finalize the agreement, transfer the funding, and complete design and right of way.

Therefore, the Tribe requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 3
Applicant: City of Lakeport
County: Lake
District: 1
PPNO: 3120
Extended Amount: \$155,000
Phase: Plans, Specification and Estimates
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Small Urban and Rural

Hartley Street Safe Route to School Project

The City of Lakeport (City) requests a 12-month extension to allocate funding for the Plans, Specification and Estimates (PS&E) phase of the Hartley Street Safe Routes to School project. The City experienced unexpected delays during then environmental phase of the project.

The City received Project Approval and Environmental Document allocation in June 2018 and immediately advertised for a consultant. In an effort to increase bidders, the advertisement was held open for an additional 10 weeks. However, the City only received one proposal and ultimately procured a consultant in November 2018. During the review of the project documents by the City, conflicting information regarding the project limits were discovered. The City is preparing a Scope Change request to clarify the original project scope intent and the proposed elimination of approximately 111 feet of sidewalk. The City anticipates resolution to their scope change to occur past the late winter or early spring study window thus delaying environmental studies to the following year. The City is requesting additional time to process and obtain approval of the scope change and process the environmental studies. The City anticipates obtaining environmental clearance by May 2020 and requesting allocation by June 2020. This project has a concurrent time extension request for its construction allocation on this month's Commission agenda.

Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 4
Applicant: City of Lakeport
County: Lake
District: 1
PPNO: 3120
Extended Amount: \$1,667,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Small Urban and Rural

Hartley Street Safe Route to School Project

The City of Lakeport (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the Hartley Street Safe Route to School project. The City experienced unexpected delays during the environmental phase of the project.

The City received Project Approval and Environmental Document allocation in June 2018 and immediately advertised for a consultant. In an effort to increase bidders, the advertisement was held open for an additional 10 weeks. However, the City only received one proposal and ultimately procured a consultant in November 2018. During the review of the project documents by the City, conflicting information regarding the project limits were discovered. The City is preparing a Scope Change request to clarify the original project scope intent and the proposed elimination of approximately 111 feet of sidewalk. The City anticipates resolution to their scope change to occur past the late winter or early spring study window thus delaying environmental studies to the following year. The City is requesting additional time to process and obtain approval of the scope change and process the environmental studies. The City anticipates obtaining environmental clearance by May 2020 and requesting PS&E allocation by the June 2020. The City anticipates completing PS&E and requesting the CON allocation by February 2021. This project has a concurrent time extension request for its Plans, Specifications and Estimates on this month's Commission agenda.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 5
Applicant: City of Redding
County: Shasta
District: 2
PPNO: 2578
Extended Amount: \$1,634,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Small Urban and Rural

Diestelhorst to Downtown Non-Motorized Improvement Project

The City of Redding (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Diestelhorst to Downtown Non-Motorized Improvement Project. The City experienced unexpected delays during the environmental phase of the project.

The project proposes to link the Sacramento River Trail from the Lake Redding Bridge to the City's downtown area. The project will provide non-motorized transportation facilities and improvements that include curb and gutter, sidewalk, minor pavement widening, and re-striping of travel lanes. The City requested and was granted a nine-month allocation time extension in June 2018 for the Plans, Specifications and Estimates (PS&E) and Right of Way (RW) phases of this project due to environmental clearance issues. The City recently received their RW allocation and is beginning work on this phase as well as completing design. The City anticipates completing design and obtaining RW certification by March 2020. However, due to the uncertainty RW acquisition process have, the City is requesting an additional three months to allow for any unforeseen issue that may arise. This project has a concurrent time extension request for the State Transportation Improvement Program construction portion of the project on this month's Commission Agenda.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 6
Applicant: Butte County
County: Butte
District: 3
PPNO: 1020A
Extended Amount: \$1,071,000
Phase: Construction
Number of Months Requested: 6 Months
Extended Deadline: 12/31/2019
Department Recommendation: Support, 6 Months
Solicitation: Statewide

South Oroville Safe Routes to School Active Transportation Program Cycle 2 – Lincoln Boulevard and La Plumas Avenue

Butte County (County) requests a six-month extension to allocate funding for the construction (CON) phase of the South Oroville Safe Routes to School Active Transportation Program Cycle 2 - Lincoln Boulevard and Las Plumas Avenue project. The County experienced unexpected delays during the right of way phase.

The project proposes to install bike lanes, sidewalks, pedestrian and crossing safety improvements at various locations within the City of Oroville. The County received their Right of Way allocation in May 2018 and began the procurement process to hire a consultant to perform the work. The County identified and began negotiations with 31 properties. The County has 27 signed acquisitions and are currently negotiating with the remaining four. The County has been delayed in completing the right of way phase due to the recent Wall Fire, Oroville Dam Spillway failure, and the Camp Fire tragedy. The County anticipates acquiring the remainder parcels and requesting CON allocation by December 31, 2019.

Therefore, the County requests a six-month time extension to allocate CON by December 31, 2019.

Project Number: 7
Applicant: Yuba County
County: Yuba
District: 3
PPNO: 2017A
Extended Amount: \$1,253,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Eleventh Avenue Pedestrian and Bicyclist Route Improvements project

Yuba County (County) requests a 12-month extension to allocate funding for the construction (CON) phase of the Eleventh Avenue Pedestrian and Bicyclist Route Improvements project. The County experienced unexpected delays in design.

The County received Plans, Specification and Estimates (PS&E) funds in June 2018. The design is currently 75 percent complete. The proposed project requires relocation of utilities within the project limits. However, the County has not received relocation plans from any of the utility companies to determine how they may impact the County's design. The utility companies have been sent the second notice to relocate their facilities and requested to submit a relocation plan to the County. The County cannot complete design and receive Right of Way (RW) certification until the utility companies provide a relocation plan and date they intend to move their facilities. The County does not anticipate a cost increase but will require additional time to be able to complete design and receive RW certification. This project has a concurrent time extension request for its Construction Non-Infrastructure Allocation on this month's Commission agenda.

Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 8
Applicant: Yuba County
County: Yuba
District: 3
PPNO: 2017B
Extended Amount: \$25,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Eleventh Avenue Pedestrian and Bicyclist Route Improvements program

Yuba County (County) requests a 12-month extension to allocate funding for the construction (CON) phase of the Eleventh Avenue Pedestrian and Bicyclist Route Improvements program. The County experienced unexpected delays in design.

The County received Plans, Specification and Estimates (PS&E) funds in June 2018. The design is currently 75 percent complete. The proposed program will provide pedestrian and bicycle skills training and enhanced enforcement on newly installed infrastructure being constructed by the infrastructure component of the project. The proposed infrastructure project requires relocation of utilities within the project limits. However, the County has not received relocation plans from any of the utility companies to determine how they may impact the County's design. The utility companies have been sent the second notice to relocate their facilities and requested to submit a relocation plan to the County. The County cannot complete design and receive Right of Way (RW) certification until the utility companies provide a relocation plan and date they intend to move their facilities. The County does not anticipate a cost increase but will require additional time to be able to complete design and receive RW certification. This project has a concurrent time extension request for its Construction Infrastructure Allocation on this month's Commission agenda.

Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 9
Applicant: City of San Pablo
County: Contra Costa
District: 4
PPNO: 2122H
Extended Amount: \$4,010,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

Rumrill Boulevard Complete Streets Improvements project

City of San Pablo (City) requests a 12-month extension to allocate funding for the construction (CON) phase of the Rumrill Boulevard Complete Streets Improvements project. The City experienced unexpected delays in completing the Right of Way (RW) phase.

The project proposes to provide complete streets and road diet elements to add safety features for pedestrians and bicyclists at various locations. However, the project limits contain multiple utilities including major transmission gas lines and below ground water aqueducts. Utility conflicts have become significantly complex throughout the design of the project. The City has been working with the utility companies in identifying potential conflicts. However, additional time is required to finalize discussions. If negotiations are successful, design will take six to twelve months to complete and receive RW certification. The County anticipates completing design, obtaining RW certification and requesting CON allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 10
Applicant: Contra Costa County
County: Contra Costa
District: 4
PPNO: 2123A
Extended Amount: \$3,380,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Bailey Road and State Route 4 Interchange Pedestrian and Bicycle Improvement Project

Contra Costa County (County) requests a 12-month extension to allocate funding for the construction (CON) phase of the Bailey Road and State Route 4 Interchange Pedestrian and Bicycle Improvement Project. The County experienced unexpected delays in obtaining environmental clearance.

The County received National Environmental Policy Act (NEPA) clearance from the Department in June 2016. In obtaining NEPA clearance, the County consulted with the Contra Costa Water District/United States Bureau of Reclamation (CCWD/USBR), who have ownership of facilities located in the property where project construction will occur. The USBR issued a letter to the Department in March 2016, accepting the Department's NEPA Clearance. However, on June 2018, CCWD/USBR informed the County that the NEPA clearance that was obtained did not fully satisfy their NEPA clearance requirements, and that the prior acceptance was only for a portion of the full NEPA clearance required. The County is diligently working on completing the additional NEPA clearance and anticipates requesting CON allocation by June 2020.

Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 11
Applicant: City of Sunnyvale
County: Santa Clara
District: 4
PPNO: 2147A
Extended Amount: \$318,000
Phase: Plans, Specifications and Estimates
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Sunnyvale Safe Routes to School Improvements project

The City of Sunnyvale (City) requests a 12-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) phase of the Sunnyvale Safe Routes to School Improvements project. The City experienced unexpected delays during the environmental phase.

The City received their Project Approval and Environmental Document allocation in January 2019 and began initial environmental work. As a result of further outreach efforts conducted after application submittal, the City proposes to revise the project schedule to address stakeholder and community concerns. After evaluating initial feedback, the City has proposed combining their two Active Transportation Program (ATP) projects under one contract to streamline project delivery and reduce construction contracting costs. The other City project is PPNO 2146A and B, Sunnyvale SNAIL Neighborhood Active Transportation Connectivity Improvements project. Both ATP projects are located within the same neighborhood and most of the project limits overlap. Combining the two ATP projects into one design contract will streamline project delivery, save on design, and construction contracting costs. The City anticipates requesting PS&E by June 30, 2020.

Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 12
Applicant: City of Oakland
County: Alameda
District: 4
PPNO: 2190R
Extended Amount: \$3,883,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

19th Street Bay Area Rapid Transit to Lake Merritt Urban Greenway project

The City of Oakland (City) requests a 12-month extension to allocate funding for the Construction (CON) phase of the 19th Street Bay Area Rapid Transit to Lake Merritt Urban Greenway project. The City experienced delays in completing the final design of the project.

The City received their Plans, Specifications and Estimates allocation in March 2017 and began design work. During the winter season of 2016-17, the City was impacted by major storms that caused eleven landslides across the City in addition to various other sites requiring emergency response and field assessments. Responding to the damages occupied City staff with unforeseen coordination and execution of contracts to perform repairs and mitigation to various damaged sites. These efforts directly impacted the City's availability to deliver this project. In addition, the City Department of Transportation adopted new design guidelines and policies to accommodate multimodal travel needs in the public right of way. Incorporating these new requirements into the project's design further delayed completion. The project requires an encroachment permit from the Bay Area Rapid Transit (BART) station entrance. Coordination with BART on the design elements has added to the design completion. The City anticipates completing design and requesting CON allocation by June 30, 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 13
Applicant: City of Oakland
County: Alameda
District: 4
PPNO: 2190V
Extended Amount: \$3,677,000
Phase: Construction
Number of Months Requested: 15 Months
Extended Deadline: 09/30/2020
Department Recommendation: Support, 15 Months
Solicitation: Metropolitan Planning Organization

Telegraph Avenue Complete Street Improvements project

The City of Oakland (City) requests a 15-month extension to allocate funding for the Construction (CON) phase of the Telegraph Avenue Complete Street Improvements project. The City experienced unexpected delays with major storms and landslides within the City.

The City received their Plans, Specifications and Design allocation in May 2017 and began design work. During the winter season of 2016-17, the City was impacted by major storms that caused eleven landslides across the City in addition to various other sites requiring emergency response and field assessments. Responding to the damages occupied City staff with unforeseen coordination and execution of contracts to perform repairs and mitigation to various damaged sites. These efforts directly impacted the City's availability to deliver this project. In addition, the City Department of Transportation adopted new design guidelines and policies to accommodate multimodal travel needs in the public right of way. The City has a repaving and roadway modification project within the Active Transportation Program (ATP) project limits. This repaving project proposes to implement a Class IV bike lane along Telegraph Hill. This modification will result in redesign of the ATP project. As a direct result of these issues, the City requires additional time to deliver the design of the project. The City anticipates completing design and requesting CON allocation by September 30, 2020.

Therefore, the City requests a 15-month time extension to allocate CON by September 30, 2020.

Project Number: 14
Applicant: Napa County Transportation Planning Agency
County: Napa
District: 4
PPNO: 2300B
Extended Amount: \$6,106,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

Napa Valley Vine Trail: St. Helena to Calistoga project

The Napa County Transportation Planning Agency (NCTPA) requests a 20-month extension to allocate funding for the Construction (CON) phase of the Napa Valley Vine Trail; St. Helena to Calistoga project. The NCTPA experienced unexpected delays in acquiring Right of Way (RW).

The Napa Valley Vine Trail Coalition (NVVTC), a private non-profit organization is currently partnered with the NCTPA to deliver the Active Transportation Program (ATP) project. The project is mainly along the State Route 29 corridor and provides access to Bothe State Park (BSP) which sits mid-way between Calistoga and St. Helena. Portions of the alignment between BSP and St. Helena are to the east of the State Route 29 Corridor, utilizing local RW or requires private property acquisitions. At the time of the ATP application submittal, the NVVTC had commitments from the necessary property owners to acquire easement for the preferred alignment. Shortly into the environmental phase of the project it became evident that a few of the property owners adjacent to the RW of the alignment between BSP and St. Helena no longer supported the effort. The property owners along with a few neighbors, wanted to see the entire alignment directly along the State Route 29 corridor and did not support access into their rural setting. After a few public meetings, NVVTC reconsidered the alignment and started work on realigning the trail to be within or adjacent to State Route 29. The NVVTC's Board accepted the terms of the easement agreement in February 2019 and is pending private property owner's agreement. The project is at 35 percent design and the City is requesting time to complete design and obtain RW. As a direct result, NVVTC anticipates completing design, obtaining RW and requesting CON by February 2021.

Therefore, the NCTPA requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 15
Applicant: City of Oakland
County: Alameda
District: 4
PPNO: 2307
Extended Amount: \$1,235,000
Phase: Plans, Specifications and Estimates
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

14th Street: Safe Route in the City project

The City of Oakland requests a 12-month extension to allocate funding for the Plans, Specification and Estimates (PS&E) phase of the 14th Street: Safe Routes in the City project. The City experienced unexpected delays in obtaining environmental clearance.

The California Department of Transportation reviewed the City's preliminary environmental studies documents and concluded that the project requires technical memos and preliminary studies for cultural resources. The City was able to prepare the technical memorandums but had to hire a consultant to prepare the cultural resources studies. In December 2018, the consultant completed the studies and the City submitted documents to the Department for review and approval. The City originally anticipated completion of the studies and other National Environmental Policy Act (NEPA) documents by June 2019. However, there is still uncertainty on the need for a Phase 2 study and supporting technical studies. The revised schedule has NEPA completion by April 2020 allowing for PS&E allocation by June 30, 2020.

Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 16
Applicant: City of Oakland
County: Alameda
District: 4
PPNO: 2308
Extended Amount: \$5,000,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

Fruitvale Alive Gap Closure Project

The City of Oakland (City) requests a 20-month extension to allocate funding for the Construction (CON) phase of the Fruitvale Alive Gap Closure Project. The City experienced unexpected delays in obtaining Right of Way (RW) acquisition.

The City has identified four Union Pacific Railroad (UPRR) facilities in the project area with an at-grade crossing on Fruitvale Avenue between East 9th Street and East 10th Street and three at-grade crossing at East 7th Street, Elmwood Avenue and East 9th Street. The City has begun project design; however, the City requires additional time to identify RW, create maintenance agreements, and coordinate design with UPRR. Generally, negotiations with UPRR on design agreements typically take several months to obtain. Each maintenance agreement also requires a City Council action at a Council meeting. The City anticipates coordination to result in a 20-month delay to the project's CON allocation request.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 17
Applicant: East Bay Regional Park District
County: Alameda
District: 4
PPNO: 2320
Extended Amount: \$4,000,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

Doolittle Drive Bay Trail, Martin Luther King Junior Shoreline, Oakland project

The East Bay Regional Park District (EBRPD) requests a 20-month extension to allocate funding for the Construction (CON) phase of the Doolittle Drive Bay Trail, Martin Luther King Junior Shoreline, Oakland project. The EBRPD experienced unexpected delays in design of the project.

The project proposes to extend the San Francisco Bay Trail between Swan Way and Langley Street along Doolittle Drive in Oakland. The narrowness of the area of land available between the road and the waterway has been a primary issue with closing the gap in the Bay Trail. EBRPD has met with project stakeholders and performed studies/analysis required for the environmental review. Based on the results of the environmental study/analysis, and the ongoing outreach with project stakeholders, EBRPD concluded that an alignment adjacent to the roadway that reduces impacts to the waterway and shoreline would be a better alternative to the causeway alignment. The alignment would be within the Departments right of way, the standards would comply with design requirements as well as provide the same gap closure end points as originally scoped. In late 2018, EBRPD completed re-evaluation of revised alignment concept and is now re-evaluating environmental clearance. As a direct result, EBRPD was delayed in completing design. EBRPD is requesting time to finish re-evaluating environmental clearance, complete design and request CON by February 2021.

Therefore, the EBRPD requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 18
Applicant: Alameda County Transportation Commission
County: Alameda
District: 4
PPNO: 2323
Extended Amount: \$4,152,000
Phase: Construction
Number of Months Requested: 14 Months
Extended Deadline: 08/31/2020
Department Recommendation: Support, 14 Months
Solicitation: Metropolitan Planning Organization

I-80 Gilman Interchange, Bicycle and Pedestrian Overcrossing and Access Improvements project

The Alameda County Transportation Commission (ACTC) requests a 14-month extension to allocate funding for the Construction (CON) phase of the I-80 and Gilman Interchange Bicycle and Pedestrian Overcrossing and Access Improvements project. The ACTC experienced unexpected delays while completing environmental.

The ACTC is leading the delivery effort for two improvements on I-80 at and near the Gilman Avenue Interchange, the first project is the Active Transportation Program (ATP) funded bicycle and pedestrian overcrossing and access improvement, and the second is the State Transportation Improvement Program (STIP) funded interchange improvements project. As the projects have progressed through the environmental process and preliminary engineering phase, ACTC has determined that there are many points of interface between the two projects and constructing both improvements together will result in a better product, minimize impacts to the public during construction, and include savings on the overall design and construction costs. ACTC anticipates receiving environmental clearance by June 2019, completing final design by March 2020 and Right of Way clearance by April 2020. Approval would allow ACTC to align the ATP project with the STIP funded project scheduled to receive CON allocation in August 2020.

Therefore, the ACTC requests a 14-month time extension to allocate CON by August 31, 2020.

Project Number: 19
Applicant: City of Concord
County: Contra Costa
District: 4
PPNO: 2325
Extended Amount: \$404,000
Phase: Plans, Specifications and Estimates
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

Downtown Corridors Plan Bicycle and Pedestrian Improvement Project

The City of Concord requests a 12-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) phase of the Downtown Corridors Plan Bicycle and Pedestrian Improvement Project. The City experienced unexpected delays during the environmental phase.

The City received their Project Approval and Environmental Document allocation in May 2018. The City could not initiate the environmental phase until two separate projects, directly affecting the project limits of the Active Transportation Program (ATP) project were completed. The scope of work for these two other projects include essential elements in complementing the ATP project. The City had to delay the start of the ATP project until the other two projects were completed to minimize changes, streamline the environmental process and minimize cost. This delayed the City by five months. Adding to the delay, the City experienced several staffing vacancies and changes including the resignation of the City Engineer and retirement of their Capital Improvement Manager. The City has actively pursued filling the vacancies, however the turnover resulted in a six-month delay to the project. The City anticipates completing environmental clearance and requesting PS&E allocation by June 2020. This project has a concurrent time extension request for its Right of Way Allocation on this month's California Transportation Commission agenda.

Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 20
Applicant: City of Concord
County: Contra Costa
District: 4
PPNO: 2325
Extended Amount: \$85,000
Phase: Right of Way
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

Downtown Corridors Plan Bicycle and Pedestrian Improvement Project

The City of Concord requests a 12-month extension to allocate funding for the Right of Way (RW) phase of the Downtown Corridors Plan Bicycle and Pedestrian Improvement Project. The City experienced unexpected delays during the environmental phase.

The City received their Project Approval and Environmental Document allocation in May 2018. The City could not initiate the environmental phase until two separate projects, directly affecting the project limits of the Active Transportation Program (ATP) project were completed. The scope of work for these two other projects include essential elements in complementing the ATP project. The City had to delay the start of the ATP project until the other two projects were completed to minimize changes, streamline the environmental process and minimize cost. This delayed the City by five months. Adding to the delay, the City experienced several staffing vacancies and changes including the resignation of the City Engineer and retirement of their Capital Improvement Manager. The City has actively pursued filling the vacancies, however the turnover resulted in a six-month delay to the project. The City anticipates completing environmental clearance and requesting CON allocation by June 2020. This project has a concurrent time extension request for its Plans, Specifications and Estimate Allocation on this month's California Transportation Commission agenda.

Therefore, the City requests a 12-month time extension to allocate RW by June 30, 2020.

Project Number: 21
Applicant: City of Fresno
County: Fresno
District: 6
PPNO: 6832
Extended Amount: \$376,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

Traffic Signal; Cedar and Woodward Intersection project

The City of Fresno (City) requests a 12-month extension to allocate funding for the Construction (CON) phase of the Traffic Signal; Cedar and Woodward Intersection project. The City experienced unexpected delays completing design and acquiring right of way.

The City received their Plans, Specifications and Estimates and Right of Way (RW) allocations in January 2018. However, the City has experienced staffing shortages and project manager turnover. The City has actively pursued recruitment efforts for certified professional engineers and engineering consultants, however this has been unsuccessful. The City restructured their compensation packages to attract experienced candidates. The effort was successful, and the City was able to obtain a project manager, however this resulted in delays to the project. The City has since proceeded with design and is currently at 30 percent. The City does not anticipate any further delays, however, finalizing design, obtaining RW certification and requesting CON will require a 12-month extension. The City anticipates requesting CON by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 22
Applicant: City of Fresno
County: Fresno
District: 6
PPNO: 6837
Extended Amount: \$182,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

Sidewalk Installation; Ashlan from Effle to State Route 41 project

The City of Fresno (City) requests a 12-month extension to allocate funding for the Construction (CON) phase of the Sidewalk Installation; Ashlan from Effle to State Route 41 project. The City experienced unexpected delays in acquiring Right of Way (RW) easements.

The City received RW allocation in December 2017 and began RW work. The project requires easement acquisition from 12 parcels. The City has been negotiating with the property owners and currently have five easements completed. The City has experienced difficulty tracking ownership of parcels with deceased property owners and several parcels are encumbered with loans that have to be cleared prior to acquiring the property. The remaining seven easements are in various stages of processing; the City anticipates obtaining all easements and allocating CON funds by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 23
Applicant: Fresno County
County: Fresno
District: 6
PPNO: 6848
Extended Amount: \$2,633,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Laton Sidewalk Project

Fresno County (County) requests a 12-month extension to allocate funding for the Construction (CON) phase of the Laton Sidewalk Project. The County experienced unexpected delays in design and utility relocations.

The project has experienced a series of delays due to the loss of 12 project engineers within an eight-month period, three of whom were assigned to this Active Transportation Program project. The County issued a Request for Proposal to retain an outside consultant to continue the design work. Additionally, the County's utility agreement with the Laguna Irrigation District (LID) for the culvert widening portion of the project is taking longer than expected. The unexpected consultant procurement and coordination efforts with the LID has resulted in a 12-month delay. The County is asking for additional time to complete design and relocate all utilities necessary to request CON allocation by June 2020.

Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 24
Applicant: City of Sanger
County: Fresno
District: 6
PPNO: 6914
Extended Amount: \$774,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

Sanger Active Transportation Access project

The City of Sanger requests a 12-month extension to allocate funding for the Construction (CON) phase of the Sanger Active Transportation Access project. The City experienced unexpected delays during the design phase of the project.

While completing the boundary and topographic survey, it became evident to the City that there are Right of Way (RW) issues. This Active Transportation Program project is intended to upgrade 1000 linear feet of ADA compliant sidewalk. Almost all the 20 properties adjacent to the sidewalk segment have encroached into the public RW with one or more private improvements. The existing driveway approaches have narrow areas resulting in ADA clearance issues. The project elements require that all driveway approaches be reconstructed. This has led to additional right of way negotiations beyond what was originally anticipated. To meet ADA requirements, the sidewalk must be shifted and as a result, several private improvements will require relocation. The costs of which are ineligible expenses not anticipated by the City. The City requires additional time to complete negotiations, issue general informational packages to the affected property owners and complete the relocation. The City anticipates requesting CON by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 25
Applicant: City of Santa Monica
County: Los Angeles
District: 7
PPNO: 5114
Extended Amount: \$798,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

Michigan Avenue Greenway Completing Bike and Pedestrian Expo Connection Over the Interstate – 10 project

The City of Santa Monica requests a 20-month extension to allocate funding for the Construction (CON) phase of the Michigan Avenue Greenway Completing Bike and Pedestrian Expo Connection Over the Interstate – 10 project. The City experienced unexpected delays completing the environmental and right of way phases.

The City received their Project Approval and Environmental Document allocation in December 2016. The project includes bicycle and pedestrian improvements along Michigan Avenue and across and along the Interstate 10 freeway. The project has encountered RW complexities that includes a vacated former City street that was utilized for the construction of the I-10 freeway offramp. This parcel requires resolution of RW limits for the remnant pieces. Due to these complexities and additional right of way records and title searches, the submittal of the E-76 package was stalled and the PA&ED work delayed. The City experienced further delay in submitted the Preliminary Environmental Study (PES) to the Department. The PES could not be submitted until the appropriate Department oversight level for the project could be determined. These unexpected issues resulted in a nine-month delay to the start of the project.

The City ultimately received CEQA clearance in February 2018 allowing the City to request PS&E and RW allocations in May 2018. The City prepared the request for proposal and advertised in November 2018. The City opened bids in late January 2019, however, the project kickoff was delayed further due to the City complying with the recently released guidance for Architectural and Engineering contracts. The City is preparing the A&E submittal for Department approval to ensure compliance with the A&E guidance. Furthermore, coordination efforts with the Department are required to obtain approval on design exceptions, encroachment permits and resolving the remnant parcels property lines. As a direct result, the City anticipates completing design, certifying RW and requesting CON allocation by February 2021.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 26
Applicant: City of Lancaster
County: Los Angeles County
District: 7
PPNO: 5119
Extended Amount: \$5,066,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

Pedestrian Gap Closure Improvements project

The City of Lancaster requests a 20-month extension to allocate funding for the Construction (CON) phase of the Pedestrian Gap Closure Improvements project. The City experienced unexpected delays during environmental, design and Right of Way (RW) phases.

The projects Project Approval and Environmental Estimates (PA&ED) and Plans, Specifications and Estimates (PS&E) phases were programmed by the Commission for Fiscal Year 2016-17. Although, the City submitted Federal Transportation Improvement Program (FTIP) information to the Los Angeles County Metropolitan Authority (Metro) in March 2016, the project was not included in the adopted 2017 FTIP. The project was added to the FTIP through an amendment which was approved in January 2017. The City then requested the PA&ED allocation in March 2017, six months later than originally anticipated. The City expected California Environmental Quality Act (CEQA) Categorical Exemption (CE) issued by June 2017, and to receive National Environmental Policy Act (NEPA) clearance by July 2017. However, after consulting with the Department, the City was informed that the project would require several technical studies. The technical studies were triggered by nine of the 37 parcels, adjacent to the project limits requiring RW allocation. The City received NEPA CE in November 2018, and then allocated PS&E funds in December 2018. The City anticipates that it will take six months to procure a consultant for design work. The City anticipates allocating RW funds in June 2019. The project includes street lighting in areas that will require RW acquisition that could trigger revalidation of NEPA CE. The City is asking for additional time to obtain a consultant for design work, allocate RW funds and obtain a consultant for RW work, and then allocate CON funds by February 2021.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 27
Applicant: Los Angeles County Metropolitan Transportation Authority
County: Los Angeles County
District: 7
PPNO: 5121
Extended Amount: \$10,190,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

Union Station Master Plan: Alameda Esplanade project

The Los Angeles County Metropolitan Transportation Authority (LA Metro) is requesting a 20-month time extension to the project development expenditure period of the Construction (CON) phase for the Union Station Master Plan: Alameda Esplanade project. LA Metro experienced unforeseen delays during the environmental clearance and preliminary design of the project.

The project proposes to create a multi-modal connection between Union Station and surrounding communities. LA Metro was approached by the California High Speed Rail Authority (CHSRA) for possible accommodation of their high-speed rail at the Union Station into the design and environmental documents. This modification required extensive coordination with the CHSRA to ensure that the environmental documents were aligned. The programmatic environmental review process and coordination with the CHSRA was abandoned by LA Metro to pursue a project level Environmental Impact Report (EIR) clearance. LA Metro then began coordination efforts with the California Department of Transportation on obtaining National Environmental Policy Act (NEPA) clearance to encompass this project in addition to adjacent Active Transportation Program projects that were cleared as a group in the California Environmental Quality Act (CEQA) EIR. The project is adjacent to historic and culturally significant communities. However, the degree of cultural sensitivity was not anticipated and has become a critical item address during the NEPA process. Other projects undergoing construction in the general area have resulted in the identification of cultural and archeological resources; resulting in work stoppages. LA Metro has engaged a new environmental team with specialized experience and expertise in this area to complete the archeology related technical studies. Adding to the complexity of the project was the series of water lines with conflicts to the proposed project improvements. These water lines are some of the oldest in the City and serve a significant amount of area in the City. LA Metro is coordinating with the City Department of Water and Power as the design progresses. The procurement of the specialized environmental team, initial coordination efforts with CHSRA and the City Department of Water and Power have resulted in a one-year delay to the project. In addition, LA Metro is requesting a concurrent expenditure time extension to PA&ED.

Therefore, LA Metro is requesting a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 28
Applicant: City of Santa Monica
County: Los Angeles
District: 7
PPNO: 5125
Extended Amount: \$1,333,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

Expo Station 4th Street Linkages to Downtown and Civic Center project

The City of Santa Monica (City) requests a 20-month extension to allocate funding for the Construction (CON) phase of the Expo Station 4th Street Linkages to Downtown and Civic Center project. The City experienced unexpected delays in project initiation.

The City received their Project Approval and Environmental Estimates (PA&ED) allocation in December 2016, and completed the environmental phase in January 2017, with a remaining balance of \$120,000. The City requested and received approval to transfer the balance to Plans, Specifications & Estimates (PS&E). This unanticipated transfer delayed the advertisement of the project for three months. The City advertised for design request for proposals (RFP) in June 2017. The City received one bid from a consultant with limited experience with public streetscape within California Department of Transportation (Department) Right-of-Way (RW). Council approved staff recommendations to reject the proposal and re-advertise with the County's approval. The City re-advertised the project and after a comprehensive review awarded the project in December 2017. This action delayed a consultant selection by four months. The project kickoff was delayed further due to the City complying with the recently released guidance for Architectural and Engineering contracts. The City prepared and submitted the package to the Department for approval on April 25, 2018 and received approval the following day. Ensuring compliance with the A&E guidance resulted in a delay of 4 months. In addition to these delays, the City experienced further delays during the design phase. The City has been working closely with Department representatives that have identified unanticipated structural and safety related considerations and requirements on the proposed structure over Interstate 10. This coordination has delayed design by four months. There is also uncertainty of Department RW clearances and encroachment permitting processes; and remaining project development work is anticipated to lead to further delays. As a direct result of these delays, the agency is requesting a CON allocation extension of 20 months.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 29
Applicant: City of Ojai
County: Ventura
District: 7
PPNO: 5144
Extended Amount: \$2,103,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

Pedestrian and Bike Safety Improvements: Ojai Avenue (State Route 150) and Maricopa Highway (State Route 33) project

The City of Ojai (City) requests a 20-month extension to allocate funding for the Construction (CON) phase of the Pedestrian and Bike Safety Improvements: Ojai Avenue (State Route 150) and Maricopa Highway (State Route 33) project. The City experienced unexpected delays in environmental and historic cultural evaluations.

The City was advised by the Department of Transportation's District 7 Environmental office, in March 2017, that it cannot grant a Categorical Exemption under National Environmental Policy Act because the Active Transportation Program project requires an evaluation to determine if the project will have an adverse effect on two historic properties that are City Landmarks. In June 2017, a 20-month time extension was requested by the city and approved by the California Transportation Commission for the Plans, Specifications & Estimates (PS&E) phase. The historic evaluation was completed, and the environmental document was approved in August 2018. The Commission approved the PS&E allocation in October 2018. The City has completed the Request for Proposals for a design consultant for the PS&E phase and is in the process of awarding a design contract.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 30
Applicant: City of Compton
County: Los Angeles
District: 7
PPNO: 5326
Extended Amount: \$1,617,000
Phase: Construction
Number of Months Requested: 9 Months
Extended Deadline: 03/31/2020
Department Recommendation: Support, 9 Months
Solicitation: Statewide

Compton-Carson Regional Safe Bicycling and Wayfinding project

The City of Compton (City) requests a nine-month extension to allocate funding for the Construction (CON) phase of the Compton-Carson Regional Safe Bicycling and Wayfinding project. The City experienced unexpected delays in design engineering phase.

The project encompasses portions of the City of Carson and the County of Los Angeles. The project includes direct bicyclist connections to Metro's light rail stations and transit hubs, as well as major points of interest. The City's design engineering phase has been delayed due to discussions and negotiations between multiple jurisdictions on right-of-way, design standard reviews, and modifications. There were design conflicts that directly affected the scope of the project. All issues have been resolved, and Preliminary Design is expected to be complete in September 2019. The City anticipates CON to begin in March 2020 with completion by March 2022.

Therefore, the City requests a nine-month time extension to allocate CON by March 31, 2020.

Project Number: 31
Applicant: City of Paramount
County: Los Angeles
District: 7
PPNO: 5333
Extended Amount: \$3,078,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Statewide

West Santa Ana Branch Bikeway Phase 2 project

The City of Paramount (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the West Santa Ana Branch Bikeway Phase 2 project. The City experienced unexpected delays in the design phase.

The City received their allocation for Plans, Specifications and Estimates (PS&E) funds in May 2018. The City experienced a delay in starting the design due to the concurrent development of the Eco-Rapid light rail project which was to share the same Metro right-of-way. The study initially concluded the Bike & Pedestrian paths could co-exist with the proposed light rail line. However, in November 2018, the City was informed by Eco-Rapid that design changes made to the elevated light rail line would prohibit the ability to utilize the rail right-of-way for the Bike & Pedestrian path. The City is investigating the placement of the Bike & Pedestrian path in the City of Los Angeles's Department of Water and Power Right-of-Way (RW), which runs parallel to the Metro RW. In addition, the City also experienced unanticipated complications with the railroad and a refinery that borders the Metro RW to the north. The City has been in contact with Caltrans Headquarters regarding the issue. The City released a request for Proposals for design in November 2018 and received one proposal in January 2019. The sole bid was higher than the City's cost estimate. The City plans to re-advertise in May 2019, but the RW conflict needs to be resolved prior to design. As a result, the city anticipates completing design and requesting CON by February 2021.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 32
Applicant: City of Palmdale
County: Los Angeles
District: 7
PPNO: 5423
Extended Amount: \$212,000
Phase: Plans, Specifications and Estimate
Number of Months Requested: 2 Months
Extended Deadline: 08/30/2019
Department Recommendation: Support, 2 Months
Solicitation: Statewide

City of Palmdale – Civic Center Complete Streets project

The City of Palmdale (City) requests a two-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) phase of the City of Palmdale - Civic Center Complete Streets project. The City experienced delays during the environmental phase.

The City's environmental clearance (CEQA) was approved by the City on March 14, 2019. The City is preparing the submittal package to obtain the E-Resolution Number from the Commission. Once received, the City can then request their PS&E funding allocation. The City expected to request the PS&E allocation by June 2019, however, a slight delay in completing the CEQA document delayed them by 2 months. Although the City anticipates receiving the E-Resolution Number in time to request their PS&E allocation for the June 2019 CTC meeting, they are requesting a two-month extension to allow for any unforeseen issues that may arise.

Therefore, the City requests a two-month time extension to allocate PS&E by August 30, 2019.

Project Number: 33
Applicant: City of Santa Monica
County: Los Angeles
District: 7
PPNO: 5451
Extended Amount: \$830,000
Phase: Construction
Number of Months Requested: 18 Months
Extended Deadline: 12/31/2020
Department Recommendation: Support, 18 Months
Solicitation: Metropolitan Planning Organization

Pico Boulevard and Santa Monica College Pedestrian Safety Improvements project

The City of Santa Monica (City) requests an 18-month extension to allocate funding for the construction (CON) phase of the Pico Boulevard and Santa Monica College Pedestrian Safety Improvements project. The City experienced unexpected delays completing the environmental phase.

The City received their Project Approval and Environmental Estimates (PA&ED) allocation in May 2018 and immediately began work. The City originally anticipated beginning environmental work in December 2017 as proposed in their application submitted in July 2017. However, programming occurred later than anticipated and delayed receiving PA&ED allocation until May 2018; thus, resulting in a five-month delay to initiate the project. The City completed PA&ED expeditiously and requested PS&E at the June 2018 Commission meeting. The City requested approval to transfer the remaining balance from PA&ED to Plans, Specifications and Estimates (PS&E). The City anticipated combining the funds prior to advertising for a design consultant. After consulting with the Commission and Department staff, the City was informed that the funds did not require transferring and could be used for PS&E. The uncertainty of the balance transfer and discussions with Commission and Department staff resulted in a seven-month delay to advertising for a design consultant. The City has since advertised the Request for Proposal for the design consultant and will award the contract at the May 2019 City Council meeting. The kickoff meeting is scheduled for June 2019. The preliminary design work involves land surveying, developing design alternatives, and coordination and buy-in from internal departments e.g. Fire, and community outreach to select the preferred alternative. This preliminary work will be finished by December 2019. The City originally anticipated the design to be completed prior to the CON allocation deadline, however delays in PA&ED and procuring a design consultant have pushed the schedule back. The City anticipates 12 months to finalize the design and request the CON allocation.

Therefore, the City requests an 18-month time extension to allocate CON by December 31, 2020.

Project Number: 34
Applicant: City of Fontana
County: San Bernardino
District: 8
PPNO: 1211A
Extended Amount: \$157,000
Phase: Plans, Specifications and Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Fontana Safe Routes to Schools Pedestrian Improvements project

The City of Fontana (City) requests a 12-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) phase of the Fontana Safe Routes to Schools Pedestrian Improvements project. The City experienced unexpected delays in the environmental phase.

The City received their Project Approval and Environmental Documents (PA&ED) allocation in December 2017. The City began the environmental work, however, the National Environmental Policy Act review revealed additional technical studies beyond what was originally anticipated including a Native American Consultation (NAC) with the Gabrieleno Band of Mission Indians. The City does not have an anticipated date for the NAC, however, recent NACs performed on other projects have been completed within 6 months. The City expects to complete the environmental documents and request the PS&E allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 35
Applicant: City of Indio
County: Riverside
District: 8
PPNO: 1213A
Extended Amount: \$240,000
Phase: Plans, Specifications & Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Herbert Hoover Elementary Pedestrian Improvements project

The City of Indio (City) requests a 12-month extension to allocate funding for the Plans, Specifications & Estimates (PS&E) phase of the Herbert Hoover Elementary Pedestrian Improvements project. The City experienced unexpected delays during the environmental phase.

The City received their allocation for Project Approval and Environmental Documents (PA&ED) in December 2017 and immediately proceeded with the consultant procurement process. After a longer than anticipated search, the City procured the Consultant in August 2018. The consultant prepared the Preliminary Environmental Study (PES) for the National Environmental Policy Act (NEPA) analysis and submitted it for review to the Department in January 2019. Since the project is categorically exempt under California Environmental Quality Act, the City did not anticipate the additional studies would be required under NEPA. The time to complete the technical studies was not built into the project delivery schedule. As a direct result, the City requires a 12-month time extension to complete the studies and obtain NEPA clearance.

Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 36
Applicant: City of Moreno Valley
County: Riverside
District: 8
PPNO: 1215
Extended Amount: \$2,574,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Juan Bautista De Anza Trail Gap Closure project

The City of Moreno Valley (City) requests a 12-month extension to allocate funding for the Construction (CON) phase of the Juan Bautista De Anza Trail Gap Closure project. The City experienced unexpected delays in construction permitting.

The City received a four-month allocation time extension for Plans, Specifications & Estimates (PS&E) and Right-of-Way (RW) phases at the June 2018 California Transportation Commission meeting. The City received their PS&E and RW allocations in October 2018 and their final design currently at 95 percent. The project requires an encroachment permit from the Riverside County Flood Control and Water Conservation District (RCFC&WCD) as well as the Department of Water Resources (DWR). The City submitted the applications for encroachment and licensee agreement in January 2019. However, due to severe storm events on February 14, 2019, progress on the application was delayed. The RCFC&WCD had to divert their attention to establish emergency contracts to address the damages by the storm and will proceed with processing the application in the next few weeks. The City received notice from the DWR in March 2019 regarding the assigned number Encroachment Permit (EP) 1879 for application processing. The DWR EP process, including plan reviewing and commenting will take approximately six to eight months to complete. This delay was not anticipated by the City. The City anticipates receiving the encroachment permits from RCFC&WCD and DWR, then request CON by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 37
Applicant: City of Perris
County: Riverside
District: 8
PPNO: 1217
Extended Amount: \$287,000
Phase: Plans, Specifications and Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Perris Valley Storm Drain Channel Trail – Phase 2 project

The City of Perris (City) requests a 12-month extension to allocate funding for the Plans, Specifications and Estimates (PS&E) phase of the Perris Valley Storm Drain Channel Trail – Phase 2 project. The City experienced unexpected delays in the environmental phase.

The City received their allocation for Project Approval and Environmental Documents (PA&ED) funds in December 2017. The city immediately began the consultant procurement process and issued the Request for Proposal in January 2018. The City receive one bid at the March bid opening and opted to re-advertise the contract to obtain a more competitive response. The multiple advertisements delayed the start of the environmental by a few months. The City ultimately awarded the contract in May 2018. The consultant-prepared Preliminary Environmental Study (PES) was approved in November 2018 by the Department. The PES identified hydraulic, water quality, cultural and biological technical studies to be completed. After reviewing the project's schedule and time required to complete the technical studies, the City determined that National Environmental Policy Act clearance could not be completed in time to request the PS&E and Right of Way (RW) allocations. The City is committed in securing the environmental clearance and anticipates requesting PS&E and RW allocations by June 30, 2020. This project has a concurrent time extension request for its RW Allocation on this month's Commission agenda.

Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 38
Applicant: City of Perris
County: Riverside
District: 8
PPNO: 1217
Extended Amount: \$237,000
Phase: Right-of-Way
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Perris Valley Storm Drain Channel Trail – Phase 2 project

The City of Perris (City) requests a 12-month extension to allocate funding for the Right-of-Way (RW) phase of the Perris valley Storm Drain Channel Trail – Phase 2 project. The City experienced unexpected delays in the environmental phase.

The City received their allocation for Project Approval and Environmental Documents (PA&ED) funds in December 2017. The city immediately began the consultant procurement process and issued the Request for Proposal in January 2018. The City receive one bid at the March bid opening and opted to re-advertise the contract to obtain a more competitive response. The multiple advertisements delayed the start of the environmental by a few months. The City ultimately awarded the contract in May 2018. The consultant-prepared Preliminary Environmental Study (PES) was approved in November 2018 by the Department. The PES identified hydraulic, water quality, cultural and biological technical studies to be completed. After reviewing the project's schedule and time required to complete the technical studies, the City determined that National Environmental Policy Act clearance could not be completed in time to request the PS&E and Right of Way (RW) allocations. The City is committed in securing the environmental clearance and anticipates requesting PS&E and RW allocations by June 2020. This project has a concurrent time extension request for its PS&E Allocation on this month's Commission agenda.

Therefore, the City requests a 12-month time extension to allocate RW by June 30, 2020.

Project Number: 39
Applicant: San Bernardino County Transportation Authority
County: San Bernardino
District: 8
PPNO: 1236
Extended Amount: \$161,000
Phase: Plans, Specifications & Estimate
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Metropolitan Planning Organization

Sunburst Avenue Class II Bike Lanes, Joshua Tree project

The County of San Bernardino (County) requests a 12-month extension to allocate funding for the Plans, Specifications & Estimate (PS&E) phase of the Sunburst Avenue Class II Bike Lanes, Joshua Tree project. The City experienced unexpected delays during the environmental phase.

The County received their allocations for Project Approval and Environmental Documents (PA&ED) in June 2018. The project proposes to minor roadway widening to install Class II bike lanes. Due to the project's location, Tribal consultation with the San Manuel Band of Mission Indians and 29 Palms Band of Mission Indians must be completed prior to completing the California Environmental Quality Act (CEQA) document. Both Tribes have requested to review the cultural report before they close consultation. The County anticipates completing the cultural resource report and submitting to the Tribes by the end of May 2019. Further complications exist with three existing drainage courses within the project's footprint. These drainage courses could be jurisdictional and require permitting from the California Department of Fish and Wildlife, US Army Corps of Engineers and the State Water Board. The County has made great effort to expedite the Project Development and Environmental Design work, however, preliminary indicators suggest the project may not be eligible for a categorical exemption as originally scheduled. The County will not be able to complete environmental clearance in time to allocate PS&E funds by June 30, 2019. The County anticipates completing the CEQA by March 2020 and requesting PS&E by June 2020. This project has a concurrent time extension request for its Right of Way Allocation on this month's Commission agenda.

Therefore, the County requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 40
Applicant: San Bernardino County
County: San Bernardino
District: 8
PPNO: 1236
Extended Amount: \$942,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

Sunburst Avenue Class II Bike Lanes, Joshua Tree project

The County of San Bernardino (County) requests a 20-month extension to allocate funding for the Construction (CON) phase of the Sunburst Avenue Class II Bike Lanes, Joshua Tree project. The City experienced unexpected delays during the environmental phase.

The County received their allocations for Project Approval and Environmental Documents (PA&ED) in June 2018. The project proposes to minor roadway widening to install Class II bike lanes. Due to the project's location, tribal consultation with the San Manuel Band of Mission Indians and 29 Palms Band of Mission Indians must be completed prior to completing the California Environmental Quality Act (CEQA) document. Both Tribes have requested to review the cultural report before they close consultation. Further complications exist with three existing drainage courses within the project's footprint. These drainage courses could be jurisdictional and require permitting from the California Department of Fish and Wildlife, US Army Corps of Engineers and the State Water Board. The County has made great effort to expedite the PA&ED work, however, preliminary indicators suggest the project may not be eligible for a categorical exemption as originally scheduled. The County will not be able to complete environmental clearance in time to allocate Plans, Specifications and Estimate (PS&E) funds by June 30, 2019. The County anticipates completing PS&E by December 2020 and requesting CON Allocation by February 2021. This project has a concurrent time extension request for its PS&E Allocation on this month's Commission agenda

Therefore, the County requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 41
Applicant: City of Victorville
County: San Bernardino
District: 8
PPNO: 1237
Extended Amount: \$1,329,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

Arrowhead Drive and Seventh Avenue Complete Streets project

The City of Victorville (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the Arrowhead Drive and Seventh Avenue Complete Streets project. The City experienced unexpected delays completing final design.

The project proposes to install complete street elements on Arrowhead Drive and Seventh Avenue. The City identified utility conflicts with Southern California Edison (SCE) utilities after completing preliminary design work. After several coordination meetings between SCE and the City, the decision to underground conflicting utilities along 900 feet of Seventh Avenue was agreed to. SCE's provided the City with a utility relocation schedule that requires design, easement acquisition and construction. The utility relocation is expected to start in February 2021 and reach completion in November 2021. The City cannot begin construction until the utility conflicts are resolved, therefore further coordination with SCE will be required due to concurrent construction activities. The City is anticipating requesting CON allocation by February 2021 and proceeding with awarding the project.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 42
Applicant: City of Turlock
County: Stanislaus
District: 10
PPNO: 3183
Extended Amount: \$416,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Linwood Avenue Pedestrian and Bicycle Improvements project

The City of Turlock (City) requests a 12-month extension to allocate funding for the Construction (CON) phase of the Linwood Avenue Pedestrian and Bicycle Improvements project. The City experienced unexpected delays in acquiring Right-of-Way (RW).

The City received their allocation for Plans, Specifications, and Estimates (PS&E) and RW funds in May 2018. The City anticipated starting design and RW activities earlier, however, the project received a nine-month extension for PS&E due to delays with environmental clearance. The City immediately began procurement of engineering and surveying services as well as RW and appraisal services. The City realized, during the design phase, that the original project delivery timeline to acquire RW was insufficient. The project requires partial acquisition from nine parcels and some may require eminent domain procedures. The City anticipates acquiring the necessary RW and obtaining the RW certification in time to request the CON allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 43
Applicant: City of Angels Camp
County: Calaveras
District: 10
PPNO: 3280
Extended Amount: \$1,820,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Route 49 Sidewalk Infill and Bike Lanes, Angels Camp project

The City of Angels Camp (City) requests a 12-month extension to allocate funding for the Construction (CON) phase of the Route 49 Sidewalk Infill and Bike Lanes, Angels Camp project. The City experienced unexpected delays in the Right-of-Way (RW) phase.

The City received the RW allocation in January 2019. The City originally anticipated completing RW in time to request CON by June 2019. However, the City was delayed in completing the NEPA and requested a six-month RW allocation extension; which was approved in June 2018. The City anticipated four parcels requiring partial take and Temporary Construction Easement (TCE). However, after completing final design, the number of partial takes and construction easements increased to eleven. The additional partial takes and TCE's delayed the completion of the RW certification. The City anticipates acquiring the partial takes and TCE's by March 2020 and requesting CON allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 44
Applicant: City of Sonora
County: Tuolumne
District: 10
PPNO: 3283
Extended Amount: \$646,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support, 12 Months
Solicitation: Statewide

Red Church Pedestrian and Circulation Improvement project

The City of Sonora (City) requests a 12-month extension to allocate funding for the Construction (CON) phase of the Red Church Pedestrian and Circulation Improvement project. The City experienced unexpected delays in the design phase.

The project proposes to install pedestrian bulb outs, sidewalks and curb ramps along North Washington Street and State Route (SR) 49. The City experienced two unexpected major issues during the design phase. The City and design consultant met with project stakeholders and the public in December 2018 to review the “35 percent” completed plans. Concerns by the local schools were brought forward on the proposed intersection improvements that would affect the turning movements of the busses. Adjoining property owners also expressed concerns regarding access to their properties. Since the original concept was developed by an engineering consultant, the City did not anticipate having to redesign the project to address the schools’ concerns. The current design consultant redesigned the project to address the schools’ and property owners’ concerns. Further delaying the completion of the project’s design was the need to receive an encroachment permit from the Department. The majority of the proposed elements are located on SR 49, requiring an encroachment permit from the Department. The City and their Design consultant met with the Department in January 2019 to review the 35 percent plans. Current design standards and the need for some design exceptions were discussed. The Design consultant then began preparing the “65 percent” plans. Approval of the design exceptions along SR 49 required approval from the California Department of Transportation (Department) Headquarters (HQ). The Consultant has been coordinating with the Departments Permitting staff on readying the package for HQ review. The review and approval of the design exceptions affecting SR 49 is anticipated to be completed by December 2019. The additional coordination efforts and redesign was not anticipated by the City. Once the design exceptions are approved, the final design will be completed allowing the City to request allocation by June 2020.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 45
Applicant: San Diego Association of Governments
County: San Diego
District: 11
PPNO: 1232
Extended Amount: \$8,941,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

San Diego Regional Border to Bayshore Bikeway project

The San Diego Association of Governments (Agency) requests a 20-month extension to allocate funding for the Construction (CON) phase of the San Diego Regional Border to Bayshore Bikeway project. The Agency experienced unexpected delays in the environmental phase.

The Agency received a 14-month time extension for the Project, Specifications & Estimates (PS&E) and Right-of-Way (RW) phases. An additional six-month delay has occurred during the environmental phase, resulting in a 20-month extension request to the original construction phase date. The additional six-month delay is attributable to the difficulties in reconciling a newly proposed Metropolitan Transit System (MTS) bus route along a section of roadway shared by the Agencies proposed bikeway project's alignment. The Agency has been working the MTS on alternative route analysis to assist them with finding an alternate route that does not negatively impact the quality of the bikeway project. Extensive coordination between MTS and the Agency has occurred. The Agency is confident a mutually agreeable solution will be developed soon. Due to the additional coordination efforts, the Agency anticipates completing the environmental phase in time to request PS&E and RW by the extended deadline. The Agency anticipated completing design and obtaining RW certification by December 2020. This will allow the Agency to request CON allocation by February 2021.

Therefore, the Agency requests a 20-month time extension to allocate CON by February 28, 2021.

Project Number: 46
Applicant: Imperial County
County: Imperial
District: 11
PPNO: 1327
Extended Amount: \$35,000
Phase: Right-of-Way
Number of Months Requested: 9 Months
Extended Deadline: 03/31/2020
Department Recommendation: Support, 9 Months
Solicitation: Metropolitan Planning Organization

Sidewalk Improvements on Rio Vista Street in Seeley California project

The County of Imperial (County) requests a nine-month extension to allocate funding for the Right-of-Way (RW) phase of the Sidewalk Improvements on Rio Vista Street in Seeley California project. The County experienced unexpected delays completing design.

The County received their Plans, Specifications and Estimates allocation in May 2018 and immediately began the design-consultant procurement process. The project's design phase Commenced a year later than originally scheduled due to bidding issues. The County advertised the Request for Proposal (RFP) in November 2018 and only received two proposals. The County opted to re-advertise the RFP in an effort to attract additional bidders with the potential for more competitive bids. Bids were opened in December 2018 and yet also resulted in only two bidders. After consulting with the Department, the County evaluated the two proposals and selected a design consultant in March 2019. The longer than anticipated procurement process delayed the start of design by approximately 12 months. The County has diligently proceeded to make sure that key milestones and required regulations are satisfied. Despite the delay, the County anticipates completing design and requesting RW allocation by March 2020. This project has a concurrent time extension request for its Construction Allocation on this month's Commission agenda.

Therefore, the City requests a nine-month time extension to allocate RW by March 31, 2020.

Project Number: 47
Applicant: Imperial County
County: Imperial
District: 11
PPNO: 1327
Extended Amount: \$141,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 06/30/2020
Department Recommendation: Support
Solicitation: Metropolitan Planning Organization

Sidewalk Improvements on Rio Vista Street in Seeley California project

The County of Imperial (County) requests a 12-month extension to allocate funding for the Construction (CON) phase of the Sidewalk Improvements on Rio Vista Street in Seeley California project. The County experienced unexpected delays completing design.

The County received their Plans, Specifications and Estimates allocation in May 2018 and immediately began the design-consultant procurement process. The project's design phase commenced a year later than originally scheduled due to bidding issues. The County advertised the Request for Proposal (RFP) in November 2018 and only received two proposals. The County opted to re-advertise the RFP in an effort to attract additional bidders with the potential for more competitive bids. Bids were opened in December 2018 and yet only resulted in two bidders. After consulting with the Department, the County evaluated the two proposals and selected a design consultant in March 2019. The longer than anticipated procurement process delayed the start of design by approximately 12 months. The County has diligently proceeded to make sure that key milestones and required regulations are satisfied. Despite the delay, the County anticipates completing design and requesting RW allocation by March 2020. This project has a concurrent time extension request for its Right of Way Allocation on this month's Commission agenda.

Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 48
Applicant: City of Westminster
County: Orange
District: 12
PPNO: 1015
Extended Amount: \$2,428,000
Phase: Construction
Number of Months Requested: 20 Months
Extended Deadline: 02/28/2021
Department Recommendation: Support, 20 Months
Solicitation: Metropolitan Planning Organization

Garden Grove Boulevard Complete Street project

The City of Westminster (City) requests a 20-month extension to allocate funding for the construction (CON) phase of the Garden Grove Boulevard Complete Street project. The City experienced unexpected delays in the design phase.

The project proposes to install Class II bike lanes along Garden Grove Boulevard. The project received an 18-month time extension for the Plans, Specifications and Estimate (PS&E) phase moving the PS&E allocation deadline to December 2018. The City originally anticipated requesting CON allocation by June 2019, however, the delay to PS&E requires modification to the originally proposed schedule. The project's design includes many detailed elements and requires additional time beyond to complete. As a direct result of the PS&E extension and complex design, the City anticipates requesting CON by February 28, 2021.

Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2021.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.8a.(4)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local
Assistance

Subject: REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR SENATE
BILL 1 LOCAL PARTNERSHIP PROGRAM PROJECTS (LPP), PER LPP GUIDELINES
WAIVER 19-18

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project allocation for eight projects listed on the attached document, for the time period shown, in the Senate Bill 1 (SB1) Local Partnership Program (LPP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project allocation for eight projects, totaling \$1,953,000, programmed in the SB1 LPP, for Fiscal Year 2018-19.

BACKGROUND:

These agencies will not be able to request an allocation for funds by the June 30, 2019, deadline. The attachment shows the details of the projects and the explanations for the delays. The project sponsors are requesting extensions, and the regional planning agencies concur.

Current 2018 LPP Guidelines, adopted by the Commission, stipulate that funds that are programmed for all components of local grant projects or for Department construction costs are available for allocation only until the end of the fiscal year identified in the LPP. The Commission may approve a waiver to this “timely use of funds” deadline, one-time only, for up to 12 months.

Attachment

**Time Extension/Waiver – Project Allocation Deadline
Local Partnership Program**

Project Number: 1
Applicant: Transportation Agency for Monterey County
County: Monterey
District: 5
PPNO: 2898
Extended Amount: \$163,000
Phase: Construction
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support

Regional Wayfinding Program

The Transportation Agency for Monterey County (Agency) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Regional Wayfinding Program.

The project proposes to connect all major communities across Monterey County with a signed network of 369 miles of regional bicycle and pedestrian routes serving schools, parks and open spaces, employment centers and downtown areas. To prepare for the installation of the signage, the Agency needs to coordinate with each of the participating local jurisdictions and establish a Memorandum of Understanding that sets out the transfer of ownership and the maintenance requirements for the jurisdictions. This includes presentations to Planning Commissions, Technical Advisory Committees, City Councils, and Board of Supervisors that will take an additional 12 months to complete. By extending the 2018-19 funds, the Agency will be able to align the allocation and expenditures with other fund sources to match the construction schedule.

Therefore, the Agency requests a 12-month time extension to allocate CON by June 30, 2020.

Project Number: 2
Applicant: Transportation Agency for Monterey County
County: Monterey
District: 5
PPNO: 2931
Extended Amount: \$600,000
Phase: Plans, Specifications & Estimate
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support

Fort Ord Regional Trail and Greenway project

The Transportation Agency for Monterey County (TAMC) requests a 12-month time extension to allocate funding for the Plans, Specifications & Estimates (PS&E) phase of the Fort Ord Regional Trail and Greenway (FORTAG) project. TAMC encountered delays to the environmental clearance due to coordination efforts.

The project proposes to construct a 5.5 mile paved bicycle and pedestrian trail, surrounded by a 150-foot open space greenway, connecting portions of the unincorporated county, City of Marina, CSU Monterey Bay and City of Seaside. The project is near several planned developments through the neighboring agencies. TAMC anticipated using this opportunity to integrate into each planned development to maximize use and accessibility to the project. The coordination is dependent upon each cities' schedules and beyond the control of TAMC. TAMC is requesting an extension to accomplish development coordination and inclusion into the environmental document. TAMC anticipates completing environmental clearance by June 2020.

Therefore, TAMC requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 3
Applicant: Santa Barbara County Association of Governments
County: Santa Barbara
District: 5
PPNO: 2893
Extended Amount: \$110,000
Phase: Plans, Specifications & Estimate
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support

North Padaro Lane Coastal Access Improvements project

The Santa Barbara County Association of Governments (Agency) requests a 12-month time extension to allocate funding for the Plans, Specifications & Estimates (PS&E) phase of the North Padaro Lane Coastal Access Improvements project. The agency encountered unanticipated delays in completing the environmental phase of the project.

The project proposes to construct 0.2 mile of sidewalk, add coastal signage, provide access, and complete a gap in the California Coastal Trail (CCT). In January 2018, a major debris flow event created an emergency for the Agency and has since occupied the resources of the County Public Works Department. The debris flow event closed Highway 101 for several weeks and impacted local roads in the County of Santa Barbara County (County) and other infrastructure for months. Due to the unforeseen emergency event, the County was backlogged with projects from the previous season and needed to prepare for the 2019-20 winter season. The Agency and the County agreed to hire a consultant to complete environmental clearance for this project and work began in February 2019. Furthermore, the County informed the Agency that the environmental clearance would require a coastal development permit and a development plan be approved simultaneously because the project is in the transportation corridor in the coastal zone. The Agency anticipates these requirements will further delay the project an additional eight more months. The Agency anticipates obtaining CEQA by July 2019 and obtaining the coastal development permit and development plan approval by April 2020. To allow for any unforeseen issues, the Agency is requesting an additional 12 months. This project also has a concurrent Right of Way Allocation time extension request on this month's Commission agenda.

Therefore, the Agency requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 4
Applicant: Santa Barbara County Association of Governments
County: Santa Barbara
District: 5
PPNO: 2893
Extended Amount: \$70,000
Phase: Right-of-Way
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support

North Padaro Lane Coastal Access Improvements project

The Santa Barbara County Association of Governments (Agency) requests a 12-month time extension to allocate funding for the Right of Way (RW) phase of the North Padaro Lane Coastal Access Improvements project. The agency encountered unanticipated delays in completing the environmental phase of the project.

The project proposes to construct 0.2 mile of sidewalk, add coastal signage, provide access, and complete a gap in the California Coastal Trail (CCT). In January 2018, a major debris flow event created an emergency for the Agency and has since occupied the resources of the County Public Works Department. The debris flow event closed Highway 101 for several weeks and impacted local roads in the County of Santa Barbara (County) and other infrastructure for months. Due to the unforeseen emergency event, the County was backlogged with projects from the previous season and needed to prepare for the 2019-20 winter season. The Agency and the County agreed to hire a consultant to complete environmental clearance for this project and work began in February 2019. Furthermore, the County informed the Agency that the environmental clearance would require a coastal development permit and a development plan be approved simultaneously because the project is in the transportation corridor in the coastal zone. The Agency anticipates these requirements will further delay the project an additional eight more months. The Agency anticipates obtaining CEQA by July 2019 and obtaining the coastal development permit and development plan approval by April 2020. To allow for any unforeseen issues, the Agency is requesting an additional 12 months. This project also has a concurrent Plans, Specifications & Estimate Allocation time extension request on this month's Commission agenda.

Therefore, the Agency requests a 12-month time extension to allocate RW by June 30, 2020.

Project Number: 5
Applicant: Santa Barbara County Association of Governments
County: Santa Barbara
District: 5
PPNO: 2894
Extended Amount: \$340,000
Phase: Plans, Specifications & Estimate
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support

Summerland Area Coastal Access Improvements project

The Santa Barbara County Association of Governments (Agency) requests a 12-month time extension to allocate funding for the Plans, Specifications & Estimates (PS&E) phase of the Summerland Area Coastal Access Improvements project. The agency encountered unanticipated delays in completing the environmental phase of the project.

The project proposes to construct 1.2 miles of sidewalk, add coastal access parking, and to construct a Class I multi-purpose bike path. In January 2018, a major debris flow event created an emergency for the Agency and has since occupied the resources of the County Public Works Department. The debris flow event closed Highway 101 for several weeks and impacted local roads in the County of Santa Barbara (County) and other infrastructure for months. Due to the unforeseen emergency event, the County was backlogged with projects from the previous season and needed to prepare for the 2019-20 winter season. The County has just begun to respond to new projects. The original CEQA timeline assumed that a Categorical Exemption (CE) would be initiated in October 2018 and completed by April 2019. However, the Agency was not able to initiate the CE until November 2019 and needed to procure a consultant to complete the process. Furthermore, the County informed the Agency that the environmental clearance would require a coastal development permit and a development plan be approved simultaneously because the project is in the transportation corridor in the coastal zone. The Agency anticipates these requirements will further delay the project an additional eight more months. The Agency anticipates obtaining CEQA by May 2019 and obtaining the coastal development permit and development plan approval by April 2020. To allow for any unforeseen issues, the Agency is requesting an additional 12 months. This project also has a concurrent Right of Way Allocation time extension request on this month's Commission agenda.

Therefore, the Agency requests a 12-month time extension to allocate PS&E by June 30, 2020.

Project Number: 6
Applicant: Santa Barbara County Association of Governments
County: Santa Barbara
District: 5
PPNO: 2894
Extended Amount: \$260,000
Phase: Right-of-Way
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support

Summerland Area Coastal Access Improvements project

The Santa Barbara County Association of Governments (Agency) requests a 12-month time extension to allocate funding for the Right of Way (RW) phase of the Summerland Area Coastal Access Improvements project. The agency encountered unanticipated delays in completing the environmental phase of the project.

The project proposes to construct 1.2 miles of sidewalk, add coastal access parking, and to construct a Class I multi-purpose bike path. In January 2018, a major debris flow event created an emergency for the Agency and has since occupied the resources of the County Public Works Department. The debris flow event closed Highway 101 for several weeks and impacted local roads in the County of Santa Barbara (County) and other infrastructure for months. Due to the unforeseen emergency event, the County was backlogged with projects from the previous season and needed to prepare for the 2019-20 winter season. The County has just begun to respond to new projects. The original CEQA timeline assumed that a Categorical Exemption (CE) would be initiated in October 2018 and completed by April 2019. However, the Agency was not able to initiate the CE until November 2019 and needed to procure a consultant to complete the process. Furthermore, the County informed the Agency that the environmental clearance would require a coastal development permit and a development plan be approved simultaneously because the project is in the transportation corridor in the coastal zone. The Agency anticipates these requirements will further delay the project an additional eight more months. The Agency anticipates obtaining CEQA by May 2019 and obtaining the coastal development permit and development plan approval by April 2020. To allow for any unforeseen issues, the Agency is requesting an additional 12 months. This project also has a concurrent Plans, Specifications & Estimate Allocation time extension request on this month's Commission agenda.

Therefore, the Agency requests a 12-month time extension to allocate RW by June 30, 2020.

Project Number: 7
Applicant: Santa Barbara County Association of Governments
County: Santa Barbara
District: 5
PPNO: 2896
Extended Amount: \$210,000
Phase: Plans, Specifications & Estimates
Number of Months Requested: 9 Months
Extended Deadline: 3/31/2020
Department Recommendation: Support

Santa Claus Lane Class I Bikeway project

The Santa Barbara County Association of Governments (Agency) requests a 9-month time extension to allocate funding for the Plans, Specifications & Estimates (PS&E) phase of the Santa Claus Lane Class I Bikeway project. The Agency encountered unanticipated delays with the project's preliminary design.

The project proposes to construct 0.6 mile of paved bikeway to close a gap in the California Coastal Trail (CCT). The project has experienced delays in the preliminary bikeway design due to changes to the adjacent State Highway 101 High Occupancy Vehicle (HOV) project. The Agency's project is planned to be within the State Right of Way (RW), to avoid encroachment onto adjacent the United Pacific Railroad RW on the coastal side. These constraints and refinements have also had an impact to the Agency's environmental team in preparing their final Jurisdictional Delineation report for wetlands and their Natural Environment Survey for biological impacts. The Department has approved the design of the State Highway 101 HOV project, the technical studies, and the Draft Environmental Document. To address the changes to the project, the Agency sought approval from its board to authorize additional local funds to complete the work. The impact related to the coordination effort for the preliminary design and environmental changes, along with the need to obtain additional funding, resulted in a 9-month delay to obtaining environmental clearance. The Agency expects to complete environmental documents and request PS&E and RW allocations by March 2020. This project also has a concurrent RW Allocation time extension request on this month's Commission agenda.

Therefore, the Agency requests a nine-month time extension to allocate PS&E by March 31, 2020.

Project Number: 8
Applicant: Santa Barbara County Association of Governments
County: Santa Barbara
District: 5
PPNO: 2896
Extended Amount: \$200,000
Phase: Right-of-Way
Number of Months Requested: 9 Months
Extended Deadline: 3/31/2020
Department Recommendation: Support

Santa Claus Lane Class I Bikeway project

The Santa Barbara County Association of Governments (Agency) requests a 9-month time extension to allocate funding for the Right of Way (RW) phase of the Santa Claus Lane Class I Bikeway project. The Agency encountered unanticipated delays with the project's preliminary design.

The project proposes to construct 0.6 mile of paved bikeway to close a gap in the California Coastal Trail (CCT). The project has experienced delays in the preliminary bikeway design due to changes to the adjacent State Highway 101 High Occupancy Vehicle (HOV) project. The Agency's project is planned to be within the State RW, to avoid encroachment onto adjacent the United Pacific Railroad RW on the coastal side. These constraints and refinements have also had an impact to the Agency's environmental team in preparing their final Jurisdictional Delineation report for wetlands and their Natural Environment Survey for biological impacts. The Department has approved the design of the State Highway 101 HOV project, the technical studies, and the Draft Environmental Document. To address the changes to the project, the Agency sought approval from its board to authorize additional local funds to complete the work. The impact related to the coordination effort for the preliminary design and environmental changes, along with the need to obtain additional funding, resulted in a 9-month delay to obtaining environmental clearance. The Agency expects to complete environmental documents and request Plans, Specifications & Estimate (PS&E) and RW allocations by March 2020. This project also has a concurrent PS&E Allocation time extension request on this month's Commission agenda.

Therefore, the Agency requests a nine-month time extension to allocate RW by March 31, 2020.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.8a.(5)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation
Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR A LOCAL-ADMINISTRATED STIP PROJCT, ON THE STATE HIGHWAY SYSTEM, PER STIP GUIDELINES WAIVER 19-19**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation for 12 months for the locally administrated State Transportation Improvement Program (STIP) I-10 Eastbound Truck Climbing Lane project (PPNO 3009Q) in San Bernardino County, on the State Highway System.

ISSUE:

Currently, \$2,890,000 in STIP Regional Improvement Program (RIP) funds are programmed to the Plans, Specifications and Estimate phase for the I-10 Eastbound Truck Climbing Lane project in Fiscal Year 2018-19. These funds were programmed from the Advanced Project Development Element component of the 2018 STIP.

When the project was initially programmed, it was assumed by the project development team that a Categorical Exclusion under the National Environmental Policy Act would be adequate to meet the federal environmental requirements since the proposed improvements are limited to the existing median areas of I-10. As the project progressed, the environmental reviewers determined that an Environmental Assessment (EA) would be a more appropriate document to meet the federal environmental requirements. The EA document is more comprehensive and requires additional reviews. In addition, project biologists continue to assess biological resources being impacted by the project. Furthermore, geometric design for the eastern terminus of the truck climbing lanes required more extensive traffic and design studies to make sure the trucks can smoothly transition to the general traffic lanes. For these reasons, the completion of the Project Approval and Environmental Document phase will be delayed.

Therefore, the San Bernardino County Transportation Authority is requesting a 12-month time extension for the allocation of \$2,890,000 RIP funds programmed in 2018-19.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, stipulate that funds programmed for all components of local grant projects or Department construction and construction support costs are available for allocation only until the end of the fiscal year identified in the STIP. The Commission may approve a waiver to the timely use of funds deadline for allocation one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Memorandum

Tab 92

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019

Reference No.: 2.8b.(2)

Action Item

REPLACEMENT


From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local
Assistance

Subject: REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR A LOCALLY
ADMINISTERED STIP PROJECT, PER STIP GUIDELINES
WAIVER 19-21

ISSUE:

Should the California Transportation Commission (Commission) extend the period of contract award for the City of Eureka - Waterfront Drive Connection Phase II Project (PPNO 0302D), in Humboldt County, totaling \$2,337,000, programmed in the State Transportation Improvements Program (STIP), for the time period identified in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of contract award for the City of Eureka - Waterfront Drive Connection Phase II Project (PPNO 0302D), totaling \$2,337,000, in Humboldt County, programmed in the STIP, for the time period identified in the attachment.

BACKGROUND:

The Commission allocated \$2,337,000, for the construction of one locally-administered 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 projects and the explanation for the delays. The respective agencies request an extension, and the planning agency concurs.

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

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

**Time Extension/Waiver – Contract Award Deadline
Local Streets and Road Projects**

Project Number: 1
Applicant: City of Eureka
County: Humboldt
District: 1
PPNO: 0302D
Extended Amount: \$2,337,000
Phase: Construction
Allocation Date: 10/18/2018
Allocation Resolution Number: FP-18-27
Number of Months Requested: 6 Months
Extended Deadline: 10/31/2019
Department Recommendation: Support

Waterfront Drive Connection Phase II project

The City of Eureka (City) is requesting a six-month time extension to award a contract (CON) of Waterfront Drive Connection Phase II Project. The City has experienced unexpected delays in awarding the project.

The City received the CON allocation in October 2018 and advertised the project in January 2019. After bid opening, the City determined they did not have a DBE goal and that their Good Faith Effort to be inadequate. The City then issued a notice of intent to award to the second lowest bidder. However, after receiving five bidding protests the City rejected all bids and opted to rebid the project. The City re-advertised the project and opened bids on April 9, 2019. Once again, the lowest bidder did not fulfill the DBE requirement. The City has requested the DBE documentation from the lowest bidder and anticipates approving the contract at the next City Council meeting scheduled for May 7, 2019. The City anticipates awarding the contract in May, however, due to the current bidding environment, the City is requesting a six-month extension to allow for any unforeseen issues that may arise.

Therefore, the City requests a six-month time extension to award the project by October 31, 2019.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.8b.(3)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Ronald E. Sheppard,
Acting Chief
Division of Rail and
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE
TRANSPORTATION IMPROVEMENT PROGRAM - BAY AREA RAPID TRANSIT
DISTRICT (BART) STATION MODERNIZATION PROGRAM PROJECT,
WAIVER 19-22**

ISSUE:

Should the California Transportation Commission (Commission) approve a 20-month extension for the period of contract award to December 31, 2020, for the locally-administered State Transportation Improvement Program (STIP) –BART Station Modernization Program - 19th Street BART Station (PPNO 2010C) project, in Alameda County?

RECOMMENDATION:

The California Department of Transportation recommends the Commission approve a 20-month extension for the period of contract award to December 31, 2020, for the locally-administered STIP BART Station Modernization Program - 19th Street BART Station (PPNO 2010C) project, in Alameda County.

BACKGROUND:

In October 2018, the Commission approved Resolution MFP-18-04, allocating \$3,726,000 in STIP funds for the BART Station Modernization Program - 19th Street BART Station project to the San Francisco Bay Area Rapid Transit District. The award of a construction contract was expected by April 2019; however, contract bid responses were significantly higher, by nearly 60 percent, than the Engineer's Estimate and the amount of secured funding. Therefore, the San Francisco BART is requesting additional time to review the overall project for rescoping, repackaging, and rebidding.

Therefore, in accordance with STIP Guidelines, the San Francisco BART respectfully requests a 20-month extension for the period of contract award to December 31, 2020.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.8b.(4)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Ronald E. Sheppard,
Chief (Acting)
Division of Rail and
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR LOCAL
PARTNERSHIP PROGRAM – SOUTH COUNTY OPERATIONS AND MAINTENANCE
FACILITY PROJECT (PPNO 2928)
WAIVER 19-23**

ISSUE:

Should the California Transportation Commission (Commission) approve a 12-month extension for the period of contract award to April 30, 2020, for the locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Formulaic) South County Operations and Maintenance Facility (PPNO 2928) project, in Monterey County?

RECOMMENDATION:

The California Department of Transportation recommends the Commission approve a 12-month extension for the period of contract award to April 30, 2020, for the locally-administered SB 1 LPP (Formulaic) South County Operations and Maintenance Facility (PPNO 2928) project, in Monterey County.

BACKGROUND:

In October 2018, the Commission approved Resolution LPP-A-1819-07, allocating a total of \$242,000 in LPP Formulaic funds for the South County Operations and Maintenance Facility project to the Monterey-Salinas Transit (MST). The award of a construction contract was expected by April 2019; however, additional time is needed due to delays experienced during the January 2019 Federal government shutdown, including the subsequent backlog of work accumulated at the United States Department of Agriculture. Therefore, the MST is requesting additional time to award a contract.

Therefore, in accordance with SB1 Local Partnership Program Guidelines, the MST respectfully requests a 12-month extension for the period of contract award to April 30, 2020.

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.8b.(5)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Ronald E. Sheppard,
Chief (Acting)
Division of Rail and
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR SENATE BILL 1
LOCAL PARTNERSHIP PROGRAM (LPP) PROJECTS, PER LPP GUIDELINES
WAIVER 19-24**

ISSUE:

Should the California Transportation Commission (Commission) approve a 12-month extension for the period of contract award to April 30, 2020, for the locally-administered Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Formulaic) Customer Service Center Rehabilitation (PPNO 2320A) project, in Alameda County?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission approve a 12 month extension for the period of contract award to April 30, 2020, for the locally-administered SB 1 LPP (Formulaic) Customer Service Center Rehabilitation (PPNO 2320A) project, in Alameda County.

BACKGROUND:

In October 2018, the Commission approved Resolution LPP-A-1819-07, allocating \$765,000 in LPP Formulaic funds for the Customer Service Center Rehabilitation project. The award of a construction contract was expected by April 2019; however, additional time is needed to determine the location for a fully functioning temporary customer service center during the rehabilitation of the existing center to keep both staff and public safe from injury. Therefore, the recipient agency, the Alameda-Contra Costa Transit District (AC Transit), is requesting additional time to complete the plan for a temporary customer service center.

Therefore, in accordance with SB 1 Local Partnership Program Guidelines, the AC Transit respectfully requests a 12-month extension for the period of contract award to April 30, 2020.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.8c.(1)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Ronald E. Sheppard,
Acting Chief
Division of Rail and
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY
ADMINISTERED PROPOSITION 1B INTERCITY RAIL IMPROVEMENTS PROJECT, PER
PROPOSITION 1B GUIDELINES
WAIVER 19-26**

ISSUE:

Should the California Transportation Commission (Commission) approve a seven-month extension for the period of project completion, to December 31, 2019, for the Wayside Power and Storage Proposition 1B (Prop 1B) Intercity Rail Improvements (ICR) project at Auburn station on the Capitol Corridor (PPNO 2118) in Placer County?

RECOMMENDATION:

The California Department of Transportation recommends the Commission approve a seven-month extension for the period of project completion to December 31, 2019, for the Wayside Power and Storage Prop 1B ICR project at Auburn station on the Capitol Corridor (PPNO 2118) in Placer County.

BACKGROUND:

In May 2016, the Commission approved Resolution ICR1B-A-1516-02, allocating \$900,000 in ICR funds for the Wayside Power and Storage project to the Capitol Corridor Joint Powers Authority (CCJPA). Project completion was expected by May 2019; however, due to easement agreement issues between the host railroad, the Union Pacific Railroad, and the CCJPA, construction was delayed for six months.

With the easement agreement issue having been resolved, and in accordance with Proposition 1B Guidelines, the CCJPA respectfully requests a seven-month extension for the period of project completion to December 31, 2019.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.8c.(2)
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local
Assistance

Subject: REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR ACTIVE
TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES
WAIVER 19-27

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project completion for two projects listed on the attached document, for the time period shown, in the Active Transportation Program (ATP)?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission extend the period of project completion for two projects, totaling \$3,778,000, in the ATP.

BACKGROUND:

The Commission allocated \$3,778,000 for the construction of two projects. The responsible agencies will be unable to complete the projects as programmed. The attachment describes the details of the project and the explanation for the delays. The respective agencies request an extension in accordance with program guidelines.

Current ATP Guidelines stipulate that a local agency has up to 36 months from the time of contract award to accept the contract. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Guidelines further stipulate that the Commission may approve a waiver to the project completion deadline, one time only, for up to 12 months, in accordance with Section 14529.8 of the Government Code.

Attachment

**Time Extension/Waiver – Project Completion Deadline
Active Transportation Program**

Project Number: 1
Applicant: City of Los Angeles
County: Los Angeles
District: 7
PPNO: 4876
Extended Amount: \$2,829,000
Phase: Construction
Award Date: 12/30/2016
Allocation Resolution Number: FATP-1516-13
Number of Months Requested: 8 Months
Extended Deadline: 8/31/2020
Department Recommendation: Support

Safe Routes to School Education and Encouragement Programs and Pilots program

The City of Los Angeles (City) requests an eight-month time extension to complete construction (CON) of the non-infrastructure Safe Route to School Education and Encouragement Programs and Pilots program. The City has experienced some unexpected challenges with completing the program as anticipated.

The City awarded the program in December 2016 and proceeded with implementing the program. The City originally anticipated completing the program within the allotted 36-months and in alignment with the school years. However, the City is requesting a completion extension to ensure that the Safe Routes to School resources and programs funded through this grant, can be delivered and implemented with continuity at schools for the full school year, as the 36-month period is scheduled to end on December 31, 2019. This will negatively affect the program if only half of the school year can be implemented, as the City fully anticipates completing the program by August 2020.

Therefore, the City is requesting an eight-month completion time extension to August 31, 2020.

Project Number: 2
Applicant: City of Compton
County: Los Angeles
District: 7
PPNO: 4933
Extended Amount: \$949,000
Phase: Construction
Award Date: 7/26/2016
Allocation Resolution Number: FATP-1516-09
Number of Months Requested: 12 Months
Extended Deadline: 7/31/2020
Department Recommendation: Support

Wilmington Avenue Safe Streets Pedestrian and Bicycle Improvements project

The City of Compton (City) requests a 12-month time extension to complete construction (CON) of the Wilmington Avenue Safe Streets Pedestrian and Bicycle Improvements project. The City has deficiencies in the project deliverables that need to be rectified to meet the project scope and benefits.

The City awarded the Active Transportation Program (ATP) project in July 2016 and proceeded with implementing the project. The City anticipated completing the project within the allotted 36-month period, however, there were major inconsistencies found during project review performed by the Department's ATP staff. The City anticipates addressing the identified deficiencies and completing the project as proposed in the City's funding application with local funding. A 12-month extension will allow the City to complete the design phase, and once the design is accepted by the Department, the City will begin the CON phase. The City anticipates completing the project by July 2020.

Therefore, the City is requesting a 12-month completion time extension to July 30, 2020.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 15-16, 2019
Reference No.: 2.8d.
Action Item

From: STEVEN D. KECK
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local
Assistance

Subject: REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES
FOR ACTIVE TRANSPORTATION PROGRAM PROJECTS, PER ATP GUIDELINES
WAIVER 19-20

ISSUE:

Should the California Transportation Commission (Commission) extend the period of project development expenditure for the Union Station Master Plan Alameda Esplanade project (PPNO 5121), totaling \$2,150,000 programmed in the Active Transportation Program (ATP), for the time period identified in the attachment?

RECOMMENDATION:

The California Department of Transportation recommends the Commission extend the period of project development expenditure for the Union Station Master Plan Alameda Esplanade project, totaling \$2,150,000, programmed in the ATP, for the time period identified in the attachment.

BACKGROUND:

The Commission allocated \$2,150,000 for the Union Station Master Plan Alameda Esplanade project as identified on the attachment. The responsible agency has been unable to complete the phase within the expenditure periods. The attachment describes the details of the project and the explanation for the delay. The agency requested an extension, and the planning agency concurs.

Current ATP Guidelines, adopted by the Commission, stipulate that funds programmed for all components of local grant projects are available for expenditure only until the end of the second fiscal year following the year of allocation. The Commission may approve a waiver to the “timely use of funds” deadline, one-time only, for up to 12 months.

Attachment

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**Time Extension/Waiver – Project Development Expenditure Deadline
Active Transportation Program**

Project Number: 1
Applicant: Los Angeles County Metropolitan Transportation Authority
County: Los Angeles
District: 7
PPNO: 5121
Allocated Amount: \$2,150,000
Balance: \$2,023,374
Phase: Project Approval & Environmental Document
Award Date: 3/16/2017
Allocation Resolution Number: FATP-1617-03
Number of Months Requested: 12 Months
Extended Deadline: 6/30/2020
Department Recommendation: Support

Union Station Master Plan: Alameda Esplanade project

The Los Angeles County Metropolitan Transportation Authority (LA Metro) is requesting a 12-month time extension to the project development expenditure period for the Project Approval & Environmental Document (PA&ED) phase for the Union Station Master Plan: Alameda Esplanade project. The Agency experienced unforeseen delays during the environmental clearance and preliminary design of the project.

The Agency received their PA&ED allocation in October 2016. The project proposes to create a multi-modal connection between Union Station and surrounding communities. LA Metro was approached by the California High Speed Rail Authority (CHSRA) for possible accommodation of their high-speed rail at the Union Station. This modification required extensive coordination with the CHSRA to ensure that the environmental documents were aligned. The programmatic environmental review process and coordination with the CHSRA was abandoned by LA Metro to pursue a project level Environmental Impact Report clearance. LA Metro then began coordination efforts with the Department on obtaining NEPA clearance to encompass this project in addition to adjacent Active Transportation Program projects that were cleared as a group in the CEQA EIR. The project is adjacent to historic and cultural significant communities. However, the degree of cultural sensitivity was not anticipated and has become a critical item to address during the NEPA process. Other projects undergoing construction in the general area have resulted in the identification of cultural and archeological resources; resulting in work stoppages. LA Metro has engaged a new environmental team with specialized experience and expertise in this area to complete the archeology related technical studies. Adding to the complexity of the project was the series of water lines with conflicts to the proposed project improvements. These water lines are some of the oldest in the City and serve a significant amount of area in the City. LA Metro is coordinating with the City Department of Water and Power as the design progresses. The procurement of the specialized environmental team,

initial coordination efforts with CHSRA and the City Department of Water and Power have resulted in a one-year delay to the project.

Therefore, the LA Metro is requesting a 12-month expenditure extension for PA&ED from June 30, 2019, to June 30, 2020.